



2035 Haines Borough  
Comprehensive Plan

February Public Review Draft

## Appendix A: Plan Review

# Haines Comprehensive Plan Revision

## Plan and Document Review

Summary of Existing Planning Documents and Efforts

August 7, 2023

### Introduction

As part of the Background Research and Analysis task for the Haines Borough Comprehensive Plan Update, the project team reviewed relevant planning documents from the borough, local and regional organizations, and state and federal agencies. This **Plan and Document Review** summarizes key information from past planning efforts such as goals, objectives, strategies, and projects in the key topic areas of land use, transportation, utilities, economic development, and housing.

#### A few notes about this plan and document review:

- While each plan in the table below was reviewed, not all had relevant excerpts to include in the topic areas. Only those very specific references to the topics were included. Once recommended policies are drafted, those will then be checked against the entire plans and documents for consistency, alignment, or conflicts.
- Some of the plans are relevant and detailed to the point that their entire contents must be considered in drafting recommended policy updates for the comprehensive plan review. For example, excerpts of the Haines Sewer Master Plan and Haines Water Master Plan were not included because so much of these plans are relevant in considering the comprehensive plan update.
- All plans and documents in the table below were reviewed, but we chose to limit our plan descriptions and excerpts to plans and documents less than 11 years old.

Those documents that can accessed online are hyperlinked in blue.

Documents reviewed	Entity	Year Published
<b>Haines Sewer Master Plan</b>	Haines Borough	Yet to be adopted by assembly
<b>Haines Water Master Plan</b>	Haines Borough	Yet to be adopted by assembly
<a href="#">Haines Coordinated Transportation Plan</a>	Haines Borough	2023
<a href="#">University of Alaska Land Management Reevaluating Haines Land Holdings</a>	University of Alaska Land Management	2023
<b>Haines 5-year Economic Development Plan</b>	Haines Economic Development Corp.	2023 (still in draft form?)
<b>Recreation Economy for Rural Communities</b>	Haines Economic Development Corp.	2023 (still in draft form?)

<a href="#"><u>Southeast Alaska 2025 Economic Plan</u></a>	Southeast Conference	2021 (Updated 2023)
<a href="#"><u>Hazard Mitigation Plan</u></a>	Haines Borough	2022
<a href="#"><u>Haines Borough Emergency Operations Plan</u></a>	Haines Borough	2022
<a href="#"><u>Current Approved Heliskiing Map</u></a>	Haines Borough	2022
<a href="#"><u>Haines State Forest Timber Sale Schedule And Plans</u></a>	State of Alaska	2022
<a href="#"><u>Ring of Fire Resource Management Plan 2020 (with more recent updates and memos)</u></a>	Bureau of Land Management	2020 with updates in 2022 and 2023
<a href="#"><u>Climate Change Adaptation Plan</u></a>	Central Council of the Tlingit & Haida Indian Tribes of Alaska	2019
<a href="#"><u>Portage Cove Trail Framework Plan</u></a>	Haines Borough and Chilkoot Indian Association	2019
<a href="#"><u>Alaska State Rail Plan</u></a>	State of Alaska	2016
<a href="#"><u>Winter Visitor Industry Report</u></a>	Haines Borough	2015
<a href="#"><u>Noise Measurement Study</u></a>	Haines Borough	2015
<a href="#"><u>Haines Rail Access Report</u></a>	Haines Borough	2014
<a href="#"><u>Lutak Dock Structural Assessment</u></a>	Haines Borough	2014 – <i>The Lutak Dock project is in-progress and has evolved since this assessment.</i>
<a href="#"><u>Southeast Alaska Transportation Plan</u></a>	State of Alaska	2014
<a href="#"><u>Alaska Maritime Workforce Plan</u></a>	State of Alaska and University of Alaska	2014
<a href="#"><u>Alaska Mining Workforce Development Plan</u></a>	Alaska Miners Association	2014
<a href="#"><u>Haines Facilities Master Plan Development Survey</u></a>	Haines Borough	2012
<a href="#"><u>Port of Haines: Potential for Development</u></a>	Haines Borough	2012
<a href="#"><u>Haines Port Study Recommendations Memo</u></a>	Haines Borough	2012
<a href="#"><u>Chilkat River Critical Habitat Map</u></a>	Alaska Department of Fish & Game	Website
<a href="#"><u>Anadromous Waters Catalog</u></a>	Alaska Department of Fish & Game	Website
<a href="#"><u>ADF&amp;G Habitat Permits Overview</u></a>	Alaska Department of Fish & Game	Website

<a href="#"><u>Alaska Marine Highway Reform Initiative</u></a>	AMHS	Ongoing
<a href="#"><u>Haines Borough Maps (flood plain, recreation in townsite)</u></a>	Haines Borough	Maps
<a href="#"><u>Chilkat Territory 1946</u></a>	Haines Borough	Map
<a href="#"><u>Haines Cruise Passenger Survey</u></a>	Haines Borough	2011
<a href="#"><u>Downtown Revitalization Plan</u></a>	Haines Borough	2010
<a href="#"><u>Portage Cove Harbor Master Plan</u></a>	Haines Borough	2009
<a href="#"><u>Borough Energy Conservation Plan</u></a>	Haines Borough	2008
<a href="#"><u>Haines Costal Management Plan</u></a>	Haines Borough	2007. Repealed in 2018. The reason it was repealed is because the state abolished the CZMP. After reviewing the plan, the borough decided that the important provisions were already captured through current zoning code.
<a href="#"><u>Haines Highway Corridor Partnership Plan</u></a>	Haines Borough	2007
<a href="#"><u>Haines Convention Center Feasibility Study</u></a>	Haines Borough	2003
<a href="#"><u>Chilkat Bald Eagle Preserve Management Plan</u></a>	State of Alaska	2002
<a href="#"><u>Haines Tourism Management Plan</u></a>	Haines Borough	2002
<a href="#"><u>Haines State Forest Management Plan</u></a>	Alaska Department of Natural Resources	2002
<a href="#"><u>Economic Development Action Plan</u></a>	Haines Borough	2001

## Plan Descriptions (in chronological order from most current)

### ***Haines Sewer Master Plan (2023)***

This plan provides an overview of the Haines Borough’s sanitary sewer system (SSS) improvements and recommendations for the townsite. It describes the current townsite SSS, specifically the collection system, the wastewater treatment plant, and the marine outfall as well as annual volumes, federal permit parameters for effluent, and required wastewater quality testing. It includes 11 proposed Capital Improvement Projects (CIPs) related to the SSS and proposed project summaries include estimated budgets. It also explains seven recommendations for the next twenty years beyond the proposed CIP list, outlines possible financial options for supporting the implementation of the proposed CIP list, and overviews steps for permitting construction.

### ***Haines Water Master Plan (2023)***

This plan provides an overview of the Haines Borough’s public water system (PWS) improvements and recommendations for the townsite. It describes the current townsite PWS, specifically sources, treatment,

storage, distribution as well as annual capacity and water quality testing. It includes 14 proposed Capital Improvement Projects (CIPs) related to the PWS and proposed project summaries include estimated budgets. It also explains six recommendations for the next twenty years beyond the proposed CIP list, outlines possible financial options for supporting the implementation of the proposed CIP list, and overviews steps for permitting construction.

### ***Haines Coordinated Public Transit-Human Services Transportation Plan (2023)***

This plan documents and evaluates existing transportation providers and unmet transportation needs or duplications in local human service agencies and public transportation services in the Haines area. It identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes. It also provides strategies for meeting those needs and prioritizes transportation services for funding and implementation.

### ***University of Alaska Land Management Reevaluating Land Holdings in the Haines Area (2023)***

The University of Alaska, Land Management Office (UA Land) manages about 13,000 acres in the Haines/Chilkat Valley region. UA Land in 2018 was planning a 10-year timber project in Haines but because of disruptions in the economy and timber industry, the University is re-evaluating all its land holdings in the Haines area. This memo outlines some options being considered.

### ***Haines 5-Year Economic Development Plan (2023)***

This updated plan for 2023-2028 will be used to guide the work of Haines Economic Development Corporation for the next five year to “realize economic development in Haines Borough through research, community engagement, and strategic planning.”

### ***Recreation Economy for Rural Communities (2023)***

With planning assistance from the Recreation Economy for Rural Communities, sponsored by the U.S. Environmental Protection Agency, the USDA Forest Service and others, Haines Economic Development Corporation worked with the community to develop this plan meant to guide recreation economy development in Haines and the Chilkat Valley over the next two to three years. The Recreation Economy for Rural Communities is meant to help the communities develop action plans to strengthen their outdoor recreation sectors and revitalize their downtowns.

### ***Southeast Alaska 2025 Economic Plan (Updated 2023)***

This is the Comprehensive Economic Development Strategy (CEDS) for Southeast Alaska developed by Southeast Conference, the designated Economic Development District (EDD) through the U.S. Economic Development Administration (EDA).

### ***Hazard Mitigation Plan (2022)***

The State of Alaska Department of Homeland Security and Emergency Management provided funding and project oversight to facilitate and guide the development of this plan update. The planning team examined the spectrum of hazards listed in the 2018 State of Alaska Hazard Mitigation Plan (HMP), the 2010 legacy HMP, the 2015 HMP update, and identified natural hazards that the 2022 HMP Update would address. The borough staff and public began identifying critical facilities, compiling the hazards profiles, assessing capabilities, and conducting the risk assessment for the identified hazards.

### **Haines Borough Emergency Operations Plan (2022)**

This plan defines the actions and roles necessary to provide a coordinated emergency response within Haines. It guides local government, quasi-government organizations, and private agencies with a general concept of potential emergency assignments before, during, and following emergencies.

### **Current Approved Heliskiing Map (2022)**

The map governs (by borough code) where permit holders for commercial helicopter ski tours, commercial ski productions, and special ski competition events are allowed to operate within the borough boundaries. The operating season is February 1st through May 3rd each year and between the hours of 8 am to 6 pm. The current Commercial Ski Tour Areas map was adopted by the Haines Borough Assembly on March 22, 2022.

### **Haines State Forest Timber Sale Schedule and Plans (2022)**

This plan provides information about planning and use of the forest resources on the Haines State Forest for 2022-2026. It includes information about proposed timber sale activities, silviculture and reforestation activities, road construction and maintenance estimates, and proposed public recreation development on the Forest for the next five years.

### **Ring of Fire Resource Management Plan (2020)**

This plan covers approximately 320,000 acres of BLM-managed public lands encompassing areas around Haines and Skagway. It is meant to address resources concerns and other issues on BLM public land within the Ring of Fire management area.

### **Climate Change Adaptation Plan (2019)**

The Central Council of the Tlingit & Haida developed this plan to determine what changing climate conditions will occur in Southeast Alaska and potentially affect all Southeast Tribes. It prioritizes each area of concern with a ranking based on vulnerability and importance to the citizens and culture. It also proposes next steps in mitigation strategies.

### **Portage Cove Trail Framework Plan (2019)**

This plan proposes ways to create a Portage Cove Trail along Haines' waterfront. The first is to examine and stitch together the trail connection along the length of the Portage Cove waterfront, ensuring continuous and safe circulation. The second is to identify critical hinge points where future design projects and interventions could help to strengthen the trail with an emphasis on connections to and between Downtown and Fort Seward." *(This project might be on hold.)*

### **Alaska State Rail Plan (2016)**

The Alaska Department of Transportation and Public Facilities authored this plan to develop a vision for rail in the state and guide its rail freight and passenger transportation planning and project development for the next 20 years.

### **Winter Visitor Industry Report (2015)**

This report estimates the economic impact of visitors during the winter months (defined in this report as October through April), in addition to assessing each market in terms of its status and future outlook.

### **Noise Measurement Study (2015)**

The Haines Borough contracted a company to conduct a noise study to determine the noise levels at and near the Mile 26 base used by Southeast Alaska Backcountry Adventures (SEABA).

### ***Haines Rail Access Report (2014)***

This report provides a business case assessment for rail access to tidewater at Haines for Yukon mineral exports, and to bridge Alaska Railroad traffic from the south.

### ***Lutak Dock Structural Assessment (2014)***

The Haines government commissioned this report to document results of the structural assessment of the Lutak Dock by reviewing existing documentation for maintenance and repairs and determine the probable remaining service life.

### ***Southeast Alaska Transportation Plan (2014)***

This is one of the components of the Alaska Statewide Transportation Plan, identifying Southeast's transportation needs and recommendations for transportation improvements.

### ***Alaska Maritime Workforce Plan (2014)***

This report was developed by representatives of the Alaska Fisheries, Seafood, and Marine Industry sectors, Alaska state agencies, and the University of Alaska. It collected data and defined goals and strategies for industry, government, and educators to increase the number Alaskans in the maritime workforce and make sure Alaskans are trained and qualified to fill these positions.

### ***Alaska Mining Workforce Development Plan (2014)***

This report was developed by the Alaska Miners Association and gives an overview of the mining industry in Alaska including a needs assessment, workforce development goals and visions, and workforce development strategies.

### ***Haines Facilities Master Plan Development Survey (2012)***

This was a "needs assessment postal survey" with six main questions, each with several parts, to help determine the priorities and thoughts of the community about services provided or supported by the borough and the buildings that house them.

### ***Port of Haines Development Study (2012)***

This report is an overview of potential advantages and cargo volumes at Haines and is intended to assist the community in making an informed decision as to whether they should proceed further in evaluation of port expansion or improvement.

### ***Haines Port Study Report and Final Recommendations Memorandum (2012)***

The purpose of this memo is to provide the Haines Borough with a set of recommendations, drawn from Northern Economics' port development analysis, which suggests a path forward for the Port of Haines. Report recommends and outlines how Haines could undergo a process of information gathering and planning in anticipation of future port development.

### ***Maps and Websites:***

- Chilkat River Critical Habitat Map
- Anadromous Waters Catalog
- ADF&G Habitat Permits Overview
- Alaska Marine Highway Reform Initiative
- Haines Borough Maps

- Chilkat Territory 1946

## Plan Excerpts Pertinent to Comp Plan Focus Areas

### Land Use & Environment

#### **University of Alaska Land Management Re-Evaluating Land Holdings in the Haines Area Memo (2023)**

“Originally, in 2018, UA Land was planning a 10-year timber project with the intention of coordinating with other agencies. However, the timber industry in Southeast Alaska continues to experience disruptions. The ongoing tariffs between the US and China, combined with Sealaska and the US Forest Service’s departure from old growth logging, have all contributing to a shifting economic landscape in the region. As a result, the University is re-evaluating all of its land holdings in the Haines area which was presented to the University of Alaska Board of Regents during its committee meeting on November 4, 2021.

New Carbon Credit Program: In the Chilkat Valley area, 7,636 acres are included in the plan. The next step will be to issue a request for proposals seeking a developer to administer the program for the University. The developer may determine that one or more parcels identified in the public notice are not suited for carbon offset credits. In that case, the parcel will be removed from the program; however, the public notice will remain in effect on the parcel. The developer may recommend additional lands for inclusion into a program. In that case, any additional lands will have a public notice in a similar process as this one.

Establishing a carbon credit program is just one part of what the Land Management Team is planning for development in the Chilkat Valley. We are still exploring small-scale timber sales, biomass innovation, subdivisions, conservation easements, and other revenue-generating opportunities. We continue to support our fiduciary responsibility of monetizing the university’s land assets to fund the university’s endowment while stimulating the local economy.” Pg 1

#### **Haines Hazard Mitigation Plan Update (2022) – priority document; use the entire plan to inform this section**

**Background:** “Haines Borough encompasses 2,344 square miles of land and 382 square miles of water. Two thirds of the land is owned by the federal government, almost one-third by the State of Alaska, and about 2 percent is either privately owned or Borough land. For simplicity, this HMP update refers to public land as being owned by its managing agency, even though technically the land is owned by “the people” and managed on their behalf by the public agency. The lack of private land in Southeast Alaska impedes the ability of the region, including Haines Borough, to accommodate private sector activity.

University of Alaska-owned land is scattered throughout the Borough. Some of these parcels have been subdivided and sold as residential lots, including the Letnikof Estates Subdivision on the Chilkat Peninsula and others in the Mosquito Lake and Porcupine areas. The University actively manages its land for revenue generation. Alaska Mental Health Trust-owned land includes parcels on Mt. Riley, along the Haines Highway near the border and on the upland side of Lutak Road. To date, the Alaska Mental Health Trust has no pursued sale or development of their holdings in the Haines Borough, although their mission is to generate venue from their land holdings to support mental health programming in Alaska. Private landowners (including Native allotments) own approximately 20,000 acres or 1.3 percent of the Borough land base.”

Pg. 88



**Hazard Vulnerability Analysis:** “High vulnerability and probability of earthquakes and severe weather, high probability and moderate vulnerability to ground failure, high probability and vulnerability to flood/erosion, and high vulnerability and low probability of changes to the cryosphere.” Pg. 85

The exposure analysis results developed in Section 6 were used as a basis for developing mitigation goals and potential actions. Mitigation goals are general guidelines that describe what areas Haines Borough would like to focus on in terms of hazard and loss prevention. In 2021, Haines Borough added two goals to its list of mitigation goals from 2015 (Table 18). In 2021, Haines Borough renamed its snow avalanche goal to changes in the cryosphere.

Table 18. Mitigation Goals

No.	Goal Description
<b>RENAMED</b> CC-1	Reduce the possibility of damage and losses due to changes in the cryosphere (CC).
EQ-2	Reduce structural vulnerability to earthquake (EQ) damage.
FL-3	Reduce flood (FL) and erosion damage and loss possibility.
<b>NEW</b> GF-4	Reduce ground failure (GF) damage and loss possibility.
SW-5	Reduce structural vulnerability to severe weather (SW) damage.
T-6	Reduce vulnerability, damage, or loss of structures from tsunami or seiche (T).
<b>NEW</b> WF-7	Reduce vulnerability of structures from wildland fires (WF).

Key:

CC = Changes in the cryosphere

EQ = Earthquake

FL = Flood

GF = Ground Failure

SW = Severe Weather

T = Tsunami

WF = Wildfire

**Specific mitigation goals and actions that pertain to land use:**

- Goal: Reduce the possibility of damage and losses due to changes in the cryosphere.
  - Action: Rewrite Comp Plan and Title 18 to prohibit new construction in avalanche areas. Seek possible private property buyout grants. ***(Also pertinent to Housing section.)***
  - Action: Determine if there are any homes in an avalanche path. ***(Also pertinent to Housing section.)***
- Goal: Reduce structural vulnerability to earthquake damage
  - Action: Identify buildings and facilities that must be able to remain operable during the following an earthquake event. No action has been taken due to lack of resources. The Planning Team would like to add this action to EOP development.
  - Action: Perform an earthquake vulnerability assessment of the identified buildings and facilities.
- Goal: Reduce flood and erosion damage and loss possibility
  - Action: Identify drainage patterns and develop a comprehensive drainage system.
  - Action: Structure elevation and/or relocation.
  - Action Updated FIRM Haines Maps.
  - Action: Review requirements in Com Plan and Title 19 that all new structures be constructed according to NFIP requirements and set back from the rivers and shoreline to lessen future erosion concerns and costs. ***(Also pertinent to Housing section.)***
- Goal: Reduce grown failure damage and loss possibility.
  - Action: Review planning requirements in Comp Plan and Title 18 for new construction. ***(Also pertinent to Housing section.)***
  - Action: Encourage weather resistant building construction materials and practices ***(Also pertinent to Housing section.)***
  - Action: Consider installing additional weather stations.

- Goal: Reduce vulnerability of structures from wildland fires.
  - Action: Encourage the creation of firebreaks and use of other FireWise techniques.
  - Action: Consider development of Community Wildfire Protection Plan.

### **Haines State Forest Timber Sale Schedule and Plans (2022)**

- Review “Proposed Five-year Harvest Activities” 2023-2026, pages 7-8.
- Review “State Forest Roads” and “Maintenance” under Transportation section on pages 9-10.
- Review “Proposed Developments” under Recreation Development section on pages 13-15.

### **Noise Measurement Study 2015**

“... the report examined the range of typical land uses and their typical DNL noise measurements, and then compared them to the results from the noise monitoring at the three sites. As stated above, the three sites outside the helipad ranged from 30-51 DNL. Typical noise measurements at an average “wooded residential” land use is generally around 51 DNL. This means that the measured average noise level at the three sites fairly closely matches or is quieter than what would be expected in wooded residential or quieter land use types. However, it is important to note that these comparisons do not link to any specific noise standard or regulation, but rather give a generalized comparison between what is typical in similar land uses and the results measured during this Study.” Pg 5-2

## **Transportation**

**Coordinated Public Transit-Human Services Transportation Plan (2023)** – *priority document; use the entire plan to inform this section*

**“Gaps in Service:** There is no public transportation system in Haines and limited taxi services available for those who require it, (the one taxi service, Haines Shuttle, just ceased operations). The main gaps are 1) limited service areas, 2) limited times of transportation services, and 3) numbers of ADA accessible vehicles available for seniors, disabled individuals and low-income residents on a year round basis. Local senior citizens, age 60 and older, are able to access common community destinations (i.e. library, post office, clinic etc.) through the Senior Center Transportation Services. The services are free for elders and for people with disabilities. However, hours and days are limited. When the Senior Center is closed (evenings, Friday-Sunday, and holidays), there are no accessible vehicle transportation options for people with disabilities and/or the elderly unless previously scheduled and dependent upon driver availability. Services areas are also limited to those who reside within the Townsite service area. There are approximately 500 people in the Mosquito Lake, Highway, Mud Bay, and Lutak areas who do not have access to transportation services. They rely on family, friends, and taxi services, though there are no taxi services that can accommodate passengers in wheelchairs. The Haines Borough school district does not have an ADA vehicle, if one were needed for public needs. The Senior Center needs more funding to maintain the services they currently provide and to expand existing services. Services have been difficult to maintain because of staffing shortages and vehicle maintenance issues. Grants are available to improve existing service, such as the Purchase of Services Grant or the Operating Assistance Grant, but CCS is not eligible to apply for a Purchase of Services grant because they provide the service and cannot purchase it from themselves. CCS is unable to apply for an Operating Assistance grant because the match and administrative requirements are cost prohibitive. CCS applied for a capital grant in 2023 for a replacement bus for the Haines Senior Center. Agency clients that rely on the Senior Center Transportation Services have experienced difficulties in accessing services, mainly due to the lack of available

hours, drivers, or vehicles. There are also challenges in advertising the available agencies, services, hours, and routes - many in the community are unsure of who to call for a ride and when rides are offered.” Pg. 13

**V. Goals & Strategies**

To improve human service and public transportation for elderly, persons with disabilities, and low-income populations within the Haines area, goals and strategies are intended to close the gaps listed in the previous section. **(Some pertinent areas bolded)**

**Goal 1: Promote Awareness of, Collaboration for Available Services**

- **Sustain the Transportation Task Force**
- Create Media Plan
- Celebrate Success

**Goal 2: Maintain Existing Services**

- Support SE Senior Services
- Apply for Purchase of Services Grant

**Goal 3: Expand Existing Services**

- **Expand Service Area**
- **Apply for Transportation Grants**
- **Create and Implementation Plan for Expanding Service Hours**
- **Explore Options for Transportation for Students With Disabilities From School To Medical And/Or Mental Health Service Providers**

**Goal 4: Develop Alternative Transportation Options**

- **Explore bicycle exchange program**
- **Explore application of planning grant through the Federal Transit Authority**

**VI. Priority of Projects**

Listed below are the projects the community would like to accomplish in the next 5 years based on the strategies listed above. This list will become a standalone document that must be updated and approved every grant cycle, and will allow the community to change the project list without updating the entire plan.

Priority	Project	Goal, Strategy
1	Apply for Purchases of Services Grant	2.1.1
2	Support Southeast Senior Services	2.1
3	Sustain Transportation Task Force	1.1
4	Expand Service Area	3.1
5	Celebrate successes	1.3
6	Explore options for transportation for students with disabilities from school to medical and/or mental health service providers	3.1
7	Explore application of Transportation planning grants	3.2
8	Create implementation plan for expanding service hours	3.3
9	Explore bicycle exchange program	4.1
10	Create media plan	1.2

### **Haines Borough Emergency Operations Plan (2022)**

“The ADOT&PF maintains the following main roads/airfields: Airport, Haines Highway, Lutak Road, Mud Bay Road.” Pg 75

### **Alaska State Rail Plan (2016)**

5.1.5 Island Railroad to Yukon Territory: While Skagway has historically been used as the export site for Yukon mining resources, the WP&YR has not carried freight since 1982. Despite interest by some in the mining industry to revive the freight service, the WP&YR operates as a tourist railroad. As of publication of the ASRP, WP&YR management has decided to not haul ore concentrate or other freight. There is interest in determining if shipping ore concentrate from Yukon mines to Haines, Alaska by rail is a viable alternative [to shipping through Skagway]. In September 2013, DOT&PF provided a grant to the Haines Borough to do a feasibility study on this rail connection. According to the April 2014 Haines Rail Access Report<sup>64</sup>, this rail connection is not economically feasible without financial assistance from a government or major commercial customer (ALCAN RailWay Inc. 2014). However, the reduced highway maintenance resulting from taking mining traffic off the road could make it attractive for the public sector to provide some investment in the project. A rail connection between Haines and Carmacks, Yukon would cost approximately \$3.5 billion. The Haines Rail Access Report recommends a scenario that relies on public sector value to supplement private sector funding. The public/private partnership for this scenario would include an investment of \$3.48 billion, which would include a private railway partner financing \$2.76 billion (79 percent share) and a public sector partner financing \$720 million (21 percent share). This connection is being pursued by the Haines & Yukon Railway, LLC. Their long-term goal is to build a railway from Haines to Carmacks. According to the Haines & Yukon Railway, there are two ways this new rail link could be profitable. The first is to wait until the price of minerals increases sufficiently to reasonably ensure a profitable development. The second would be to wait until after the Alaska Canada rail link (described in 5.1.3) is operational and then transport minerals from the Yukon to Haines for export.” Pg 108

### **Southeast Alaska Transportation Plan Draft (2014)**

- Recommended actions include, “Completion of the highway to Katzechin and initiation of shuttle ferry service in upper Lynn Canal.” Pg. vii
- Proposed chronological steps: 2020: The road from Juneau to Katzechin and the Katzechin ferry terminal will be completed. Operational changes include the first ACF running Skagway to Katzechin and the second running Haines to Katzechin. The Haines Skagway shuttle will continue to provide a direct connection between those two communities. Pg. 13
- Traffic Demand and Forecast: Yukon and British Columbia mining activities could lead to increased port usage in Haines and Skagway. Pg. 28

### **Port of Haines: Potential for Development (2012)**

“Of the economic sectors outlined above, few are expected to lead to significant increases in cargo volumes. Education and Health Services, for example, is a growing sector in the borough, and currently represents 12.7 percent of the local workforce, nearly a 2 percent increase over the last five years (ADOLWD 2012). Haines has an older population relative to the median age in Alaska; as the population continues to age, demand for health services will likely continue to grow, increasing opportunities in the industry (Wilkenson 2010). However, this industry is service-based and, despite rapid growth, is unlikely to generate port cargo volumes. During interviews with the port’s current customers, the study team was informed that regional fuel sales and construction volumes in Southeast Alaska in part determine the volume of cargo moved through Haines.

Delta Western supplies both local users and Canadian wholesalers with a variety of petroleum products. Assuming no unforeseen shifts take place in the current market, Delta Western does not expect to see significant changes in its fuel transportation volumes through Haines (Gray 2012). AML’s representatives’ expectations were similar to those of Delta Western—they expect cargo volumes to remain at the status quo barring any significant market shifts. Three-fourths of the cargo AML transports through Haines is incoming; local customers include grocers, lumber yards, and construction companies (Ganey 2012). AML could see an increase in cargo if any local construction projects begin, or if construction firms based in Haines take on new construction projects in Southeast Alaska. Increases in mining volumes in Yukon will have a more direct impact in Skagway; AML is currently moving cargo for Yukon mines via their sister company, Canadian Lynden Transport, based in Skagway (Ganey 2012).”

### **Haines Port Study Final Recommendations Memorandum (2012)**

**“Recommendations:** Maintain existing facilities for existing users. Keep the Port of Haines’ existing facilities in good working order through scheduled maintenance, repairs, and other upkeep as needed to serve the needs of its current users. Also consider any upgrades required to serve changing needs or levels of use.”

## Utilities

### **Haines Sewer Master Plan (2023) – priority document; use the entire plan to information this section**

“This document provides an estimate of the construction costs for 11 prioritized wastewater system improvements, ranked by the Department of Public Works Staff. Table ES-1 lists these improvements along with the estimated costs. (Section 6 contains additional details.) The total cost estimate is \$12,543,042. A conceptual layout of the proposed sewer system improvements is presented in Figure ES-2: Map of Proposed Wastewater Improvements. The HSMP covers a 20-year planning period, 2023 through 2042, with a 10-year capital improvement focus, 2023 through 2033. Seven recommendations without cost estimates are also included for 2023 – 2042. Refer to Table ES-2 and Section 7 for specifics.” Pg. 9

“Without the improvements proposed in this plan, the basic sanitation needs of Haines could be compromised and the ability to provide sewer service to parts of the town unserved would be limited. Capacity problems will increase as the current infrastructure ages and the population base increases. The sewer improvements will ensure the safe disposal and treatment of sanitary waste. With the implementation of the proposed sanitation improvements, potential community health problems can be prevented, appreciably reduced, or eliminated.” Pg. 17

### **Haines Water Master Plan (2023) – priority document; use the entire plan to information this section**

“This document provides an estimate of the construction costs for 14 prioritized water system improvements, ranked by the Department of Public Works (DPW) Staff. Table ES-1 lists these improvements along with the estimated costs. (Section 6 contains additional details.) The total cost estimate is \$24,556,205. A conceptual layout of the proposed water improvements is presented in Figure ES-2: Map of Proposed Water Improvements. The 2023 HWMP covers a 20-year planning period, 2023 through 2042, with a 10-year capital improvement focus, 2023 through 2032. Six recommendations without cost estimates are also included for 2023 – 2042. Refer to Table ES-2 and Section 7 for specifics.” Pg. 9

“Without the improvements proposed in this plan, the basic sanitation needs of the Townsite could be compromised with an inadequate supply of potable water, and the ability to provide basic water service to unserved areas would be limited. Capacity problems will increase as the current infrastructure ages and the

number of residential and commercial dwellings in the Townsite increases. These improvements will ensure an adequate, safe and reliable drinking water supply as well as the Insurance Services Office (ISO) recommended fire flows for the community. With the implementation of the proposed sanitation improvements, potential community health problems can be prevented, appreciably reduced or eliminated.”  
*Pg. 17*

## Economic Development

**Haines 5-year Economic Development Plan (2023)** – priority document; use the entire plan to information this section

**Recreation Economy for Rural Communities (2023)** – priority document; use the entire plan to information this section

### **Southeast Alaska 2025 Economic Plan (2021)**

The four main priorities of the economic plan were identified as 1) Sustain and support the Alaska Marine Highway System, 2) Mariculture development, 3) Market Southeast Alaska to attract more visitor spending and visitor opportunities, and 4) Promote beneficial electrification. *Executive Summary*

### **Haines Winter Visitors Study (2015)**

“According to those interviewed, people involved in Haines’ tourism industry are generally supportive of growth in winter tourism, for obvious reasons: it brings spending and jobs to town in an otherwise slow economic period. It also coincides well with local priorities of increasing winter recreation opportunities, such as hockey and cross-country skiing. While support may vary in terms of the kinds of growth desired, there appears to be overall support of this sector.” *Pg 27*

“While the heli-skiing market contributes the most on a per-visitor basis to Haines pleasure-related winter tourism economy, growth is by no means guaranteed. According to local operators as well as others familiar with the business, the current limits on permitted days and allowable terrain constrain the market and make it difficult for operators to be successful. It is also possible that Haines’ reputation as a heli-skiing destination may be adversely affected by reports of limited permitted terrain and insufficient capacity to meet demand. A related issue is safety: a heli-skiing expert and operators concurred that limited permitted terrain and skier days reduces guiding options from a safety perspective. While growth is possible, the community must decide whether it is desired.” *Pg 29*

“Many of Haines’ retail, lodging, and dining businesses close for the winter season. While the addition of the Aspen Hotel will help combat this problem, some visitors may still be discouraged by the lack of dining and retail options. The situation will only be remedied by more visitors coming to town and creating the demand, causing business owners in turn to consider opening for more months of the year (as has already occurred in response to the heli-skiing market).” *Pg 29*

**“Creating a Common Vision for Growth.** Many people interviewed for this study, regardless of their personal views, agreed that developing a community vision for winter tourism has been challenging. Others noted that changes in Assembly and Borough leadership have also made it difficult to maintain and pursue consistent objectives. Moving forward, it will be important for Haines to establish a common vision that residents can support and pursue. Successful market development will require ongoing, sustained commitment and community support.” *Pg 30*

### **Haines Port Study Recommendations Memo (2012)**

“Market Assessment: This analysis looks at three separate markets in which growth of services and cargo for the Port of Haines could be generated: the local market, the hinterlands, and the mining industry. For this analysis, the local market consists of the borough population and local businesses; growth in this market would stem from population growth and economic activity within the borough. Similarly, the hinterland is comprised of communities inland of Haines whose populations could influence port volumes through growth in demand. The mining industry stands apart as a third market; unlike the local and hinterland markets, demand for transportation services by mining companies will not be tied to local economic conditions or population growth. Development within the mining industry depends on factors such as world market values of mined materials, the economic feasibility of accessing individual deposits, and permitting restrictions. This analysis looks at potential increases in cargo generated by both required materials and equipment for development (incoming cargo) and volumes of ores and concentrates (export cargo volumes).” Pg 23

## **Housing**

### **Haines Hazard Mitigation Plan Update (2022)**

Borough subdivisions where land was sold to private parties for housing include 13 view lots in the Carr’s Cove Subdivision and the 50 lot Skyline Subdivision north of the downtown area above Highland Estates. Other Borough lands in town are reserved for public use and include school facilities on 16-acres between Main Street and the Haines Highway, road right-of-way, parks, and several municipal facilities. Also, most of the tidelands in Portage Cove are Borough owned. Pg 89

### **Specific mitigation goals and actions that pertain to land use: (Also included in Land Use section.)**

- Goal: Reduce the possibility of damage and losses due to changes in the cryosphere.
  - Action: Rewrite Comp Plan and Title 18 to prohibit new construction in avalanche areas. Seek possible private property buyout grants.
  - Action: Determine if there are any homes in an avalanche path.
- Goal: Reduce flood and erosion damage and loss possibility
  - Action: Review requirements in Com Plan and Title 19 that all new structures be constructed according to NFIP requirements and set back from the rivers and shoreline to lessen future erosion concerns and costs.
- Goal: Reduce grown failure damage and loss possibility.
  - Action: Review planning requirements in Comp Plan and Title 18 for new construction.
  - Action: Encourage weather resistant building construction materials and practices
  - Action: Consider installing additional weather stations.

## Other

### **Haines Facilities Master Plan Development Survey (2012)**

**“SURVEY RESULTS:** In the results, the Fire, Ambulance and Police Services, and K-12 Education were ranked significantly higher than the others in both the order of importance to our community and which buildings should theoretically be built first.

When asked what new services or facilities the Borough should provide, a very strong voice for taking care of what we have and not building anything new came through; about sixteen percent up to possibly twenty-seven percent. But also, those that felt the Borough should provide more wrote a total of three hundred and nineteen other ideas. Eighteen and a half percent asked for an indoor recreation center.

When asked to allocate limited funds to buildings, the Fire, Ambulance and Police Building once again came out on top. The second and third places were given to the Chilkat Center and a new recreation center. But it is important to note that the allocation of average dollars was less than \$2 out of \$10 on these projects, demonstrating a need for a conservative and limited approach.

When asked about energy efficiency, low on-going maintenance costs, ease of parking and snow removal the community showed over ninety percent agreement in these areas being a top priority in borough owned buildings. A slightly lower number, but still a clear majority of seventy percent, thought that building attractiveness should be a priority.” *Pg 3*