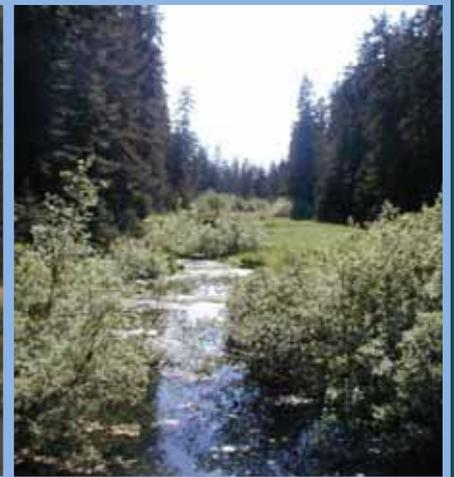
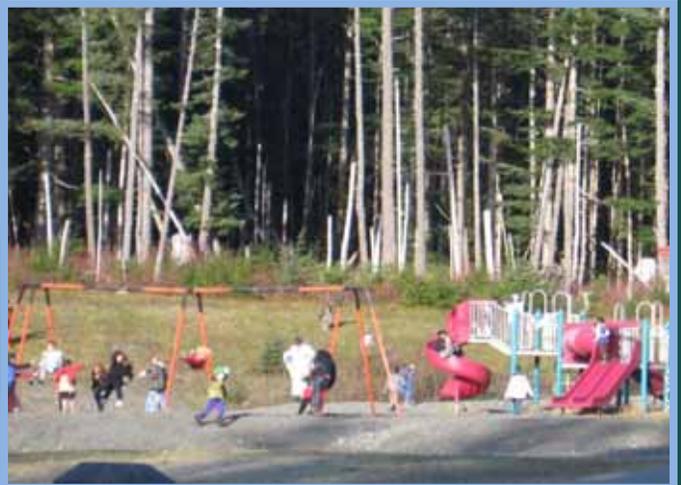


# CITY AND BOROUGH OF YAKUTAT COMPREHENSIVE PLAN



**APRIL 2010**



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## ACKNOWLEDGMENTS

The City and Borough of Yakutat Comprehensive Development Plan update was prepared with the assistance and guidance of many individuals including those listed below to whom special thanks is due.

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# 1 Introduction

The City and Borough of Yakutat is located on the north coast of the Gulf of Alaska. It is the only community of significant size for a nearly 400 mile long stretch of the coast between Cordova and Gustavus. Like most of southeast Alaska, Yakutat is relatively isolated with no road access. There is daily north and south commercial jet service to Juneau, Cordova, Anchorage and Seattle.

The landscape in the Borough is dramatic with high mountains, extensive icefields, glacial valleys, fjords, bays, rivers, forests, and wetlands. The landscape is constantly changing due to its location along the northern edge of the earth's Pacific Plate, the fact that the land is rising as it rebounds from the weight of former glaciers and because the coastline is exposed to the full force of waves and the storms that roll in across the Pacific Ocean and hit land with full force.

Alaskan Natives have lived in the area since time immemorial. The City of Yakutat incorporated in 1948, with just over three square miles within city limits. In September 1992, residents of the City of Yakutat voted to dissolve the City, and incorporate the 5,875 square mile Homerule City and Borough of Yakutat, which stretched from the Alsek River on the southeast to Icy Bay on the west and Canada to the north. In 1997, the City and Borough of Yakutat annexed the area from Icy Bay west to Cape Suckling. Today, the City and Borough of Yakutat is roughly the size of Vermont and encompasses approximately 7,650 square miles of land and 1,809 square miles of water (Figure 1).

Most of Yakutat's nearly 600 residents live within the former city limits. There is a small remote community at Cape Yakataga, and in the summer the population of the Tsiu River area swells with sport and commercial fishermen. Land in the Borough is primarily owned and managed by the federal or state governments, with the Tongass National Forest, Wrangell-St. Elias National Park and Preserve, and Glacier Bay National Park and Preserve each covering significant area. Three Native Corporations also have significant land holdings.

The local economy is traditionally been dominated by the harvest of resources including subsistence, commercial and sport fishing, hunting, seafood processing, government services, tourism, and in the past, timber harvest. Residents enjoy Yakutat's rural setting, mountains,

rivers, abundant wildlife, good water and air quality, recreational opportunities and scenic areas. Many residents engage in subsistence activities to feed themselves and to earn part of their living.

Approximately 97 percent of the land within the City and Borough of Yakutat is owned and managed by the federal or state governments. Only 2.2 percent of the land in the Borough is privately owned (Native Corporations, Native Allotments or other private) and less than a half of one percent (0.43%) is owned by the City and Borough of Yakutat. These percentages underscore why it is so important to Borough residents that the state and federal government coordinate with Yakutat and why it is important to carefully plan and make good use of the limited private and Borough-owned land.

As a Home Rule Borough, Yakutat has broad planning powers. To fulfill its planning responsibilities, the Borough has prepared this 2010 Comprehensive Development Plan, which replaces the 2006 version that was updated but not fully adopted.

## **1.1 How to Use the Comprehensive Development Plan**

The Yakutat Comprehensive Development Plan's intent is to help shape the community by guiding municipal staff, elected officials and appointed Boards and Commission's decisions. Actions related to community growth, redevelopment, project reviews, capital project and grant requests and investments will be strengthened by consulting with this Plan, which reflects the goals, vision and needs of the community. Some specific ways to use the Comprehensive Development Plan are:

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

The Plan uses the best available information; it reflects current values, concerns, opinions and conditions in Yakutat. Over time new opportunities or challenges will surely arise that were not

anticipated when the Plan was prepared. The Plan is therefore not infallible or “cast in stone” and should be updated every five years or so.

As a Homerule Borough, Yakutat has significant flexibility in what it includes in its Comprehensive Plan and in how it provides for planning, platting, and land use regulation in accordance with Alaska Statutes at Title 29. However, some of the issues raised during this planning process are still beyond the authority of this plan to resolve, yet are still very important to Yakutat residents. This includes items such as property taxation, Alaska National Interest Lands Conservation Act (ANILCA) designations, and management decisions by the U.S. Forest Service and National Park Service.

Virtually all development projects on private, Native Corporation and State land (including University and Alaska Mental Health Trust), particularly those that include some type of built structure, are subject to Borough zoning and typically will need either a zoning compliance permit or a conditional use permit<sup>1</sup>. Both permits can be obtained by the project developer from either the Planning Commission (which meets monthly) or from the Borough planner.

Federal and state government agencies are mandated by law<sup>2</sup> to coordinate their planning and actions with the plans and policies of local government. Local governments in Alaska have been slow to recognize and assert these rights compared to some Lower 48 states.

The City and Borough of Yakutat Assembly should consider adopting a Resolution to assert these rights to have meaningful local government involvement, which requires more than the timely exchange of information, and places an additional responsibility on federal and state agencies to incorporate the goals, objectives and policies of local government into the federal and state plans and decisions affecting any area under the local government’s jurisdiction or on which the local government’s citizens are dependent. The City and Borough of Wrangell did this in May 2009 and began formal coordination efforts and meetings with the USFS; contact the Wrangell borough manager for more information.

Federal government buildings must follow also following Yakutat zoning requirements. There are three relevant conditions mandated in federal Public Law 100-678 about how the federal government must use local government comprehensive plans and land use regulations:

- Buildings constructed or altered by a federal agency must comply with national model building codes and with local zoning laws and other local requirements.
- State and local government consultation, review, and inspection must be provided.

---

<sup>1</sup> This is true on State land unless there is an overriding State interest.

<sup>2</sup> National Environmental Policy Act (NEPA), Federal Land and Policy Management Act, (FLPMA) National Forest Management Act (NFMA, as amended (16 U.S.C. 1604), the Endangered Species Act (ESA), the Homeland Security Act, Presidential Executive Orders 12372, 12866 and 12630, and more.

- The administrator or appropriate agency must give due consideration to state and local government recommendations.

## 1.2 Plan Development Process

In 2009 the City and Borough of Yakutat allocated funds to prepare this Plan. Several efforts during 2002-2006 resulted in partial updates and rewrites to the Comprehensive Plan. The last Comprehensive Plan that was adopted in its entirety was completed in 1994.

The 2009 planning process built upon 2002-2006 and other planning work by:

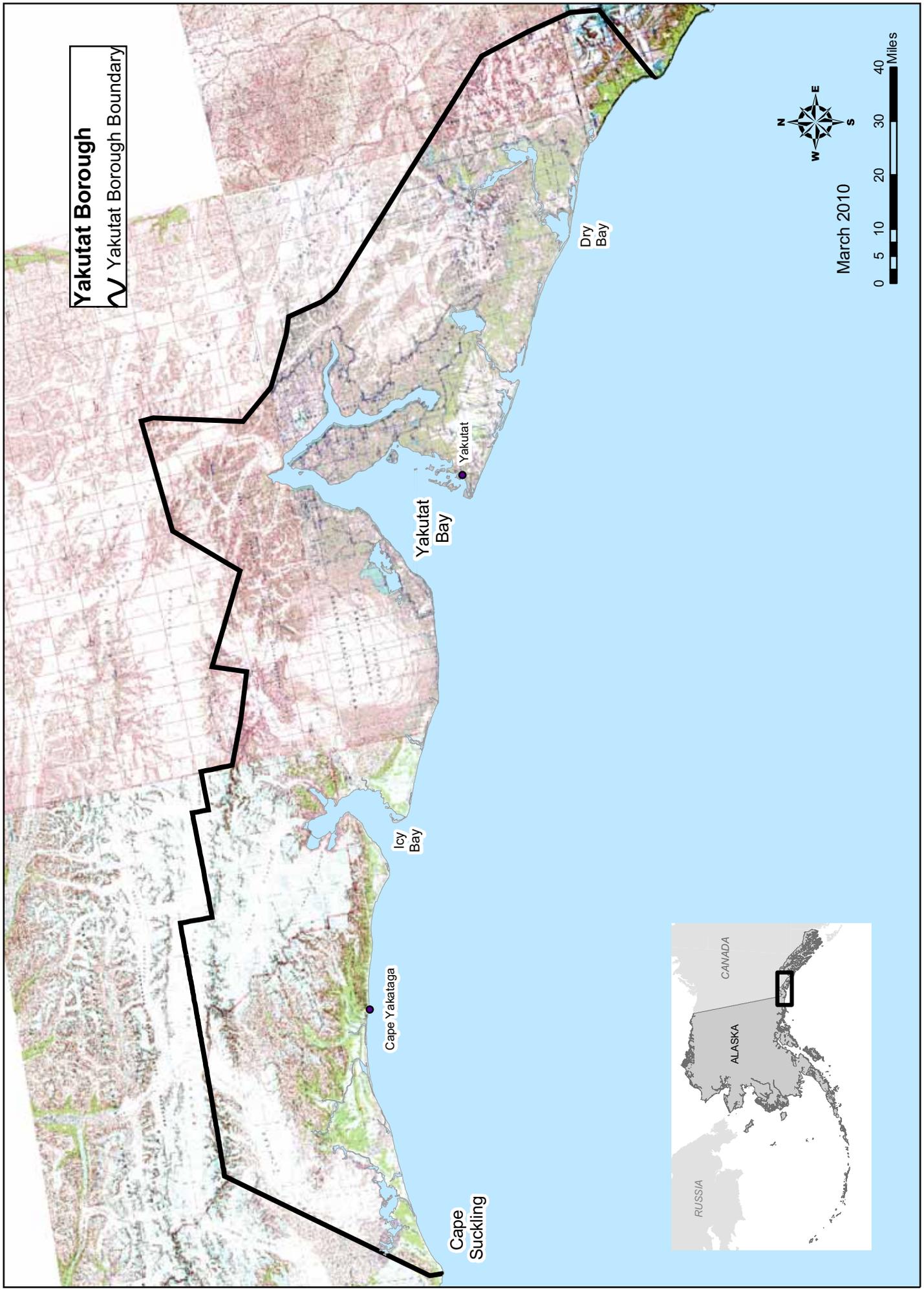
- Adding relevant information from the 2006 City and Borough of Yakutat Coastal Management Plan;
- Integrating information on the Icy Bay to Cape Suckling area (formerly chapter 7) into the appropriate chapters; and
- Updating the Plan to reflect changes to local conditions and priorities.

Meetings were held with Borough staff, the US Forest Service, the Yak-Tat Kwaan Inc. and the Yakutat Tlingit Tribe. In December 2009, the Planning Commission hosted a work session that was open to the public to establish the plan update process and to review updated and the chapters on land status and management, history and cultural resources, natural environment, economic development and public utilities and facilities. Draft goals, policies and actions were distributed to the Planning Commission, Assembly, and other interested community members in mid-December for comment and input received was incorporated. In February 2010 the land use chapter, future growth maps and housing chapter were reviewed at another Planning Commission meeting that was open to the public. On March 11, 2010, the Planning Commission held a public hearing and adopted a Resolution No. 10-02 recommending adoption of the 2010 Comprehensive Development Plan by the Assembly. The Plan was adopted after a Public Hearing by the Yakutat City and Borough Assembly on April 1, 2010, by Ordinance 10-514.



**Planning Commission Meeting**

Figure 1. Map of Yakutat Borough







# 2 Natural Environment

- Goal 1. Maintain and preserve the quality of the water, land and biological resources of the Borough to provide for sustainable use of those resources for current and future generations.**
- Goal 2. Establish and maintain integrated and coordinated resource management among federal, state, Yak-Tat Kwaan Inc., Borough, the tribal government and other parties.**
- Goal 3. Protect life and property from natural disasters and hazards.**
- Goal 4. Maintain and enhance the environmental conditions and habitats that support sustainable fisheries.**
- Goal 5. Safeguard the ability of borough residents to use the land and waters in the borough for traditional subsistence uses.**

## 2.1 Environmental Conditions

Yakutat Borough has an incredibly diverse habitat including glaciers, large and tall mountain ranges, floodplains, estuaries, wetlands, tidelands, islands, lagoons, fresh water rivers and lakes. This wide range of environments is home to many species of bird, fish, shellfish, and marine and terrestrial mammals. Between the Saint Elias Mountains and the Gulf of Alaska there are gently sloping outwash plains known as the Yakutat, Malaspina and Yakataga Forelands. The forelands are unique to this region and were formed during recent geologic times.

The abundant rainfall, mild temperatures, high water table, and gravel substrate make the Forelands especially productive spawning and rearing habitat for anadromous fish. All five

salmon species (king, sockeye, pink, chum and coho) are present in the area. The Alaska Department of Fish and Game has identified over 90 anadromous fish streams in the borough, between Cape Suckling and Cape Fairweather. Yakutat residents have a deep passion for their rich fish and wildlife and these natural resources provide outstanding commercial, subsistence and sport fishing, which are the backbone of the local economy.

The mountainous landscape found in much of the borough was shaped by the collision of two tectonic plates. These mountains are being constantly modified by glaciation, erosion, deposition, and wave and wind action. The Saint Elias Mountains and its massive icefields run the length of the borough. This includes the Bering Glacier, part of the largest icefield in North America and the Hubbard Glacier, located on Yakutat Bay, which has a tidewater terminus over six miles wide and 92 miles long.

The position of land in relation to the sea level has fluctuated widely in the Yakutat area. While sudden uplifting and depression of land has been caused by tectonic events, the expansion and contraction of glaciers has had more gradual but equally significant effects. The recession of glaciers causes the land to rise slowly as the weight of glaciers is removed, although there is usually a time lag between melting and rebound. As of 1983, land in the Yakutat area had been emerging at an average rate of 0.21 inches per year. Theoretically, this rate of uplift could result in an emergence of 10.5 inches in 50 years and create as much as 50 feet of new land in coastal areas where the slopes are very gentle.



*St. Elias Mountain range in the distance*

Parts of the gulf coast near Yakutat are presently being eroded by wave action and the land meets the sea as cliffs in many places. In addition, the borough is potentially subject to natural hazards that include earthquake, ground instability, tsunamis, seafloor instability, and faulting. Glacial advancement and retreat, outburst flooding, waves from calving ice, heavy snows, poor soils, and avalanches are also concerns.

As part of the 2006 City and Borough of Yakutat Coastal Management Plan, a detailed resource inventory was completed. This includes a description each type of coastal habitat; offshore areas, estuaries, wetlands, tidelands, rocky islands, sea cliffs, barrier islands, reefs, exposed high energy coasts, freshwater rivers, streams and lakes, and important uplands. These descriptions and maps can be found in Section 3.6 of the Coastal Management Plan. The Plan also identified special habitat areas that are unique, and are of local concerns.

Yakutat is known for and defined by its abundance of marine mammals, fish, wildlife and birds. The interface of terrestrial and marine environments along the northeastern Gulf of Alaska creates niches for this relatively high animal diversity. The CZMP in Section 3.7 describes important habitat for marine mammals, fish and shellfish, terrestrial mammals, birds and amphibians. Maps, showing key habitat areas were also completed as part of this plan.

In recent years there has been an effort to clean up the dozens of contaminated sites that were left by the military. This remedial work is being carried out by the US Army Corps of Engineers, the USFS and the Yakutat Tlingit Tribe.

## **2.2 Natural Resource Coordination and Management**

The majority of land in the borough is managed by the federal and state governments and not the borough, yet borough residents are integrally linked to the land for their economic survival. Many residents are concerned about the protection of healthy fish and game populations and habitat, and federal and state land management policies. Residents have expressed fears that federal and state land managers are not adequately protecting the natural environment to the degree necessary to ensure continuance of traditional fishing, both commercial and subsistence. There is a real or perceived notion that the local community has little control over how resources are managed on public land. There is also confusion and concern about regulations relating to subsistence. Residents want to know how impacts such as alteration of upland habitat, increased erosion and sedimentation, and impacts on air and water quality can be minimized.

## **2.3 Natural Hazards Protection Plan**

Yakutat Borough is potentially subject to severe geophysical hazards such as earthquake, ground instability, tsunamis, seafloor instability, and faulting (DNR 1994). In fact, after the Aleutian Island Chain, the Gulf of Alaska is the most seismically active region in the United States (DNR 1978). Earthquakes and related ground movement are a geological hazard in the area. Other potential hazards include glacial advancement and retreat, glacial blockage of Russell Fiord and subsequent outburst flooding of the Situk River area, outburst flooding, coastal erosion, and snow avalanches in areas of steep terrain.

The Hubbard Glacier at the northern end of the Yakutat Bay has been advancing rapidly since 1971 and closed off Russell Fiord in 1986 and 2003. In 2003, the Russell Fiord was fed by mountain streams and meltwater from the other glaciers and the resulting lake rose at a rate of nearly 10 inches a day. The ice dam eventually burst sending a deluge of water and icebergs out of Disenchantment Bay, through Yakutat Bay and out to the sea. There is concern that the fiord could become dammed again and could overflow its southern banks and drain through the Situk River or Lost River, threatening fish habitat and the local airport.

The presence of a potential hazard does not necessarily preclude development. In many cases,

a known hazard can be mitigated through sound land-use practices and proper construction techniques.

Appropriate mitigation measures will depend on the type and extent of the hazard, the probable severity, and the proposed development. A Local Hazard Mitigation Plan was completed for the Borough in 2008. This Plan provides information on how natural hazards could affect the borough, describes past disasters, and lists projects that may help the community prevent disaster losses. The Plan sets out strategies to reduce local vulnerability to the effects of hazards and rates the mitigation projects using a cost/benefit analysis.

Strategies include mapping and evaluating geophysical hazard areas, including areas susceptible to avalanches, flooding, erosion, beach process, tsunamis, storm surges, landslides, faults, and ice hazards, flooding due to Russell Fiord's probable overflow. The plan also recommends adopting an ordinance to direct development away from hazard areas. Setbacks, slope limitations, bank stabilization, anchoring of structures could be used to protect development.



*Hubbard Glacier 100 yards of Gilbert Point in June 2007. Photo: George Kalli of the U.S. Army Corps of Engineers took this photo in May 2007.*

## 2.4 Subsistence

Subsistence, the customary and traditional use of wild, renewable resources for direct personal or family consumption as food, shelter, fuel, clothing, tools, or transportation, is both an important economic and social activity. Subsistence has been the traditional lifestyle of the Yakutat-Tlingit and is part of the general social fabric of Yakutat. The Borough is interested in safeguarding the ability of its residents to practice traditional subsistence activities.

Yakutat residents use a stretch of about 200 miles of coastline, most of it within the Borough, for subsistence activities. Yakutat households harvested an average of 1,046 pounds of subsistence foods in 2000. Harvests of Native households averaged 1,274 pounds; non-Native household harvested 754 pounds. On a per capita basis, Yakutat residents harvested 385 pounds of subsistence foods in 2000.

The Coastal Management Plan Section 3.10 contains specific harvest information and a series of maps that show subsistence use. Especially highly used areas include the coastal areas east of the Situk River west to Ocean Cape, all of the lands and waters of the Ankau lagoon system, all areas of the shore and offshore in Yakutat Bay near the city, and virtually all of the Situk River drainage. From the Situk River eastward across the Yakutat Foreland as far east as Harlequin Lake and Dangerous River, the shoreline and inland areas across Yakutat Bay from town, offshore areas west of Yakutat Bay, areas north of the Nunatak Fiord and east of the northern portion of Russell Fjord as well as the coastal and inland areas from Dry Bay and the Alsek River are also importance subsistence use areas. Water bodies important for subsistence activities include the Ahrnklin River, Akwe Lake, Akwe River, Alsek River, Ankau Creek, Dangerous River, East Alsek River, Italio River, Lost River, Redoubt Lake Outlet, Tawah Creek and Tsiu River.

The scenery and habitats that provide attractions for visitors are also the same resources that are vital to Yakutat residents for subsistence, and often recreation. Commercial tourism activities that are not developed to protect subsistence harvest areas and commercial fishing areas can have significant adverse impact on those activities. Residents would like to see access to key subsistence areas unrestricted.



*Gathering spruce roots on Khantaak Islands  
photo courtesy USFS*

Subsistence is currently regulated by both the federal and state governments; a great deal of subsistence hunting and fishing also takes place under sport hunting and fishing regulations, and Alaska Department of Fish and Game manages sport hunting on all lands. In addition, land managers like the Yak-Tat Kwaan also have a say in the types of activity that take place on their lands.

Because some traditional clan and family hunting areas have been passed down for generations but have not been recorded or recognized by state and federal land managers, there is apparently some conflict. This is especially true with traditional camps in the Russell Fiord Wilderness, Dry Bay and Lituya Bay areas. Further, there is concern that permits for traditional camps and cabins on federal lands be allowed to pass through the generations to prevent eroding traditional subsistence use patterns established by the Tlingit people.

## 2.5 Natural Environment - Goals and Policies

**Goal 1. Maintain and preserve the quality of the water, land and biological resources of the Borough to provide for sustainable use of those resources for current and future generations.**

**Environment Policy 1.1** - Development adjacent to rivers, streams, lakes, estuaries and wetlands should be designed to protect natural vegetation, water quality, nutrient and oxygen levels, natural water flow, and important fish and wildlife habitat.

**Environment Policy 1.2** - Support remedial clean-up of contaminated sites throughout the borough.

**Environment Policy 1.3** - The discharge of toxic waste and silt into estuaries, rivers, and streams shall be prohibited.

**Environment Policy 1.4** - Work with state and federal agencies, the cruise industry, and others to minimize impacts to air and water quality from cruise ships in Disenchantment and Yakutat Bay.

**Environment Policy 1.5** - Work with state and federal agencies to ensure that development is in compliance with applicable environmental policies; implement the Coastal Management Plan.

**Environment Policy 1.6** - Enact appropriate buffers, structural setbacks, runoff controls or other development standards for proposed activities that may negatively impact crucial habitat areas.

**Environment Policy 1.7** - Development in coastal areas should be approved only in areas with suitable soils and topography.

**Environment Policy 1.8** - Establish a "Mitigation Bank" outlining projects to offset necessary development in sensitive areas (wetlands, tidelands, etc.)

**Goal 2. Establish and maintain integrated and coordinated resource management among federal, state, Yak-Tat Kwaan Inc., Borough, the tribal government and other parties.**

**Environment Policy 2.1** - Encourage the National Park Service to give priority to traditional and established uses in the management of the Dry Bay/Alsek area and the Wrangell-St. Elias Preserve. This includes commercial fishing and fish processing, subsistence activities, guiding, and transportation essential to these established activities.

**Environment Policy 2.2** - Work with the National Park Service, US Forest Service, Yakutat Tlingit Tribe and Yak-Tat Kwaan Inc. to establish campgrounds and to issue use permits on the Yakutat forelands, the island adjacent and along rivers that are used for recreation. Work towards a single, unified, and cooperative policy on camps in the Borough.

**Environment Policy 2.3** - Support the immediate and unencumbered conveyance of native, state and municipal land selections.

**Environment Policy 2.4** - Continue to have regular meetings with local land managers to discuss issues, coordinate planning, and formulate and clarify policies.

**Environment Policy 2.5** - Keep the public informed about pertinent state and federal regulation relating to use and management of public land in the borough.

**Environment Policy 2.6** - Participate in state and federal planning efforts. Explore using a Memorandum of Understanding to jointly manage areas of mutual concern.

**Environment Policy 2.7** - Review all National Environmental Policy Act documents and provide comments as appropriate.

**Environment Policy 2.8** - Strengthen and update the Coastal Management Plan to reflect community values and concerns. For all state and federal actions or projects requiring state or federal permits, conduct a thorough review to ensure proposal is consistent with the Coastal Management Plan.

### **Goal 3. Protect life and property from natural disasters and hazards.**

**Environment Policy 3.1** - Require the use of responsible construction, design, and management techniques on steep slopes, in floodplains, tidelands and wetlands to minimize hazardous conditions.

**Environment Policy 3.2** – Prohibit the removal of rock from banks and shores to use as construction rip-rap.

**Environment Policy 3.3** - Trees on the Khantaak Islands shall be maintained as they provide shelter to Monti Bay and the small boat harbor from wind and storms.

**Environment Policy 3.4** - Work with the US Forest Service, the US Geological Survey and the US Army Corp of Engineers to understand changes in the movement of the Hubbard Glacier and the potential of flooding around the Situk River and Lost River.

**Environment Policy 3.5** - Review and update the floodplain map for the area that may be subject to flooding caused by movement of the Hubbard Glacier.

**Environment Policy 3.6** - Consider implementing the highest priority recommendations from the 2008 City and Borough of Yakutat Local Hazards Mitigation Plan.

**Environment Policy 3.7** - Work with the Public Safety Department and other key agencies and individuals to develop and implement methods for a community-wide evacuation.

**Environment Policy 3.8** - Keep the public informed about resources for emergency preparedness.

**Goal 4. Maintain and enhance the environmental conditions and habitats that support sustainable fisheries.**

**Environment Policy 4.1** - Encourage off-shore activities that maintain or enhance the subsistence, commercial and sport fisheries as a continuing priority.

**Environment Policy 4.2** - New development should incorporate design features to protect spawning and rearing habitat.

**Environment Policy 4.3** - Use hydrologists and fisheries biologists in deciding the location of bark disposal areas and landfills in order to avoid damage to fisheries that can result from leaching.

**Environment Policy 4.4** - Support the Yakutat Salmon Board in efforts to restore important fish habitat and fish passages in the borough.

**Environment Policy 4.5** - Encourage cooperation between the Borough, the Alaska State Troopers and the Alaska Department of Fish and Game to ensure the enforcement of both commercial and sport fishing regulations.

**Goal 5. Safeguard the ability of borough residents to use the land and waters in the borough for traditional subsistence uses.**

**Environment Policy 5.1** - Ensure that development decisions and land management policies (especially on US Forest Service and National Parks Service land) are compatible with subsistence activities, particularly those that involve access, shelters and campsites necessary to continue a traditional subsistence lifestyle.

**Environment Policy 5.2** - Allow the continued use of airplanes and motorized vehicles in the Glacier Bay National Preserve to access areas used for fishing, hunting, and subsistence activities.

**Environment Policy 5.3** - Work with land, fish and wildlife managers, and commercial and subsistence users to foster open communication and to determine management strategies that meet the goals of as many parties as possible.

**Environment Policy 5.4** - Consider information about traditional Tlingit subsistence use of land within the borough (and possibly lands outside the borough that are important to residents) to help reach common understanding of subsistence issues.

**Environment Policy 5.5** - Identify all public access points to subsistence areas and develop them for use.





## 3 Historical and Cultural Resources

**Goal 1. Maintain and protect archaeological, prehistoric, historic, and cultural sites, structures, and objects.**

**Goal 2. Promote cultural traditions, language, and history to residents and visitors.**

### 3.1 History

#### 3.1.1 First People – Alaska Natives

The Yakutat area is strategically located for trade between the Interior and Southeast Alaska. Before recorded history, native peoples apparently traded copper, furs and tanned skins from the Ahtna and Tutchone Athabaskans for shells, slaves, Haida canoes, and Tsimshian carvings. People in the Yakutat area later acted as middlemen, handling goods from the Russian posts at Nuchek (in Prince William Sound) and Sitka, the Hudson's Bay Company and other fur traders.

There is a rich history of multiple Alaska Native cultures and languages, including Athabaskan, Eyak, and inland and coastal Tlingit, and others. It is not known when the first Native peoples settled in the Yakutat area. The area has long been the territory of the Tlingit and Eyak Native groups and pre-historical evidence shows distinctive differences from that of the Athabaskan Interior. One of the oldest archeological sites is at Ground Hog Bay and Hidden Falls, both of which are south of the Malaspina Forelands, and have been assigned to the Paleomarine tradition, dating from around 8,000 years ago. Early native settlements in the area were scattered either along the Gulf of Alaska coast between Yakutat Bay and the Dry Bay or along the east coast of Yakutat Bay itself.

In the late 1700s, when Russian explorers first came to the area and recorded information about the Alaska Native people they met, there were two divisions in what is today the Yakutat Borough; the Dry Bay people and the Yakutat Bay people. The Yakutat Bay people at that time were apparently of Eyak culture and language, mixed with Atna Athabaskan from the Copper

River valley. The Yakutat people controlled an area that stretched from Katalla (west of Cape Suckling) to Mt. Fairweather. These cultures influenced each other through trading, war, potlatches, and intermarriage.

A number of settlements were located in the vicinity of Dry Bay. According to the 1983 Yakutat Comprehensive Development Plan, the City of Yakutat was not a traditional village site. The 'Old Village' was established around 1889 when the mission was built. Most families moved around 1920 to what is now the main part of town to be closer to the cannery. Part of the lowland where the original houses stood in Old Village has since washed away. There were also strong cultural ties to people in the western part of the Borough, particularly in the Tsiu area. Many local families in Yakutat came from that area.

### **3.1.2 The Coming of Europeans**

According to legend, at least one contact between the people of the Yakutat area and Europeans occurred before the first recorded Russian contact. The first contact recorded by Caucasians took place in 1783. In that year, Potap Zaikov led a Russian exploring party into Prince William Sound and Controller Bay, with additional hunting parties made up of several hundred Aleuts and four or five Russians apparently going down the coast, perhaps as far as Lituya Bay. Other explorers and traders soon followed. In 1793, the Russians sent a party of Aleut otter hunters to Yakutat and in 1794 they sent a large flotilla of bidarkas. A Russian fort called Nova Rossiysk (New Russia) was located between the Ankau lagoons and the Gulf of Alaska coast. Construction began in 1795, and the fort was completed the following year. In 1800, a second post was built on Monti Bay.

The Russian fort at Yakutat was never a success. Thirteen hunters and seven settlers (not counting women and children) died of scurvy the first winter. Conditions were miserable and relations with the native people were tense. Grievances included the failure of the Russians to pay for the land they occupied, the Russians' closure of the stream between the Ankau lagoons and Summit Lake, which interfered with the natives' fish supply, the enslavement of their children under the guise of education, and the taking of Indian women. These grievances came to the fore in 1805 when the Russian fort was overrun, burned, and all but a few of the occupants were killed.

Few Europeans ventured on shore at Yakutat for many years after the fall of Nova Rossiysk and, as late as 1822, the Russian-American Company was unable to conduct a census in the Yakutat area. A major smallpox epidemic at Yakutat between 1836 and 1839 went largely unnoticed by the outside world. Despite the reputation of the ocean off the Yakutat coast as a well-known whaling ground, vessels seldom put ashore. An 1861 Russian-American Company census in the Yakutat area counted 163 females, 168 males, and 49 slaves.

### **3.1.3 United States Ownership**

The transfer of Alaska from Russia to the United States in 1867 produced no immediate change at Yakutat. The first US census of Alaska in 1880 recorded 300 natives but no Europeans residing in the Yakutat area; however an influx of Caucasians began shortly thereafter. The first American traders began to appear in the area around 1880, followed by gold prospectors. The Alaska Commercial Company opened a store in 1884. Between 1883 and 1886, gold miners worked the black sands of Khantaak Island and the ocean beach.

With the arrival of missionaries in the area, Yakutat began to take on its modern form. The first missionary of the Swedish Free Mission Church came to Yakutat in 1887 and began work on a church, school and sawmill. Besides attracting Yakutat area residents to the present "Old Village" site, the mission exercised a strong influence over the lives of people in the community. This influence extended as far as banning fishing on Sundays, encouraging households to follow the western-style nuclear family, and discouraging the use of the traditional Tlingit language.

### **3.1.4 Industrial Development**

While the mission encouraged people from the Yakutat area to congregate in a single settlement, the advent of the fishing and fish processing, and the wood products industries had even more long lasting impacts on the community. What might be termed a local "Industrial Revolution" seems to have followed the miners and missionaries into Yakutat at the turn of the century. In the early 1900s, F.S. Stimson of Seattle incorporated the Stimson Lumber Company and the Yakutat and Southern Railway for the purposes of operating a salmon cannery, sawmill, railroad, and general store. The railroad and sawmill were apparently built first and used to haul timber to build the cannery, wharves, and other necessary structures. When the cannery began operating in 1904, the sawmill turned out the wooden packing cases for cannery products.

The Yakutat and Southern Railway was one of Alaska's first railroads. It was a standard gauge railroad that ran between the cannery site on Monti Bay and the mouth of the Situk River. It was the only fish railroad in the world during its time. It operated each summer for about three months during the fishing season. The schedules were geared to the time of high tides at the Situk River terminal. A second fish haul railroad in the Yakutat area was constructed from the Akwe River to the mouth of Dry Bay. However, this operation was less successful, and today the rail bed is almost totally obscured by vegetation.

For a few years in the early 1900s as many as 250 prospectors and gold miners lived at Cape Yakataga. Mining for placer gold has occurred at various locations along the coast and inland since about 1903 on an intermittent basis. A May 1915 Engineering and Mining Journal states that in 1914 over \$14,545,601 in gold was produced from this region.

The establishment of a cannery and its associated activities further affected settlement patterns in the Yakutat area. By 1920, most families in the area had built permanent homes near the cannery. This area remains the center of activity in Yakutat today and is home to most of the community's non-natives. The cannery continued to operate although its ownership changed hands a number of times. The community's population at the time of the 1939 census was 292, indicating the population remained virtually the same since the 1890 census.

### **3.1.5 Military**

World War II brought lasting change to Yakutat. The US initiated a plan for a triangular air defense (Panama, Hawaii, and Alaska) in the event of war in the Pacific. Construction of a base and airfield at Yakutat began in October 1940 for a garrison that reportedly had as many as 10,000 men at its peak. World War II brought mechanized equipment as well such as jeeps and halftracks with surplus vehicles available to the public and affordable fixed-wing aircraft. In the 1950s a Distant Early Warning (DEW) White communications site was built at Cape Yakataga with barracks, bridges, and an airstrip. The base in Yakutat was closed after the war; however, Yakutat was left with a major airport that reduced the community's isolation.

### **3.1.6 Recent History**

Significant changes have happened at Yakutat since World War II. Yakutat was originally incorporated as a first class city in 1948. In 1970, Yakutat's cannery operators went bankrupt, the plant closed, and, until the community-operated cold storage plant and associated dock were completed in April 1971, welfare was a major source of income for many Yakutat fishermen. The community-owned cold storage operation continued to run until the processing and storage building burned down in 1977.

The passage of the Alaska Native Claims Settlement Act in 1971 also had a major impact on Yakutat. Under the terms of this legislation, the Yakutat village corporation, Yak-Tat Kwaan, Inc., selected 23,040 acres of land in the immediate Yakutat area. This land selection allowed the native-owned corporation to exert greater influence over development of its shareholder's traditional territory than in the past. The regional native corporation, Sealaska Inc., owns the subsurface rights to Yak-Tat Kwaan lands. In 2003, the Borough Assembly passed a resolution requesting that Governor Murkowski perfect the conveyance of selected lands in the Borough with the understanding that Sealaska Inc. will not retain ownership of any land within the Borough if a concurrence between the Borough regarding location of the lands cannot be met (CBY Resolution 03-18).

The sale of gas and oil leases in the northern Gulf of Alaska by the state and federal governments in the 1960s, '70s, and '80s brought further change to Yakutat. The community was strategically located in relation to many offshore and onshore lease areas and was

impacted by oil exploration. No commercial quantities of oil were found. In the fall of 1993, the Yakutat Tlingit Tribe was officially recognized by the U.S. government as a tribal government. This brings another political player into policy-making and planning process in the Borough. The Yakutat Tlingit Tribe has jurisdiction over lands outside the Borough, as far west as Cape Suckling.

### 3.2 Yakutat Native Culture

Yakutat Bay, as one of the few protected bays along the northerly edge of the Gulf of Alaska, has always attracted people traveling between Southeast Alaska and Prince William Sound or toward the coast from inland. The Native people of Yakutat are a mixture of Eyak, Athabaskan and Tlingit people. Tlingits are divided into two reciprocating, exogamous moieties, Raven and Eagle. The Eagle and Raven moiety each consist of many clans and each clan is divided into houses. Today, there are five major clans, or groups of relatives (also called "sibs") in the Yakutat area that are all subunits of the Eagle and Raven clans. There are three eagle and two Raven clans in the Yakutat area, as listed on Table 3-1.

TABLE 3.1 – YAKUTAT AREAS CLANS	
Eagle Clan	Raven Clan
Teik <u>we</u> idi**	Lunax <u>a</u> di
Shun <u>k</u> ukeidi	Kwaash <u>k</u> ikwaan
<u>G</u> alix Kaagwaantaan	
**The pronunciation of underlined letters is guttural, a sound not renderable in the English alphabet.	

Clans owned and controlled the local land and resources. Emmons (1991:22) established that, “Salmon streams, hunting and berrying grounds are inalienable family (clan) possessions. Travelers through another (clan’s) territory could kill for food, but not for pelt or profit. Otherwise, the rights of territory were duly respected and strictly enforced. This was clearly illustrated when the first salmon canneries were established here, as payment was (had to be) made to the separate families (clans) owning the streams, for the privilege of fishing thereabouts...Territorial rights usually included even fresh drinking water and firewood.”<sup>3</sup> The Southeast Regional Subsistence Advisory Council recently identified a need for Traditional Ecological Knowledge (TEK) information due to increased federal management of subsistence fisheries in the region. Southeast Alaska tribes (CCTHTA) also identified improving traditional ecological knowledge about traditional territory and subsistence use as a high priority. A 2003 Yakutat Tlingit Tribe study and report titled, “TEK: Mapping the Traditional Subsistence Territories of Yakutat Forelands” is an outstanding source of both cultural and subsistence information and addresses some of these identified TEK data needs<sup>4</sup>.

<sup>3</sup> See Olson 1967:55, 70; Oberg 1973:106; De Laguna 1983:79

<sup>4</sup> The study was coordinated with YTT's other TEK study documenting the Traditional Tlingit Knowledge of Salmon Management in Dry Bay/Alsek River with NPS. Sealaska's Historical Sites data and de Laguna's 1964 and 1972 published work on Yakutat were consulted. Place name collected by De Laguna, the YTT Place Names Project and

The study includes:

- Critical identification, compilation, review, and summary of existing documentation including taped and written archives maintained by the tribes.
- Interviews with house, clan and tribal elders and with active resource users to delineate territories and the uses that take place within territories and to further identify cultural sites.
- Production of annotated GIS based reference maps of territories.
- Production of a published reference volume documenting tribal territory that incorporates information collected in this project.



Map Source: *Alaska Native Knowledge Network, University of Alaska Fairbanks*

the Glacier Bay NPS Dry Bay Juke Box project were also consulted and compiled. Subsistence information is from YTT 2002 Household harvest survey, Goldschmidt and Haas, Haa Aani and mapping and interviews done with Yakutat Elders. The USDA National Forest Service, Forestry Sciences Laboratory, coordinating the project.

Tlingits living together in a geographic area are known as kwaan. The 2003 TEK report listed the “tribal” territory or kwaan<sup>5</sup> boundaries from Controller Bay to Lituya Bay. The Teikweidi sib came from the Dry Bay area to the Ahrnklin River area several miles east of Yakutat Bay. They reportedly bought land there from a clan (sib) based in the Juneau area that is no longer represented in the area. DeLaguna reported (1972) that this sib ("Teqwedi") is essentially indigenous to the Yakutat area.

The Shunkeidi came from the Dry Bay area. Before that, the sib reportedly came from Southeast Alaska via an inland trail then well-established over passes along the Alsek River. DeLaguna (1972) reported that this sib ("Cankuqedi") was among several Tlingit sibs that came to the area from Southeast Alaska.

The Galix Kaagwaantaan sib was originally part of a migration of Copper River people. They ended up just west of Icy Bay in the Kaliakh River area before coming to Yakutat. DeLaguna (1972) reported that this sib ("Galix-Kagwantan") originally spoke Eyak and was from the "western gulf coast." The Lunaxadi sib came to Yakutat from the Lituya Bay and Dry Bay area. DeLaguna (1972) reported this sib as "Ti'uknaxadi." the Kwaashkikwaan were part of the migration of Copper River people to the coast. The sib reportedly came over the glaciers from the interior originally and settled in the Icy Bay area in the 18th and 19th centuries. Later, they came to Yakutat Bay and settled on Knight Island. This is apparently the "Kwackqwan" sib DeLaguna noted in 1972 as being originally Ahtna Athabaskan from the Copper River.

The clans in the Yakutat area formed the Five Chiefs of Yakutat, which became a corporation and received payment from the oil company in return for use of the area (Farkas 1994). Now these clans are represented by the Yakutat Tlingit Tribe, the area’s tribal government, and the Yak-Tat Kwaan Corporation, Chugach Alaska Corporation and Sealaska Native Corporation, three Native Corporations formed as a part of the Alaska Native Claims Settlement Act. The Yak-Tat Kwaan actually began in the early 1940s when the Colorado Oil Company wanted to drill exploratory wells in the Icy Bay area.

### **3.3 Historical and Cultural Sites and Resources**

The State of Alaska defines *cultural resources* as historic, prehistoric, and archaeological remains, from existing buildings to fossils that provide information about the culture of people or the natural history. According to the State, cultural resources can include the traditions and memories of the longtime residents of an area, and, in fact, can include the people themselves.

In general, there are three types of cultural sites: archaeological sites, historic sites both native and non-native from the period of exploration and early settlement, and generally more industrial sites corresponding with the period of US influence. Sites around Yakutat include old

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<sup>5</sup> Kwaan are Geographical divisions, R.L. Olson (1967) called them 'tribes'. See also "Will The Time Ever Come?" list of Tlingit map and Tribal List Project by Hope and Thornton (2000).

Tlingit village sites, a Tlingit fort site, Tlingit hunting camps, the cannery railroad, old naval guns, a shaman grave, cannery sites, ship yards, the site of a fox farm, a White Alice military communications site, and a shipwreck site. The New Russia settlement archaeological site is on the National Register of Historic Places and is further designated a National Historic Landmark.

The Alaska Heritage Resource Survey of the Alaska Office of History and Archaeology lists 48 sites in the Yakutat-to-Dry-Bay vicinity and none in the Yakutat to Cape Suckling vicinity. Few of these sites have been thoroughly investigated, and most are listed only for their potential significance. Five sites have been determined eligible for listing on the National Register of Historic Places, which means they are afforded special consideration and protection. Another two sites were considered for eligibility and found ineligible, although the Office of History and Archaeology suggests that one of those could be eligible if reconsidered today. Because of the risk of disturbance of historic sites, the Office of History and Archaeology does not allow the locations of these sites to be listed for the general public.

The 2003 Traditional Environmental Knowledge study documents clan territories, place names and culturally important sites associated with at.woo, oral histories and stories. Yakutat Tlingit Tribe has a Historic and Cultural Preservation Plan, prepared in 1995 by Gary Gillette and D. Scott Williams. Encouraging that all development be culturally-sensitive will be a key to planning for the future. The borough, Yak-Tat Kwaan, Inc., state and federal agencies, and the Yakutat Tlingit Tribe will need to work together to achieve mutual goals.

Many have talked about the need to preserve the culture through establishment of a Yakutat Cultural Center. This is needed to preserve the identity of local Tlingit people and provide a sense of history and prehistory for visitors. Using elders as a living resource helps to pass on tribal traditions to younger Tlingit, thereby increasing the self-worth of younger tribe members and broader cultural worth. In addition, sites and history of both Native and non-Native cultures in Yakutat could attract visitors. A living museum of Tlingit culture (to learn dances, basketry, canoe building) and to promote alpinism (climbing center, glacier travel, slide shows) could employ local people, educate visitors, generate money, and preserve culture and history.

The preservation of cultural and historic resources will require time and money. Funding the research and implementation of cultural/historic preservation is expensive, especially in such a large borough. In addition, the pool of local knowledge is diminishing as elders pass away.

### **3.4 Historic and Cultural Resources – Goals and Policies**

**Goal 1. Maintain and protect archaeological, prehistoric, historic, and cultural sites, structures, and objects.**

**Heritage Policy 1.1** - Development shall be planned to maintain and protect cultural and historic resources that are determined to be significant by the Borough.

**Heritage Policy 1.2** - A conditional use permit shall be required for development that directly affects a site, structure, or area listed on a local, state, or national list as a historic or cultural resource.

**Heritage Policy 1.3** - Consider amending existing ordinances or writing new ordinances to provide increased protection for cultural and heritage resources.

**Heritage Policy 1.4** - Support an inventory of historic/cultural sites, structures, and areas. Yak-Tat Kwaan Inc., the Yakutat Tlingit Tribe, the Yakutat Borough, Chugach Alaska Corporation or Sealaska Corporation and the Chugach or Sealaska Heritage Foundations should be involved.

**Goal 2. Promote cultural traditions, language, and history to residents and visitors.**

**Heritage Policy 2.1** - Work with the Yakutat Tlingit Tribe, Yak-Tat Kwaan Inc., National Parks Service, and other groups to develop a cultural heritage center/museum/library.

**Heritage Policy 2.2** - Adopt a sign ordinance requiring that interpretative signs displaying cultural information be incorporated into all public amenities. Information about local culture could be incorporated into new signs at roadside parks, picnic areas, campgrounds, trailheads and other tourist destinations.

**Heritage Policy 2.3** - Support the restoration of the Yakutat and Southern Railroad.

**Heritage Policy 2.4** - Inventory and store photos, documents and relics until the creation of a local museum. Support repatriation of artifacts for storage and display in local museum.

**Heritage Policy 2.5** - Collaborate with the Yakutat Tlingit Tribe to support opportunities for local artists.





## 4 Economic Development

**Goal 1. Promote private and governmental cooperation and coordination in developing small businesses and in attracting new industry that benefits the Borough.**

**Goal 2. Develop a diverse economy that provides long-term, year-round employment opportunities for local residents without adversely affecting the local lifestyle.**

**Goal 3. Promote and expand recreational and tourism opportunities while protecting the traditional subsistence and commercial use of the biological resources.**

**Goal 4. Increase local, value-added processing of Yakutat's natural resources while minimizing adverse impacts on other important resources and uses.**

**Goal 5. Protect and enhance the commercial fishing resources in the Borough.**

### 4.1 Economic Overview

The purpose of this chapter is to review the local economy, assess realistic opportunities, and create a path with goals and policies to achieve economic growth and diversification. Both the population and the number of jobs in Yakutat have decline since 2000. This has been a challenge for local business and residents, and many have been struggling to survive through difficult economic times. Respondents to the 2005 Community Opinion Survey listed economic issues and employment/unemployment as the two biggest challenges facing Yakutat. It is important for the Borough to pursue paths that improve long-term employment and income opportunities for residents that are consistent with local lifestyles.

There are three primary ways to expand a community's economy and employment:

- Expand the industries and economic sectors currently providing employment and income.
- Diversify by attracting new industry and employers.
- Capture local spending that is escaping through internet shopping or medical and professional services obtaining from outside the community.

The City and Borough of Yakutat strives to strike a balance between economic development, and protection of the resources upon which economic development depends. Residents believe that to successfully grow, the community must focus on sustainable economic development that respects the natural resources of the area. This is especially important because most of the land in the Borough is publicly owned, meaning that economic activity and infrastructure development is concentrated on the relatively limited private and Borough lands.

Another important component of sustainable development is finding cheap and renewable power and fuel sources. Research and planning are now underway to move from diesel to biomass powered energy for the community. Compared to diesel fuel, the purchase of power generated by either waste wood or rotational tree farms should be less expensive for residents and would provide local jobs. Proposed adjacent greenhouses would both absorb carbon dioxide, excess heat, and produce food for local consumption; an intriguing possible move toward community sustainability.

Economic diversification should take advantage of Yakutat's assets and competitive advantages, listed below.

1. Excellent airport and daily scheduled jet service to Juneau and Anchorage.
2. A new multi-purpose dock on the east side of Monti Bay.
3. A well developed small boat harbor.
4. Good working relationship between the City and Borough of Yakutat, US Forest Service, Yakutat Tlingit Tribe, and the Yak-Tat Kwaan; regular coordination meetings to share information.
5. Rich fishery resources.
6. An active seafood processing plant in town.
7. Reputation for world class sportfishing and related tourism infrastructure.
8. The potential to become a leader in biomass-based energy production.
9. World-wide surfing destination.
10. Abundant wood waste from past commercial timber harvest.

11. Extensive sand, gravel and mineral resources.
12. Close-knit community capable of finding and implementing innovative solutions.
13. A long standing destination for University research in Yakutat Bay, Icy Bay and the Bering Glacier areas. An opportunity to both obtain more economic benefit and convey research and data to local children and adults via a Yakutat Bay Science Center.
14. Unique landscape with great potential for non-consumptive tourism.

## 4.2 Socioeconomic Data

### 4.2.1 Population

From 1880 to 2009, Yakutat has experienced periods of population increase and decrease. Over this almost 130-year time period, population growth has been slow but steady with an average annual growth rate of just over half a percent (+0.53% a year). Periods of significant growth occurred in the 1920s, and from 1970 to 2000, while declines occurred in the 1910s and 1950s-1970, as well as in the 2000s. Yakutat's population grew quickly in the 1990s, from 534 in 1990 to 808 in 2000 (+4.14% a year). This was followed by an equal period of decline as the 2008 population dropped to an estimated 592. This population drop is partly due to the closure of the Icy Bay Logging Camp, which has left the population in the western Borough very low. This recent decline is in step with population trends in most other small Southeast Alaska communities since 2000.

Predicting future population is difficult. The Southeast region has experienced steady population losses over recent years and there is uncertainty about future population trends. Compared to the rest of the state, the region has a low birth rate and a high median age, so there must be an increase in net in migration for the region to grow. In 2007, the Alaska Department of Labor and Workforce Development (ADOLWD) released a 30-year population projection for the state that predicts an average annual decline for the Southeast region, between 2006 and 2030, of -0.31% per year and for Yakutat a decline of -0.41% per year. The accuracy of these projections will depend in part on economic trends in both the region and in Yakutat, which impacts migration.

Table 4.2, shows how the population of Yakutat would change over time from 2009 under a range of average annual growth rates. If the State's projected rate of -0.41% is right, Yakutat's population in 2030 would be 576. If economic development is more positive and a 0.5% average annual rate of change occurs, a 2030 population of 698 could be expected.

<b>TABLE 4.1 – YAKUTAT POPULATION</b>	
<b>Year</b>	<b>Population</b>
1880	300
1890	308
1900	247
1910	271
1920	165
1930	265
1940	292
1950	298
1960	230
1970	190
1980	449
1990	534
2000	808
2008	592
2009	628
<b>Average Annual Growth Rate</b> <i>(during the time frame shown, continually compounded)</i>	
1880-2009 Average Annual Growth Rate	+0.5%
1880-1980 Average Annual Growth Rate	+0.4%
1970-1980 Average Annual Growth Rate	+8.6%
1980-1990 Average Annual Growth Rate	+1.7%
1990-2000 Average Annual Growth Rate	+4.1%
2000-2009 Average Annual Growth Rate	-2.8%
<i>Sources: Alaska Dept of Commerce, Community and Economic Development; Sheinberg Associates</i>	

<b>TABLE 4.2 – YAKUTAT POPULATION PROJECTIONS</b>					
<b>Average Annual Rate of Change</b>	<b>Very Low</b>	<b>Low</b>	<b>Med</b>	<b>High</b>	<b>Very High</b>
	<b>-3.0%</b>	<b>-0.41%</b>	<b>0.5%</b>	<b>1%</b>	<b>1.5%</b>
2009 POP	628	628	628	628	628
2020 POP	451	600	664	701	741
2030 POP	334	576	698	775	761
<i>Source: Sheinberg Associates</i>					

### 4.2.1 Employment

Employment data for the Southeast region as a whole indicates relative stability between 2001 and 2008. In 2008, Southeast had about 36,950 jobs in the region, up 1,000 jobs or 3% compared to 2001. Regional growth sectors, as measured by employment over the last eight years, include Trade and Transportation (significantly tourism-related), Leisure and Hospitality (also tourism related), as well as Education and Health. Declining sectors include Local Government, Professional and Business Services, Construction, Mining and Logging.

In Yakutat there were 343 annual average jobs in 2008 (Alaska DOLWD). This is up slightly from a total annual average employment of 332 in 2007, but down compared to 2000 numbers. Most fishing permit holders, as well as business owners, are self-employed and not included in these numbers (fishing crew typically are included).

<b>TABLE 4.3 – EMPLOYMENT IN YAKUTAT</b>		
<b>Year</b>	<b>Total Annual Employment</b>	<b>Average Annual Monthly Earnings</b>
2008	343	\$2,658
2007	332	\$2,838
2006	328	\$2,719
2005	333	\$2,317
2004	320	\$2,359
2003	314	\$2,396
2002	336	\$2,386
2001	345	\$2,286
2000	390	\$2,353
1999	381	\$2,291
1998	422	\$2,436
1997	479	\$2,886

*Source: ADOLWD website. Estimates as of October 2009*

Table 4.4 shows the employment by industry in Yakutat. The number of jobs in government has increased from 98 in 1997 to 131 in 2007, with the largest gain (62 jobs in 1997 to 131 jobs in 2007) in local government. During this ten-year period, the percent of total jobs in manufacturing decreased from 45% to only 19%, whereas jobs in hospitality services rose from 9% of the total in 1997 to 18% in 2007.

<b>TABLE 4.4 – EMPLOYMENT BY INDUSTRY UPDATE</b>			
	<b>Yakutat 2007</b>	<b>Yakutat 1997</b>	<b>Alaska 2007</b>
<b>Total Annual Employment</b>	<b>332</b>	<b>479</b>	<b>317,188</b>
Government	40%	21%	25%
Manufacturing, Natural Resources and Construction	19%	45%	14%
Trade, Transportation and Utilities	16%	17%	20%
Financial and Information	3%	3%	7%
Leisure and Hospitality	18%	9%	10%
Other Services (including professional, health and education)	4%	5%	24%

*Data from Alaska Department of Labor and Workforce Development as of October 2009*

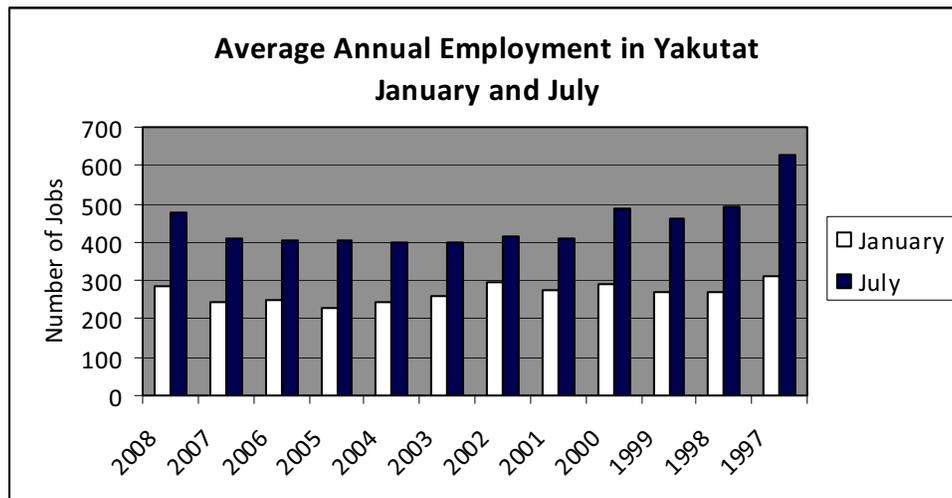
Yakutat’s economy is less diversified than the state as a whole. Yakutat is heavily dependent on government employment, which comprises 40% of the community’s jobs. A comparison of the distribution of employment by industry in Yakutat and statewide shows some of the gross strengths and weaknesses of Yakutat's economy. Yakutat has more jobs in manufacturing which reflects the contribution commercial fishing and seafood processing industry make to the Yakutat economy. However, while still above the statewide average in 2007, the percent of jobs attributed to this sector in Yakutat is significantly less than in the late 1990s. Yakutat also has significantly fewer jobs in professional, education and health services than the statewide average.

**TABLE 4.5 – YAKUTAT’S LARGEST EMPLOYERS IN 2007**

Rank	Firm Name	Average Employment	Rank	Firm Name	Average Employment
1	Yakutat Seafoods	31	8	Mallotts General Store	16
2	Yakutat Tlingit Tribe	30	9	State Government	14
3	City And Borough Of Yakutat	29	10	YCC, Inc.	13
4	Yakutat School District	28	11	Alaskan Airport Properties	12
5	Federal Government	27	12	Alaska Airlines	11
6	Wasser & Winters Company	17	13	Yakutat Power	10
7	Glacier Bear Lodge	16	14	Wild Situk Salmon & Seafood	10

Source: ADOLWD, October 2009

Employment in Yakutat continues to be seasonal in nature. In 1997, the number of jobs in Yakutat doubled in the summer. This seasonal trend remains generally the same in 2008, with nearly double twice as many jobs in the summer months. The additional summer jobs tend to be fish processing and tourism related. Government jobs are mostly year-round.



The ADOLWD produced a report predicting the statewide growth in various occupations from 2006 to 2016 (Alaska Economic Trends, January 2009). This paper predicted an overall average 14% increase in job growth across industries. Industries projected to grow the fastest are health care and social assistance; utilities; and professional, scientific and technical services; mining; and arts, entertainment and recreation. Under-performing industries are expected to include government, manufacturing, and information services. These are statewide and not regional or local projections, however, Yakutat must clearly work hard to maintain its important government and manufacturing jobs that are expected to decline statewide.

### 4.3 Yakutat’s Active Economic Sectors

#### 4.3.1 Government

While Alaskans often complain about “the government”, it is important to realize that government (local, tribal, school district, federal and state) employees comprise 25% of the workforce statewide and, in 2007, accounted for 40% of Yakutat's employment. These are typically year-round family-wage jobs that are a critical stabilizing factor in the local economy. In 2007, government employers in Yakutat were five of the 14 largest year-round employers.

An economic development strategy for Yakutat is to value and retain these government jobs, while at the same time working to grow other economic sectors.

#### 4.3.2 Commercial Fishing, Seafood Processing and Mariculture

Commercial fishing has long been Yakutat’s economic mainstay. Yakutat’s local commercial fishermen depend primarily on the salmon harvest, although there is also commercial harvest of halibut, black cod and shellfish. In 2007 (most recent year with complete data), 159 residents (26% of the population) held fishing permits and most of those were in use. In 2007, resident’s gross earnings from all commercial fish harvest was \$3.2 million. There were 125 permit holders who fished for salmon, 28 who fished for halibut and 13 who fished for other groundfish. The salmon fishery accounts for about 76% of the commercial fishing estimated gross earnings in Yakutat. The salmon fishery is seasonal, typically peaking during the July/August sockeye run and again during the September coho run.

Although commercial fishing has long been the community’s principal private economic activity, the industry is prone to



*Waiting to fly commercial coho catch out of the Tsiu area*

short-term fluctuations in harvest levels, profitability and employment. The volatility is balanced somewhat by targeting several salmon species that return to several different river systems. This species and geographic diversification helps buffer Yakutat’s fisheries against the cyclical extremes that afflict some other salmon fisheries.

The importance of the commercial fishing and seafood processing to Yakutat can not be over-emphasized. In 2007, 16% of the community’s average annual employment was directly related to seafood processing with more workers in the summer, 137 local permit holders fished, and many community businesses and services were supported by these wages and local spending. The 2000 census shows that one-third of all employees in town (does not includes self-employed people) work in, “Agriculture, Forestry, Fishing & Hunting, Mining.” Another 6% was in manufacturing, which is primarily seafood processing. While these numbers have likely dropped since 2000 it is a community goal to increase back to these levels and higher.

There is one large seafood processing plant in Yakutat, Yakutat Seafoods, which employs approximately 40 people during the height of the season. Although some employees are not year-round residents, their spending at local businesses does add to the economy. Yakutat Seafoods currently process salmon, halibut and black cod.

**TABLE 4.6 – COMMERCIAL FISHING**

Year	Number of Permit Holders	Number of Fishermen who Fished	Gross Earnings	Total Pounds Landed
2007	159	137	\$3,218,027	2,352,615
2006	163	125	\$2,559,788	2,006,779
2005	160	126	NA	NA
2004	156	119	\$2,312,387	2,421,618
2003	153	117	NA	NA
2002	155	106	\$1,103,378	2,682,319
2001	165	122	\$1,430,601	2,932,101
2000	162	126	\$1,372,739	1,805,955
1997	167	138	\$3,278,024	3,838,869
1990	154	141	\$4,137,486	3,329,745

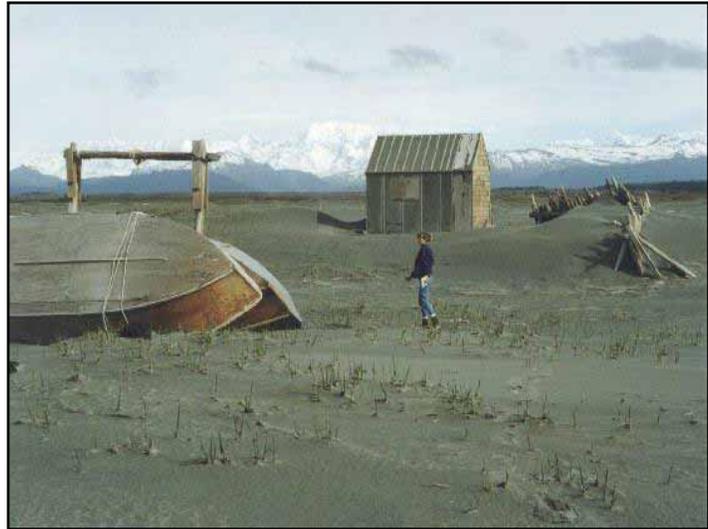
*Source: Alaska Commercial Fisheries Entry Commission, October 2009,*

Yakutat’s municipal entitlement includes the mouth and first mile or so of several salmon bearing streams and rivers including the (from east to west) Kiklukh, Tashlich, Seal, Tsiu, Tsvat, Chiuki, Kaliakh, and Duktoth Rivers. The Tsiu River has the most productive coho salmon run in the area, but most of these rivers have coho, chum, sockeye and pink salmon runs as well as cutthroat and rainbow trout, steelhead and dolly varden.

Many of the Yakutat residents who hold commercial salmon set net permits have supplemented their annual income over the years through the Tsiu River fishery. There is

almost 50 years of run data for the Tsiu as it has been commercially fished and managed by the ADF&G since the 1960s. Over that time period the coho run has averaged 56,000 fish. In 2008, the Tsiu River coho run was just under 75,000 fish and 49,300 were harvested commercially. The 2008 sport fisher harvest number is not available yet but it was probably similar to 2007 when 2,750 coho were harvested by sport fishers.

The Tsiu area is one of the most active, with most of the activity occurs during the 6-8 week coho fishing season in August to early October. State leases (lodges, airstrips, cabins) on this new CBY land were transferred from the State to the borough in about 2005. Recent activity in the area includes five-six sport fishing and hunting lodges (one lodge did not operate in 2008) that together have about a 100-bed capacity and hosted approximately 875 anglers (2007), up to six air carriers bringing in day-fishers, a commercially used airstrip and fish buying station supporting 10-12 set gillnetters fishing commercially and staying in personal cabins.



*Typical Setnet Camp in Tsiu Area*

Both sport and commercial fishing at the Tsiu generate borough revenue, create jobs, and brings money into Yakutat that would not otherwise be there. In 2007, tax revenue generated from sport fishing related activity in the Tsiu area was over \$65,500, just under 4% of all CBY tax revenue. Sport fishing lodge leases also brought in \$36,000 in revenue to the Borough in 2007. In addition, two Yakutat-based air carriers generate sales from Tsiu-bound sport fishing customers, and one local resident is a lodge owner.

Commercially harvested Tsiu cohos generate both local 1% salmon tax revenue to the borough and also state raw fish tax revenue to the borough. The relative amount of fish tax that can be attributed to Tsiu River cohos varies year to year based on the relative strength of this run versus other Yakutat area salmon fisheries and the price. Yakutat Seafoods LLC estimates that approximately 5-8% of Yakutat's 1% local fish tax can be attributed to Tsiu cohos.

There is a high level of interest and investigation into mariculture in Yakutat. In the late 1980s, there was at least one oyster farm, but it did not succeed due to logistical problems. In the early 1990s, biological and physical data was gathered for six sites. Area waters are generally highly productive for oyster growth. The Yak-Tat Kwaan is currently exploring the possibility of building mariculture farms and business in the area.

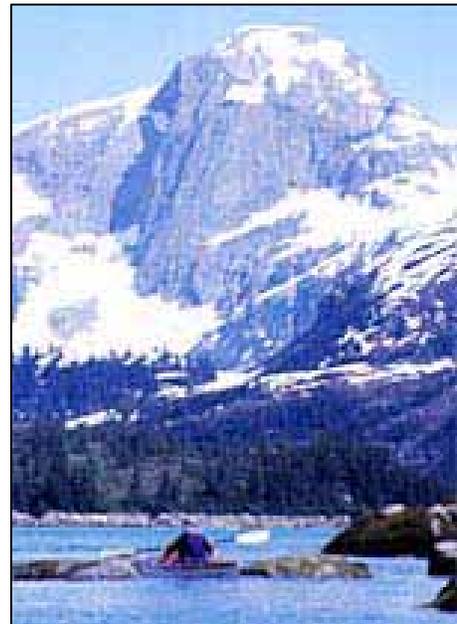
Infrastructure improvements that could enhance seafood processing, commercial fishing and mariculture include:

1. Expanding and improving the small boat harbor by adding new floats, building a new office and restrooms and extending water and sewer services.
2. Adding a small covered area and cold storage facility to the multi-purpose dock.
3. Building an ice house/cold storage facility in the Tsiu River area to enhance fish quality and the economics of area commercial fishing.
4. Support efforts to protect habitat important to fisheries.
5. Support fisheries enhancement projects.
6. Borough collaboration with private sector efforts to diversify the fisheries industry through development of expanded product lines (e.g. shellfish, groundfish, custom-processed seafood products) or new species (e.g. oyster mariculture) that make off-season use of existing capital equipment and work force skills.

### 4.3.3 Tourism

The Yakutat Borough offers abundant recreation and tourism opportunities, including wilderness rafting trips, premier sport fishing, world class surfing and cruise ship trips. Recreation and tourism are key activities that define and sustain Yakutat. Tourism is distinguished from recreation in that tourism is commercial in nature and money is usually exchanged for services. In Yakutat, areas popular for recreation due to special physical, biological and cultural features are almost always areas that are also used by visitors for tourism activity.

There are significant tourism related investments and businesses in the Borough, and the Yakutat economy benefits from visitor related purchasing, sales and property tax revenue. Businesses that serve visitors including flying services, outfitter guides, lodges, bed and breakfasts, restaurants, fuel sales, and retail stores. Many of these businesses only operate seasonally.



*Kayaker*

**TABLE 4.7 – YAKUTAT SALES, BED AND CAR RENTAL TAX**

	Sales Tax	Bed Tax/Car Tax
2009	\$742,752 (4% tax rate)	\$165,053 (8% tax rate)
2008	\$758,269 (4% tax rate)	\$147,168 (8% tax rate)
2007	\$724,824 (4% tax rate)	\$131,236 (8% tax rate)
2006	\$748,490 (4% tax rate)	\$165,477 (8% tax rate)
2005	\$667,193 (4% tax rate)	\$148,344 (8% tax rate)
2004	\$575,212 (4% tax rate)	\$64,529 (4% tax rate)

*Sources: Alaska Office of the State Assessor*

In Yakutat Borough there are 41 businesses that provide lodging of some type, of these 27 are in the community proper and 14 elsewhere in the Borough. The bed tax and car rental tax generated \$147,168 in fiscal year 2008 revenue to the Borough. Of the total 41 businesses paying bed tax, seven are bed and breakfast establishments and the rest are private rental cabins, lodges or motels. In addition, there are shared ‘fish houses,’ which are technically not businesses and where no money is exchanged, but nonetheless seem to support a transient seasonal population that comes to fish in the area.

There are typically two seasonal restaurants, with only one usually staying open year round. The increasingly seasonal nature of the economy is of growing concern to Yakutat residents. A related issue is the perception that the growth of bed and breakfast businesses, which provide little employment, has come at the expense of year round lodges and motels that provide more employment.

Yakutat's renowned freshwater stream fishing is a keystone of the tourism industry. In 2004, there were 22 outfitter guide permits issued for Tongass Forest land within the Borough. Of these, 16 were for sport fishing and nine were for big game guiding. In town there are three lodges that primarily cater to visitors that come for the sport fishing. There is one lodge around Icy Bay, and in the Tsiu River area there are another seven large, multi-building lodge and camp complexes that cater to sports fishing and hunting activities. These lodges are primarily built on leased State land and are between the Kiklukh and Duktoth Rivers, west of Cape Yakataga. Some lodges began without permits and approvals and were issued after-the-fact permits by the State. This prevented the front-end site planning and design that can minimize environmental impacts and promote sustainability. Collectively these businesses generate an estimated \$1.5 million in annual gross receipts.



*Recreation Cabin in Tsiu Area*

Fishing activities focus on the Alsek, East, Akwe, Italo, Dangerous, Antlen, Ahrnklin, Situk, Tsiu, Tsvat, Kaliakh and Kiklukh River drainages where steelhead and salmon fishing runs occur from spring through fall each year. Big game hunting for moose, brown and black bear, and mountain goat takes place throughout the area depending on the target species. Most, but not all, sport hunting and fishing is associated with one of the lodges in the area. However, some day-trips are by chartered aircraft from Yakutat or Cordova, or by chartered boats.

With successful and flourishing fishing and guiding related tourism, residents would like to see more non-consumptive tourism and recreation opportunities in the Borough. This includes kayaking, canoeing, surfing, birding, photography, experiencing and understanding the region's rich Native culture and history and hiking. Recreation activities available in the area include guided and unguided kayaking, camping, rafting and hiking trips in the Alsek River, Harlequin Lake, around Yakutat Bay, the Hubbard Glacier, Icy Bay, Vitus Lake, along the north Gulf Coast, and in the mountains of Wrangell-St. Elias National Park and Preserve. A typical 10-day package for guided trip is \$2,500 per person. Locally owned businesses that provide and assist with these experiences, is an important goal for the community.

The Borough finds it important to permit and allow cabins, lodges and other permanent structures in this area in order to avoid the situation on US Forest Service land to the east near the Situk River. There, the Forest Service policy to prohibit permanent structures has led to the development of temporary structures through the area that many find unsightly. Borough residents prefer issuing permits for well made aesthetic cabins and structures to support sport and commercial fisheries and provide a safe and quality experience.

Cruise ships travel along the coast and into Yakutat and Disenchantment Bay and occasionally Icy Bay. There are not many cruise ships in Icy Bay when compared to Disenchantment Bay, but, visitation is increasing. This is due in part to cruise ship limits in Glacier Bay National Park. Residents have raised concerns about the impact of cruise ship visitation on seals and other marine mammals and note that navigational safety is at issue since the entrance to Icy Bay is shallow. The number of cruise ships visiting the area has dropped from 41 in 2008 to 38 in 2009. Only 16 ships are scheduled to visit in the 2010 season. The YTT has a program that places Yakutat residents on cruise ships to provide local interpretive programs. Only one cruise ship company, Holland America, is currently taking advantage of this program.

The development of facilities that show case the local culture and heritage will benefit Yakutat's tourism industries. Possible projects could include a cultural center/museum and the restoration of the Yakutat and Southern Railroad. This would involve erecting an engine house in which to perform restoration work, restoring the existing locomotive and rolling stock to operating condition and rebuilding tracks on the existing right-of-way to operate scenic visitor excursions. The addition of interpretive panels at key visitor locations would also be of benefit.

Interest in ensuring that the area's anadromous fish streams and resources are protected while the businesses that depend upon them grow has led to a call to consider shared facilities and infrastructure. For example, in order to minimize the impact on stream banks and fish habitat from airboats, hundreds of fisherman walking to and along streams and ATV use, the Borough and State could establish fishing trails and airboat use areas at certain streams. In some instances they could pursue sharing of airstrips and trails among lodges. Some counter that human impact is minimal compared with the area's severe tides, wind and sand storms and natural erosion and stream migration. These debates highlight the need for site specific review of proposed projects as some areas will be affected more by natural forces and other areas are experiencing more human-caused degradation.

#### **4.3.4 Mining and Gravel Extraction**

Mining has played a small but important part in Yakutat's economy. Mining was active at the end of the 1800s when there were sporadic attempts to recover gold from the black sands of the local beaches. According to USGS Bulletin #1786, the area directly along and adjacent to the coastline of the Gulf of Alaska, between Yakutat Bay and the Borough boundary to the south, is considered a significant metalliferous placer district (DNR 1994). The USGS considers the area both a shoreline placer titanium district and a placer platinum group elements district (DNR 1994).

In 2008 and 2009 there was increased mining exploration in the Yakutat Borough. Oklahoma City based Geohedral staked mining claims on almost 60,000 acres in the Yakutat Forelands primarily between the Dangerous River and Dry Bay. In October 2009, the company announced that exploration had revealed an estimated 35 million ounce gold deposit with silver credits. Some residents, the Yakutat Salmon Board and Yakutat Tlingit Tribe have raised concern over the proposed placer mining method's disruption and impact to the many anadromous streams, fish habitat and cultural sites.

The Yakataga Area Plan, Minerals and Materials Resources Report (DNR 1993) contains information on area minerals. There are five precious metals sites, six base metals sites, and one industrial site located within the Borough. Little information is available on the production potential or recoverable amounts of minerals at these sites. The sites that DNR identified in the Borough are recorded prospects, not active mineral sites. Some of these sites were examined almost 100 years ago and have had seen no activity since. The Bureau of Mines has, however, reported information on three of the deposits believed to contain gold: (1) Blacksand Island was worked intermittently over the last 100 years but has been inactive since 1976; (2) the Khantaak Island deposit was discovered in 1887 and was worked intermittently between 1888 and 1905, but claims have been inactive since 1976; and (3) the Logan Beach site was worked by placer miners between 1900 and 1905 and intermittently since then but has been inactive since 1976. All three deposits are composed of auriferous black beach sands concentrated by wave action.

Mining for placer gold has occurred at various locations along the coast and inland since about 1903 on an intermittent basis. There are several different blocks of mining claims in the Yakataga area. In 1903, there were 25-50 miners in the Yakataga area and in 1904 over 250 miners worked the area. By the mid 2000s one family company had 70 federal mining claims and 13 state mining claims in the Yakataga area that were originally staked in 1953 and 1954 by the late George Fennimore. These mining claims have been explored and could see production in the future. Operating plans have been filed with the Bureau of Land Management and State of Alaska Department of Natural Resources. Another family has 16 patented federal mining claims on the White River, eight miles east of the Yakataga River. This operator uses the Yakataga River Bridge to access the FAA airstrip for bringing in personnel, equipment and supplies. A third family miner has State beach claims that have been converted to leases totaling approximately 1000 acres. As with the other miners, this operation is east of the river and is dependent on the Yakataga River Bridge to get to the FAA airstrip.

The onshore and marine sands of this area are also of economic interest for various minerals. In addition to gold, magnetite, ilmenite, garnet, and zircon are widely distributed throughout the area. Large resources of iron-titanium sands containing abundant magnetite and associated ilmenite are present onshore and offshore. Other heavy minerals present in the beach sands include high-quality garnet and zircon. Coal resources have also been identified at Chaix Hills, Oaklee Spit (west of the Borough at Controller Bay) and Carbon Mountain (west of the Borough and north of Berg Lakes).

Lowland areas along the western shore of Yakutat Bay contain glacial moraine deposits of unconsolidated sand, gravel, silt, and clay. Most of the outwash deposits in the Yakutat area provide excellent construction aggregate. After cobbles are removed, they are a good source of fill and foundation material for road beds and structures. Gravel extraction should be conducted in a manner compatible with other resources, particularly with anadromous fish and other aquatic habitat. Recently the Yak-Tat Kwaan (surface owner) and Sealaska Corporation (subsurface owner) have been working together to consider development and marketing of sand and gravel resources. The Borough could assist by supporting installation of a gravel conveyor either at the multi-purpose dock or at one of the log transfer facilities on the road system.

Increasing mining activity and gravel extraction in the Borough has the potential to stimulate the local economy in Yakutat, but must be done in a manner that protects fish habitat, culturally sensitive areas and areas used for subsistence hunting and gathering. Mining related development that does occur should follow the borough ordinance and should be developed consistent with state and federal environmental regulations.

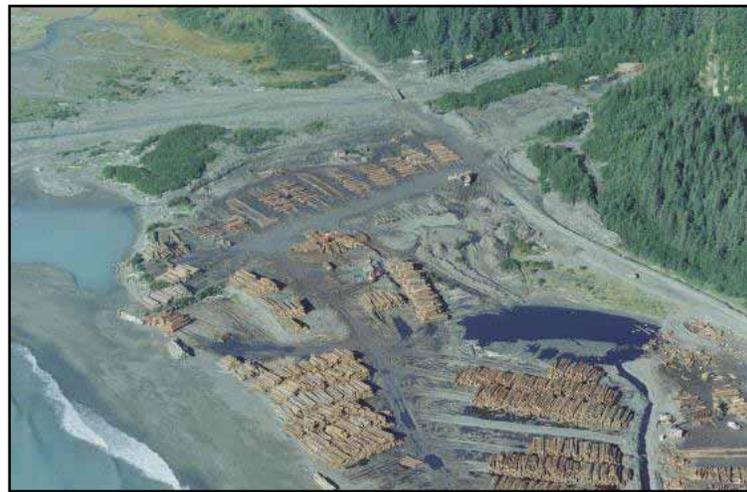
In 2009, the Borough amended its Municipal Code to add Chapter 8.52 that addresses mineral exploration and mining. This chapter establishes Borough review and permit procedures for conduct of exploration, and procedures to gain approval to open a mine, conduct mining operations, and provide for final reclamation and financial warranty release at the conclusion of

exploration and mining operations and reclamation of affected surface. Its purpose is to foster the development of a safe, healthy and environmentally sound mining industry while protecting the overall interests of public health, safety and general welfare, and to minimize the environmental and surface effects of mining projects for which an exploration notice or mining permit is required.

#### 4.3.5 Commercial Timber Harvest

Timber has been commercially harvested in the Borough since the late 1960s, with major timber sales taking place at White River, on Chugach Alaska Corporation land in east Icy Bay, on Alaska Mental Health Trust lands between the Cape and west Icy Bay Icy Bay and in various locations near the Yakutat town site. Much of the timber harvest in the Borough was centered in the western borough and was supported by the Icy Bay logging camp, airstrip, Log Transfer Facility and a 45+ mile road system. There is currently very little timber harvest taking place or planned for the near future due to changes in the world timber markets. The Icy Bay logging camp is closed, as are many of the logging roads in the area. Road closure usually involves pulling out bridges and culverts, water barring or cross ditching the roads or leaving them in a condition suitable to control erosion. This reduces maintenance costs, but is also makes vehicle access to these areas difficult or impossible.

Yak-Tat-Kwaan Inc. was one of three founding village corporations in the recently disbanded Koncor Forest Products Inc. In 1984, Koncor constructed a sawmill in Yakutat to produce lumber from locally harvested timber. It operated intermittently during 1985, then shut down and never reopened.



*Icy Bay Log Transfer Facility*



*West Icy Bay Logging Camp and Airstrip*

In the past, timber harvest has contributed significantly to the local economy and created jobs for residents in Yakutat and Yakataga. However, Borough residents have also voiced a number of concerns about commercial timber harvest. The main issues surrounding timber harvest in the Yakutat area: ensuring timber harvest follows permit conditions and rules; restoring logged areas; preventing degradation of future logging areas; and ensuring logging is compatible with resource uses and values-especially fisheries.

The Forest Practices Act and Regulations do not regulate clear-cut size. The 1995 State Yakataga Area Plan set the maximum size for harvest units at 160 acres for units on State land. The size of timber harvest units on Alaska Mental Health Trust and private or corporate land has no similar size restrictions. State timber sales are laid out attempting to find windfirm boundaries for the harvest areas. On the University Settlement timber block, the entire area is available for harvest except that fish streams must be buffered and individual unit harvest size cannot exceed 160 acres.

In addition, many residents felt that the public and Borough staff have not adequately informed about where timber harvest has been completed and where harvesting will be taking place in the future. Should timber harvest operations become active again, the Borough, its residents, timber harvest operators and landowners would all benefit if a vehicle, such a yearly meeting could result in more regular communication.

Current market conditions will likely keep commercial timber harvest activity low. However, the installation of biomass electrical generation plant is installed in Yakutat could change this, with fuel for the plant coming from either waste wood or a planted crop. Local land owners with substantial holdings, such as the Yak-Tat Kwaan, could benefit from this.

According to the Yakutat Community Survey two-thirds of the residents support or strongly support small timber sales, one third support larger timber sales and 18% support no timber harvest. To be of benefit, timber harvest in the Borough should involve local value added production, local jobs and should meet State and Federal environmental regulations.

### **4.3.6 Oil and Gas**

The petroleum industry has been interested in the Yakutat area since the Katalla field near the Copper River was discovered in the early 1900s. Forty-four wells were drilled and about 154,000 barrels of oil were produced over 30 years. Renewed exploration between 1954 and 1969 resulted in 26 more test wells drilled in the field (DNR 1993).

There were two competitive offshore lease sales between 1960 and 1967 in Yakutat Bay. There were also a number of state and federal onshore oil and gas leases issued in the 1950s and 1960s on the Yakutat Forelands. Through the 1970s and early 1980s exploratory drilling was carried out in various locations. The area along the coast and directly offshore along the entire

shoreline of the Borough is considered an oil and gas basin, major resource area, according to the Alaska Division of Geological and Geophysical Services Special Report 32 (DNR 1994). The oil and gas basin encompasses nearly all of the Gulf of Alaska within the Borough boundary.

Although economic reserves of oil or gas have not been identified, the area along the coast has been well known for many years to contain oil and gas. There was active offshore and onshore oil and gas exploration from the 1960s through the 1980s. Natural gas seeps have been seen at the Icy Bay area gas seeping out of cliffs, and mineral potential is documented at White River, the Yakataga area and other places. Miners exploring near Little River reported digging test pits only to have a pool of oil to develop in the holes. Oil seeps are found at numerous sites from Cape Suckling. The shallow Katalla oil field (located sixty miles west of Cape Yakataga) and several onshore and offshore oil and gas seeps along this stretch of the Gulf of Alaska shoreline prompted interest in the hydrocarbon potential of the coastal zone of the northern Gulf of Alaska.

#### **4.4 Economic Development – Goals and Policies**

**Goal 1. Promote private and governmental cooperation and coordination in developing small businesses and in attracting new industry that benefits the Borough.**

**Economic Policy 1.1** - Create and maintain a comprehensive study of economic growth trends that includes available data from borough revenue records, economic census data, and qualitative knowledge.

**Economic Policy 1.2** - Continue to maintain and improve public infrastructure, such as the dock, port facilities, shore-side facilities, water and sewer utilities, electric power utility, roads, and the small boat harbor expansion, to provide a basis for economic development.

**Economic Policy 1.3** - Support the Chamber of Commerce efforts to move forward with economic development.

**Goal 2. Develop a diverse economy that provides long-term, year-round employment opportunities for local residents without adversely affecting the local lifestyle.**

**Economic Policy 2.1** - Continue to seek funding resources to supplement staffing and activities at the schools and medical facilities.

**Economic Policy 2.2** - Support local commercial establishments including local retailers, airlines, and lodging facilities.

**Economic Policy 2.3** - Build the capacity of the local labor force by supporting tribal and business training programs for locals aimed at building career skills.

**Economic Policy 2.4** - Partner with local businesses and the school district to facilitate vocational training opportunities and career exploration programs for local youth.

**Economic Policy 2.5** - Encourage the use of on-the-job training and pre-employment training programs in developing industries to bring about a higher rate of local hire in these industries.

**Goal 3. Promote and expand recreational and tourism opportunities while protecting the traditional subsistence and commercial use of the biological resources.**

**Economic Policy 3.1** - Cooperate with local, state, federal, private and tribal agencies to develop and promote tourism in the borough with a focus on promoting resident-owned visitor-oriented businesses, especially those that cater to non-consumptive visitors.

**Economic Policy 3.2** - Initiate a program to plan and implement long-range tourism development. This could include an inventory of assets, a strategy that identifies target markets, a marketing plan, promotional material, a prioritized list of needed improvements and the ongoing coordination of public and private visitor industry development.

**Economic Policy 3.3** - Encourage tourism development is done in a manner that protects fish and wildlife populations, habitats, and community subsistence activities.

**Economic Policy 3.4** - Promote and develop Yakutat as an access point for Wrangell-St. Elias and Glacier Bay National Parks and the Russell Fiord Wilderness Area.

**Economic Policy 3.5** - Clean up the city, especially the core area and the road between the airport and the small boat harbor, to enhance the image received by tourists. Establish a road clean-up program sponsored by local businesses and organizations.

**Economic Policy 3.6** - Maintain, protect, and where necessary enhance, the Borough's wide variety of high quality recreational opportunities to meet the needs of residents and visitors. Expand the trail system. (See recreation policies for more detail).

**Economic Policy 3.7** - Encourage small cruise ships to visit Yakutat. Promote the Yakutat Tlingit Trine program that provides local interpreters on cruise ships that visit the area.

**Economic Policy 3.8** - Improve interpretive services and materials that provide visitor information.

**Goal 4. Increase local, value-added processing of Yakutat's natural resources while minimizing adverse impacts on other important resources and uses.**

**Economic Policy 4.1** - Work with the state and the Bureau of Land Management to identify and map all operational mining claims within the Borough. Ensure baseline information on existing resources is complete prior to initiating mining projects.

**Economic Policy 4.2** - Design, site, and conduct mining, and sand and gravel extraction activities to be compatible with other coastal resources, to minimize conflicts with surrounding land uses, and to minimize impacts to air, land, and water quality, and to coastal habitats.

**Economic Policy 4.3** - The Borough's mining ordinance should be enforced.

**Economic Policy 4.4** - Sand and gravel extraction operations shall be designed to blend with natural surroundings and to enhance riparian habitats. Pits should be smaller and should be hidden from key viewsheds.

**Economic Policy 4.5** - Prohibit sand and gravel extraction spawning and overwintering habitat for anadromous fish unless the project or its reclamation enhances fish or wildlife habitat based on third party assessment.

**Economic Policy 4.6** - Settling ponds that are part of gravel and sand extraction operations are to be protected from flooding.

**Economic Policy 4.7** - Reclamation of all extraction sites shall be required, unless reclamation would cause greater adverse impact to the environment. Top soil and overburden shall be stored separately and protected from flooding. At the end of each mining season, disturbed areas shall be regarded to stable slopes and potential flood areas shall be regarded to ground contours that will not entrap fish and disturbed areas shall be stabilized and revegetated as appropriate. Projects creating lakes or pits adjacent to fish habitat must meet dissolved oxygen minimums for rearing fish at all times during the year

**Economic Policy 4.8** - Restoration of sand and gravel extraction sites shall include the following; disturbed areas in the mine site shall be graded to stable slopes that blend with natural topography, erosion control measures shall be used and disturbed areas shall be covered with topsoil and native plant species.

**Economic Policy 4.9** - Encourage small-scale selected tree harvests (less than 250,000 board feet) for value-added industries that maintain the productivity of forest soils and ecosystems, and promotes the regeneration of harvested forests.

**Economic Policy 4.10** - The standards of the Alaska Forest Practices Act shall be applicable to all logging operations on public and private lands and the Borough supports their strict enforcement. Create Borough regulations when Act is not stringent enough to protect the local land and resources.

**Economic Policy 4.11** - The movement of logs to storage or shipment sites should be limited to previously used logging roads, and routes should be planning to minimize traffic through residential areas.

**Goal 5. Protect and enhance the commercial fishing resources in the Borough.**

**Economic Policy 5.1** - Support the development of new, diverse fisheries in Yakutat with a focus on activities that can be done year round and that complement the seasonal salmon fishery.

**Economic Policy 5.2** - Protect sites identified for potential mariculture development and support mariculture permit applications.

**Economic Policy 5.3** - Encourage and support the development of value-added processing and innovating marketing of local fish products.

**Economic Policy 5.4** - Minimize potential conflicts for competing uses of areas or resources in fishing grounds during commercial harvest seasons. The first step is to implement the recommendations of the 2009 Tsiu River Fisheries and Land Management Report.

**Economic Policy 5.5** - Maintain a good relationship with the state and local Fish and Game agencies and Advisory Board.

**Economic Policy 5.6** - Maintain and improve structures and facilities that support the local fish processing industry and fleet.

**Economic Policy 5.7** - Continue to support innovative branding of local seafood, including the Yakutat Wild marketing campaign.



## 5 Transportation and Access

**Goal 1. Establish a cost-effective, convenient, and safe transportation system, both within the Borough and linking the Borough with other communities.**

**Goal 2. Develop a local street network that is well designed and constructed to minimize future safety problems and maintenance costs.**

**Goal 3. Develop an integrated multi-use trail system to serve borough residents and visitors.**

**Goal 4. Improve harbor facilities to support commercial fishing, recreation and tourism.**

**Goal 5. Provide access to the remote areas of the Borough for recreation, subsistence activities and economic development.**

### 5.1 Context

Yakutat is connected to other communities in Southeast Alaska and Southcentral Alaska by air and water; there are no roads into the community. Passengers arrive mostly by air, as the Alaska Marine Highway System stops in Yakutat once or twice a month during north and south bound on its cross-gulf trips from March through September. The Yakutat Airport is an excellent facility, and direct daily jet service is provided to Juneau, Anchorage and Cordova. The network of local roads provides access throughout the town and to some subsistence fishing and recreation sites.

The primary transportation facilities owned and operated by the Borough are most of the smaller secondary roads, the Small Boat Harbor, the Fuel Dock and the dock at the cannery which is owned by the Borough and leased to the cannery operator. Most of the community's busier roads are owned and maintained by the state. The USFS also owns and maintains many roads in the area. The Icy Bay Logging Road is maintained by the timber harvester under contract as part of its contract with the University or Alaska Mental Health Trust.

## 5.2 Local Road Network

The local road network in Yakutat is largely unpaved. The State owns and maintains the Airport Road, Mallott Avenue, Max Italo Drive, Dangerous River Road, Lost River Road and Ocean Cape Road. Many Borough and State roads need resurfacing or improvements related to right-of-way problems and poor drainage. Priority should be given to road projects that make Yakutat's streets safer and have potential economic benefits for the community. Accident data can be used to highlight intersections where safety improvements are needed. Road improvement projects are listed in Table 5.1.

**TABLE 5.1 – Yakutat Road Projects**

Project	Description	Priority	Owner	Justification and Notes
Resurfacing State Roads	Resurface Airport road, extend existing Dangerous River Road pavement to access new entrance to city landfill, resurface and extend existing Ocean Cape Road pavement, pave and improve drainage along Max Italo Road and replace two tidal relief culverts and related work on Mallot Avenue. <b>Currently funded by STIP.</b>	Funded Under STIP	State	<ul style="list-style-type: none"> <li>• CBY to take over ownership upon completion of project</li> <li>• Proceed with project in 2010</li> </ul>
Yakutat Avenue Reconstruction	Improve ditching and drainage. Shift road alignment from South Ridge Road to Max Italo Drive to locate it within the platted right-of-way. Construct a treated base and supply a BST. Road width may be too narrow in sections.	Highest	CBY	<ul style="list-style-type: none"> <li>• Improve access to private property.</li> <li>• Fix problems related to roads existing outside the right of way</li> </ul>
Areawide Street Lighting Installation	Identify priorities and add illumination at intersection and other locations with local government providing for electrical costs. Highest priority is on Dangerous River Road from the high school to Airport/Mallot and Mallot Avenue from Dangerous River Road to the boat harbor.	Highest	CBY	<ul style="list-style-type: none"> <li>• Important for safety and to encourage walking and biking. Especially important near the schools.</li> </ul>
Alaska State Housing Authority Subdivision Road Paving	Construct a hard surface and a sidewalk for the two entrance roads from Forest Highway 10 (Council and Orca avenues). Construct a hard surface for connecting streets (Haida, Tlingit, Tongass and Totem Avenues). Combined length of 1.1 miles.	High	CBY	<ul style="list-style-type: none"> <li>• In IRR application to pave and add sidewalks</li> </ul>
Thunderland Road Extension and BST	Extend this route to Post Office Drive. Apply a BST to the entire route.	High	CBY	<ul style="list-style-type: none"> <li>• Lot development potential for the borough</li> <li>• IRR application to repave existing road and add sidewalk</li> </ul>

**TABLE 5.1 – Yakutat Road Projects**

<b>Project</b>	<b>Description</b>	<b>Priority</b>	<b>Owner</b>	<b>Justification and Notes</b>
Ocean Cape Road and Bridge Upgrade	Improve drainage and apply a BST to four miles of public road between Monti Bay Road and the pile supported crossing of Ankau slough, Replace deteriorated components and upgrade bridge railing.	High	CBY	<ul style="list-style-type: none"> <li>• High priority provide access to cemetery</li> <li>• Need to upgrade from single lane to double lane</li> <li>• IRR funding possible for bridge replacement</li> <li>• Bridge may be sub-standard</li> </ul>
Ridge Road Paving	Construct a hard surface for this road, which is 0.6 miles in length.	Medium	CBY	<ul style="list-style-type: none"> <li>• Road is very bad and improvements are required for area residents</li> <li>• Provides access to CBY water tank</li> <li>• Road surface is not totally contained within the right-of-way</li> <li>• In IRR application to pave – sidewalk might not fit along here</li> </ul>
South Addition Road BST	Apply a BST to this route which is 0.3 miles long.	Medium	CBY	<ul style="list-style-type: none"> <li>• Provides access to lots with development potential</li> </ul>
West Addition Road BST	Apply a BST to this route which is 0.5 miles in length.	Medium	CBY	<ul style="list-style-type: none"> <li>• Important road for lot development</li> </ul>
Council Avenue Extension to Lake Street	Extend Road from the ASHA housing development to the new Tlingit and Haida Subdivision, from Council, Tlingit or Haida road to Gagaandeyi Road.	Low	CBY	<ul style="list-style-type: none"> <li>• Would serve 22 lots with infrastructure</li> </ul>
Porter Hill Access Road Improvements	Improvements in drainage, width and grades for this road to homes, which would also ensure winter access for emergency vehicles.	Low	CBY	<ul style="list-style-type: none"> <li>• Road is in poor condition</li> <li>• Improvements will benefit area residents and provide better emergency access</li> </ul>
Dangerous River Road Fish Passage Enhancements	Inventory drainage structures along 19 miles of highway and upgrade cross drainage to satisfy protocols for fish passage.	Low	USFS	<ul style="list-style-type: none"> <li>• Project is partly completed</li> <li>• Work is necessary to keep road from washing out</li> </ul>
Cannon Beach Road Paving	Construct a hard surface for this Forest Development Road (9963) which is 2.4 miles in length, Does not include widening of the bridge across Tawah Creek.	Low	CBY	<ul style="list-style-type: none"> <li>• USFS bridge is deteriorating</li> </ul>

**TABLE 5.1 – Yakutat Road Projects**

<b>Project</b>	<b>Description</b>	<b>Priority</b>	<b>Owner</b>	<b>Justification and Notes</b>
Forest Highway 10. Ahrnklin to Dangerous River	Widen the highway and apply a BST. Enhance the turnaround area at the end of the state-owned segment, which is 4.5 miles in length. Does not include widening of the bridge across Dangerous River.	Low	USFS	<ul style="list-style-type: none"> <li>Provides main access to area sports fishery and small timber harvest area which are critical to the economy</li> <li>Long travel time on poor road</li> <li>Traffic counts should be done to determine if BST is best solution</li> </ul>
Forest Highway 10 BST (FDR 9955 to Ahrnklin River)	Apply BST to this state-owned segment, which is 15 miles long.	Low	State	<ul style="list-style-type: none"> <li>Access to Forest Service Lands</li> <li>Provides access to hunting, sport fishing, berry picking, recreation</li> </ul>
Forest Highway 10 BST	Construct a treated base and apply a BST for the first nine miles beyond the landfill entrance. Upgrade drainage. Increase cross drainage capacity and raise road elevation at MP 4.8. Delineate parking and public use areas on each side of Situk River	Low	USFS	<ul style="list-style-type: none"> <li>Access to Forest Service Lands</li> <li>Hunting, sport fishing, berry picking, recreation</li> </ul>
Post Office Street Upgrade and Extension	Install retaining wall and guardrail, grading and surfacing of existing road. Extend the route to commercial and residential property.	Low	CBY	<ul style="list-style-type: none"> <li>Some work has been completed</li> <li>Road is not yet up to standards</li> <li>Low priority for tribe</li> </ul>
Russell Fjord Road Surface	Add a lift of gravel to this Forest Development Road (9955) which is 3 miles in length.	Low	USFS	<ul style="list-style-type: none"> <li>Road provides trail head access</li> <li>Fair distance from town with low traffic</li> <li>Potential to flood</li> </ul>
Situk Lake Road Surfacing	Add a lift of gravel to this Forest Development Road (9951) which is 6 miles in length.	Low	USFS	<ul style="list-style-type: none"> <li>Far away from community</li> <li>Less important</li> <li>Provides access to recreation areas</li> <li>RAC nomination?</li> </ul>
Sawmill Cove Road BST	Apply a BST to this forest Development Road (9957) which is 0.8 miles in length.	Low	USFS	<ul style="list-style-type: none"> <li>Road condition is not too bad</li> <li>Provides access to the log transfer facility</li> <li>USFS road – not a community priority</li> </ul>
Miller Creek Erosion Protection	In response to the upstream channel changes, construct a long-term solution that carries the flow of Miller Creek through its crossing of the Dangerous River	Low		<ul style="list-style-type: none"> <li>State nominated project</li> </ul>

**TABLE 5.1 – Yakutat Road Projects**

<b>Project</b>	<b>Description</b>	<b>Priority</b>	<b>Owner</b>	<b>Justification and Notes</b>
	Road. The most likely improvement involves raising roadway elevation and armoring the embankment.			
Lost River Road Relocation and BST	Upgrade the beginning of the route and construct one mile of road on a new alignment that connects to over one-half mile of former logging road. Upgrade the remainder of the route on the existing alignment from the junction with Tawah Creek Road. Apply BST to the entire road (7 miles).	Low		<ul style="list-style-type: none"> <li>State nominated project</li> </ul>
Courthouse Road	Relocation to improve alignment and drainage.	Low	CBJ	<ul style="list-style-type: none"> <li>Development of short street segment will provide access to several homes that are currently only accessible via private property and will provide adequate access for emergency vehicles and snow removal equipment.</li> <li>Exists as a trail</li> </ul>
North Addition	Yakutat Alaska Subdivision Access. Construction of road from Mallott Avenue near the Small Boat Harbor in a loop around a hill to reconnect with Mallott north of the "Lagoon" outlet.	Low		<ul style="list-style-type: none"> <li>Would provide access to future residential subdivision.</li> <li>Exact road layout to be determined.</li> </ul>
Leonard's Landing Road	ADOT&PF planning to construct a new float plane base between the Small Boat Harbor and Leonard's Landing. Access will presumably be gained from the midpoint of the road to Leonard's Landing. Significant improvement to the road from Mallott Avenue to the junction with the float plane base access and possibly beyond to the borough park will be needed to bring the access up to a reasonable standard.			<ul style="list-style-type: none"> <li>Will provide access to new float plane base.</li> </ul>

### 5.3 Non-Motorized Transportation

Improving facilities for pedestrians and cyclists will help to encourage residents to take more trips using non-motorized transportation. Non-motorized transportation facilities include sidewalks, bike lane, wide shoulder lanes with space for walkers and cyclists, and separated

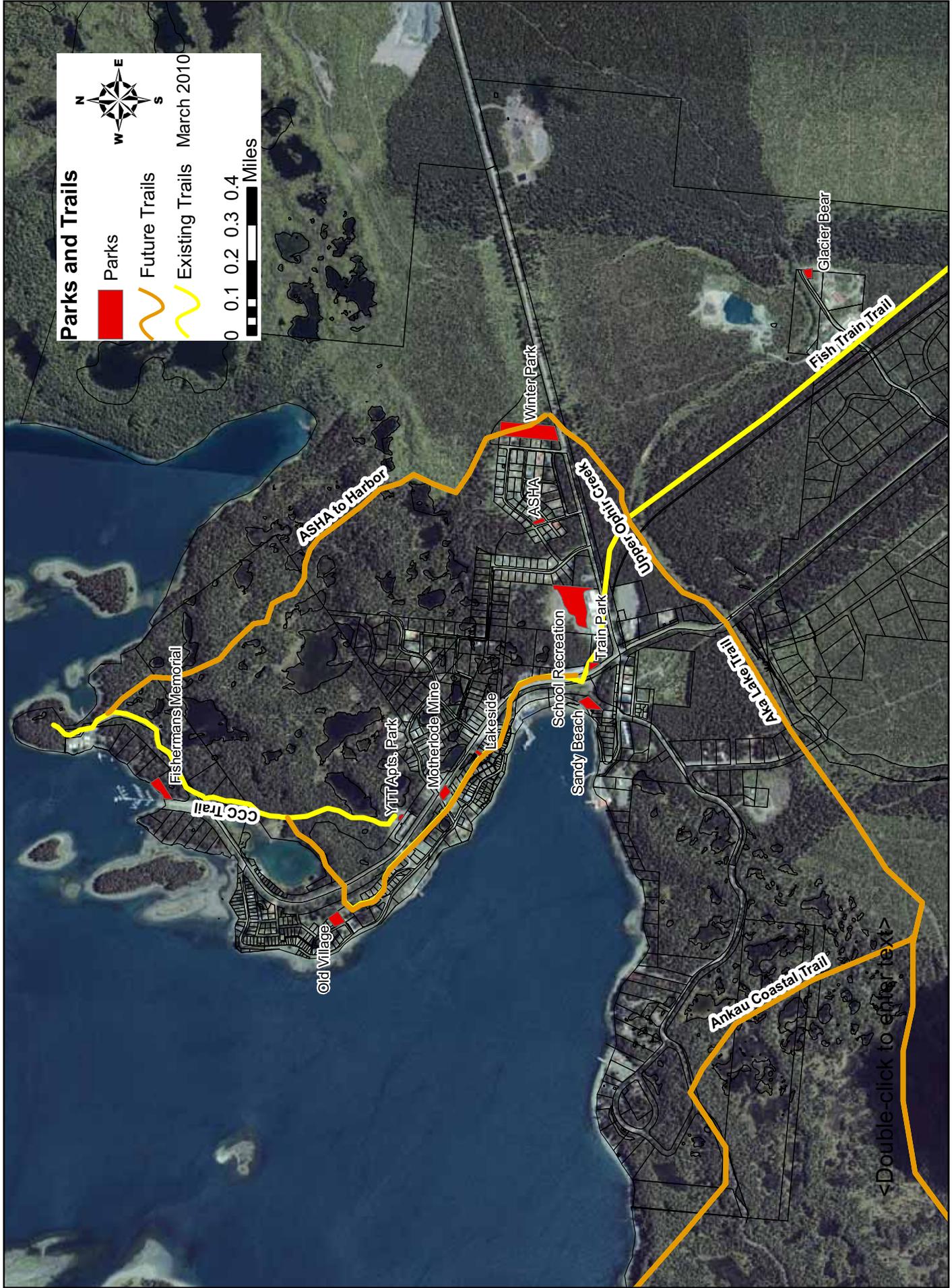
paths or trails that can be used by all non-motorized users. These facilities can be used for recreation or for trips to destinations like schools, stores, or workplaces.

Proposed trail projects are listed in Table 5.2. Figure 2 shows the existing and proposed trails.

**TABLE 5.2 – Yakutat Non-Motorized Transportation Projects**

<b>Project</b>	<b>Description</b>	<b>Priority</b>	<b>Owner</b>	<b>Justification and Notes</b>
Totem Trail	First phase of this project is completed; there are expansion plans. Yakutat Avenue and 2nd Street Trail and Stairway Construction. The upper part of the 2nd Street right-of-way that connects High Street and Yakutat Avenue would be a trail with stairs, not a road. Similarly, the southeastern end of the Yakutat Avenue right-of-way, which connects with Max Itelio Drive, would best be developed as a trail with stairs.		Borough	Provide more direct pedestrian access, separated from vehicle traffic.
Railroad Trail from Airport to Situk River	The trail exists from the Fish Train Park to the airport. This project would extend the trail in the former railroad to a facility for pedestrians, bicyclists and winter users approximately 4 miles from the airport.		Borough	Provides access to a historical tourist attraction and a transportation option for the general public to the Glacier Bear area, the Yakutat airport and the Situk/Ahnklin River fishing area.
Trail from Dangerous River to Dry Bay.	Exact alignment to be determined.		Borough	Provide expanded recreation opportunities to the community.
Ophir River Area Trail	Exact alignment to be determined.		Borough	Provide expanded recreation opportunities to the community.
Canoe Trail Development	Restoration of the canoe/kayak trails extending from the Ankau lagoons south and east inland of the coast. Improvements would include brushing, dredging as appropriate, and construction of access areas and public.		Borough	Provide expanded recreation opportunities to the community.

Figure 2. Map of Parks and Trails



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## 5.4 Harbor Facilities

### 5.4.1 Harbor Facilities in Yakutat Townsite

Alaska Marine Lines operates the only scheduled barge service to Yakutat, which is provided once a month. Both the barge operations and the ferry use the city dock at the cannery. Delta Western Fuels delivers fuel to Yakutat about five times a year, on either a northbound or a southbound run between Southeast and Southcentral Alaska. Delta Western typically uses tug boats and ocean going fuel barges of 2,000,000-gallon capacity. The barges are used to supply Delta Western's bulk fuels facility located on the south side of Monti Bay. Yakutat has well developed port and harbor facilities; they are listed below along with desired improvements.

*Multi-Purpose Dock.* A \$2.5 million dollar federal Economic Development Administration grant was received that, along with other funding, enabled the construction of a new multi-purpose dock on the east side of Monti Bay in the mid 2000's. The main dock is completed, but additional components are needed to get the most economic benefit out of this project. For example, a fisherman's market would give individual setnet and troll fishermen a facility at which they could process, preserve and sell value added products. A gravel loading conveyor would allow for the gravel to be loaded directly on to barges. Extending the fuel line would make refueling easier and safer.



*New Multi-Purpose Dock*

*Cannery Dock.* Located at the head of Monti Bay, the cannery dock was originally built for and is connected to the fish processing plant, currently operated by Yakutat Seafoods. The dock was reconstructed in 1984 by the City and Borough of Yakutat using state funding. It is a

concrete dock on steel piling and is in excellent condition. Water depth at mean low water is 43 feet. In addition to barges and commercial fishing vessels, the facility is occasionally used by the small cruise ships that call at Yakutat, and AMHS ferries.

*Yak-Tat Kwaan (Arco) Dock.* Located Approximately 400 feet west of the Delta Western fuel dock on the south shore of Monti Bay, the Kwaan dock was built by Arco Alaska, Inc. to facilitate offshore petroleum exploration in nearby Gulf of Alaska waters. It does not currently see a significant amount of use.

*Cold Storage Dock.* Located on the north shore of Monti Bay adjacent to the former site of a cold storage facility, the dock is used as an alternate dock for commercial fishing vessels and small cruise ships. Mean low water depth is in excess of 50 feet. This is the proposed location of the new Yakutat Bay Science Center.



*Ocean Cape Dock*

*Log Transfer Facility.* Located at the head of Sawmill Cove, the facility is an earth-backfilled wall with shallow water and sandy-bottom access for barges to load logs for export.

*Small Boat Harbor.* Located north of Monti Bay at the end of Mallott Avenue, the small boat harbor is operated by the City and Borough. Primarily used by smaller commercial fishing boats, the harbor facilities consist of six main floats, a launch ramp and a grid. A seaplane float is located at the end of the central main float. Upgrades are needed at the small boat harbor to provide more space for boats and to provide additional services. Borough sewer lines need to be extended to the harbor and a public restroom and new office need to be built. A boat weigh and haul-out would add services not currently provided in Yakutat. Additional slips and stalls should be added to provide more space for boats, needed during the busy times.



*Yakutat Small Boat Harbor*

## **5.5 Aviation Facilities**

Because of the distances separating Alaska's major cities most of Yakutat's residents travel by air. Air is also the means of transport of a relatively high proportion of Alaska's freight. As a result, adequate airport facilities and regular airline service are extremely important. Yakutat has one of the best airports in the state and has excellent airline service for a town its size. The airport was constructed in 1942 by the U.S. Army Air Corps in support of the Aleutian campaign and is now a state-owned and managed facility. It also has an extensive instrument landing system and is served by a National Weather Service station and by the Alaska Division of Aviation.

The airport is located on 3,500 acres approximately four miles southwest of town center. The Yakutat Airport receives regularly scheduled jet services from both Juneau and Anchorage. There are two runways, one is 7,745 by 150 feet with an asphalt surface and one is 6,475 by 150 feet with a concrete surface. Both runways are capable of supporting jet traffic, but runway 2-20 is not plowed in winter and has more limited instrumentation. A 5,000-square-foot terminal was built in the 1970s.



*Airplane Unloading at Yakutat Airport*

In 2003, the FAA and DOT&PF funded a series of projects at the Yakutat Airport to improve and expand the airport's runway safety area, remove obstructions and rehabilitate a runway and taxiway. An Airport Master Plan was completed in 2006 to guide airport improvements to meet demand requirements for the next 20 years and to bring the airport into compliance with State and Federal standards.

There are several small airstrips that are used to access areas within the Borough for recreation, fishing and other purposes. In the eastern Borough there are five public gravel or sand airstrips on USFS land, and one airstrip on NPS land near the East Alsek River and a second one on the Alsek River. All are located near public use cabins or near fishing areas. These airstrips do not receive regular maintenance. There are scattered airstrips for accessing fish camps on public land that receive varying levels of maintenance, and most cannot be used if heavy snow is present. Chartered air service is available from any of several Yakutat or Cordova-based air carriers, as well as from Anchorage or Juneau based carriers.

Airstrips in the western borough are:

- A public, unmaintained, sand airstrip for wheeled aircraft on National Park Service land at Kageet Pt on the eastern shore of Icy Bay.
- A 4,300 ft private, sand airstrip on Alaska Mental Health Trust (AMHT) land. This was leased by the University to support the Gulf Coast Timber sale.
- A navigation easement that is 500 ft wide, 6,000 ft long easement for a dirt and gravel airstrip on Chugach Alaska Corporation land at Cape Yakataga (per the 1982 Chugach Natives Incorporated Settlement). The FAA provides maintenance of this airstrip, designated "CYT." Section 11 of Public Law 94-204, 89 Stat. 1145, 1149, provides that the shipment of fish by Natives who are Yak-Tat-Kwaan, Inc., and their children who qualify as "Natives" and who hold valid set net permits from the State of Alaska is authorized to use the existing adjoining apron and parking area at the current level of use.
- Several gravel airstrips associated with commercial lodges that are on leased State land,

though the airstrips tend to be outside the lease simply on State land. These are generally not publicly authorized airstrips, and not subject to exclusive or private use. There is generally no public maintenance, rather maintenance is provided by the adjacent lease holder/lodge owner.

- A 5,915 ft long sand, “Sitka Sounds Seafoods” airstrip on leased State land at the Tsiu River area. Until 2002, Sitka Sound provided maintenance to ensure aircraft could regularly land to transport commercially caught fish from the area. Now that the area is not being used for commercial fish harvest the airstrip is not being maintained. Local users may be providing random maintenance and even in the best of times the strip regularly “drifts.”
- A 3,295 ft, sand and gravel, public airstrip at the BLM Bering Glacier Camp, with terrain hazards at each end.

## **5.6 Movement of Freight**

It is estimated that roughly 80% of the community's freight arrives by barge, and 20% by air. Like much of Alaska, the freight moving into Yakutat (e.g. fuel, household goods, building-materials) often requires different containers or handling than does freight moving out (fish, frozen or refrigerated). This increases the carrier's cost of doing business, as each movement in either direction means that the container used to move the freight will move empty in the reverse direction. The barge currently loads and unloads at the cannery dock; it would be good if the new multi-purpose dock could be used for this purpose because the cannery dock can be very busy during the summer. In general, a lower cost of shipping both to and from the community, could have a benefits for many local businesses.

## **5.7 Access to and within the Western Borough**

The Western area of the Borough has potential for mineral, oil, gas, timber, commercial fisheries, and tourism development. The Icy Bay port is essential to such varied commercial development. The Tsiu River area has a commercial fishery that produces over five hundred thousand pounds of silver salmon per year, but in recent years irregular air service has cause problems for this fishery. With falling salmon prices, the high cost of air transportation may limit the viability of the fishery. Surface tendering of fish products through the Icy Bay Port facility would be one way to revitalize the commercial fishery of the Tsiu River and the numerous other salmon rivers in the area. The potential for hydrocarbon and mineral related exploration, development and extraction would be increased with the development of a reliable port.

### **5.7.1 Water Access to the Western Borough**

Access by water to the area is via a State log transfer facility (LTF) that serves as a port at the western shore of Icy Bay on State land. This facility provides the only protected anchorage in this entire western portion of the Borough. Currently this site is suitable for landing craft use under most, but not all, weather conditions; there is no dock or harbor infrastructure. Landing craft have occasionally landed at other parts of the coast, particularly at the Tsiu or Cape Yakataga. However, this is only possible if conditions are calm and serious accidents have occurred when landings have been attempted at these locations.

Although under State management for decades, the Icy Bay port has never seen serious capital improvements. A breakwater and shore based mooring facilities are needed to make the facility more useful. Over ninety percent of the Borough's land holdings are in the Western area served by the seaport of Icy Bay. To plan for development in this area, the Borough would like to have ownership and control of this facility. In January 2004, the Borough requested the Icy Bay LTF as part of its municipal entitlement, however the request was denied. Improvements and continued access to this facility are still a priority for the Borough.

When the general public or a business desires to access this area, via the port or the logging road, the process they must follow depends upon the upland landowner. Access rules are complex and are described in more detail in section 3.13.5 of the 2006 Coastal Management Plan.

### **5.7.2 Road and Trail Access Within the Western Borough**

Once in the western Yakutat Borough, transportation movement is on roads, trails and beaches by on-and off-road vehicles, hovercraft and by foot, and on streams and lakes by boat, raft and kayak/canoe.

The major road in the area is the Icy Bay logging road that runs about 45 miles along the coast from the LTF at Icy Bay west to Cape Yakataga. It was constructed for timber harvest purposes, and it is generally a one-lane dirt logging road with several major stream crossings that require a high level of maintenance to provide regular use. It has now been decommissioned and the culverts and bridges have been removed.

There is another private logging road near the Duktoth River on State land that is maintained by the University to provide access for timber harvest in this area. This road has been constructed at the base of the Duktoth Mountain and is planned east of the Duktoth River. There is also a local network of "home grown" roads in the Cape Yakataga area that connects homes, mining claims and the main logging road.

On this local road network is a key bridge, the 493 foot Bureau of Land Management (BLM) bridge, built in 1959, over the South Channel of the braided, glacier-fed, Yakataga River. The bridge provides access between residences, the Cape Yakataga airstrip, and the communications and radar facilities at the Cape and is essential for the region. In the late 1990s, flood debris collected against the piers of the Yakataga River Bridge and because there was only minimal management or contact with the area by the BLM, subsequent high water damaged some of the piers and made the bridge unusable for heavy vehicle traffic. Funding was obtained, and the necessary bridge work was completed in 2005. The Borough has now assumed ownership and responsibility for the maintenance of the bridge.

Trails are frequently used for transportation in this part of the Borough. These are described in detail in the Coastal Management Plan in section 3.13.6. These trails cross federal, state and private land and are important in providing public access. Public land managers in the area generally have policies regarding airboat and all-terrain vehicle (ATV) use on lands they manage.

The coastal environment in this part of the Borough, and particularly the beach fringe, contains important fish and wildlife habitat. In much of the area there are “forelands” which are wetlands and contain high wildlife and fish values that are at risk from unregulated ATV trail development and airboat use. There are also areas with tremendous numbers of swans, waterfowl, shorebirds, and passerine species moving throughout. Some important staging areas, nesting, and molting areas exist that need to be considered in the development of trails, airstrips, lodges, and secondary uses such as airboats. And, from what is known on ATV trails,



*Yakataga River Bridge – Before Repair*



*Logging Truck on Icy Bay Logging Road*

the best strategy may be to prevent their entry into some areas rather than try to fix a damaged area after they've ripped it up. Travel corridors (for ATVs, airboats) should be consolidated and designated so that development can proceed with less impact to the environment. The growing sport fishing and hunting lodges in the area should consolidate their airstrips and trails to allow the industry to develop and grow yet protect the fragile habitat the fish and other wildlife need.

## **5.8 Access to and within the Eastern Borough**

A number of roads exiting outside the Yakutat townsite and provide access to the eastern Borough. During WW II the U.S. Army constructed a network of access roads, although many had deteriorated beyond normal use by the 1950's. A small network of timber haul roads connecting Yakutat and the airport resulted from the 1,500 acres which were logged by the Columbia Lumber Company in the mid-1950's. A number of other logging roads have also been constructed since that time. Some of these roads receive maintenance and have been upgraded so that today they provide access to hunting, fishing and recreation areas. Other roads are not maintained and are used by residents with Off Highway Vehicles to access more remote areas.

Roads that access important places within the eastern Borough include:

- Forest Highway No 10/Dangerous River Road. Although it is closed in the winter, the Dangerous River Road receives much general community use in the summer, since it connects Yakutat with Dangerous River (at the headwaters) and south Harlequin Lake. Dangerous River Road is 29 miles long and surfaced with a wearing course of gravel, typically 12 to 18 inches of thickness.
- The Lost River Road leading to the Situk River. Also closed in the winter but receiving much use in the summer, the Lost River Road connects Yakutat with the Situk River fishing grounds, an important commercial, subsistence and sport fishery. Portions of this route date from World War II, with the remaining sections having been constructed jointly by the U.S. Forest Service and the State of Alaska. Although the road is state-maintained, it is not part of the state federally aided secondary highway system. Lost River Road is surfaced with a wearing course of gravel, typically 12 to 18 inches of thickness.
- The Ocean Cape or "Ankau" Road. This road was originally constructed during World War II. The six mile section between Mallott Avenue and Ocean Cape was reconstructed and upgraded during the summer of 1960 by the Air Force to serve its White Alice site. Usage of the road decreased with the closure of the facility in 1974, but increased again during offshore exploration of oil and gas on Lease Sale #39 in the late 1970s, when the White Alice site was used to house transient offshore personnel. Use of the road decreased again with the completion of drilling on Sale 39 in 1981. An easement for portions of the

road was transferred from Yak-Tat Kwaan to the Borough as part of the ANILCA 14(c) 3 municipal entitlement program, out to the USCG nav aids. New subdivisions along the road have increased its use again for the first few miles. The road is plowed in the winter to about 1.5 mile. The cemetery is at the end of this road.

In 2009, the USFS released an Access and Travel Management environmental assessment to evaluate management of the road system and the off highway vehicle use in the Yakutat Ranger District. Ultimately, the USFS will designate which roads, trails, and areas are open to travel by motorized vehicles. The environmental assessment analyzes the effects on resources and people of roads, off highway vehicle routes and motorized trails being closed, decommissioned, opened or maintained at current levels.

The assessment outlines several alternatives and a proposed action. The action (alternative 2) recommends that the Colorado Road, as well as several other road segments be closed. Forest Highways 9955, 9951, 9963 and 9976 are to be maintained for high clearance vehicles.

## **5.9 Transportation – Goals and Policies**

**Goal 1. Establish a cost-effective, convenient, and safe transportation system, both within the Borough and linking the Borough with other communities.**

**Transportation Policy 1.1** - Encourage increased competition in transportation linking the Borough with other communities, in order to lower the cost of freight and passenger transportation services.

**Transportation Policy 1.2** - Encourage increased frequency of Alaska Marine Highway system scheduled service to Yakutat linking the borough with other communities, in order to lower the cost of freight and passenger transportation services.

**Transportation Policy 1.3** - Implement the recommendations from the 2006 Yakutat Airport Management Plan to ensure that the Yakutat Airport up to standards and that it provides a safe operating environment.

**Transportation Policy 1.4** - Develop a new float plane base close to town.

**Transportation Policy 1.5** - Encourage continued air access and maintenance to the Dry Bay, Harlequin, Esker Cabins, Kageet Pt, Cape Yakataga, and Tsiu Areas. These are essential transportation links that support commerce.

**Transportation Policy 1.6** - Support the federal subsidy of essential air service to Yakutat.

**Transportation Policy 1.7** - Advocate for fair and reasonable prices for shipping freight to and from the community.

**Transportation Policy 1.8** - Encourage industries that produce and export backhaul products in Yakutat to reduce the cost of shipping.

**Goal 2. Develop a local street network that is well designed and constructed to minimize future safety problems and maintenance costs.**

**Transportation Policy 2.1** - Natural drainage patterns should be accommodated either through public easements or by locating roads so that they can double as drainage courses.

**Transportation Policy 2.2** - New subdivisions should be designed to provide the as many lots as possible, while minimize road frontage. Cul-de-sacs should be avoided as they impede snow removal, limit connectivity and take up a lot of space.

**Transportation Policy 2.3** - Acquire adequate rights-of-way for road improvements and utilities prior to approving new developments to minimize future cost.

**Transportation Policy 2.4** - Encourage maintenance and clearing of the full right-of-way through the townsite.

**Transportation Policy 2.5** - Culverts on local roads should be adequately sized to allow fish passage on anadromous streams.

**Transportation Policy 2.6** - Road improvements should be carefully planned to meet to the community's current and future coals. This information will be updated annually and forwarded to DOT&PF to be included on the Needs List, which is the first step in securing state funding for projects. Transportation projects can also be included in the Capital Improvement Project List.

**Goal 3. Develop an integrated multi-use trail system to serve borough residents and visitors.**

**Transportation Policy 3.1** - Provide safe non-motorized facilities between residences, schools, stores and other community destinations.

**Transportation Policy 3.2** - When road projects are submitted to the DOT&PF Needs List the facilities for pedestrians and cyclists should be included in the name and description of the project as these are difficult to add on later in the process.

**Transportation Policy 3.3** - Street lights should be installed, especially near schools.

**Goal 4. Improve harbor facilities to support commercial fishing, recreation and tourism.**

**Transportation Policy 4.1** - Support continued improvements at the new multi-purpose/fuel dock to make it as useful as possible. Improvements required are a covered market area, a fuel line and possibly a gravel conveyor.

**Transportation Policy 4.2** - Support local commercial fishing by continuing to expand and improve the small boat harbor. Required improvements include water and sewer services, a new office building, and additional floats.

**Transportation Policy 4.3** - Continue to attempt to acquire the Icy Bay Log Transfer and make improvements necessary.

**Goal 5. Provide access to the remote areas of the Borough for recreation, subsistence activities and economic development.**

**Transportation Policy 5.1** – Encourage joint use of airstrips, designate and require use of stream and fishing access trails, and designate and require use of airboat ingress and egress sites in major fisheries including the Lost River, Situk, Harlequin and Tsiu–Kaliakh areas to reduce impact to the environment.

**Transportation Policy 5.2** - Ensure that owners have access to their Native Allotments.

**Transportation Policy 5.3** - Support an agreement between the owners of state and private roads to cooperate on a maintenance program.

**Transportation Policy 5.4** - Urge the US Forest Service and the Alaska Department of Fish and Game to take action to relieve erosion and habitat damage and to prevent future damage resulting from trails being developed along the Lost River between the bridge and the mouth.



## 6 Public Utilities and Facilities

**Goal 1. Provide Borough services as efficiently and cost-effectively as possible.**

**Goal 2. Provide orderly, efficient, and cost effective sewer and water services to provide a framework for development.**

**Goal 3. Manage solid waste to minimize impacts on the environment.**

**Goal 4. Provide effective public safety service to residents and visitors.**

**Goal 5. Develop a renewable energy source with lower operating costs to meet the Borough's residential, commercial and industrial energy needs.**

**Goal 6. Satisfy the recreational needs of Borough citizens by providing a diversity of opportunities for youth, adults and seniors.**

**Goal 7. Provide high quality education for Borough residents.**

**Goal 8. Increase the community benefits derived from scientific research taking place in the Borough.**

**Goal 9. Improve medical, dental and social services.**

**Goal 10. Inform and educate citizens about planning issues facing borough staff borough assembly, and planning commission members and provide opportunities for the citizens to participate in the planning process.**

For a small community, the City and Borough of Yakutat offers a wide range of public utilities and facilities in town including public drinking water, wastewater collection and treatment, a community landfill, power generation, a full range of public safety services, recreational facilities and general administration. The Yakutat School District provides public education. The Yakutat Tlingit Tribe contracts with Southeast Regional Health Consortium to provide local medical and dental services with municipal support. Figure 6 shows the location of borough facilities. There are however, services and infrastructure that need improvement to best serve the community now and in the future.

**TABLE 6.1 – COMMUNITY PROJECTS**

<b>Water and Sewer Services</b>
<ul style="list-style-type: none"> <li>• Continue to repair lift stations as required.</li> <li>• Complete a master plan to identify future infrastructure requirements.</li> </ul>
<b>Solid Waste</b>
<ul style="list-style-type: none"> <li>• Extend water and electricity to the land fill site.</li> <li>• Develop a concrete pad 40 feet by 60 feet that is covered and fenced and has a three foot retaining wall to sort and store recyclable material (or a new building for vehicle maintenance so that the existing building can be used for sorting).</li> <li>• Purchase two additional steel shipping containers for recyclables, materials for shipping hazardous waste and beer proof dumpsters.</li> <li>• Develop and implement a public education campaign (pamphlet, posters, public service announcements) to inform residents about the community’s recycling program and to encourage and promote waste separation.</li> <li>• Install signs to direct recycling at the landfill site. Develop and implement an education program about bears and solid waste.</li> <li>• Work with local teachers to develop and deliver curriculum about the benefits of recycling and hazardous waste management.</li> <li>• Work with local businesses to encourage waste separation and recycling.</li> <li>• Develop a system for composting biodegradable waste.</li> </ul>
<b>Energy</b>
<ul style="list-style-type: none"> <li>• Initiate a pilot project to determine if it is feasible to use wave energy to supplement the electrical generation system.</li> <li>• Evaluate the feasibility of using hydrogen fuel cell generators through the installation of independently powered wind or solar electrolyzers that can be used by individual homeowners and businesses to supplement their energy requirements.</li> <li>• Install a biomass electrical generation system.</li> </ul>
<b>Public Safety</b>
<ul style="list-style-type: none"> <li>• Expand the garage at the public safety building so that all Borough equipment can be stored indoors.</li> </ul>
<b>Borough Administration and Other Services</b>

- Build a new building or renovate an existing one to provide a new City Hall.
- Develop a Senior’s Center that provides services and housing.
- Develop a museum and/or cultural center.
- Develop the Yakutat Science Center.
- Develop a teen center.

### **Recreation and Tourism**

- Finish the Fishermen’s Memorial at the small boat harbor. A site has been selected and cleared and the memorial has been ordered. Access to the site needs to be improved, a concrete pad needs to be poured and the memorial needs to be installed.
- Install lighting at all borough playgrounds.
- A covered area to be used as a public market or for other community event should be installed at the new fuel dock. Also, a fish cleaning station should be added.
- Extend sewer utilities to provide for city sewer to residents and to provide for public restrooms near the picnic area at Sandy Beach.
- Maintenance is required for the outdoor facilities (tennis courts, baseball field, basketball court, restrooms) behind the school.
- Continue development of the winter park to include landscaping and structures for shelter.
- Restore the Yakutat and Southern Railroad.
- See table 5.2 for trail projects.

### **Schools**

- Upgrade the school’s mechanical systems.
- Pave the school bus zone.
- Refurbish the swimming pool.
- Replace the siding on the high school.

### **Ports, Harbors and Fishing**

- Add an ice house/cold storage facility at the Tsiu River. This would enhance the fish quality and improve the economics viability of commercial fishing in this area.
- Extend water and sewer to the site and develop public restrooms and a new office for the harbor master at the small boat harbor. Also, add additional floats to provide more space also develop a haul-out.
- At the new fuel/multi-purpose dock add a covered market area, a gravel conveyor belt and extend the fuel line to make refueling easier.

### **Transportation Projects**

- Develop a float plan base close to town.
- See table 7.1 for road improvement projects.

## 6.1 Drinking Water, Wastewater and Stormwater

Yakutat has a good water system that serves 265 homes which includes most of the developed area of town and the schools. The provision of water for domestic, commercial, and industrial uses and for fire protection will be very, important for continued growth of the fish processing industry and for any new industries that may come to Yakutat.

Drinking water is pumped from two wells, one 174 feet deep and one 125 feet deep, on Ocean Cape Road. Water is pumped into a 125,000 gallon wooden tank, chlorinated and then pumped to a new 880,000 steel gallon tank on Ridge Road. The water then enters the distribution system by booster pump. According to Borough staff, the wells provide ample water to meet the community's current needs.

Parts of the West Addition water delivery system was installed without DEC permitting and without the required stamped, engineering plans. An engineer has to do an "as built" of the installation and submit it for an after-the-fact permit. The South Addition special assessment district is tied into the non-permitted system and it too will need to be included in the as-built and permitting project. The water lines should be extended to the Borough landfill and lines along Lake Street should be completed.

Primary sewage treatment is provided at a sewage treatment plant located on the waterfront west of City Hall. Sewage is strained, sent to a settling chamber, chlorinated, de-chlorinated and effluent released into Monti Bay. The facility can treat up to 210,000 gallons per day, which is sufficient to meet Yakutat's current needs. At the treatment plant the sewage is screened and run through a settling pond. Solids are removed and taken to the landfill site. Effluent is then treated and released into the bay. There are ten lift stations that pump the wastewater to the treatment plant. A recent inspection of the wastewater system identified numerous deficiencies and in 2009 the Borough made many of the needed repairs.



*Yakutat Wastewater Treatment Facility*

The Borough also owns and operates a small lagoon near the airport that needs some upgrades and needs to be permitted. Individual septic systems are used outside the serviced area.

There are seven stormwater drains on Max Italo Drive that were installed by the State. These both collect water in storm drains and channel water to Monti Bay. This system is completely separate from the wastewater system.

The extents of both the water and wastewater systems are shown in Figure 6. Both of these systems should be managed to comply with all applicable environmental regulation and should have all permits required. Water lines should be extended to the landfill site and completed to serve lots along Lake Street. Sewer lines should be extended to the small boat harbor and Leonard’s Landing. In the future, water and sewer should be extended to new lots before they are sold, and costs should be included in overall price of the lot. Yakutat also needs a comprehensive master plan that identifies the location of current utility delivery systems and addresses future infrastructure and expansion requirements; and a stormwater pollution and run-off prevention plan.

## 6.2 Solid Waste

The City and Borough of Yakutat landfill is located on a flat 9-acre parcel of Borough land off Forest Highway 10. Approximately four acres are in use for waste disposal, site access, salvage, recycling and facility management. The bulk of the community’s garbage, construction waste is delivered to the landfill.

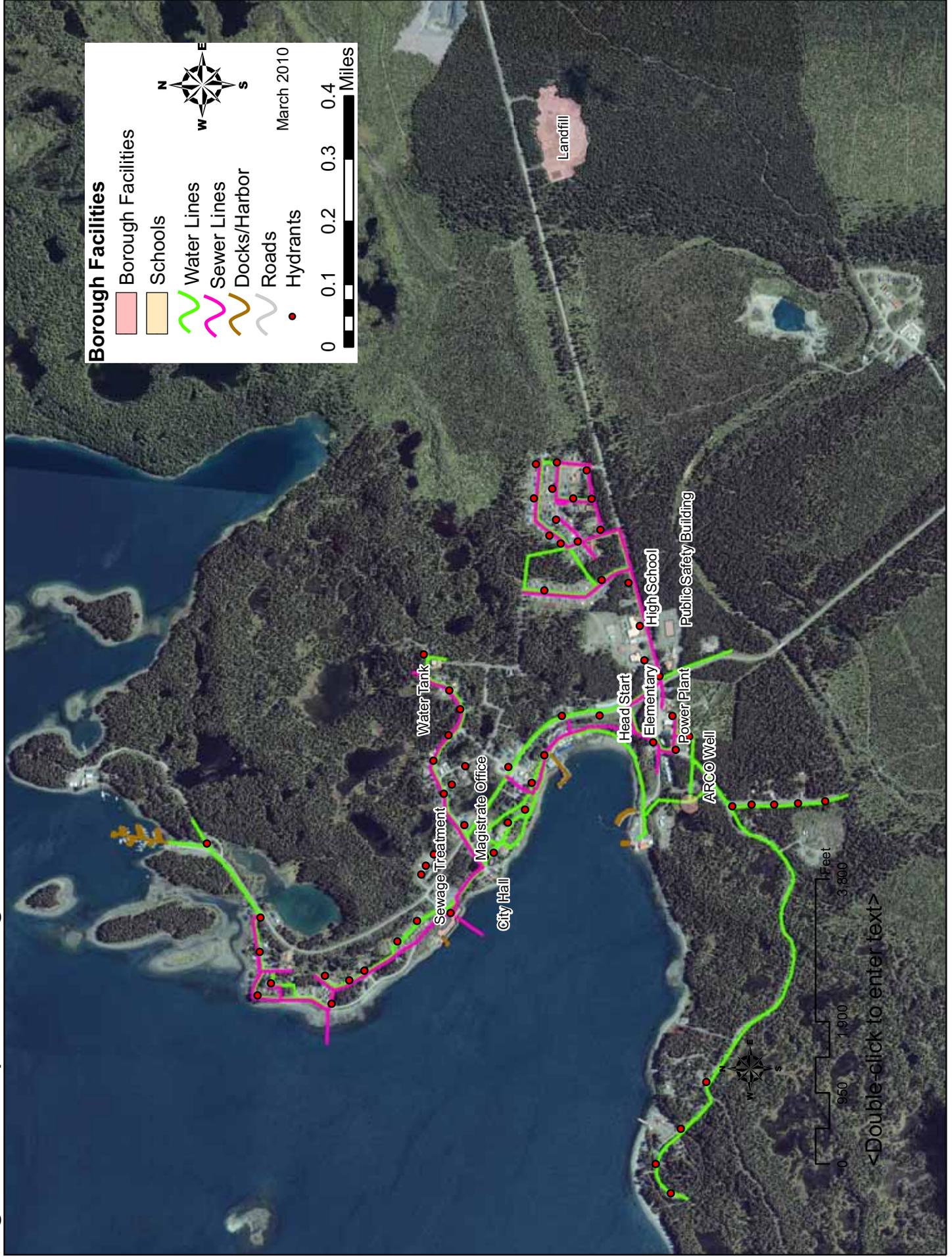
Wood, paper and cardboard products are burned daily. Solid waste in Yakutat is collected by a local business brought to the Borough landfill by residents. Plastics, glass and aluminum are separated and most other garbage is buried by a trench and fill method. A building is used as an office and to store some hazardous waste and recycling equipment. Currently there are no water, sewer and electric utilities at the landfill which poses a threat to health and safety. Therefore, extending utilities to the area is a priority.



*Recycling at the Yakutat Landfill*



Figure 3. Map of Borough Facilities



The hazardous wastes are separated, and instead of burning, the Borough has moved to a “trench and fill”. Recycling bins or areas are offered for batteries, electronics, paint cans, drums and propane tanks, other types of hazardous waste, aluminum cans, glass and plastic, which are then stored in vans for periodic shipment. There is also a used oil burner. The landfill is not permitted by the Alaska Department of Environmental Conservation (ADEC). A score of 201 out of a possible 302 points was assigned during an inspection by ADEC in August 2007.

In order to address the deficiencies and tackling permitting, a Solid Waste Management Plan for Yakutat was completed in 2006. The purpose of this plan is to reduce existing health and environmental risks thorough changing community waste disposal behavior and waste collection practices. This plan evaluated the potential risks of both environmental contamination and public health posed by the current waste disposal methods. So il and ground contamination analysis did not show any contaminant levels that exceeded maximum contaminant levels defined by the ADEC.

The 2006 Yakutat Solid Waste Management Plan identified the following community and environmental challenges and health risks at the Yakutat landfill:

- The landfill is nearing capacity;
- Some facilities exist for recycling and hazardous waste management but improvements are needed;
- Smoke and odor produced by burning at the landfill bothers residents and is a potential risk to public health; and
- Bears use the landfill as a primary food resource.

Since the 2006 plan, several important improvements have been made including the implementation of a trench and fill method of burying garbage to reduce the amount and type of trash burned. Some recommendations include reducing bear exposure, reducing sources of contamination by continuing the hazardous waste program, minimizing water and soil by controlling placement, compaction and covering of wastes and careful drainage design.

Desired improvements at the landfill are to add fencing in order to limit public access after hours, extend water, sewer and electricity to the site, continue to improve on the recycling, composting and hazardous waste programs, develop a covered area for sorting. In the long term, the preferred solution to improve solid waste management in Yakutat is to install an incinerator. An incinerator, if operated properly will produce safe emissions and reduce the animal attractants at the landfill site.

### 6.3 Energy

The City and Borough of Yakutat owns Yakutat Power, the only commercial electrical generation plant in the Borough. Electrical power is produced by burning diesel fuel to generate between 750 and 2000 KW per hour. The high cost of diesel and the community's remote location result in costs of \$0.53/KWH. Alaska Energy Authority's Power Cost Equalization program helps to provide economic assistance to residential customers in Yakutat. Diesel fuel has recently cost between \$150,000 and \$180,000 per month. The high cost of power significantly limits economic development in the Borough, particularly for intensive electric users like seafood processing facilities and large lodges.

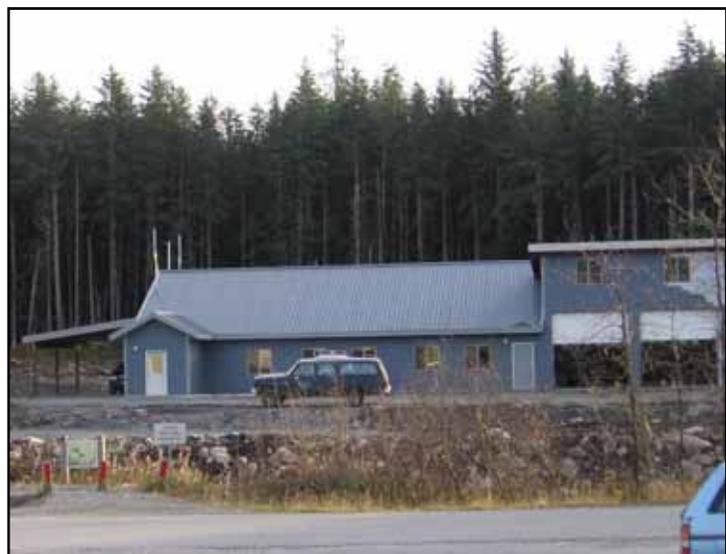
As a result, Yakutat would like to eliminate dependency on diesel fuel for power and find a lower cost, renewable source of power. Yakutat does not have a viable source for hydro or geothermal electrical generation, and wind and solar power have not been found to be steady enough to be reliable. The desired solution is to use a biomass system to produce energy. The system would burn biomass to make heat, and then steam, to produce electricity. The Borough's diesel generators would be used only for back-up.

The Borough has two potential sources of biomass; existing wood waste from past commercial timber harvest and the rotational planting and harvest of trees, likely alder. To make the project feasible, local biomass would be identified, chipped, dried and transported to the power plant in quantities sufficient to produce the desired level of energy. Burnable material could also be diverted from the landfill and used for energy production. Greenhouses that will be built next to the power plant to capture carbon dioxide could also be used to grow crops that could be sold in the region.

The Borough is also interested in investigating the potential of harnessing wave and tidal energy using floating or shore-based devices. These alternate sources could be used to augment the biomass energy production.

### 6.4 Public Safety

The City and Borough of Yakutat provides police protection and dispatch services for the community. Fire protection, EMS, and search and rescue are provided by volunteers. Although there are few serious crimes



*Yakutat's Public Safety Building – Completed in 2009*

committed in Yakutat, there is still a need for continued support for public safety, namely police protection. In addition, the Public Safety Department provides fire protection throughout the service area and emergency medical services throughout the borough. These services are critical to sound community development and to keeping fire insurance at a reasonable cost.

A new public safety building has been built on borough property across from the school. The building has a dispatch area, offices for each police officer, two jail cells, a booking room, laundry facilities, an evidence room, a training room, a kitchen and two large garages. The training room can be used by other community groups. Once the garage is completed, all of the police cars, ambulances and fire trucks will be able to be stored indoors.

## **6.5 Borough Administration and Other Services**

City Hall is a forty-year old 1400 square foot residence with five offices, a kitchen and a small meeting area. Offices are cramped and there is no space for files or storage. The Borough also owns the courthouse building located nearby which contains the courthouse, the Yakutat Salmon Board and a rental apartment. Revenue is generated from this building through the State court system leases and Salmon Board grants.

To improve office space, the borough can either renovate an existing building or build a new building. The upgrades necessary to the electrical and water utilities required and the poor overall condition at the current City Hall make it hard to justify the expense of a renovation. The courthouse, while an older building, has a sound foundation and is available for renovation. The combined savings from vacating the existing facility and the revenue from leases could offset construction costs. The Borough could also build a new office building. The new building could be at the current location or could be built next to the new Public Safety Building where waste heat from the power plant could be used. Another idea is to work with Yakutat Tlingit Tribe and Yak-Tat Kwaan Inc. to develop a new building that would have space for all three entities.

The development of a cultural center or museum would help to promote the heritage and cultural of Yakutat. The center would provide the space to display cultural and historic artifacts and implements; perform dance, tell stories, or demonstrate traditional crafts from Tlingit heritage; and provide space for recreational and educational opportunities for residents and visitors. The development of this sort of facility would require the cooperation of the Borough, the Yak-Tat Kwaan Inc., Yakutat Tlingit Tribe, National Park Service, and other groups. The Borough could to identify a site for the structure and funding sources. Additional information about Heritage Resources can be found in Section 3.0.

## 6.6 Recreation Facilities

Recreation and tourism opportunities are abundant in the Borough. Fishing, hunting, wildlife viewing, bird watching, boating, beachcombing, hiking, mountain climbing, kayaking, canoeing, surfing, cross-country skiing, camping, and berry picking are among activities available to residents and visitors alike.

Planning and development of recreation facilities is done by the Borough Parks and Recreation Board, School District, Planning Commission and Assembly, National Park Service, US Forest Service, Yakutat Tlingit Tribe, Yak-Tat Kwaan and private operators. Recreation facilities in town include a 60-foot indoor swimming pool, weight room, racquet ball court and two gyms located in the schools and available for community use. Behind the school there are outdoor recreation facilities including a baseball diamond, tennis court, basketball court and small covered area. There are playgrounds in the ASHA subdivision, at the school, Motherlode playground near City Hall, at Monti Bay Heights, by the Sunrise Apartments and at the Train Park. The US Forest Service maintains a popular campground at Cannon Beach. There is also a covered picnic area at Sandy Beach and a winter park just beyond the ASHA subdivision.

Recently, there have been improves made to the trail network. There is a trail from the school to the airport along the old rail bed where a spur heads south to connect with Cannon Beach Road. The Yakutat Salmon Board and the Yakutat Tlingit Tribe recently completed a new trail and bridge around the lagoon to the new Totem Park.

The lands in the rest of the Borough provide a wide range of recreation opportunity that is enjoyed by residents and visitors alike. Fishing, hunting boating, hiking, camping, surfing and the gathering of marine resources such as shellfish and seaweed are activities for both visitors and residents. Important sites near town for these recreational activities include the Ankau, Situk, and Lost Rivers; Cannon Beach; Hubbard Glacier; and the Russell Fiord Wilderness Area.



*Children Playing at the School Playground*

Much of the publicly owned land in the Borough is managed for recreation and tourism activity and use, providing both recreational and economic opportunity. In Yakutat, areas that are popular for recreation due to special physical, biological or cultural features are almost always areas that are used by visitors too. Many of these areas are also used for commercial fishing

and subsistence. There are also 18 public use cabins throughout the borough; 14 owned by the USFS, two built by the University near the Vitus Lakes and two owned by the NPS, one in the Glacier Bay National Preserve southeast of the Alsek River and one in Wrangell St. Elias National Park.

More detailed information about the areas that are used for recreation can be found in Section 3.12.3 of the 2006 Coastal Management Plan. Information that is specifically related to development of facilities for tourists is found in Section 5.3.3 of this plan.

## **6.7 Public Education**

The Yakutat School District high school and elementary school are located next to each other on Forest Highway Number 10. In addition to class rooms and offices the two schools have a computer lab and the recreation facilities listed in the previous section.

As in many Alaskan schools, student enrollment in Yakutat schools has been on the decline. In the 1995 – 1996 school year, there were 173 students and by October 2008, the student count listed 124 students. To make efficient use of space and share operating costs, the second floor of the elementary school is being leased to the Yakutat Tlingit Tribe as the space is not needed for classrooms. From April 2004 until September 2008, elementary students were moved into the high school while a roof and mold problem was being fixed. This combined school worked fairly well and could be an option for the future should student numbers continue to decline.

Both the high school and the elementary school buildings are aging and the maintenance and repairs are needed. Priorities are upgrades to the mechanical system, swimming pool refurbishing, replacing the siding on the high school and paving the school bus zone.

From 1997 to 2002 the Borough operated a school at Icy Bay that was attended by 8 to 15 students. After timber harvest ended, contractor Ben Thomas Logging donated the former Icy Bay School and a trailer used for teacher housing to the Borough. The school building was in very poor shape and the building was demolished as part of oil contamination remediation efforts. The 14 x 60 foot former teacher’s housing trailer is in good condition. When the school was operating it had a GCI satellite drop for communications, and that and other electronic equipment is in storage in this trailer.

## **6.8 Yakutat Bay Science Center**

The Yakutat Bay Science Center will further both student and adult education by creating a permanent home for community-based science education, outreach and restoration projects. The unique geology, anthropology, weather and marine environment that characterizes the City and Borough of Yakutat continues to be fertile ground for scientific study. A new building to house the center is to be located on the Borough cold storage dock.

The Borough supports University and other professional research and study of the area's unique environment and resources. An emphasis on studying natural resources, marine environments and geological processes will benefit the community. Yakutat's economy is based largely on fishing and the more that is known about fish, bird and wildlife resources the better these resources upon which the local economy depends can be safeguarded. Researchers also charter with local businesses for logistics and other support, with residents to assist with camp duties and communicate results of the studies to the community. An economic spin-off from research is attracting adventure travelers and investigators who wish to visit environmentally special areas with scientific value.

Beginning in the year 2000, scientists set up a base in Yakutat to study the Hubbard Glacier. The research team consisted of approximately six researchers who operated from hotel rooms or US Forest Service bunkhouses. Along with the Hubbard Glacier work, several University, federal NOAA and other agencies are actively studying harbor seal, Kittletz's Murrelets, sockeye salmon, coho salmon, dogfish, eulachon, sea lion, other birds and beluga whales within the Borough, all of which bring scientists to town. The BLM had been operating a research camp at the Bering Glacier, the largest glacier in North America, since 1997.

The Yakutat Bay Science Center would accomplish two purposes; first it would centralize access and support for researchers studying in the Borough and second it would facilitate 'technology transfer' by providing a place where scientific findings and information about Yakutat resources is regularly communicated and shared with students and all Yakutat residents. Specific goals are to: 1) Improve the environment of the Yakutat area through science-based restoration practices; 2) Increase student and community exposure to scientific research and environmental issues; 3) Improve community outreach by sharing the outcome of research with other communities and scientific agencies; and 4) Support research projects that have direct impacts on the community needs and incorporate traditional and local ecological knowledge.

## **6.9 Medical, Dental and Social Services**

The community operates a local clinic that is a qualified Emergency Care Center and Yakutat is classified as a Regional Center. Currently a range of medical services and dental services are provided at the Yakutat Community Clinic on Ocean Cape Road. There are nurse practitioners and physician's assistants on staff and a doctor visits the clinic periodically. The Borough provides funding to the clinic annually.

Yakutat Tlingit Tribe has been working on putting funding together for a Senior Center, to be located near across from the clinic. The center would provide meals and recreation program for seniors. Eventually, housing could also be provided at this location.

The community would also like to develop a teen center. Services provided could include community class, supervised recreation, snacks and social services. A location or funding structure has not yet been identified.

## **6.10 Public and Private Services and Facilities in the Western Borough**

Currently, fewer than ten people live year round in the western Borough. There is no water, sewer or wastewater collection system in this part of the Borough. Residents obtain drinking water from personal wells or rainwater catchment systems, have septic system or composting toilets, and burn or bury trash. Emergency medical technician (EMT) trainers from the Yakutat Fire Department came to Icy Bay in the past to offer EMT training. This has not been offered since the school closed.

At Cape Yakataga, residents occasionally use the FAA ground station with uplink to a satellite for communication or, more often, use iridium or Global Star satellite telephones and Starband internet access. At Icy Bay, the State and logging contractor also have an established ground station with an uplink to a satellite for telephone communication. Within the Icy Bay logging camp a shared line provides telephone access for several trailers/users.

## **6.11 Public Utilities and Facilities – Goals and Policies**

### **Goal 1. Provide Borough services as efficiently and cost-effectively as possible.**

**Borough Services Policy 1.1** - Ensure borough offices are cost-effective to maintain and allow staff to provide excellent service to the public.

**Borough Services Policy 1.2** – Encourage development, where appropriate, of joint public-private facilities and service provision.

### **Goal 2. Provide orderly, efficient, and cost effective sewer and water services to provide a framework for development.**

**Borough Services Policy 2.1** - Complete a comprehensive utility plan that identifies the location of current utility delivery systems and addresses future development areas and the associated infrastructure and expansion requirements. This planning should consider minimum lot size served, topography and drainage patterns, treatment plant capacity, rate structure, number of lift stations necessary, line location, and easements necessary for line extension.

**Borough Services Policy 2.2** - During the planning of utility lines and facilities, the Borough shall encourage their location on or adjacent to existing public or private rights-of-way to avoid dividing existing lots.

**Borough Services Policy 2.3** - Property owners should be charged for new utilities that service their lot in a fair and consistent way.

**Borough Services Policy 2.4** - Ensure that water and sewer facilities meet all relevant regulations and all components of the system have necessary permits.

**Borough Services Policy 2.5** - Manage wastewater to minimize pollution of local habitat and work with citizens to guide the public in proper septic tank installation according to Alaska Department of Environmental Conservation and Federal Environmental Protection Agency regulations.

**Borough Services Policy 2.6** - Project proponents outside the sewer service area shall be required to demonstrate that adequate on-site facilities and services can be provided prior to issuing a approval.

**Borough Services Policy 2.7** - Develop and implement a regular inspection and maintenance program for the water and sewer system. This should include regular testing of mains and hydrant pressures and should include calculations of daily use rates for water and sewer. Test all existing water lines and should schedule replacement of those sections with substantial leaks.

**Borough Services Policy 2.8** - All water lines installed in the early 1960s by the Public Health Service should be replaced as they are a major source of infiltration from the Yakutat water system.

**Borough Services Policy 2.9** - Take measures to reduce the infiltration of water into the municipal sewage system. Excess water raises the daily volume of waste water which must flow through the sewage treatment plant.

**Borough Services Policy 2.10** - Maintain at least two sets of updated as-built drawings for the municipal water and sewer systems. These drawings should include private lines where possible, and should be updated when work is done. One of the two sets of drawings should never leave the municipal offices.

**Borough Services Policy 2.11** - The Borough should begin a local program of water conservation to increase the system's service capacity. Water conservation will reduce the volume of waste water that needs to be treated.

**Borough Services Policy 2.12** - The Borough shall encourage private parties to connect to public utilities in all feasible situations.

**Goal 3. Manage solid waste to minimize impacts on the environment.**

**Borough Services Policy 3.1** - Work with the Yakutat Tlingit Tribe and the Alaska Department of Environmental Conservation to develop a solid waste disposal plan that meets state requirements including a DEC landfill permit.

**Borough Services Policy 3.2** - Increase the capacity and effectiveness of the Yakutat recycling program and the hazardous waste management program. Support a program to educate residents about recycling and hazardous waste management, and to encourage participation in these programs. Develop a fenced, covered area for sorting and storing materials.

**Borough Services Policy 3.3** - Seek out and implement alternative animal by-product and compostable material disposal methods.

**Borough Services Policy 3.4** - Minimize bear problems associated with solid waste management.

**Borough Services Policy 3.5** - In the long term, determine if an incinerator is the best solution for improved solid waste management.

**Borough Services Policy 3.6** - Make the landfill a safer place to work by extending water and electricity.

**Goal 4. Provide effective public safety service to residents and visitors.**

**Borough Services Policy 4.1** - Provide ongoing training for police, fire, emergency medical, search and rescue, emergency response and dispatch staff and volunteers.

**Borough Services Policy 4.2** - Review and keep current fire codes, public safety recommendations and hazardous material handling procedures.

**Borough Services Policy 4.3** - Encourage and support coordination of services between state, federal and local public safety offices.

**Borough Services Policy 4.4** - Improve fire protection services and facilities.

**Goal 5. Develop a renewable energy source with lower operating costs to meet the Borough's residential, commercial and industrial energy needs.**

**Borough Services Policy 5.1** - Install a biomass energy system. Work with the Yak-Tat Kwaan Inc. and Yakutat Tlingit Tribe to determine best local wood products and develop an efficient system to assemble, chip, dry and transport biomass to the power plant.

Retain the diesel generation system as a back-up.

**Borough Services Policy 5.2** – Continue to explore the possibility of using wave, tidal, wind or solar energy to meet Yakutat’s future power generation needs.

**Borough Services Policy 5.3** - Work with the local fuel distributor to ensure fair pricing of fuel in Yakutat.

**Borough Services Policy 5.4** – Participate in a pilot project to harness wave energy to supplement other energy sources.

**Goal 6. Satisfy the recreational needs of Borough citizens by providing a diversity of opportunities for youth, adults and seniors.**

**Borough Services Policy 6.1** - Plan and develop recreation facilities and services that meet the changing needs of the population. Coordinate local and regional recreation needs with state and federal recreation planning efforts in the borough.

**Borough Services Policy 6.2** - Ensure that Borough land is appropriately identified and preserved for the development of parks and open spaces.

**Borough Services Policy 6.3** - Support the development of recreation trails. Select trails should be built in accordance with Borough design standards, which may include American Disabilities Act requirements and interpretive signage or displays. See more policies in the section on non-motorized transportation.

**Borough Services Policy 6.4** - Encourage volunteer projects that further the recreation goals of the community.

**Borough Services Policy 6.5** - Support the development of school track and field and park facilities and encourage maximum use of school facilities for other community needs.

**Borough Services Policy 6.6** - Continue to maintain, upgrade and complete the borough parks.

**Borough Services Policy 6.7** - Support the development of a teen center, possibly located in an existing building behind the high school.

**Borough Services Policy 6.8** - Ensure that public access to remote recreation areas is maintained throughout the Borough.

**Borough Services Policy 6.9** - Support the provision of recreation activities for seniors.

**Goal 7. Provide high quality education for Borough residents.**

**Borough Services Policy 7.1** - Pursue opportunities to foster local leadership and career development skills for school faculty and students.

**Borough Services Policy 7.2** - Provide ongoing maintenance to the school facilities to provide a good environment for learning.

**Goal 8. Increase the community benefits derived from scientific research taking place in the Borough.**

**Borough Services Policy 8.1** - Support the development of a Yakutat Science Center.

**Borough Services Policy 8.2** - Support research projects that have direct impacts on the community needs and incorporate traditional and local ecological knowledge.

**Borough Services Policy 8.3** - Support community based science programs that provide education opportunities for the community's adults and children.

**Goal 9. Improve medical, dental and social services.**

**Borough Services Policy 9.1** - Support improved, reasonably priced medical and dental facilities and services for all borough residents.

**Borough Services Policy 9.2** - Work with the Yak-Tat Kwaan Inc. and Indian Health Services to develop good quality health care for the residents of Yakutat.

**Borough Services Policy 9.3** - Support the development of a local seniors center to provide housing, meals and other services for the community's seniors.

**Borough Services Policy 9.4** - Support partnerships and communication between the schools, the Yakutat Tlingit Tribe, and the public safety department to provide social services to citizens.

**Goal 10. Inform and educate citizens about planning issues facing borough staff borough assembly, and planning commission members and provide opportunities for the citizens to participate in the planning process.**

**Borough Services Policy 10.1** - Facilitate task forces or special committees, to assist in the preparation of planning documents.

**Borough Services Policy 10.2** - Support and encourage full community participation in the federal planning process for Wrangell-St. Elias National Park and Preserve; for Glacier Bay National Park and Preserve; for the Russell Fjord Wilderness Area; during the Situk River Partners planning process; and during the development of the Tongass Land Management Plan by the US Forest Service.

**Borough Services Policy 10.3** - Encourage community participation in state and federal planning efforts within the borough.

**Borough Services Policy 10.4** - Use available media sources, such as public radio and the Borough website, to advertise public meetings on planning matters.

**Borough Services Policy 10.5** - Encourage the integration of planning current events, land use planning, mapping and general Yakutat area geography into the Yakutat School District learning curriculum.



# 7 Land Status and Management in Yakutat

Approximately 97 percent of the land within the City and Borough of Yakutat is owned and managed by either the federal or state government. Only two percent (2.2%) of the land base is privately owned, and less than a half percent (0.43%) is owned by the City and Borough of Yakutat. The five large public landowners in the Borough are the National Park Service (Glacier Bay National Park and Preserve, Wrangell-St. Elias National Park and Preserve), US Forest Service (Tongass National Forest) the Bureau of Land Management, the State of Alaska (including the Alaska Mental Health Trust and the Yakutat State Game Refuge) and the Yakutat Borough. Major private sector land owners include the Yak-Tat Kwaan, Inc., Chugach Alaska Corporation and Sealaska Corporation. The Yakutat Tlingit Tribe and hundreds of private citizens, including those who own Native Allotments, are the private land owners within the City and Borough of Yakutat. Land status in the Borough is shown on Figures 4 through 7.

<b>TABLE 7.1 – YAKUTAT BOROUGH LAND STATUS</b>		
<b>Land Owner</b>	<b>Percent</b>	<b>Acres</b>
Federal Government (all)	88.21%	4,409,877
National Park Service	50.8%	2,541,502
US Forest Service	24.0%	1,197,638
Bureau of Land Management	10.6%	531,545
State selected (still owned by federal govt)	0.9%	43,469
Native Corporation selected (still owned by federal govt)	1.9%	95,723
State (all)	9.12%	456,055
City and Borough of Yakutat	0.43%	21,500
Private (all: includes Native Corporation, Native Allotments and other private)	2.24%	112,084
<b>Total</b>	<b>100%</b>	<b>4,999,516</b>

*Source: City and Borough of Yakutat GIS*

The land status and management plans described next set a context for planning in the region. Many of the public land owners in the Borough have management plans for lands under their jurisdiction. Ideally, the Borough, state, and federal government land managers will work together to ensure that all land use and development projects in this area are compatible and complementary.

## 7.1 Federal Land

The majority of land in the Borough is managed by either the National Park Service (NPS) as part of Wrangell-St Elias National Park and Preserve or Glacier Bay National Park and Preserve; by the federal Bureau of Land Management (BLM) or by the U.S.D.A. Forest Service. The Federal Aviation Administration (FAA) owns two small parcels; one at Cape Yakataga upon which aviation and weather equipment and three dwellings are located, and one in town near the intersection of Forest Highway 10 and the Airport Road.

### 7.1.1 Wrangell-St. Elias National Park and Preserve

The NPS is the largest land owner and manager in the City and Borough of Yakutat. The Wrangell-St. Elias unit of the National Park System has the continent's largest group of glaciers and the greatest collection of peaks above 16,000 feet. The Park is characterized by remote mountains, valleys, wild rivers, and a variety of wildlife. It was proclaimed as Wrangell-St. Elias National Monument in 1978 and designated a World Heritage Site in 1979. In 1980 the area was established as a national park and preserve and 9 million acres of wilderness was designated. The portion of the Park that is within the Yakutat Borough includes the Bagley Icefield, the largest non-polar icefield in North America, land surrounding Icy Bay, the Malaspina and Hubbard Glaciers, and the area between Yakutat Bay and the Malaspina Glacier (known as the Malaspina Forelands).

Within the Wrangell-St. Elias National Park and Preserve (WRST) is a complex arrangement of land ownerships and continuing uses such as subsistence, trapping, sport hunting, mining, aircraft use, and timber harvest intermingle with the pounding of wild rivers, wildlife dramas, and the nesting of eagles. Subsistence use in the WRST by local residents is permitted where the use is "traditional." The use of aircraft in the Park for taking fish or wildlife is prohibited except for Yakutat residents' access to the Malaspina Forelands.

The Park's 2001-2005 Strategic Plan states that the purpose of WRST is to preserve and protect ecological integrity and heritage resources of a vast ecosystem in southcentral Alaska, while providing for public use in a wilderness setting. WRST, at 13.2 million acres, was specifically designated to encompass an area large enough to include a diverse range of scenery, high latitude biomes, and landscape level processes where humans are considered an integral part of the ecosystem. Ecosystem integrity and carefully planned public use is essential so there is opportunity for the continuation of subsistence lifestyles, future scientific investigations, interpretation of natural forces, and the inspiration and solitude of wilderness experience for present and future generations. Compatible public uses and increased access, where appropriate, will be promoted, while maintaining the quality of the experience and the natural and cultural resources.

The general management plan addresses issues and provides management response to those issues. Issues discussed in the plan include cooperative programs, visitor uses, interpretation, commercial services, development and access, land management (including minerals management, wilderness suitability, and boundary adjustments), resource management, NPS administrative facilities, and subsistence activities and rural lifestyles.

*World Heritage Status.* The nations of the world signed a treaty to inventory, recognize, and protect irreplaceable areas of "outstanding universal value to mankind" through an organization called the World Heritage Convention. The United Nations Environmental Scientific and Cultural Organization (UNESCO) has designated a World Heritage Site that includes encompasses Wrangell-St. Elias National Park and Preserve, Glacier Bay National Park and Preserve, Kluane National Park (Canada), and the new Tatshenshini-Alsek Provincial Park (Canada). The Wrangell-St. Elias National Park and Kluane National Park in Canada were designated as a World Heritage site in 1979 and the Glacier Bay National Park and Preserve and the Tatshenshini-Alsek Provincial Park were added in 1992. The designation provides additional protection for Yakutat's natural and cultural environment. Often there is financial or technical assistance made available to help in the preservation.

### **7.1.2 Glacier Bay National Park and Preserve**

The area east of Dry Bay and the Alsek River to the Borough boundary on the southeast is managed by the NPS as part of the Glacier Bay National Park and Preserve. The Glacier Bay General Management Plan (NPS 1984) sets the direction for management of natural and cultural resources, visitor use, land protection, and facility development within the park and preserve. According to the plan, traditional commercial fishing is allowed throughout this non-wilderness park and preserve waters subject to regulation. Subsistence use is allowed in the preserve but not in the park. Cultural resources are to be surveyed and protected. Visitor uses, concessions, backcountry use, and cruise ship use are all regulated by the plan.

Glacier Bay Preserve is entirely within the Borough and includes the Dry Bay area where the plan allows fish camps to be built on sandspits along rivers and the Gulf of Alaska. Commercial, sport, and subsistence hunting and fishing activities are allowed in accordance with ANILCA and are guided by the management goal of maintaining healthy populations and quality habitat.

In 2000, a Strategic Plan for Glacier Bay National Park and Preserve was completed and outlines missions and goals related to overall management of the areas resources. Planning work was done on the management of vessel traffic in Glacier Bay in 2007 and plans relating to the off-road vehicle use in Dry Bay will be updated in 2010.

Figure 4. Map of Western Borough Land Ownership

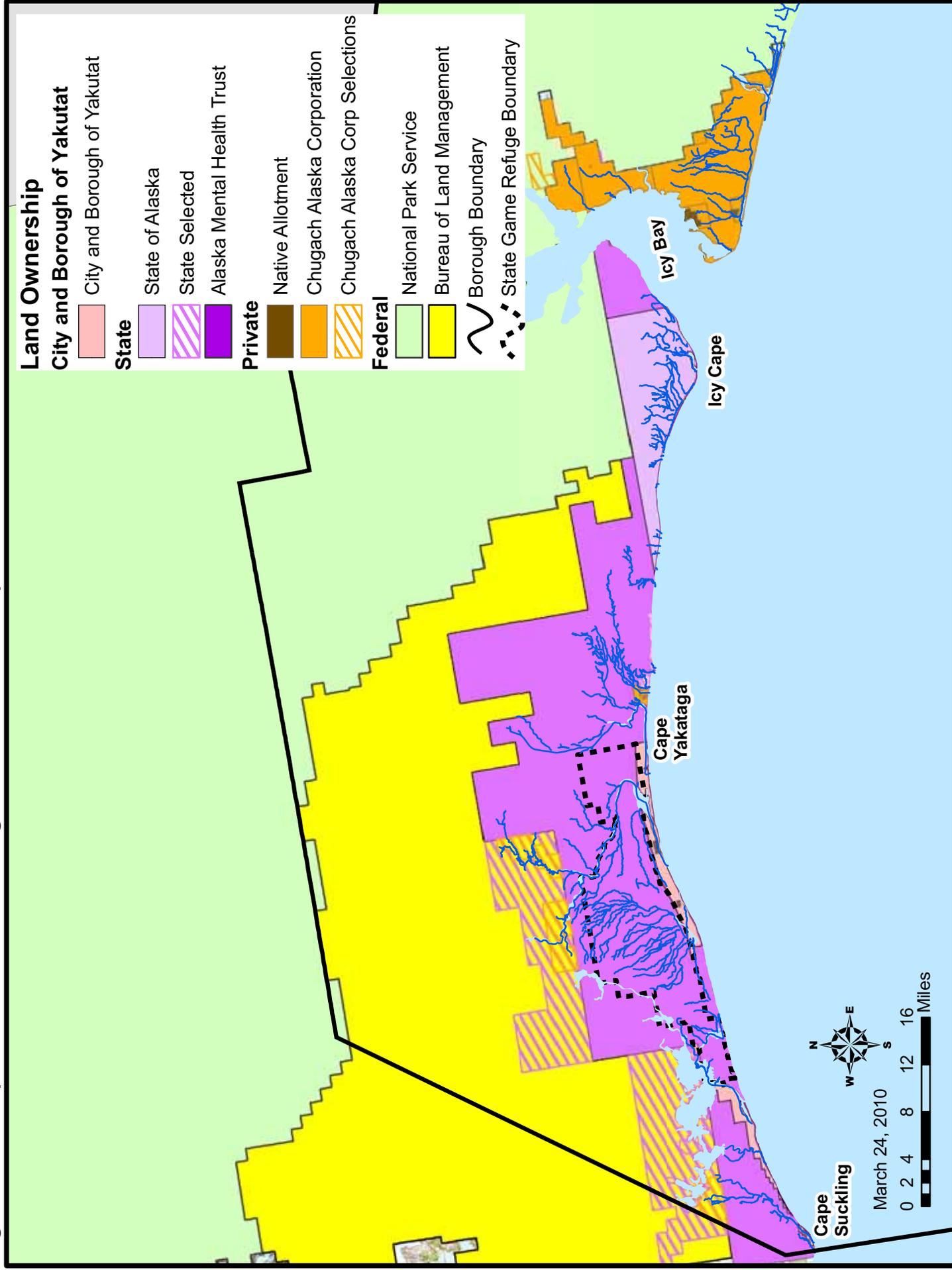


Figure 5. Map of Eastern Borough Land Ownership

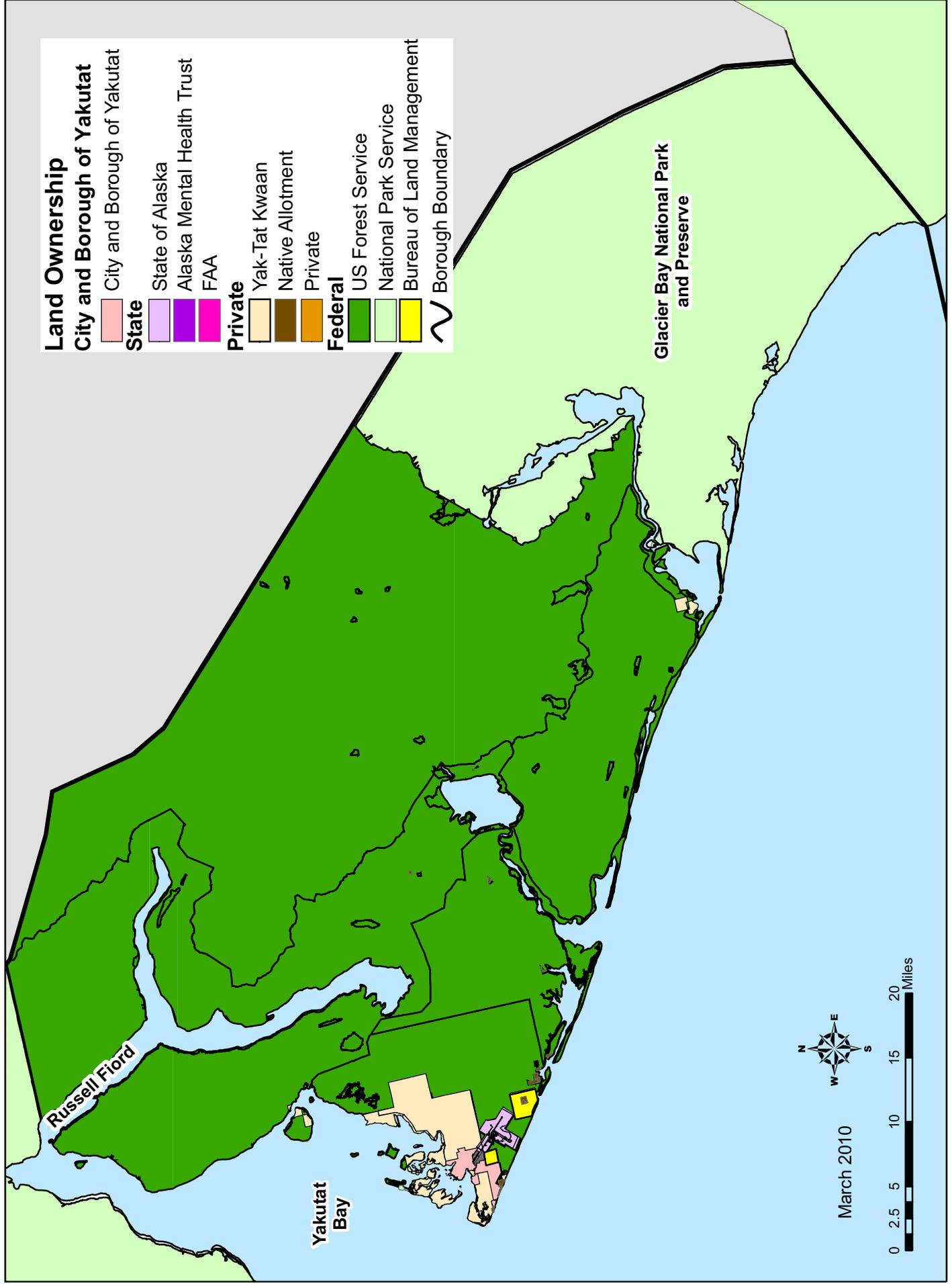


Figure 6. Map of Yakutat and Vicinity Land Ownership

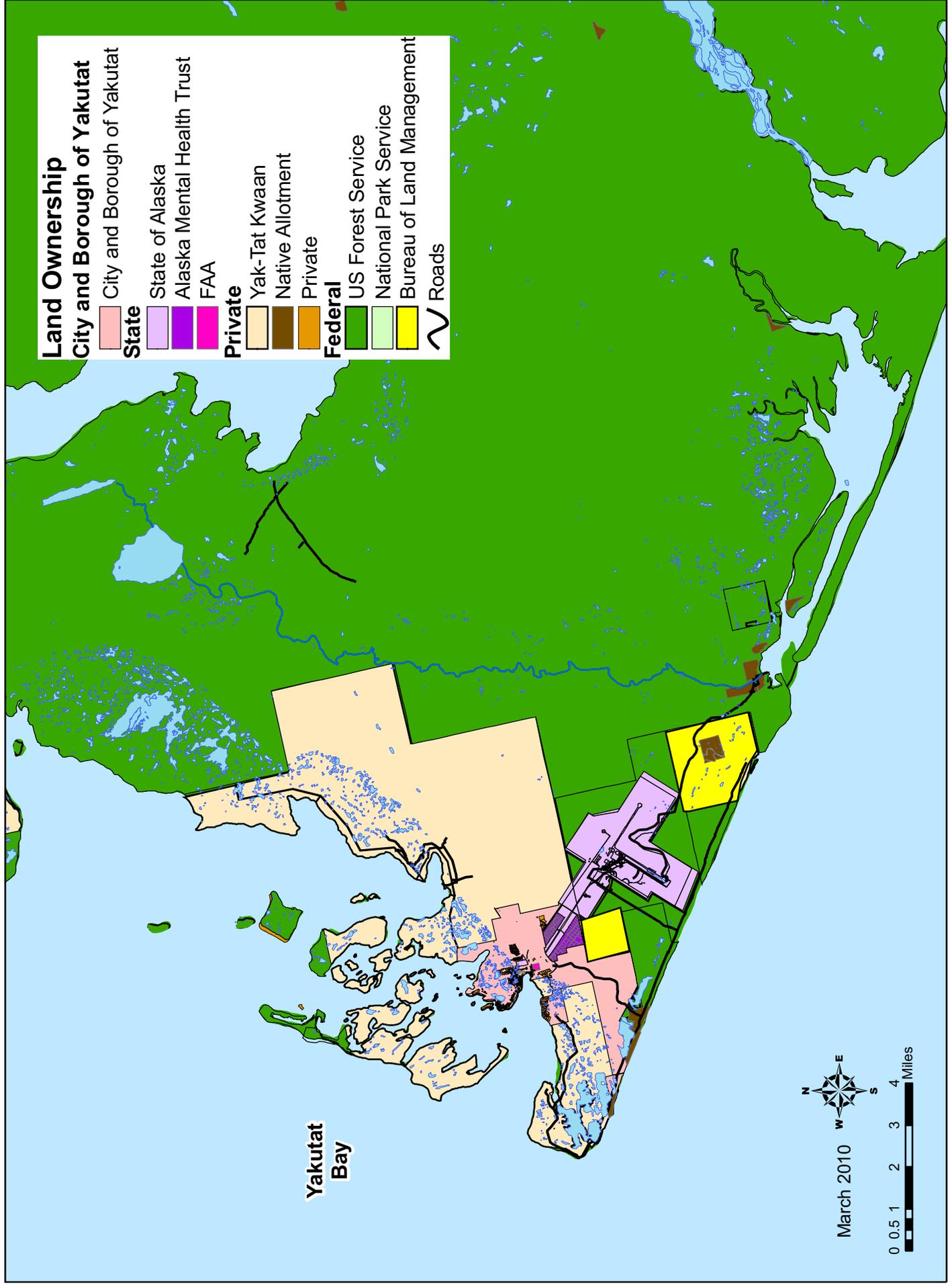
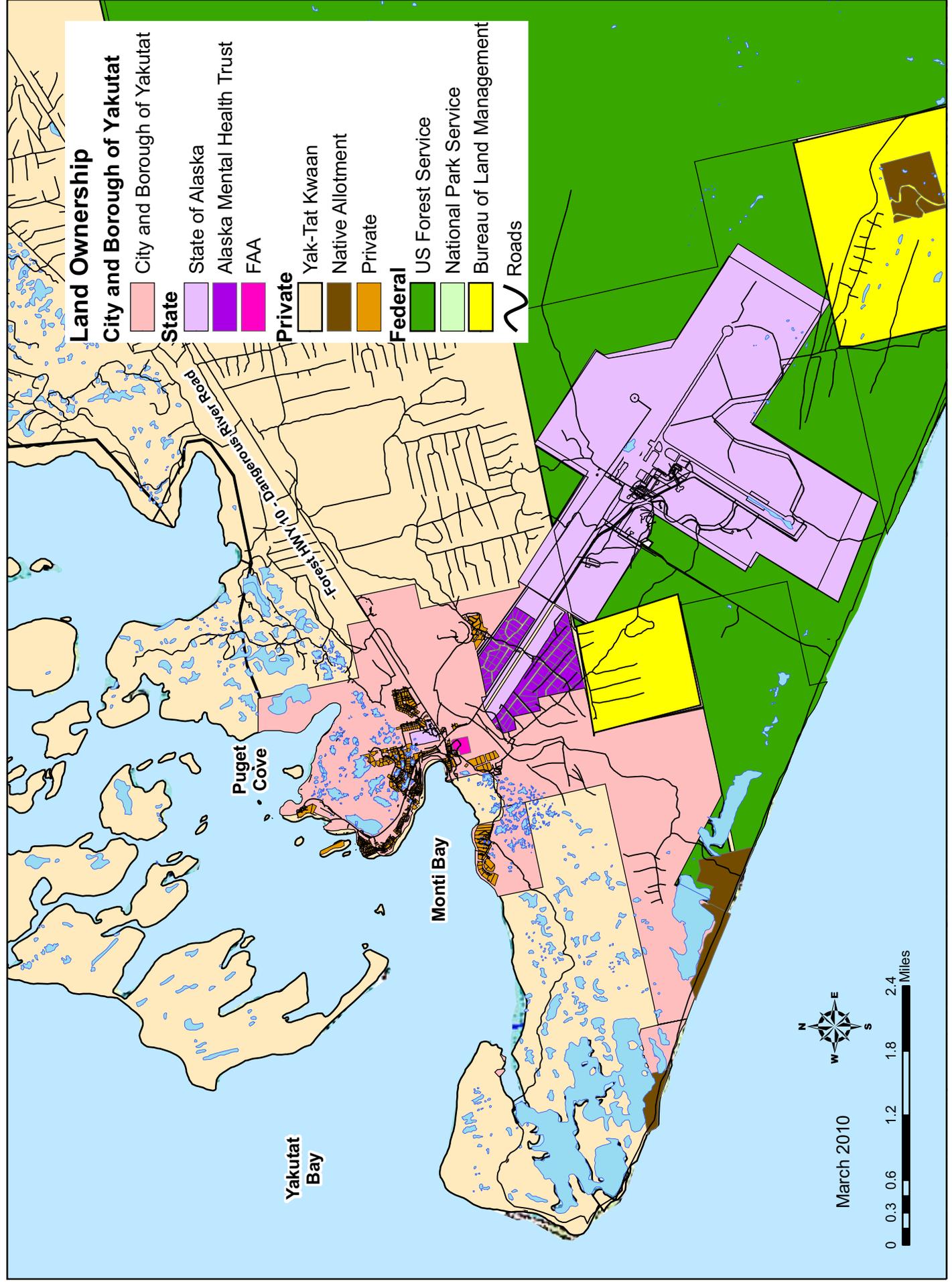


Figure 7. Map of Yakutat Townsite Land Ownership



### **7.1.3 Bureau of Land Management (BLM) Resource Management Plan**

In September 2007, the Bureau of Land Management (BLM) released a record of decision on the East Alaska Resource Management Plan for lands within the Glennallen District, which includes the Cape Suckling-Icy Bay area. This Plan guides management of the public lands in the planning area including those lands selected by the State of Alaska and Native Corporations but not yet conveyed. The Plan establishes goals and objectives for resource management, the measures needed to achieve those goals and objectives, and conditions for using BLM-managed lands.

The Bering Glacier area in the western part of the borough is designated as a Research Natural Area. The objectives of this management area are to: 1) Protect habitats associated with the glacial environment and the retreating glacier in order to continue to provide opportunities for research; 2) Protect wetlands that provide important habitat for migrating birds; 3) Manage to continue to provide a primitive recreation experience; 4) Conduct research activities in a manner that is least obtrusive to the area and; 5) Manage to protect anadromous fisheries habitat to support continued, long term subsistence use. The western two thirds of the area will be closed to mineral entry and mineral leasing and the eastern one third will be open to mineral entry and mineral leasing, subject to Required Operating Procedures and oil and gas stipulations. Timber harvest will only be permitted if the primary objective is enhancement of identified values (such as moose winter range) and will be contingent on utilizing temporary roads.

### **7.1.4 US Forest Service - Tongass National Forest**

The U.S. Forest Service manages land in the Tongass National Forest between the Alsek River and Yakutat Bay, as part of the Yakutat Ranger District. In 2008, a Land and Resource Management Plan for the Tongass National Forest was completed. This Plan establishes Land Management Designations (LUDs) and sets out standards and guidelines for each designation. There are nine designations in the Yakutat Ranger District; this includes the Russell Fiord Wilderness Area, a congressionally designated LUD II special area in Yakutat Forelands east of the Dangerous River, tracts for remote and semi-remote recreation, and some smaller tracts for timber harvest. The Yakutat Ranger District has an office in Yakutat and manages timber harvest, commercial and non-commercial recreation activities, motorized and non-motorized access and 14 public use cabins.

*Russell Fiord Wilderness.* The United States Congress designated the Russell Fiord Wilderness in 1980. From Disenchantment Bay, at the upper end of Yakutat Bay, heavily glaciated Russell Fiord penetrates about 35 miles inland, but the advance of Hubbard Glacier is slowly squeezing it off from the sea. Russell Fiord and Nunatak Fiord are features of the dramatic ice-carved shoreline. Within the area, which lies between the Fairweather and Brabazon Ranges, are forested river valleys rising to alpine meadows and peaks. From the peaks of the Puget

Peninsula, Malaspina Glacier, the largest piedmont glacier in North America, dominates the lowlands on the other side of Yakutat Bay. Above the Malaspina rises Mt. Saint Elias, rising to over 18,000 feet above sea level and to the north is Mount Logan, the second highest peak in North America. The Hubbard Glacier, at the northwest boundary of Russell Fiord, is one of the largest tidewater glaciers in North America. Three times in the last 40 years, the Hubbard has closed against the Puget Peninsula, creating an ice dam and the risk of flooding.

## **7.2 State of Alaska Land**

Alaska State land in Yakutat Borough includes all tidelands and submerged lands, lands under navigable waterways and other State-owned uplands parcels. The Department of Fish and Game manages land within the Yakataga State Game Refuge; the Department of Transportation and Public Facilities manages 3,400 acres near the airport; the Department of Natural Resources manages large blocks of land in the western Borough in accordance with the Yakataga Area Plan and the University Settlement Agreement. Other State land is owned by the Alaska Mental Health Trust (AMHT) and managed by its Trust Land Office in order to generate revenue for mental health programs in the State. The University of Alaska owns two small parcels west of Cape Yakataga.

Along the White River, and at and around Cape Yakataga, are federal mining claims, which prevent the BLM from conveying this land to the State. There are thus small blocks of State-selected land, coincident with federal mining claims in these areas.

### **7.2.1 Yakataga State Game Refuge**

The 99,400 acre Yakataga State Game Refuge was created in 1990 to achieve these goals:

- To protect the fish and wildlife habitat and populations, including salmon spawning and rearing habitat and critical goat and moose winter habitat.
- To protect the public uses of fish and wildlife and their habitat, particularly commercial, sport, and subsistence fishing, hunting, viewing, photography, and general public recreation in a high quality environment.
- To protect the use and disposition of other resources when the activities are not inconsistent with the above goals.

In 1999, the Alaska Department of Fish and Game (ADF&G) prepared the Yakataga State Game Refuge Management Plan to provide consistent and long-range management guidance for the Refuge. There are management policies in the Plan that guide activity within the Refuge. A Special Area Permit is required for existing and proposed permanent facilities and airboat users. For facilities, these permits will require adequate water use, sewage and waste disposal plans;

restrictions on what may be stored at the permitted facility; and soil and vegetation disturbance restrictions.

The Refuge Plan does not address hunting or fishing regulations, which are the authority of the Boards of Fish and Game. A permit is required from ADF&G whenever any habitat-altering activity is proposed in the Refuge, which includes use of wheeled, tracked, or other vehicles, destruction of vegetation, excavation, any surface or shoreline altering activity, and so on. Also, research programs, facilities for public use, and State projects must be consistent with the goals and policies presented in the Plan. All other State and federal permits and reviews apply within the Refuge, and some activities also require a City and Borough of Yakutat zoning compliance or conditional use permit.

### **7.2.2 Yakataga Area Plan**

In 1980 the Alaska Legislature directed the Alaska Department of Natural Resources (ADNR) to complete a land use plan for the Yakataga area to help resolve long-standing disputes over management of timber, fish and wildlife, and other resource uses on State land. The final Yakataga Area Plan (YAP) was published in April 1995, and was revised in 1994 to be consistent with the University of Alaska settlement agreement on timber rights in the Yakataga Area.

The YAP helps to ensure that State resource management takes into account the sustained yield of renewable resources, that development is balanced with environmental concerns, and that public access is provided to State land. The Plan does this by creating land use designations that describe the primary uses and resources ADNR will emphasize in its management decisions. Alaska Mental Health Trust land is not managed by this plan. The YAP was amended in 2004 to revise some land use classifications in order to facilitate transfer of municipal entitlements to the Borough.

The YAP's primary management intent for State land in this area is as follows:

- Around the Suckling Hills and Vitus Lake area State land is to be managed primarily for recreation, habitat and fish and wildlife harvest;
- In the Kaliakh and Kulthieth River uplands State land is to be primarily managed for forestry in concert with other uses;
- East of the Duktoth River State land is to be managed for forestry, except for the north channel of the Yakataga River which is for fish and wildlife harvest; and
- State lands west of the Trust land tract at Icy Bay are generally to be managed for fish and wildlife harvest.

### **7.2.3 University of Alaska**

While the University of Alaska does not own much land in the Borough, it gained one-time timber harvest rights as part of a compensation package for the University Trust Lands that the State had conveyed to the Municipality of Anchorage. This settlement agreement granted the University of Alaska one-time rights to cut a specific volume of timber within three defined areas were granted to the University on State land at Cape Suckling (32,300 acres), Cape Yakataga (2,065 acres) and White River (3,411 acres). In December 1994, the parties agreed to convey to the limited University cutting rights on State land east of the Duktoth River in substitution for equivalent cutting rights the University held at Cape Suckling. The agreement also committed DNR to allow a cabin and trail system funded by the University on State lands west of the Duktoth River.

### **7.2.4 Alaska Mental Health Trust**

The Alaska Mental Health Trust owns a large tract of land on the west side of Icy Bay and a 501 acre parcel on either side of the Airport Road near the Glacier Bear Lodge area on the way to the Yakutat airport. Trust Lands are to be managed for revenue generating purposes, with an “undivided loyalty to the Trust and its beneficiaries.” Trust Lands are subject to the police power authority of the state and its political subdivisions to the same extent as private land (see 11 AAC 99.140).

The Trust completed a significant timber harvest program in the western Borough in the 1990s and early 2000s along with the University of Alaska. Timber on the parcel along the road to the Yakutat airport was also cut in the past and the land has been subdivided (on paper) into approximately five-acre parcels with roads.

## **7.3 City and Borough of Yakutat Land**

The City and Borough of Yakutat owns and manages approximately 21,500 acres, including:

- 4,197 acres in the Yakutat townsite (former city).
- A 5,464 acre tract along the coast between Cape Suckling and the Seal River.
- A 9,804 acre tract between the Tsiu River and the Duktoth River, south of the Yakataga Game Refuge.
- A 5,538 acre tract at Icy Bay.

City and Borough of Yakutat land in the townsite is managed for a range of uses. Many parcels on the road network contain borough facilities. The landfill site, sewage treatment building, water towers, power plant, city hall, public safety building, small boat harbor and many parks are located on Borough property. Yakutat Seafoods operates at a location that is leased from

the Borough. A significant amount of Borough land contains wetlands or water bodies or is otherwise not suitable for development.

In the past, the Borough has made land available for sale to the private sector for residential or industrial uses. The Borough will continue to dispose of public land to meet the future residential, commercial and industrial needs, while maintaining sufficient land for to provide public services.

The Borough gained title to over 20,000 acres of land as part of its municipal entitlement in three areas; west Icy Bay, a mile wide swath of coast fronting the Yakataga State Game Refuge, and west of Seal River. During the land selection process, there was a high level of community interest in allowing sustainable use and development of parts this new land base. When the Borough selected the lands in this area it recognized that parcels should be managed:

- To maintain fish and wildlife resources and uses.
- For other recreational purposes.
- So that habitat protection stipulations or conditions might apply to the 500-foot wide strip of coastal fringe.
- So that if onshore or offshore oil was found in the area, it was conceivable that onshore support facilities might be located on its land if impacts to fish and wildlife resources could be minimized.

The Borough Comprehensive Plan sets out the broad direction for the Borough's land use. Another plan used frequently by the City and Borough of Yakutat to manage land is the Yakutat Coastal Management Plan. Specific enforceable regulations, a list of permitted uses, and dimensional standards for each zoning district is found in the Yakutat Planning and Zoning code, Title 8 of the City and Borough of Yakutat Municipal Code.

## **7.4 Private Land**

### **7.4.1 Chugach Alaska Corporation**

Chugach Alaska Corporation has two tracts of land in the Borough, the East Icy Bay tract totaling approximately 70,000 acres, and the Cape Yakataga tract at over 1,000 acres. Chugach has additional land selections pending conveyance at East Icy Bay, Cape Suckling and the upper Kaliakh River/Robinson Mountain area. Chugach intends to retain title to its lands in the Borough and capitalize on future opportunities for timber management; oil and gas exploration, development and support; and tourism including guided hunting and fishing. The East Icy Bay tract, is particularly well suited to provide upland and marine transportation support facilities in conjunction with other resource development activities.

### **7.4.2 Sealaska Corporation**

Sealaska Corporation owns the subsurface estate of the Yak-Tat Kwaan lands and has “over-selections” surrounding the townsite. A Sealaska subsidiary, Alaska Coastal Aggregates, is actively seeking partners to develop a commercial sand and gravel export operation on its land around Broken Oar Cove off Forest Highway #10. The Corporation primarily views its other area land as “exchange stock” for federal land it desires elsewhere. This means that it is likely that much of this land will eventually be retained by the federal Forest Service.

### **7.4.3 Yak-Tat Kwaan Corporation**

Yak-Tat Kwaan, Inc. is Yakutat’s village corporation formed under the Alaska Native Claims Settlement Act of 1971 (ANCSA). Yak-Tat Kwaan currently has 467 shareholders and has received title to 23,040 acres of land. Since formation, it has purchased additional land in the Yakutat area. Yak-Tat Kwaan has been involved in a number of business activities

including timber harvest (of blow down over last few years, no large-scale operations at this time), construction and equipment leasing, and seafood processing (not at this time). The Kwaan owns a seafood processing facility, the old Yakutat clinic, an office building in town, a modular building, and a warehouse shop with an apartment. The Board of Directors guides how land development will take place. The *Yak-Tat Kwaan 1992 Land Use Plan* is the most recent formal plan to sets out how Yak-Tat Kwaan land is to be managed.

### **7.4.4 Yakutat Tlingit Tribe**

The Yakutat Tlingit Tribe (YTT) became a Federally Recognized Tribe in 1993. The YTT has 380 tribal members and received deed to a former Covenant Church land fronting Mallott Drive upon which Tlingit Haida Regional Housing Authority has built two 8-plex dwelling units and a playground. The YTT is also involved in environmental programs at the Yakutat landfill and throughout the community.

### **7.4.5 Native Allotees**

There are approximately 20 Native Allotments in the Borough that have been certified and conveyed. Native allottees can received up to 160 acres of land via the 1906 Native Allotment Act and own their land like any other private landowner. The Bureau of Indian Affairs, through Yakutat Tlingit Tribe does retain some trust responsibilities, and the land can not be taxed unless it is developed or leased.

There are also 45 lots in USS 1897 that are in restricted deed status and owned under the 1926 Native Townsite Act. Under this Act, villages were surveyed into lots, blocks sheets and individual lots conveyed to native adults. These restricted deeds retain some of the trust

relationship between the federal government and Native citizens. Title conditions limit the Native owner's ability to sell or transfer his property. These properties are also not subject to taxation, nor can zoning, housing, building or other regulatory codes be enforced unless public health, safety and welfare are at stake. These parcels cannot be sold or leased without approval of the Secretary of the Interior.



## 8 Land Use and Future Growth

**Goal 1. Develop and adhere to a procedure by which local residents have the opportunity to purchase and develop land.**

**Goal 2. Guide infrastructure development so that there is an adequate mix of land for commercial, industrial, residential and recreational development and that promotes good community design.**

**Goal 3. Develop the community in a manner that protects the historical and cultural character of the community.**

Land use patterns in Yakutat have developed in response to the physical environment and the historical orientation towards the coast for food, work, and recreation. The townsite is fairly compact with commercial and industrial development concentrated along the waterfronts of Monti Bay and Yakutat Bay and along the road to the airport. Residential land uses are the most prevalent, and consists predominantly of detached single-family homes with some multiple-family units and mobile homes. Commercial uses include businesses such as stores, restaurants, lodges, and private, state, and federal offices. Industrial uses consist primarily of marine-related industries, fish processing, storage, and the Borough wastewater treatment facility, power plant and landfill. The lands surrounding the townsite have been traditionally used by residents for subsistence activities and to a lesser but increasing extent, recreation.

The primary constraint to developing new land in the borough will be the physical attributes, including steep slopes and occasional poor drainage. These characteristics present challenges when providing public sewer and water. Developing unsuitable land may lead to increased erosion or other environmental problems. These constraints should be addressed in the borough's land development codes such as the zoning and subdivision ordinances.

There is an abundance of land in the Borough, although most of it is publicly owned and managed, which can make land development a challenge. There are however, opportunities to make Borough land available for disposal into private hands. Although controversial in the past, appropriate state lands could also be made available. In addition, the Yak-Tat Kwaan has land holdings it may choose to sell or lease in the future.

Planning for infrastructure in small communities like Yakutat requires the integration of engineering and planning so that servicing improvements do not lead development but is complementary. Problems can arise when areas located away from the main townsite are developed before more central areas. Development outside the main townsite moves residents further from the stores, schools and other community destinations found in the center of town. It is often more expensive to provide utilities and other services to lots that are further away. For these reasons, it usually makes sense to develop new lots adjacent to existing development.

Since 2005, the population of Yakutat has not been growing and land development has been slow. Despite this slow growth, it is still necessary to create future growth maps that identify areas appropriate for future residential, commercial and industrial development. This will allow time to plan and install the required services; amend the zoning ordinance if required and will let property owners know what type of future development to expect on adjacent properties.

## **8.1 History of Land Use in the Yakutat**

### **8.1.1 The Modern Community is Established, 1880s to 1960s**

The modern community dates from the late 1880s when people moved from remote camps and settlements to be near the Covenant Mission bringing Yakutat's population to 300. In 1904, the opening of a cannery at the Ocean Cape Seafoods site pulled settlement south between the cannery and the present City Hall. These early developments were surveyed as part of U.S.S. Survey 1897, Tracts A, B and C. Development patterns dating from this time are still in evident today, with lot lines drawn around existing buildings as opposed to more traditional subdivision patterns. In some areas the resulting small lots and narrow rights-of-way complicate modern development. The Covenant Mission's large 290 acre parcel (Central Yakutat Subdivision of U.S.S. 659) physically split the community in two until 1962 when the construction of Mallott Avenue encouraged new commercial development to locate along that major thoroughfare.

### **8.1.2 The 1970s Boom Time**

From the early 1900s until 1970 most of the land in Yakutat was owned by the federal government and new development was slow. Yakutat's population rose and fell over the century and by 1970 it had declined to just 190. The 1970s were a decade of action, prosperity and population growth. The enactment of ANCSA in 1971 and subsequent land transfer to Regional and Village Native Corporations began to put land into local hands. During the same period, the City began to receive its municipal land entitlements. Keen interest in area oil exploration by ARCO Corporation soon led to ARCO purchase of the cannery and other waterfront land around Monti Bay. Residents were excited about getting some land into 'local' hands and at the same time concerned that much of the land was being purchased by

‘outsiders.’ Negotiations led to the City acquiring the Ocean Cape Cannery and dock from ARCO while ARCO retained the (now) YKI dock area for offshore oil support.

The City soon developed Ridge Road and sold residential lots on this land acquired from the BLM. This development clearly shows the impact of drainage and topography on land development. Grades are particularly severe along Ridge Road where slopes fall off very rapidly along both sides of the road for much of its length and small lakes are often found at the bottom of the ravines. Many lots here are not developable as the subdivision was ‘paper platted’ without regard to topography.

In the 1960s, the State built the Shipyard Cove small boat harbor, and transferred the land at Leonard’s Landing into private ownership. In the early 1970s, Alaska State Housing Authority (ASHA) instituted a “sweat equity” program where labor enabled individuals to obtain a lot and home in the newly subdivision next to the school. Between 1977 and 1980 Tlingit Haida Regional Housing Authority (THRHA) developed the Monti Bay Heights subdivision. In 1980, the State and City teamed up to extend the ASHA Subdivision. Lots were sold with a stipulation that homes must be built within two years, and the City put in sewer, water, power and roads.

The City annexed the West Addition area into the City in the 1970s. This area of former federal land was turned over to the State which subsequently deeded it to private parties during WWII and during the 1970s. Land owners protested the annexation arguing that they had no utilities, but eventually they lost the challenge. The City did establish a differential tax service area for property tax assessments. With so much land development, the City’s first zoning codes were created and the planning and zoning commission was formed. By 1980, Yakutat’s population had jumped to 449.

### **8.1.3 Relative Quiet During 1980s**

The actions of the 1970s satisfied much of the demand for private land and there was very little land development in the 1980s and 1990s. In 1987 the Covenant Church deeded most of its property to the City, a portion along Mallott Road to Yakutat Tlingit Tribe, and retained a lot for the Presbyterian Church and Assembly of God Church. During this time the City successfully petitioned the State to form a Borough and was then able to annex more land. THRHA developed its second housing subdivision, Thunderland Subdivision, in the early 1990s.

### **8.1.4 Borough Formation and Development, late 1990s to mid 2000s**

During the 1990s the City of Yakutat dissolved and a Unified Homerule Borough was formed that stretched from Cape Fairweather in the south to Cape Suckling in the north. Along with this came the right to select more than 19,000 acres of municipal entitlement land, most of which was selected from the new part of the borough north and west of Icy Bay.

In 1998, the Covenant Church deeded its property along lower Ridge Road to individual owners and mission property was transferred to the City and Borough of Yakutat. By 2000, there was a pent-up demand for land and the Borough subdivided and sold 32 lots in the South and West Addition Subdivisions.

Prior to 2003, all Borough land was sold by lottery. If you were 17 or older and a resident, for \$20 you could purchase a lottery ticket. If your ticket was selected you had to pay 10% of the lot price at that time and the remaining cost within a year. The appraised value was listed in the lottery notice. If the lottery winner did not purchase the lot it went back to a pool. In 2003, an ordinance was adopted to allow the Borough to sell lots not picked up in the lottery over the counter at a price based on the assessed value.

The South Addition area was subdivided and 12 lots were sold in 2000 by lottery for between \$17,000 and \$22,000 each. Lots 3, 4, 5 on Block E were not made available for sale because they are within 500 feet of Ophir Creek and the community wishes to protect its water quality. Sewer would need to be extended if these lots were to be developed. The South Addition lots are about an acre in size, and since 2000 lots have been resold, reportedly for as high as \$34,000. The Borough has built a road and extended the water and electrical services, with each property owner paying approximately \$13,000 for these improvements.

The West Addition was subdivided and approximately 20 lots sold in 2000 by lottery. Residents had petitioned to extend the utilities before the lots were sold, but this did not occur. In 2002, the Borough did extend electricity and water, and made some minor road improvements. The utility district assessment was very low, subsidized by Borough, partly in response to demands from residents who had been living in the area for a long time. The utility assessment was \$1,700 to \$6,300 per lot, depending upon lot size.

In the Ridge Road/Lake Street area, the cost to extend sewer, water and electricity is significantly more expensive, likely between \$25,000 and \$28,000 per lot, due to topography and drainage. Some lots in this area were sold for between \$2,500 and \$4,800 per lot in 1999 and others were retained by the Borough. Some lots were purchased on speculation, and others are not developable due to relief and drainage problems. Utilities were not put when lots were sold and some land owners felt that the utility assessment was high and were not willing to pay.

### **8.1.5 Land Development Since 2005**

The population of Yakutat has been decreasing since 2000 and land development has been slow over the last five years. Three lots in the Thunderland Subdivision were put up for sale and one was sold over the counter. In 2005, three lots in South Addition were sold by sealed bid, with each lot selling for approximately \$65,000. In the North Addition three lots zoned Commercial Waterfront Residential were sold in 2006. In 2007, two lots in West Addition were sold by sealed bid for \$130,000. Aside from three Lake Street lots zoned commercial-waterfront-

residential, the Borough does not have a bank of lots that it can sell to the public for commercial, residential or industrial development.

## 8.2 Land Use in the Eastern and Western Borough

Land uses in remote parts of the borough have traditionally been mining and exploration, commercial timber harvest, fishing and fish processing, subsistence activities, recreation and tourism along with limited residential development. More detailed information and maps showing use of the Borough's coastal areas for recreation, subsistence activities, transportation and access can be found in the Coastal Management Plan.

### 8.2.1 Western Borough

In the Icy Bay-Cape Suckling area, salmon fishing for subsistence and commercial purposes and mining and exploration lead to the development of several small communities. In the early 1900s as many as 250 people lived at Cape Yakataga, with most residents engaged in prospecting or gold mining. During World War II airstrips were developed in Yakutat and Cordova which increased the accessibility of the region in general. In the 1950s a Distant Early Warning (DEW)



*Icy Bay and Cape Yakataga residents gather at Cape home of Don and Lahoma Leishman for Borough planning meeting*

White Alice communications site was built at Cape Yakataga with barracks, bridges, and an airstrip. In the 1960s active oil and gas exploration occurred in the area. A growing moose herd in the area (from the western Copper River Delta area) prompted the first moose hunt east of Cape Suckling in 1977.

The western borough has also seen a significant amount of timber harvest. The West Icy Bay logging camp was in use for decades, but is currently not being used. From 1995 to 2000, there was also an East Icy Bay logging camp, operated by Ben Thomas Company to harvest timber owned by Chugach Alaska Corporation on the east side of Icy Bay. Closeout activities to remove structures and equipment from this camp began in 2000 and were completed in 2003.

The Icy Bay-Cape Suckling region, particularly around the Tsiu and Kaliakh Rivers just east of Cape Suckling, has long been used on a seasonal basis by Yakutat residents for commercial and subsistence salmon fishing. Today, there are approximately 40 seasonal residences owned primarily by Yakutat families located on Borough land in the Tsiu/Kaliakh Rivers area. As of 2010, there were less than ten full time residents in the area. Residents travel by boat to these sites from Yakutat, living ashore and fishing from boats using set nets. Although no commercial fish harvest has occurred since 2002, fish caught commercially in years past were flown for processing to Yakutat, but also occasionally to Cordova or Anchorage. Current residents of this area are drawn to the remote rural lifestyle, and are often involved in commercial and subsistence fishing or sport fishing and hunting.



*Tsiu Area Lodge*

Fishing activities focuses on the Tsiu, Tsiwat, Kaliakh and Kiklukh River drainages where the spring steelhead and fall coho fisheries are the primary attractions. Big game hunting for moose, brown and black bear, and mountain goat takes place throughout the area depending on the target species. Most, but not all, sport hunting and fishing is associated with one of the lodges in the area. However, some trips are by chartered aircraft from Yakutat or Cordova, or expeditions on chartered boats.

There are six multi-building lodge and camp complexes cater to sports fishing and hunting activities in this area (and a seventh by the Kiklukh River to the east). These lodges are primarily built on leased State or Borough land and accessed by small aircraft landing on gravel or sand airstrips. These lodges bring hundreds of fisherman (primarily) and hunters to the area annually for spring steelhead and fall coho fishing and big game hunting.

Cruise ships bring visitors into Yakutat Bay to Disenchantment Bay to view the Hubbard Glacier. Small boaters and kayakers on both guided and unguided trips, spend multiple days in Disenchantment Bay and Russell Fiord to view the scenery, birds, marine mammals, and glaciers. Visitors and residents camp along the shore and hike throughout the area. Russell Fiord is within a wilderness area and the Forest Service is currently authorizing uses consistent with that designation, such as kayak tours, guided hunting and similar uses. On the west side of Yakutat Bay, Esker Creek is a popular sport fishing area for residents and the NPS service has a public use cabin for rent here and the Point Manby area is popular with residents for hunting and hiking.

Icy Bay and adjacent waterfront around are used for cruise ship visitation, kayak trips, camping and hiking and for subsistence seal, clams, halibut, crab and seagull eggs. This is the launch

point for a variety of non-consumptive recreation activities, including guided and unguided kayaking, camping, wilderness photography, and hiking trips in Icy Bay, Vitus Lake, along the north Gulf Coast, and in the mountains of Wrangell-St. Elias National Park and Preserve. There are not many cruise ships in Icy Bay when compared to Disenchantment Bay, but visitation is increasing due in part to cruise ship limits in Glacier Bay National Park.

The area around Vitus Lake and the Bering Glacier are important for scientific research and a variety of non-consumptive recreation and tourism activities including kayaking, fishing, bird watching, hiking, mountain and ice climbing, photography, and camping. The BLM took over the U.S. Geologic Survey's Bering Glacier research camp in 1997. Known as the largest glacier in North America, measuring 118 miles long and 2,200 square miles, the Bering Glacier is revealing a wealth of scientific information. The glacier is in rapid retreat, which is ideal for research.



*BLM Bering Glacier Research Camp*

### **8.2.2 Eastern Borough**

Most of the land in the eastern Borough is either owned by the US Forest Service or by the National Parks Services and is part of the Glacier Bay National Park and Preserve. There has been some timber harvest in this area in the past, but most current land uses are related to subsistence activities, recreation and tourism.

The scenic beauty and the unique physical and biological attributes make the Alsek River, Dry Bay and the East Alsek River a destination for river rafting, kayaking, fishing and hunting destination. The Alsek River is very popular for rafting, with many visitors starting out on the tributary Tatshenshini River in the Yukon Territory and spending eight to twelve days to run the 135 miles to Dry Bay. There are three lodges and one public cabin in the Dry Bay area. Two of the lodges are on the East Alsek River and cater to sport fishing clients. The third lodge caters to game clients and generally is open during the spring and fall bear hunting seasons. As of 2010, there are fewer than ten full time residents in this area.

The Italo and Akwe Rivers and Lakes support significant sport fishing and hunting as well as commercial and subsistence fishing. The success of outfitter guides on the Situk River has caused residents and others to look to neighboring rivers to begin similar businesses. In the last several years interest in the Italo and Akwe Rivers has grown as these areas have similar fish runs and timing as that of the familiar Situk. An issue is that some of the fisheries and peak bear guiding season coincide here raising concern over possible or perceived overcrowding for

clients. The needs of various users will need to be balanced to ensure sustainable fishing and hunting and high quality recreational experiences.

Harlequin Lake is easily accessed from Forest Highway 10 and commercial uses such as hunting, kayaking, hiking and fishing are allowed at low densities. A Forest Service cabin is available for rent about a quarter mile from the trail head. The area is also known for its abundant bird and wildlife viewing, and hiking around the lake, hunting, fishing and kayaking are popular.

The Antlen, Ahrnklin and Dangerous Rivers are all used for sport fishing. There are public use cabins available for rent along the Dangerous River that can be accessed by adjacent airstrips. Because access to the Dangerous River is more challenging and the cabins are not in areas with abundant fish runs, this river and area tends to be used less for sportfishing and more often for hunting and sightseeing.

The Situk River is a world-class fishing stream and visiting anglers provide a major component of the economy in Yakutat. The river has steelhead trout (sea-run rainbow trout) and four species of salmon. This river also supports significant commercial and subsistence fishing as well, with an estimated 85% of the area's commercial fishing income coming from fish harvested at the Situk. ADF&G notes that for Yakutat area sport fisheries 98% of all freshwater sport fishing effort is on the Situk, and approximately 35-30% of the entire Tongass National Forest sport fishing effort is on the Situk River. The Situk River is a navigable waterbody and its waters are owned by the State, however, the USFS manages commercial use since all use is off of USFS owned roads and riverbank. In 1999, Federal, State and Yakutat governments formed a partnership in order to address growing concerns about management of the Situk River.

The broad Yakutat Foreland is a mosaic of wetlands, shrublands, and wet or dry forests. Occupying 331,800 acres of area, this recent glacial and coastal landscape is always changing. The dynamic nature and local climate combine to produce a unique and premier habitat that supports abundant birds, fish and wildlife populations. Recreational and tourism activities that take advantage of these physical and biological features include sportfishing, waterfowl and big game hunters, birders and photographers. Over 20 guide-outfitters operate in the Tongass Forest area around Yakutat.

## **8.3 Current and Future Land Use**

### **8.3.1 Residential Development**

Residential uses are the most prevalent land use in Yakutat, with housing found in the North Addition, Monti Bay Heights, Thunderland Subdivision, ASHA Subdivision, Ridge Road/Lake Street, South Addition, West Addition and in the old Townsite. Housing is predominantly single-family, although there are some multi-family buildings and some mobile homes.

Nearly all the recent residential development has taken place on lots that the Borough developed and sold. These lots were generally sold before the installation of water and sewer services. There has been some concern about the way that utility and road improvement costs are assessed and charged on these properties. In the Ridge Road/Lake Street area, some property owners felt that assessments were high and were not willing to pay. If the Borough subsidizes the cost of utilities in this area, it will seem unfair to those who bought lots and paid for improvements previously. Ideally, when the borough sells lots in the future, appropriate access and utilities would be developed with associated costs included in the cost of the lot.



*Single Family Houses on Highland Ave*

The population of Yakutat has been on the decline and the future demand for residential lots is difficult to predict. One area that has been identified for new residential lots is the area between Mallott Avenue and Puget Cove, called the North Addition. A preliminary subdivision plan completed for this area shows 74 lots range in size from approximately two to five acres. Lots are laid out around the many small lakes in the area and some have frontage one Puget Cove. A second area with potential for residential development is along Monti Bay beyond the existing West Addition lots. A third area is on AMHT land on the south side of the airport road.

### **8.3.2 Commercial Development**

The discussion of commercial development includes uses such as offices, services, stores, hotels, and restaurants. Existing commercial development in Yakutat is dispersed. This means that residents normally depend upon vehicles for shopping, as there is no public transport.

The first commercial development in town was in the vicinity of the current City Hall and old school. After Mallott Avenue was constructed in the early 1960s, commercial development spread out along the road to the airport.



*City Hall*

There are eight with commercial use:

1. Surrounding City Hall and Mallott's Store;
2. Along Mallott Avenue where the post office, a restaurant or two, Monti Bay Foods and a bar are located;
3. Along Mallott Avenue just before the intersection of Ocean Cape Road where a hardware store, a federal office building/lodging and the Yak-Tat Kwaan Office building are located;
4. Along Ocean Cape Road where the clinic, an office building, gas station, grocery store, marine repair shop, storage/warehousing and a lodge are located;
5. Near the airport where a lodge, restaurant/bar, automobile rental, a retail shop and repair business are located;
6. Restaurants and lodges located at Leonard Landing;
7. The Glacier Bear area; and
8. The Tsiu River area where several commercial sport fish and hunting lodges are located.

In addition, there are several smaller commercial and light industrial uses mixed-in to residential areas. These include several sawmills, a beauty shop, at least two retail stores, and several bed and breakfast and lodge establishments.

Currently the only undeveloped land suitable for commercial development is in the South Addition. This is a good location for commercial development because it is adjacent to existing development and would not be expensive to provide services. AMHT land near Glacier Bear is suitable for future commercial use because the land is suitable for development and it is centrally located. Commercial development is also appropriate from the intersection of Mallot Avenue and Ocean Cape Road, north to City Hall because many businesses and community destinations are already located in this area.

### **8.3.3 Industrial Development**

Industrial land uses in town are somewhat dispersed, though logically located. The seafood processing plant, the small boat harbor and the new multi-purpose dock are located along the waterfront. The Glacier Bear Lodge area is used for heavy equipment storage and logging support. It is located off a major thoroughfare but removed from town.

The community's landfill is removed from town on Borough land off Forest Highway 10. The community's electric generation facility, a diesel-fired power plant, is located at the intersection of Mallott Avenue and Forest Highway 10. The Borough's water source is deep wells located on Ridge Road and Ocean Cape Road. The wastewater treatment plant is located at the small dock. There are also several personal use sawmills in town, all in residential areas. Larger sawmills are in the West Addition and ASHA Subdivision; smaller sawmills are in the West Addition and ASHA Subdivision.



*Delta Western Fuel Tanks*

The area adjacent to, and across the road from the landfill is a logical place for future industrial development because the site is large and could be subdivided into lots with enough space for a range of industrial activities. However, water and sewer and power do not extend to this area so careful consideration to the utility needs of industrial users as well as protecting air and water quality must occur. The Yak-Tat Kwaan owns land between Monti Bay and Ocean Cape Road that is also suitable for future industrial use because it has waterfront access and is large enough to be subdivided into several lots.

### **8.3.4 Recreation and Subsistence Uses near Yakutat**

There are several areas around Yakutat that are popular destinations for recreation and subsistence activities. Cannon Beach is popular for picnicking, beachcombing, walking and enjoying the open water. Monti Bay, and adjacent Ankau Lagoon, Ophir Creek and Khantaak Island, are the community's primary subsistence and recreation areas. Other areas that are becoming more popular for recreational use are Puget Cove, the new Railroad and Totem trails and the area around Leonard's Landing for recreation.

### **8.3.5 Growth outside Yakutat Townsite**

The economy, coastal development, subsistence and land use are intrinsically linked in the remote parts of the Borough. There has been, and will continue to be a range of economic and land use activity that includes tourism and recreational activities including sports lodge complexes, guided sport hunting and fishing, guided and unguided wilderness trips of various types, public recreation cabins, and cruise boat visitation; commercial fishing; subsistence fishing, hunting and gathering; residential living; a research camp and university research activities; commercial timber harvest; and onshore and offshore mining and offshore oil and gas exploration. The Borough is very large, access is limited and there are many land owners

which together makes land management and planning for future development especially difficult.

There is a demand for land in remote parts of the Borough that would be suitable for seasonal cabins and potentially some year round residential development. Both Borough land and AMHT land may offer possibilities. Appropriate sites would then be surveyed and subdivided with development restrictions due to wildlife corridors, coastal fringe and anadromous streams delineated. These lots would not be serviced with water and sewer and would likely not be accessible by road. There is the potential for a range of commercial/industrial uses outside of the Yakutat townsite. The community would like to see development that supports the economic development goals, without jeopardizing the areas rich natural resources.

## **8.4 Future Growth Designations and Map**

The City and Borough of Yakutat is working on updating the community's Comprehensive Development Plan. The Comprehensive Plan is a vision and policy document that sets out a blueprint for desired growth patterns in the Borough over the next 25 years. As part of this plan, Future Growth Maps were developed to identify areas where residential, commercial, mixed-use, recreation, industrial and other types of uses are expected to occur (Figures 8 through 11). The Future Growth Map will be used by the community, developers, Borough staff, the Planning Commission and the Assembly to guide future land use and development decisions, and changes to the zoning. Through this planning process, the broad public interest is defined and the rationale established to direct certain types of land uses to (and away from) particular areas.

The Comprehensive Plan and the Future Growth Map do not specially prohibit or allow certain types of development; this is the role of zoning and subdivision codes and regulatory agencies. This plan and the associated maps set out desired growth direction and preferences so that zoning and capital investments can be made accordingly. The Borough also expects to see its preferences for growth and land use, as set out in this plan, will be implemented by State and federal regulators as they review proposed projects, leases and permits.

This Comprehensive Plan recognizes the rights of large public landowners to manage their land under their own broad land use designations and rules crafted through public processes and captured in plans such as the Yakataga State Game Refuge Plan, Yakataga Area Plan, Wrangell-St Elias National Park and Preserve Plan, the Plan for Glacier Bay National Park and Preserve, the USFS Tongass Forest Land and Resource Management Plan and BLM Resource Management Plan. The Yakutat Borough's Future Growth Map generally follows the guidelines that the large public landowners have established. The Yakutat Borough also recognizes the rights of Native Allotment and other private land owners to use their land without undue restriction.

It is important to recognize that the boundaries between Future Growth Designations are soft at this scale and level of planning. Desired types of land use and growth are clear, but the

location of the exact boundary between neighboring land use designations is not precise. Site specific review of projects and zoning ideas will be needed as questions arise. The intent is not to preclude a proposed project because it falls on one side or another of a

Designation boundary, rather the Planning Commission and Assembly should consider the intent of the designation when reviewing project, lease or zoning requests.

The purpose and expected uses of each Future Growth Designation are listed in Table 8.1. Current land use, access, proximity to Borough services, environmental conditions, and input from the public, borough staff, the planning commission and major land owners were considered during the development of the Future Growth Designations.

## **8.5 Borough Zoning**

Zoning is a key tool for enforcing the Yakutat Comprehensive Plan (along with Capital Improvement Plans and spending). Shaping change into orderly, healthy growth is the role of the zoning as it seeks to separate conflicting land uses that may pose a threat to public health, safety and welfare. Current zoning is established by the Yakutat Municipal Code, at Title 8, Planning and Zoning..

All territory annexed to the City and Borough of Yakutat was initially zoned "R-1" Residential. This zoning district was intended to stabilize and protect the residential character and to promote and encourage a suitable environment for family life. The R-1 zone is not appropriate for the entire Borough. It is recommended that the zoning code and map be amended to more appropriate zoning districts that reflect the land use designations shown on the Future Growth Maps (Figures 8-11).

**TABLE 8.1 – Future Growth Designations**

	<p><b>Mixed-Use</b></p> <p>This designation encourages a mix of uses including retail, services, businesses, offices, hotels, single family and multi-family residential, public facilities, light industrial, tourist facilities and public buildings. Where there is water access, water-dependent uses should be a priority. The community’s key public and commercial destinations should be found area designated mixed-use that is closest to the center of town.</p>
	<p><b>Residential</b></p> <p>This area is predominantly residential in nature and a variety of single-family dwellings, duplexes, townhouses, condominiums, apartments and mobile homes are encouraged. Parks, churches, home occupations and low intensity commercial development may also be acceptable as long as uses are compatible with the surrounding residential uses.</p>
	<p><b>Industrial</b></p> <p>This designation encourages land uses and activities that are industrial in nature including manufacturing, processing, repairing, assembling, shipping and storing goods. Performance standards or buffering from neighboring uses may be applied to address noise, odors, waste and other impacts. Sewage treatment facilities, landfills, airports, rock quarries, and light and power facilities are examples of this type of use.</p>
	<p><b>Natural Areas, Parks or Important Habitat</b></p> <p>Expected activities and land uses in this designation include subsistence hunting by local, rural residents, fishing, hiking and backcountry travel, glacier trekking, wildlife viewing, other types of remote recreation, research and cemeteries. Development that will have a negative impact on the above uses should be discouraged. Included in this designation are Wrangell St. Elias National Park and Preserve, and the Glacier Bay National Park and Preserve, both managed by the National Park Service; parks and recreation areas near the community; and areas that were identified during the Coastal Management Plan process as being important habitat areas.</p>
	<p><b>Multiple Use – Intensive</b></p> <p>Activities in this designation would commonly be commercial timber harvest, mineral extraction, tourism, human settlement, oil and gas exploration and development, and similar intensive uses along with associated infrastructure and buildings, with consideration and measures to protect fish and wildlife habitat, scenic values, and mitigating coastal erosion.</p>
	<p><b>Multiple Use – Less Intensive</b></p> <p>This designation is home to the valuable Tsiu, Kaliakh, Kulthieth, Duktoth and Situk fisheries as well as the Yakataga State Game Refuge and the Yakutat Forelands. The designation is characterized primarily by open space with recreation and tourism uses, small-scale timber harvest, motorized and non-motorized transportation for recreation, research and cultural sites. Low density residential uses may be appropriate in certain areas. Other uses may occur, but all uses will maximize and retain fish and wildlife habitat and scenic values.</p>

Figure 8. Future Growth Map - Western Borough

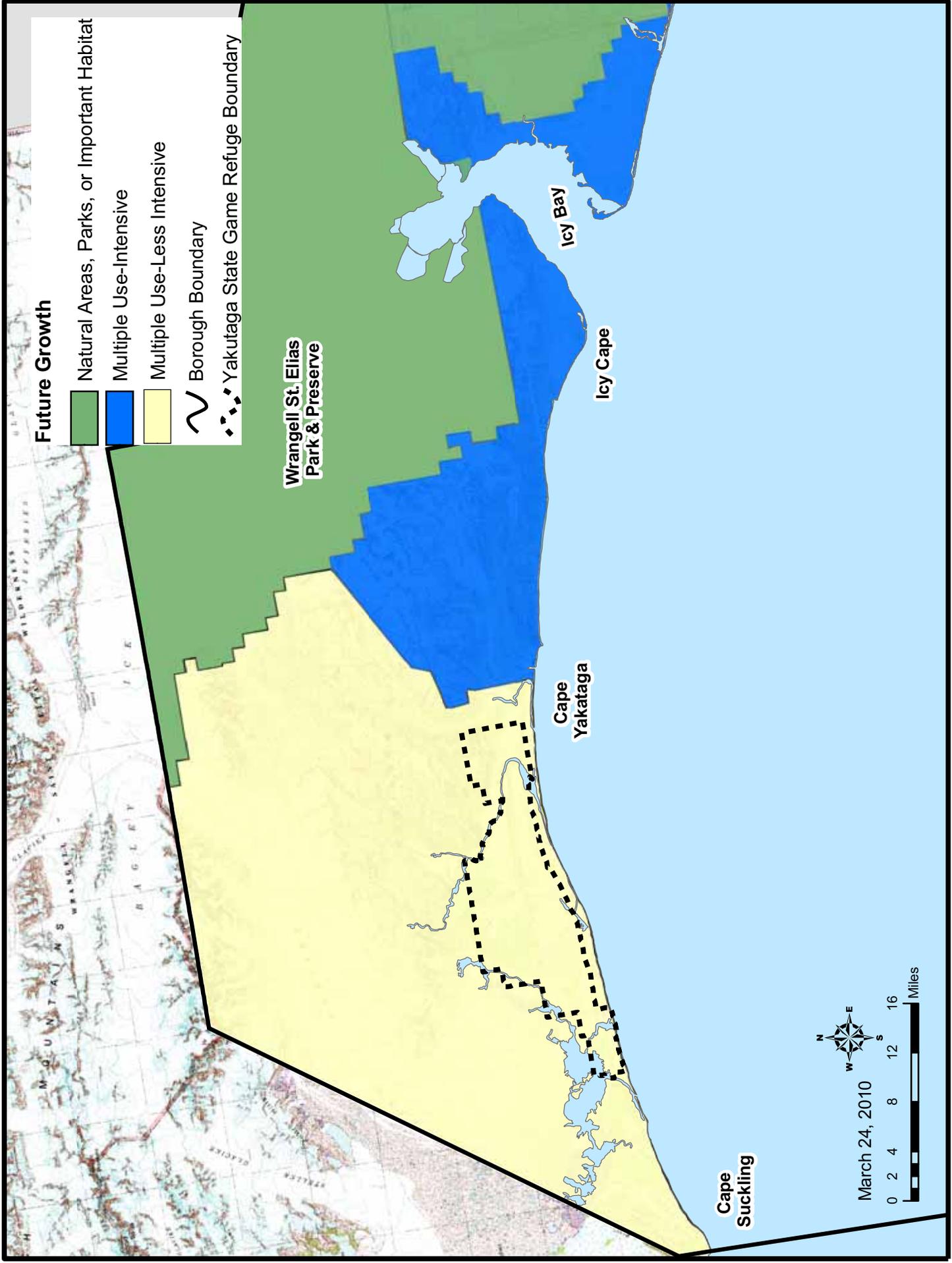


Figure 9. Future Growth Map - Eastern Borough

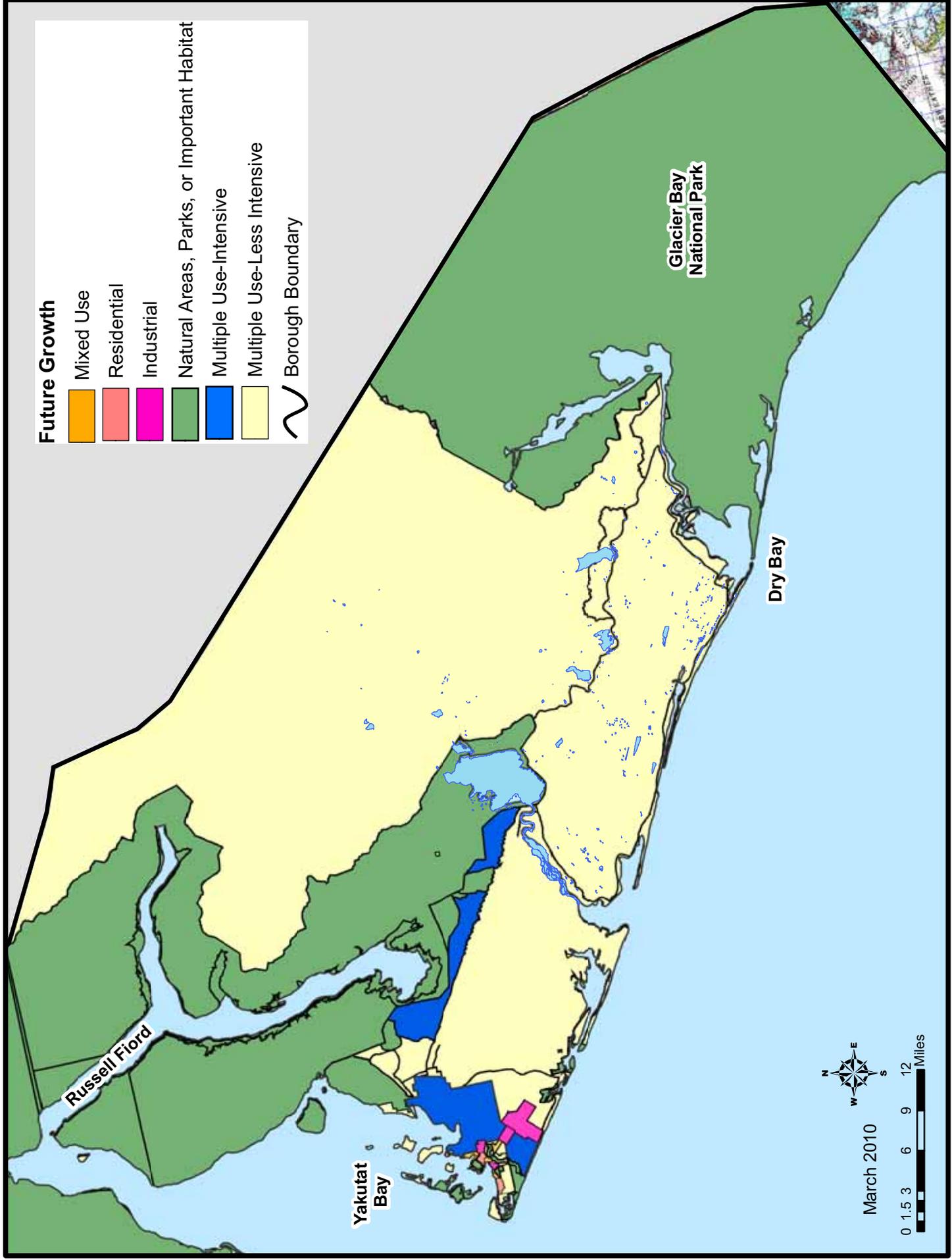


Figure 10. Future Growth Map - Yakutat and Vicinity

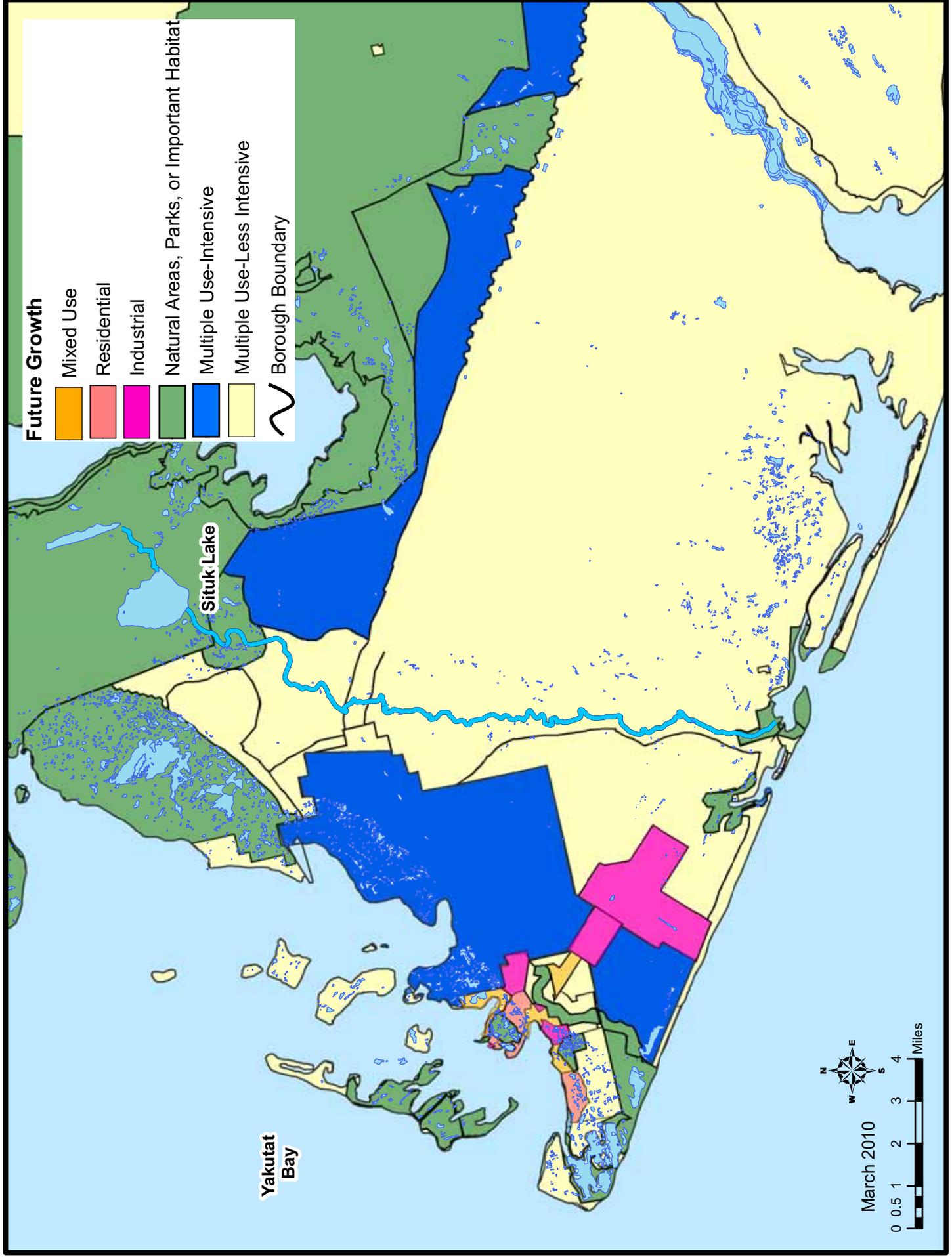
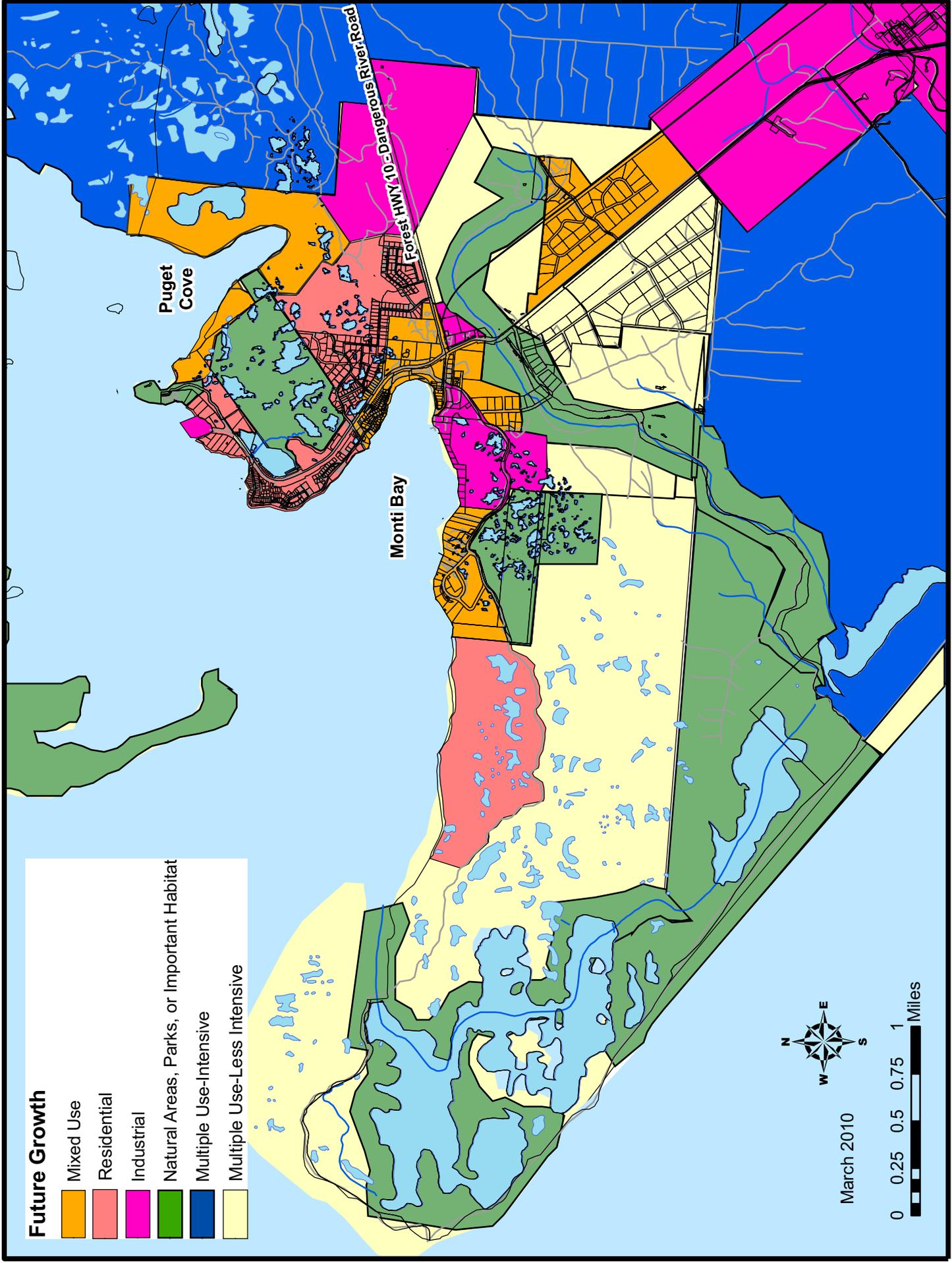


Figure 11. Future Growth Map - Yakutat Townsite



## 8.6 Land Use – Goals and Policies

**Goal 1. Develop and adhere to a procedure by which local residents have the opportunity to purchase and develop land.**

**Land Use Policy 1.1** - The Borough shall identify coastal waters, tidelands, and uplands suitable for development and set up a system to dispose of land logically.

**Land Use Policy 1.2** - Promote consolidation of services to keep public costs as low as possible.

**Land Use Policy 1.3** - For lots in the Yakutat townsite, water, sewer and electricity shall be installed before the lot is sold, and cost of installing these services will be included in the lot price.

**Goal 2. Guide infrastructure development so that there is an adequate mix of land for commercial, industrial, residential and recreational development and that promotes good community design.**

**Land Use Policy 2.1** - Future residential development shall be encouraged to fill in vacant lots within existing areas with municipal services or within planned service areas.

**Land Use Policy 2.2** - Compatibility with adjacent land uses will be considered when examining land development including conditional uses, variances and subdivision alterations.

**Land Use Policy 2.3** - Zoning and subdivision regulations that reflect the direction of the Comprehensive Plan should be in place to establish standards and procedures for developing land.

**Land Use Policy 2.4** - Water dependent uses will have priority in shoreline areas.

**Land Use Policy 2.5** - Priority shall be given to development inside the service area.

**Land Use Policy 2.6** - Coordinate water and sewer upgrades or extensions with road improvement projects.

**Land Use Policy 2.7** - The extension of the water and sewer system should be planned to support community land development priorities with minimal public costs.

**Goal 3. Develop the community in a manner that protects the historical and cultural character of the community**

**Land Use Policy 3.1** - The location and design of residential, commercial, industrial and recreational uses shall be compatible with overall character of the community.

**Land Use Policy 3.2** - Support the integration of walking trails, boardwalks and signage throughout the community.

**Land Use Policy 3.3** - Encourage innovative and original development in public and private projects. Alternative development proposals may include clustering of housing and density reduction.

**Land Use Policy 3.4** - Supports the insertion of protective covenants in deeds for all property that contain known grave sites.

**Land Use Policy 3.5** - Mitigate the impacts of development in areas of high scenic quality.



# 9 Housing

- Goal 1. Ensure that the current supply of affordable housing meets the community’s demand.**
  
- Goal 2. Provide housing opportunities to all residents and allow choice in type, location, and density of housing.**

## 9.1 Housing Supply

Housing data for Yakutat comes from three sources. The oldest information is from the 1976 Yakutat Comprehensive Development Plan, which included an Alaska Consultants Inc. survey. Data from 1970, 1980, 1990 and 2000 is from the US Census. Data from 2004 comes from a windshield survey of town conducted in September 2004 by Sheinberg Associates, with assistance from Yakutat Borough staff.

TABLE 9.1 – NUMBER OF DWELLING UNITS					
Type of Dwelling Unit	YEAR				
	1970	1976	1980	1990	2000
Single Family (and mobile homes)		107		150	328
Duplex and Multi-family		12		22	42
Boats, vans, RVs		16		17	11
<b>Total</b>	<b>63</b>	<b>135</b>	<b>175</b>	<b>189</b>	<b>381</b>

*Sources: 1970,1980, 1990, 2000 data from US Census; 1976 data from Yakutat Comprehensive Plan, Alaska Consultant Inc.*

Between 1970 and 1980 the number of dwellings increased rapidly, going from 63 in 1970 to 175 just a decade later (Table 9.1). The number of dwelling units increased dramatically again in the 1990s, with a total of 381 units counted in the 2000 census. The population in Yakutat has been generally declining since 2000 and the number of housing units has grown very slowly since then. The 1990 and 2000 US Census data lists the average number of persons per household in Yakutat at 2.94 and 2.61, respectively. This decrease in average household size means that more dwelling units are required to house the same population.

One of the key issues facing Yakutat is the condition of the housing stock. In 1976, 60% of the total housing in town was in good condition, 21% was fair and 19% was poor or very poor. According to the 2000 US Census, 57% of Yakutat’s housing is in good condition, 23% is fair and 20% is poor or very poor. In 2004, the overall condition of the housing stock was similar. Between 1976 and 2004, the percentage of homes that are in fair or poor condition has increase slightly, meaning that housing condition has not improved (Table 9.2).

In 2010 anecdotal evidence suggests that while several higher end homes have been built recently, there is still about 20% of the housing stock in poor or very poor condition. Common problems leaking roofs and windows, housing that is not well insulated and expensive to heat and houses with unhealthy levels of mould. In 2010, the Tlingit and Haida Housing Authority received federal stimulus funding to upgrade windows and make houses more energy efficient. Recent upgrades to Yakutat’s houses are a step in the right direction, but have not made a significant impact on the overall condition of the housing stock.

	Good		Fair		Poor or Very Poor	
	1976	2004	1976	2004	1976	2004
Single Family (and mobile home)	69	175	29	70	25	63
Duplex, Multi-family	12	30	0	12	0	8
<b>Subtotal</b>	<b>81</b>	<b>205</b>	<b>29</b>	<b>82</b>	<b>25</b>	<b>71</b>
<b>Percentage of total housing that is....</b>	<b>60%</b>	<b>57%</b>	<b>21%</b>	<b>23%</b>	<b>19%</b>	<b>20%</b>

*Sources: 1976: Yakutat Comprehensive Plan-Alaska Consultants Inc.; 2004: Sheinberg Associates*

Another trend over the last twenty years is the increase in the number of homes that are only occupied seasonally (Table 9.3). In 1990, only 8% of all Yakutat dwellings were vacant, and of those 14 vacant dwelling units, 6 were being used seasonally. By 2000, 32% of Yakutat’s housing stock was vacant and of those 124 vacant units, 68 or 18% were in seasonal use. Houses that are in use seasonally are found in every neighborhood in Yakutat. According to anecdotal evidence, the number of houses used only seasonally is continuing to grow. These vacant homes tend to be either vacation properties belonging to people from outside of Alaska or homes that belonged to Yakutat families who now live and work in other communities. In some cases these second properties are being rented on a daily or weekly basis, which is not allowed in the residential zone.

Over the last twenty years the value of housing in town has increased and more higher-end homes have been constructed. In 1990, more than half the owner-occupied houses were worth between \$60,000 and \$90,000. According to the 2000 US Census, half the owner-occupied houses in town were valued between \$90,000 and \$175,000 (Table 9.4).

<b>TABLE 9.3 – HOUSING OCCUPANCY TOTAL OCCUPIED, TOTAL VACANT AND OF VACANT-SEASONAL USE</b>				
	<b>1990</b>		<b>2000</b>	
<b>Total Number Dwelling Units</b>	189	189	385	385
No Occupied; % of total Occupied	175	92%	261	68%
No Vacant; % of total vacant	14	8%	124	32%
Of those vacant, # and % occupied seasonally	6	3%	68	18%
Of those vacant, # & % vacant year-round	8	5%	56	14%
<i>Source: U.S. Census, 1990 and 2000</i>				

<b>TABLE 9.4 – VALUE OF OWNER OCCUPIED HOUSING</b>		
	<b>1990</b>	<b>2000</b>
Total Number Owner-Occupied Dwelling Units	85	158
Less than \$19,999	1	15
\$20,000 to \$39,999	9	12
\$40,000 to \$59,999	10	13
\$60,000 to \$79,999	34	17
\$80,000 to \$99,999	24	27
\$100,000 to \$124,999	3	29
\$125,000 to \$149,999	2	17
\$150,000 to \$174,999	0	16
\$175,000 to \$199,999	0	0
\$200,000 to \$249,999	0	4
\$250,000 to \$299,999	2	2
\$300,000 to \$399,999	0	0
\$400,000 to \$499,999	0	6
\$500,000 to \$749,999	0	0
<i>Source: U.S. Census</i>		

The total value of property in Yakutat has been increasing slowly over time (Table 9.5). The Borough did a reassessment in 2007, which is reflected in an increase in property values from 2006 to 2007. This reassessment was done at a time when property values were at a peak and some residents challenged the reassessment.

<b>TABLE 9.5 – TAXABLE REAL PROPERTY IN YAKUTAT</b>			
<b>Year</b>	<b>Taxable Value of Residential Property</b>	<b>Number of Dwellings</b>	<b>Average Value per Dwelling</b>
2009	\$17,640,269	178	\$99,103
2008	\$17,710,680	180	\$98,393
2007	\$17,484,180	180	\$97,134
2006	\$14,654,483	180	\$81,414
2005	\$14,019,183	179	\$78,319
<i>Source: City and Borough of Yakutat</i>			

## 9.2 Housing Demand

Housing growth is currently fairly flat in Yakutat. According to the Borough staff and assessor, in the last few years an average of one new home was built and two houses were sold in Yakutat. In early 2010, there were five houses listed for sale, with listing prices between \$135,000 and \$350,000. There are also several undeveloped lots for sale by private owners.

No additional housing units are required to meet Yakutat’s future housing needs, based on the low (0.41%) to high (1%) growth scenarios developed in chapter 5 (Table 9.6). Based only on expected population growth, it does not appear that additional housing or land to accommodate housing will be needed for at least 10 years, given the current number of dwelling units in town. However, this must be tempered with the fact that about 20% of the housing stock is in poor or very poor condition. Current very modest housing growth and sales affirms the current low demand for new dwellings. Also, residents from outside of Yakutat will likely continue to buy and build vacation properties in the community.

TABLE 9.6 – NUMBER OF DWELLING UNITS AND RESIDENTIALLY ZONED ACRES NEEDED				
Yakutat forecasted population under low, medium and high scenarios	Total Population Projected		Total Dwelling Units Needed*	
	2025	2030	2025	2030
Low Growth (0.41%)	592	564	227	217
Medium Growth (0.5%)	629	661	242	254
High Growth (1.0%)	667	702	257	270

\* Based on current estimated household size of 2.6

Although there may be a sufficient number of housing units in Yakutat, the housing stock does not necessarily meet the community’s needs. First, there is a demand for affordable housing or ‘starter homes,’ as the average value of homes has risen over the last 10 years. This problem is compounded by the fact that most houses currently on the larger are large (three or four bedrooms) and smaller houses, which are more affordable and cheaper to heat, are rare. Given the high



*Multi-Family Affordable Housing*

unemployment rate in Yakutat, affordability will continue to be an issue for families. Second, 20% of the housing stock in Yakutat is in poor repair. This can mean unhealthy living conditions, high maintenance costs and high heating costs.

The increasing number of houses that are used as vacation properties has an impact on the community. Vacant houses are sometimes poorly maintained and if there are several empty houses on a street, the neighborhood can begin to feel empty. In addition, residents who are present in Yakutat for only a couple of months per year contribute less to the local community and economy less than full time residents. Seasonal residents do pay property tax, but offer less support in terms of involvement in community activities and spending in local businesses.

In some cases, owners will rent out their vacation properties on a daily or weekly basis when they are not in town. This lodging/hotel type use in residential areas can be disruptive for neighbors. Common complaints about un-permitted vacation rentals are related to excessive noise, visitors driving above the speed limit and the mishandling of fish wastes. Daily or weekly rentals are allowed in the Commercial Waterfront Residential zone but not in the other residential zones. Enforcement of this zoning regulation is difficult, as it is difficult to prove which houses are being used for short-term rentals.

### **9.3 Housing – Goals and Policies**

**Goal 1. Ensure that the current supply of affordable housing meets the community’s demand.**

**Housing Policy 1.1** - The Borough shall cooperate with local, state and federal housing authorities to encourage an equitable distribution of affordable housing units to accommodate low-income needs.

**Housing Policy 1.2** - Encourage developers to use innovative, energy efficient and cost-effective materials, building design and construction techniques on all new dwellings.

**Goal 2. Provide housing opportunities to all residents and allow choice in type, location, and density of housing.**

**Housing Policy 2.1** - Ensure that sufficient buildable residential land with a variety of zoning types and lot sizes is available in the Borough.

**Housing Policy 2.2** - Encourage the use of innovative siting, design, and landscaping to maximize the use of buildable residential land.

**Housing Policy 2.3** - Encourage the maintenance and repair of existing housing stock.



# Appendix A – Relevant Planning Documents

Other planning documents contain information that is relevant to the planning and development of Yakutat.

1. Tsiu River: Fisheries and Land Management Report. 2009. Sheinberg Associates and Alaska Map Company.
2. City and Borough of Yakutat; Local Hazards Mitigation Plan. 2008. Prepared by: The City and Borough of Yakutat, WHPacific and Bechtol Planning and Development.
3. Dry Bay Off-Road Vehicle Use Plan. 2007. National Park Service.
4. City and Borough of Yakutat Coastal Management Plan. 2006. Sheinberg Associates.
5. Glacier Bay Park and Preserve, 2000-2005 Strategic Plan. 2005. National Park Service.
6. Icy Bay – Cape Suckling; Chapter 7 of the City and Borough of Yakutat Comprehensive Development Plan. 2004. Sheinberg Associates.
7. TEK: Mapping the Traditional Subsistence Territories of Yakutat Forelands. 2003. Judith Ramos, Yakutat Tlingit Tribe.
8. Yakutat State Game Refuge Management Plan. 1999. Alaska Department of Fish and Game.
9. Yakataga Area Plan. 1995. Alaska Department of Natural Resources.
10. Wrangell/St. Elias Subsistence Plan. 2000. National Park Service.
11. Situk River Hydrology Study. 2008. U.S. Army Corps of Engineers.
12. Eastern Alaska Proposed Research Management Plan and Final Environmental Impact Statement. 2006. Bureau of Land Management.
13. Alaska Marine Highway Systems Dockside Condition Survey. State of Alaska, DOT.
14. Southeast Alaska Comprehensive Development Strategy. 2008. Southeast Conference
15. Formerly Used Defence Site Study. 2009. U.S. Army Corps of Engineers.

# Appendix B – Signed Ordinance

Approved by: S. Rymon  
Introduced: 3-25-10  
Public Hearing Date: 4-1-10  
Date of Approval: 4-1-10

## CITY & BOROUGH OF YAKUTAT ORDINANCE 10-514

### A NON-CODE ORDINANCE APPROVING THE 2010 YAKUTAT COMPREHENSIVE PLAN (AND REPLACING THE 2006 PLAN)

#### BE IT ENACTED BY THE ASSEMBLY FOR THE CITY AND BOROUGH OF YAKUTAT:

Section 1. The City and Borough of Yakutat desires to keep its Comprehensive Plan current and up-to-date so it reflects current community priorities and information.

Section 2. It is the Borough's legal responsibility to periodically review and update its Comprehensive Plan.

Section 3. In 2009 the City and Borough of Yakutat allocated funds to prepare this Plan. Several efforts during 2002-2006 resulted in partial updates and rewrites to the Comprehensive Plan. The 2009-2010 planning process built upon 2002-2006 and other planning work by:

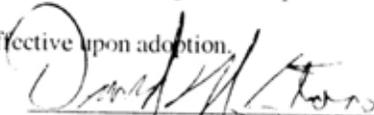
- Adding relevant information from the 2007 Coastal Zone Management Plan;
- Integrating information on the Icy Bay to Cape Suckling area (formerly chapter 7) into the appropriate chapters; and
- Updating the Plan to reflect changes to local conditions and priorities.

Section 4. The process to prepare this plan included meetings with City and Borough of Yakutat department staff and staff from the US Forest Service, the Yak-Tat Kwaan Inc. and the Yakutat Tlingit Tribe. The Planning Commission hosted work sessions open to the public in December 2009 and February 2010 to review and discuss the developing Plan. Public comments were received and incorporated into the Plan as appropriate.

Section 4. On March 11, 2010, the Planning Commission held a public hearing and adopted a Resolution No. 10-02 recommending adoption of the 2010 Comprehensive Plan by the Assembly.

Section 5. Therefore, the City and Borough of Yakutat Assembly approves the 2010 Yakutat Comprehensive Plan with its goals and policies and future growth maps.

Section 6. This ordinance shall become effective upon adoption.

  
\_\_\_\_\_  
David Stone, Mayor

ATTEST:

  
\_\_\_\_\_  
Cathy Bremner, CMC Borough Clerk



# **Appendix C – Community Opinion Survey**

# **Yakutat**

# **Community Opinion Survey**

*An Analysis of Planning and  
Development Issues in Yakutat*

*prepared for the*  
**City and Borough of Yakutat**  
P.O. Box 160  
Yakutat, Alaska 99869

*prepared by*  
Sheinberg Associates  
204 N. Franklin St, Ste 1  
Juneau, Alaska 99801  
[bsheinberg@gei.net](mailto:bsheinberg@gei.net)

**October 2005**

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## 1.0 Executive Summary

The overall response rate for the July-August 2005 City and Borough of Yakutat (CBY) Community Opinion Survey was excellent. A total of 207 residents age 16 or older submitted a survey. This is an estimated 45% of the Yakutat community (not Borough) population, age 16 or older. Based on this response rate, we can say that we are 95% sure, that if we had asked a question to the every single resident of Yakutat, that this is the answer they would have picked,  $\pm 5\%$ .

Top reasons why residents like living in Yakutat are the area's natural beauty and scenery, the richness and abundance of the area's natural resources that support local fishing and hunting, and the small-town atmosphere where people wave and know their neighbors.

Residents are quite concerned about the local economy; they would like to see more employment choices and diversification, and more winter jobs. Residents are concerned with the health of area fisheries and want fish runs strong enough to sustain healthy subsistence, commercial and sport harvests. In addition to maintaining these economic sectors, residents are supportive of growth of the visitor industry. Two-third (68%) support or strongly support growth in tourism while 15% are against it. The specific types of growth favored are businesses that offer tours and opportunities for visitors to experience and enjoy, but not consume, resources; and cruise ship visitation - especially smaller cruise ships. All types and frequencies of cruise ship visitation have higher support than expansion of guided fishing and hunting experiences or growth in visitation by independent anglers. Just under two-third of residents (61%) also support or strongly support small timber sales (sales less than 1mbf, and continuing the free use program to fill local needs). Just under half (46%) are against large timber sales (1-30mbf) while one-third (33%) support them.

One-quarter of residents (21-26%) are neutral on all timber harvest options and on all cruise ship options (23-24%). These are people who do not have an opinion or do not care to express a conviction one way or another. People who are neutral are not going to do anything to support a change and are not going to scream about a change.

Other challenges facing Yakutat in resident's opinions are community issues, such as needing more or better housing, better waste management, more affordable property for residents, better health care and education. Another top concern was the need for better CBY management and planning, including a desire for people in leadership to lead with vision, for a comprehensive plan and vision, and for consistent enforcement of rules regardless of who is involved or asking.

Two-third of residents (67%) say there are areas close to town that are important to protect for subsistence. Of those who find this, the three areas cited the most are: 1) The Ankau area and Lagoon; 2) The Situk River and area; and 3) Bays, including Yakutat Bay, Disenchantment Bay and others.

Surveys results suggest Yakutat will likely continue slow steady growth over time with a related demand for housing and land for residential development. Residents plan to stay, with about 4% suggesting they will most likely leave town over the next five years.

Two-third (67%) of Yakutat residents say they are satisfied with their current housing, while one-third (33%) are not. Of those dissatisfied, the top reasons why are: 1) currently living in a rental property, trailer or apartment; 2) want to purchase own home/property; 3) current housing is old or rundown, want to upgrade; or 4) live in an overcrowded home, shared dwelling. A full 15% say that in the next five years they are most likely to acquire land to build a new home, or will purchase a new home. Most (66%) prefer that land developers (including the Borough itself) put in roads and utilities prior to selling land so that the full costs are known on the front end. Most (83%) agree or strongly agree that the Borough should consider ways to restrict land sales to residents. This is one of the highest points of consensus of any question asked in the survey.

When asked what they would like to change about their current neighborhood, the most frequent answer was “nothing,” followed by “pave the roads.” The things residents like best about their neighborhoods are that they are quiet and secluded and they like their neighbors.

Residents have a range of opinions on the types of uses that they do and do not mind next door to their homes. Most say it is either okay (47%) or okay with conditions (45%) if a neighbor has a home business that offers a service such as doing taxes, computer repair, manicures, haircuts, or similar uses. In contrast, half do not want a use like a custom fish processing business next door under any circumstance, while 35% say it is okay with conditions to minimize impacts. Half (47%) do not want a restaurant next door with the remainder split between saying it is okay, or okay with conditions. Except for custom fish processing, essentially half (41-54%) of Yakutat residents say most uses are okay with conditions. Taken together these results suggest that most residents see a role for the planning commission in reviewing projects to see what conditions, if any, are needed to make the project compatible with neighbors and the neighborhood.

There is support for the CBY to pursue various Capital Improvement Projects (CIP) and recreation improvements, if funding can be obtained. All the CIP options garnered at least 50% net support (strongly support and support combined). Over 90% of Yakutat residents support or strongly support the CBY actively investigating the feasibility of alternative energy sources (such as natural gas, wind, hydro, tidal, etc.) This is the highest support for any question asked in the survey. The two projects ranking next each received about 80% net support: building public restrooms at Sandy Beach, and paving roads and installing sidewalks in Yakutat subdivisions.

There has been discussion in Yakutat about agencies teaming to build a Multi-Purpose Public Building. To help guide decisions if funding is not available for the different uses being considered, residents were asked to rank a senior center, youth center, or visitor center/museum as their 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> choice. Residents are evenly split between all three for 1<sup>st</sup> choice (there is no real difference statistically). After that, they are split between the senior center and youth center for 2<sup>nd</sup> choice, and the visitor center/museum is ranked 3<sup>rd</sup>.

The top recreation improvement desired are trails – two-third (69%) of residents list some type of trail (bike, hiking, walking) as the top choice for a recreation project. Most favored recreation projects are: bike trails, improvements to existing parks and fields around town, a shooting range, and winter recreation ideas.

These and other survey results can help Yakutat decision-makers understand community priorities and opinions. It is often those with the strongest held convictions who attend and speak-up at public meetings. These are the survey responders who indicate that they ‘strongly agree’ or ‘strongly disagree’ with various options. This survey shows these strongly held convictions, as well as what the majority of residents believe. The survey results will help Yakutat’s elected and appointed officials as they consider strongly held and expressed opinions and the points raised, in combination with majority opinion as expressed in this survey, fiscal matters, and other factors as they lead the community and make decisions.

## 2.0 Introduction and Methodology

In 2005, The City and Borough of Yakutat (CBY) commissioned a Community Opinion Survey to determine resident attitudes on a variety of planning and development issues to support update of the Yakutat Comprehensive Development Plan.

A draft Community Opinion Survey was prepared by Barbara Sheinberg, AICP, of Sheinberg Associates, a Juneau-based community planning consulting firm that has been working with the CBY since 2002 on a variety of land use and planning matters. The draft survey was reviewed and edited for clarity, objectivity and conciseness by planner Skip Ryman, Brett Malin, president of MR Data Corporation (a Washington firm specializing in the data processing of market research and public opinion survey information), and by the project's Steering Committee, which consists of representatives of a broad spectrum of Yakutat official and informal groups and interests.<sup>1</sup>

After the survey instrument was finalized, it was copied and distributed to all PO Box holders in Yakutat in July 2005 with extra surveys available at City Hall, the Yakutat Tlingit Tribe Office and Yak-Tat Kwaan Office. The project and availability of survey forms was advertised in the monthly City newsletter and on flyers around town. Residents had four weeks to complete and submit their surveys. An incentive to encourage participation was the award of 10 cash prizes, to be drawn from names of those who submitted a survey. Collection of surveys was coordinated by Tina Ryman at the CBY. Surveys were accepted by Tina and Cathy Bremner at the CBY, Yolanda Snively at Yakutat Tlingit Tribe, and Cindy Bremner by Yak-Tat-Kwaan. This project would not have been possible without their contributions. All residents age 16 and older were eligible to submit a survey. To ensure that a representative sample from each neighborhood in the community was obtained, the neighborhood where each person lives was identified when they submitted a completed survey. This information was tabulated weekly and an effort made to contact residents in 'under-represented' neighborhoods to encourage them to submit a completed survey. Survey collection ended August 19, 2005.

The overall community survey response rate is excellent. A total of 207 residents age 16 or older submitted a survey. The estimated 2004 population of the Yakutat community (not the Borough) is 619, and the number of residents who are age 16 or older is estimated at 460. Thus, surveys were received from 45% of the population age 16 or older. Based on this response rate, we can say that we are 95% sure, that if we had asked a question to the entire Yakutat population, that  $\pm$  5% would have picked the answer the survey shows.

Completed surveys were submitted to MR Data Corporation, who accomplished data entry, processing and tabulated the survey results. Sheinberg Associates prepared this report to present and interpret survey results.

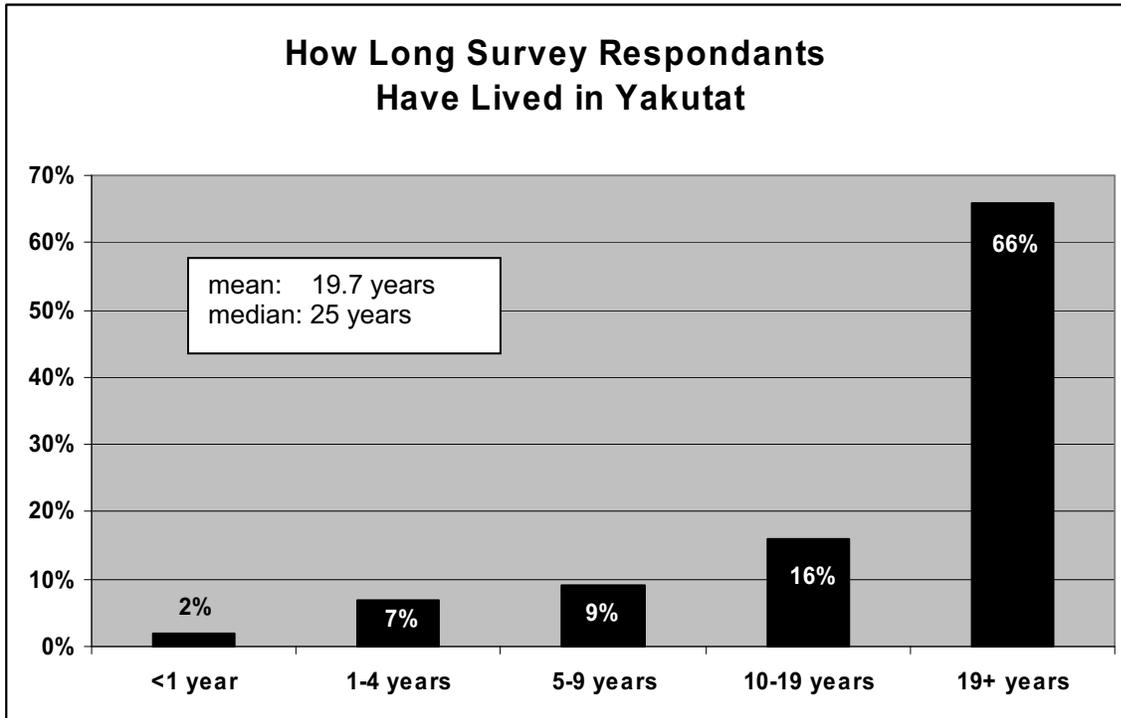
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<sup>1</sup> Steering Committee members include: Bert Adams Jr, Bert Adams Sr, Cathy Bremner, Cindy Bremner, Loretta Eades, Nate Endicott, Eileen Henniger, Candi Hills, Les Holcomb, Greg Indreland, Kathy Jacobsen, Bob Johnson, Reg Krkovich, Bill Lucey, Steve Madej, Patricia O'Connor, Rich Pelkey, Caroline Powell, Judy Ramos, Rose Mary Ryman, Skip Ryman, Tina Ryman, John Vale, and Neil Wilson.

### 3.0 Who Completed the Surveys?

#### 3.1 Overall

- The overall community survey response rate is excellent. A total of 207 residents age 16 or older submitted a survey. This is an estimated 45% of the Yakutat community (not Borough) population, age 16 or older.
- Based on this response rate, we can say that we are 95% sure, that if we had asked a question to the every single resident of Yakutat, this is the answer they would give,  $\pm 5\%$ .
- 50% of the surveys were completed by men, and 50% by women.
- Those who submitted a survey have lived in Yakutat a long time. Two-third have lived in Yakutat 19 years or more.



- Some 63% of survey responders own their home and 37% rent. These rates are almost identical to those reported by the 2000 US Census for the Yakutat community.

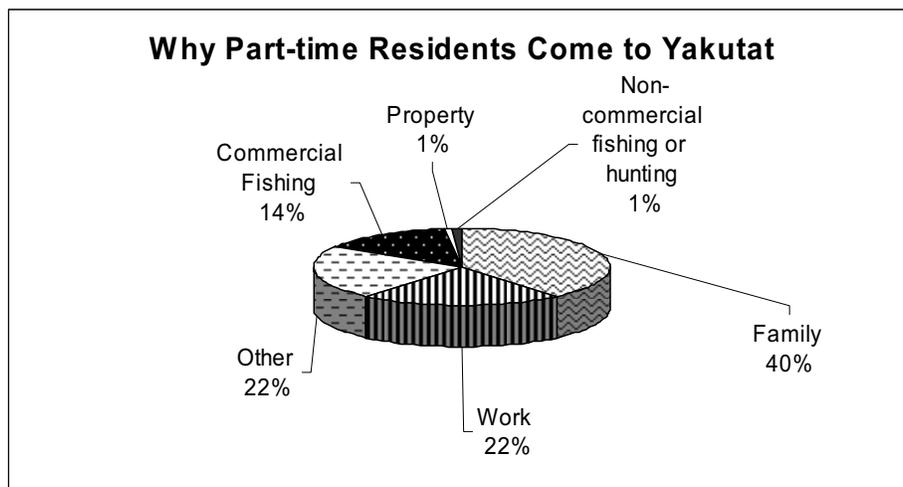
	2005 Survey Respondents	2000 Yakutat (CDB, not Borough) US Census
<b>OWN my home</b>	63%	60%
<b>RENT my home</b>	37%	40%

Survey responders had an average of 3.2 people living in their household. The 2000 US Census for Yakutat shows the average family household has 3.3 persons in it, and the average non-family household has 2.61 persons in it.

- The age distribution of those who answered the survey is very similar to the age distribution for Yakutat as a whole. Compared to the population as a whole, fewer 16-18 year olds and more 55-64 years olds answered the survey.

<b>Yakutat 2000 Population</b> <i>(US Census, Yakutat CDB)</i>		<b>2005 Survey Respondents</b>	
<b>Age</b>	<b>Percent of Total Population</b>	<b>Percent of Total Respondents</b>	<b>Age</b>
15-19	11%	3%	16-18
20-24	5%	9%	18-24
25-34	42%	42%	25-44
35-44			
45-54	25%	23%	45-54
55-59	9%	16%	55-64
60-64			
65-74	7%	5%	65+
75-84			
85+			

- Residents responding to the survey plan to stay in Yakutat. Only 4% of those surveyed indicated that during the next five years they are most likely to move away from Yakutat.
- One-quarter of those surveyed (24%) said they live in Yakutat part of the year. The reasons they come to Yakutat are primarily because of family.



Survey responders annual income and employment come from a diversity of sources, some 20 different categories of answers are recorded. One-quarter (25%) say most of their income comes from commercial fishing, while 11% say social security, and another 11% say they are small business owners. (Note that the number of responses totals over 100%, so some responders listed two primary sources of income.)

<b>Survey Respondents - Primary Source of Income</b>	<b># who said</b>	<b>% who said</b>
<b>Commercial Fishing</b>	47	25%
<b>Social Security Income</b>	21	11%
<b>Small Business Owner - B&amp;B etc.</b>	20	11%
<b>Borough Wages</b>	17	9%
<b>City Employee</b>	5	3%
<b>Government/Federal Job</b>	13	7%
<b>School District Employment</b>	12	6%
<b>YTT Wages</b>	17	9%
<b>Other - Odd Jobs/Jack Of All Trades</b>	16	9%
<b>Retail Business</b>	14	8%
<b>Seafood Processing</b>	11	6%
<b>Transportation/Shipping/Freight</b>	9	5%
<b>Restaurant/Bar Work</b>	8	4%
<b>Housewife</b>	4	2%
<b>Construction Work</b>	3	2%
<b>Seasonal Forestry/Environmental Work</b>	3	2%
<b>Work At Home/Self Employed</b>	2	1%
<b>Student</b>	2	1%
<b>Clergy</b>	2	1%
<b>None/Nothing/N/A</b>	1	1%
<b>Other</b>	1	1%

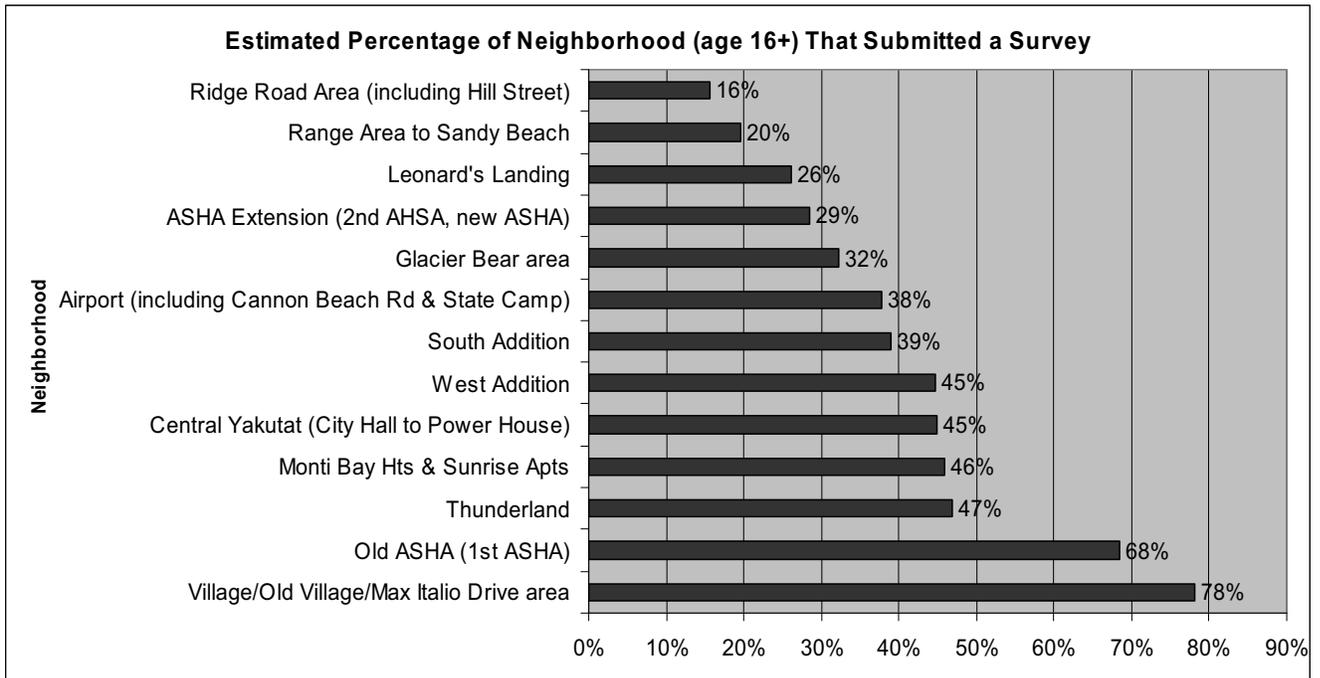
### 3.2 By Neighborhood

Residents of all Yakutat neighborhoods participated in the survey.

At least two-third of the residents in the Village/Old Village/Max Italo Drive area and in the Old ASHA (1<sup>st</sup> ASHA) neighborhoods submitted a survey.

Just under half of those who live in the Thunderland Subdivision, Monti Bay Heights and Sunrise Apartments areas, Central Yakutat (City Hall to the powerhouse), and West Addition submitted a survey.

Neighborhoods with lower response rates were: South Addition, the Airport area including Cannon Beach Road and State Camp, the Glacier Bear area, ASHA Extension (2<sup>nd</sup> AHSA, new ASHA), Leonard's Landing, and the Range Area to Sandy Beach. The Ridge Road area (including Hill Street) only the lowest response rate with only an estimated 16% completing a survey.

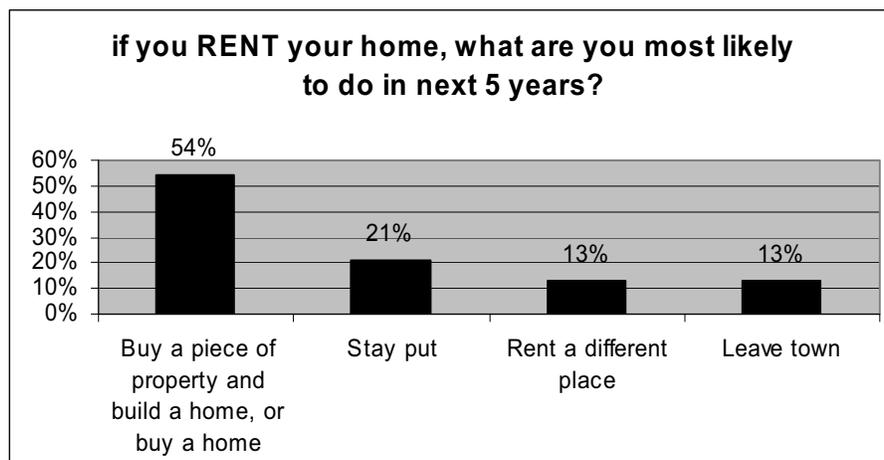
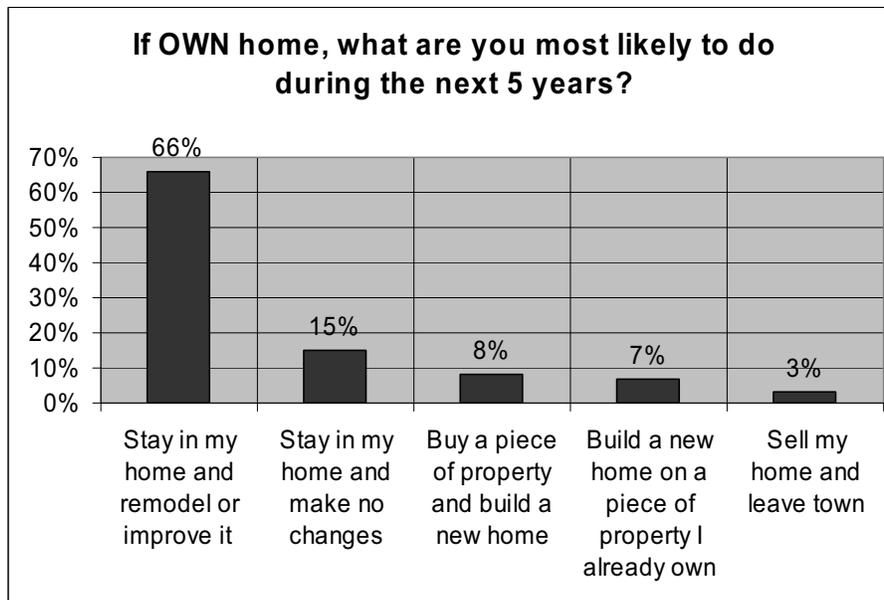


There was a good distribution of people filling in surveys throughout Yakutat. However, survey results can not be stated for individual neighborhoods because the number of surveys returned from each was not large enough to make statistically valid generalizations.

## 4.0 Housing and Residential Development

- Two-third (67%) of Yakutat residents say they are satisfied with their current housing, while one-third (33%) are not. Of those that are dissatisfied, the top reasons why are:
  - 1 Currently living in a rental property, trailer or apartment (27%)
  - 2 Want to purchase own home/property (23%)
  - 3 Current housing is old or rundown, want to upgrade (20%)
  - 4 Live in an overcrowded home, shared dwelling (18%)
- Expect a demand for new housing and land for residential development.

The survey confirms past trends of slow steady population growth over the long term accompanied by a slow steady demand for new housing and land to build new housing as residents improve their situation over time. During the next five years, 15% of home owners say they are most likely to build a new home and 54% of renters say they are most likely to become home owners. (This was a total of 53 individuals indicating they will most likely purchase or build a new home in the next five years.)



- When it comes to making land available to meet the demand for future residential development, two-third (66%) of Yakutat residents want roads and utilities put in on the front end so that the full costs of land purchase are known ahead of time.
- About one-quarter of resident are neutral on all residential land development options.
- An equal number of residents support and disagree with the idea of making raw land available (no utilities or roads installed by developer or Borough).

	<b>Net Agree</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neutral</b>	<b>Dis-agree</b>	<b>Strongly Disagree</b>	<b>Net Disagree</b>
Do not make land available in town for housing until <b><u>after road, water, sewer and power are in</u></b> (so all costs are part of the sale price).	66%	35%	31%	17%	9%	7%	16%
Do not make land available in town until <b><u>after a road and power are in</u></b> . Lot owners can put in wells and septic systems themselves.	55%	19%	36%	23%	14%	9%	23%
<b><u>Don't make any land available until extending utilities to Water St. is resolved.</u></b>	42%	20%	22%	28%	17%	13%	30%
<b><u>Make 'raw' land available.</u></b> Lot owners can put in their own trails, roads and utilities as they desire.	39%	15%	24%	24%	19%	18%	37%
<b><u>Make 'raw' land available, but residents will have to pay for roads and utilities in the future through a special assessment.</u></b>	29%	10%	19%	30%	24%	16%	40%

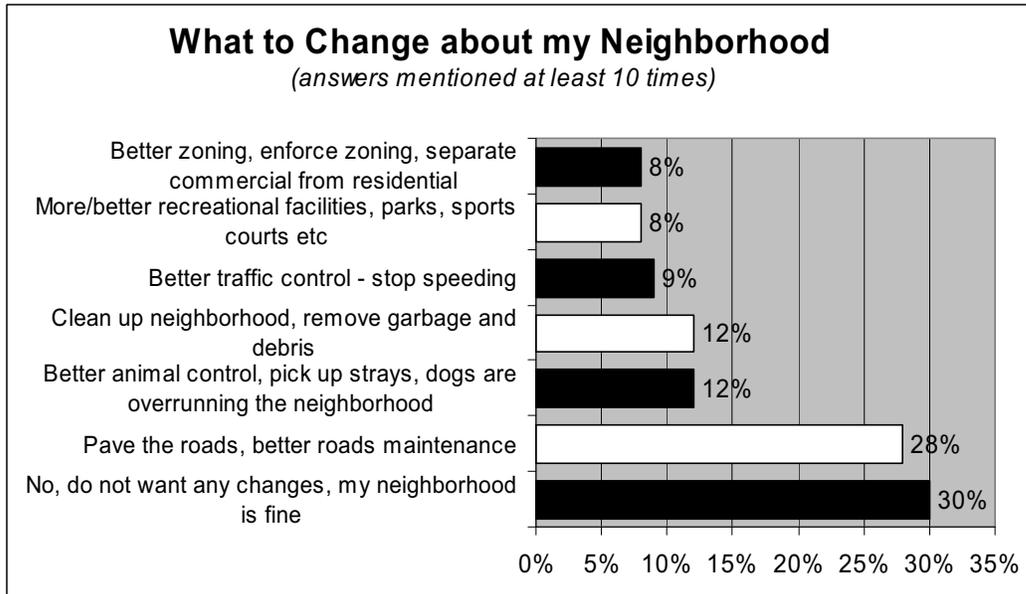
The sentiment to not make land available until utilities to Water Street are installed likely reflects resident's frustration with this situation where costs to install utilities are now estimated at about 10 times the purchase price of land. This difficult no-win situation is being discussed at the Borough now. Survey results can be interpreted to support the sentiment that roads and utilities be installed before land is made available for purchase.

- Over three-quarters of residents (83%) agree or strongly agree that the Borough should consider ways to restrict land sales to residents. This is one of the highest points of consensus of any question asked in the survey.

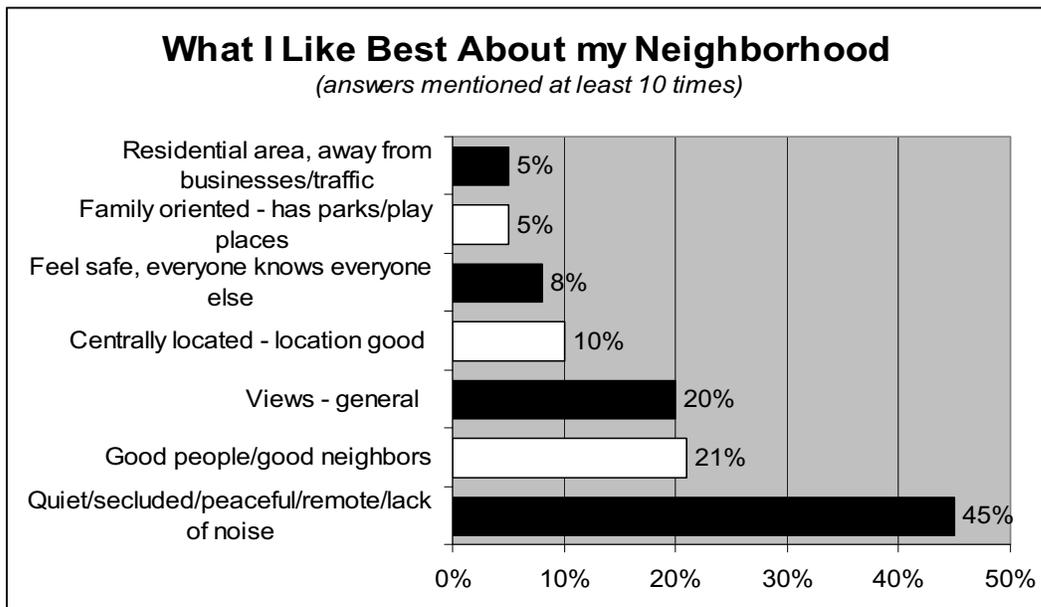
Ideas include long term leases where a percent of the lease payment is applied toward the eventual purchase price and/or requiring residency of at least two years to enter a lottery for land, with the land price set at fair market value.

## 5.0 Neighborhoods

Residents were asked if there was anything they would like to change about their neighborhood. The most frequent answer was “no” (56 comments), followed by “pave the roads” (52 comments). Residents could give as many answers as they wished.



Residents were also asked what they like best about their neighborhood. Almost half (45%) of all comments received cited the quiet and seclusion (85 comments) of their neighborhood. Residents could give as many answers as they wished.



A question was asked to help guide zoning and planners. Residents were asked about whether a variety of different uses would be okay, not okay, or okay with conditions, if they occurred next door.

The answers to this question help guide zoning and let planners know whether residents feel certain uses in Yakutat should always be allowed, be prohibited, or be allowed only after a review by the planning commission.<sup>2</sup>

Given the controversy over issues like this recently, it is not surprising that residents have mixed opinions on what uses they are comfortable having next door. There is no strong majority that supports or is against a particular use next door, people are split.

- Residents are least concerned if a neighbor has a home business that offers a service (like doing taxes, computer repair, manicures, haircuts, or similar uses). Half (47%) feel this is always okay and almost all the rest (45%) say it is okay with conditions.
- Yakutat residents are most concerned with the idea of a custom fish processing business or similar use next door, which half do not want under any circumstance and only 12% say is okay.
- Half (47%) do not want a restaurant next door while the rest are split between saying it is okay or okay with conditions.
- Except for custom fish processing, essentially half (41-54%) of Yakutat residents say most uses are okay with conditions.

Taken together the results to this question suggest that most residents see a role for the planning commission in reviewing projects to see what conditions, if any, are needed to make the project compatible with neighbors and the neighborhood.

<i>If my neighbor wants to use part of their house for a ...</i>	<i>Percent who say it is....</i>		
	<i>OK</i>	<i>OK w/ cond.</i>	<i>Not OK</i>
<b>Bed and breakfast</b>	20%	54%	26%
<b>Small sawmill, mechanics shop or similar uses</b>	11%	46%	43%
<b>Custom fish processing or similar uses</b>	12%	36%	52%
<b>Retail store or similar uses (selling arts and crafts, gifts, books, cards, clothes, or similar use)</b>	39%	47%	14%
<b>Restaurant</b>	23%	31%	47%
<b>Offering services (doing taxes, computer repair, manicures, haircuts, or similar use)</b>	47%	45%	8%
<b>Rent house or apt for vacation use (no caretaker on premise)</b>	33%	41%	27%

It would have been beneficial to have had enough responses from each neighborhood to generalize about each neighborhood’s response to this question, but this is not possible.

<sup>2</sup> If residents say a use is always ‘OK,’ this implies that the zoning district should list this use as an ‘allowed use’ and no conditional use review or permit is needed. If residents feel a use is ‘Not OK,’ this implies that the zoning district should list this as a prohibited use (variances for use are not allowed). If residents say a use is ‘OK with Conditions,’ this implies that it should be a conditional use in the zoning district, so that the planning commission gives the project a review to see what conditions, if any, are needed to make the project compatible with its neighbors and the neighborhood, or if it can’t be made compatible and should be denied.

## 6.0 Borough Recreation and Capital Improvement Projects

When asked to list the top three recreation improvements, residents cited 13 different types of recreation projects, well as some ideas that didn't fit any category.

The top recreation improvement desired are trails – two-third (69%) of residents list trails of one type (bike, hiking, walking) as the top choice for a recreation project (combines the responses for bike trails and walking/hiking trail/track).

The recreation projects most desired by residents are bike trails, improvements to existing parks and fields around town, a shooting range, and winter recreation ideas. Over one-third of all survey respondents mentioned each of these as one of their top three choices.

<b>Recreation Project</b>	<b>Was one of the top 3 choices for this % residents</b>	<b>Cumulative Votes for this Project</b>
<b>Bike Trails</b>	45%	17%
<b>Improve Existing Recreational Spaces/Facilities- Parks/Playgrounds/Sports Fields Etc</b>	39%	16%
<b>Shooting Range</b>	39%	14%
<b>Ski/Sled - Winter Sport Trails-Facilities</b>	30%	12%
<b>Walking/Hiking Trails - Track</b>	24%	9%
<b>Community Multi-Sport Facility / Gym/ Basketball Cts etc.</b>	23%	9%
<b>Golf Course</b>	20%	8%
<b>Youth/Teen Center</b>	7%	3%
<b>Fishing/Boating Facilities</b>	7%	3%
<b>Off Road Trails - Motorcycle/ATV</b>	4%	2%
<b>Skateboard Park</b>	4%	1%
<b>Bowling Alley</b>	2%	1%
<b>Theatre/Movie House</b>	1%	0%
<b>None/Nothing/N/A</b>	4%	1%
<b>Other</b>	9%	4%
		100%

If funding is available, residents support the Borough undertaking Capital Improvement Projects (CIP). All the City and Borough of Yakutat (CBY) CIP options garnered at least 50% net support (strongly support and support combined).

Over 90% of Yakutat residents support or strongly support the CBY actively investigating the feasibility of alternative energy sources (such as natural gas, wind, hydro, tidal, etc.) This is the highest support for any question asked in the survey.

The two projects ranked next each received about 80% net support: building public restrooms at Sandy Beach, and paving roads and installing sidewalks in Yakutat subdivisions.

Installing a boat haul out with a lift was the only project with notable negatives, with 26% net disagreement.

<b>Possible CBY Capital Improvement Projects</b>	<b>Net Support</b>	<b>Strongly Support</b>	<b>Support</b>	<b>Neutral</b>	<b>Against</b>	<b>Strongly Against</b>	<b>Net Against</b>
<b>Active investigation and feasibility assessment of alternative energy sources</b> (such as natural gas, wind, hydro, tidal, etc. sources)	91%	62%	29%	8%	0%	1%	1%
<b>Build public restrooms at the small boat harbor and Sandy Beach.</b>	82%	48%	34%	11%	3%	4%	7%
<b>Pave Roads and install sidewalks</b>	78%	56%	22%	13%	5%	5%	10%
<b>Multi-Purpose Building (see below)</b>	73%	46%	27%	17%	4%	6%	10%
<b>Small Boat Harbor Upgrade.</b> Install new floats to provide 20 more stalls for a combination of small to large boats; Create an area where the (private sector) could provide fuel.	72%	33%	39%	26%	6%	2%	8%
<b>Install a Boat Haul-Out with a Lift</b> at the small boat harbor for small and medium size (up to 40') vessels.	58%	29%	29%	24%	8%	18%	26%
<b>Re-establish the Yakutat &amp; Southern Railroad</b> for fishing and tourist use <sup>3</sup> .	58%	29%	29%	24%	8%	10%	18%
<b>Build School Bus Shelters</b>	57%	26%	31%	23%	12%	8%	20%
<b>Build an Animal Shelter</b> on the Humane Society land (on Ocean Cape Rd, just past the Mooring Lodge on R).	50%	23%	27%	32%	11%	7%	18%

There has been discussion in Yakutat about agencies teaming to build a Multi-Purpose Public Building. To help guide decisions if funding is not available for all uses in the building, residents were asked to rank a senior center, youth center or visitor center/museum as their 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> choice. Residents are evenly split for 1<sup>st</sup> choice (there is no real difference statistically), and split between the senior center and youth center for 2<sup>nd</sup> choice, the visitor center/museum is clearly ranked 3<sup>rd</sup>.

<b>RANK</b>	<b>SENIOR CENTER</b> (provides daily activities and programs for seniors, such as exercise, arts and crafts, music, meals, etc)	<b>YOUTH CENTER</b> (provides space for youth and teens with things like pool table, video games, card-playing, foosball, music, computers, programmed activities & adventures etc.)	<b>VISITOR CENTER/ MUSEUM</b> (showcases Yakutat area's history, culture, artifacts and natural environment; becomes a destination for visitors; is a place to get info on activities to do and where to obtain services in town)
<b>1</b>	<b>36% (70 votes)</b>	39% (74 votes)	27% (49 votes)
<b>2</b>	34% (67)	<b>42% (80)</b>	23% (41)
<b>3</b>	32% (64)	19% (37)	<b>51% (92)</b>

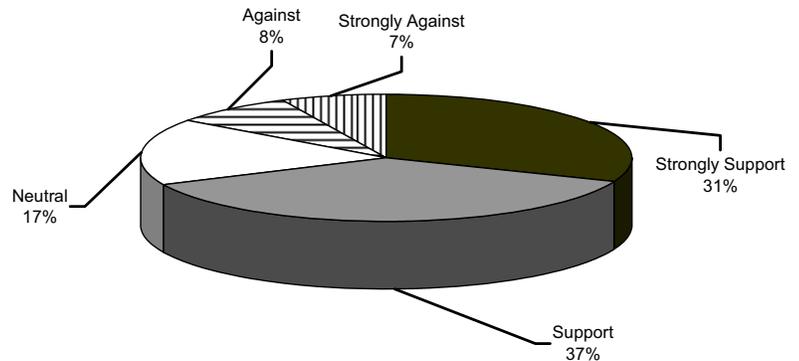
<sup>3</sup> This project would include the Borough reacquiring the railroad Right-of-Way; reinstalling tracks and install an adjacent bike path with camping areas; and running a train to Situk River and back to move gear for commercial and subsistence fishers, haul fish, and for tourist development (viewing, hiking, biking and camping).

## 7.0 Visitors and Tourism

- Yakutat residents support growth of the tourism industry, with 68% net support and only 15% not supporting growth of this economic sector.

- There is 83% net support for growth in independent businesses that offer non-consumptive tourism opportunities. This is one of the highest positive responses to a question in the survey.

How do you generally feel about growth of the visitor/tourism industry?



- There is more net support for increased cruise ship visits than increases in guided fishing or hunting, independent anglers, or more bed and breakfasts.

- Approximately half of Yakutat residents support increases in all types and frequencies of cruise ship visitation (support varies a bit by option), while one-quarter are neutral and one-quarter are against more cruise ships.

- One-half are either against or strongly against more charter fishing and guided hunting on Forest Service land in the Lost-Situk-Dangerous-Itallo Rivers and foreland areas.

	<b>Net Support</b>	<b>Strongly Support</b>	<b>Support</b>	<b>Neutral</b>	<b>Against</b>	<b>Strongly Against</b>	<b>Net Against</b>
Independent, or more businesses offering, non-consumptive tourism opportunities	<b>83%</b>	44%	39%	13%	2%	1%	<b>3%</b>
More independent anglers coming to town.	<b>21%</b>	5%	16%	36%	22%	21%	<b>43%</b>
More charter fishing and guided hunting on Forest Service land the Lost-Situk-Dangerous-Itallo Rivers and Yakutat Forelands areas.	<b>24%</b>	6%	18%	28%	26%	23%	<b>49%</b>
More fly-in fishing and hunting on Borough and State land in the Cape Suckling, Tsiu River, Yakataga State Game Refuge areas.	<b>35%</b>	11%	24%	31%	21%	14%	<b>35%</b>
More bed and breakfasts, vacation cabin or room rentals.	<b>34%</b>	6%	28%	36%	18%	12%	<b>30%</b>
<b>CRUISE SHIP QUESTIONS</b>							
Occas. (1-2x month) small cruise ship visits	<b>62%</b>	25%	37%	24%	6%	7%	<b>13%</b>
Frequent (1x week) small cruise ship visits.	<b>51%</b>	19%	32%	24%	12%	13%	<b>25%</b>
Occas. (1-2x month) large cruise ship visits	<b>43%</b>	16%	27%	23%	13%	21%	<b>34%</b>
Frequent (1x week) large cruise ship visits.	<b>51%</b>	19%	32%	24%	12%	13%	<b>25%</b>

Almost three-quarters (73%) said “no” when asked if their opinion about specific tourism growth opportunities would change if the business was offered by a local resident.

## 8.0 Subsistence

About two-third of residents (67%) say there are areas close to town that are important to protect for subsistence; 33% say there are not. Of those who say there are areas close to town to protect, the three areas cited the most are:

- The Ankau area and Lagoon;
- The Situk River and area; and
- Bays - including Yakutat Bay, Disenchantment Bay and others.

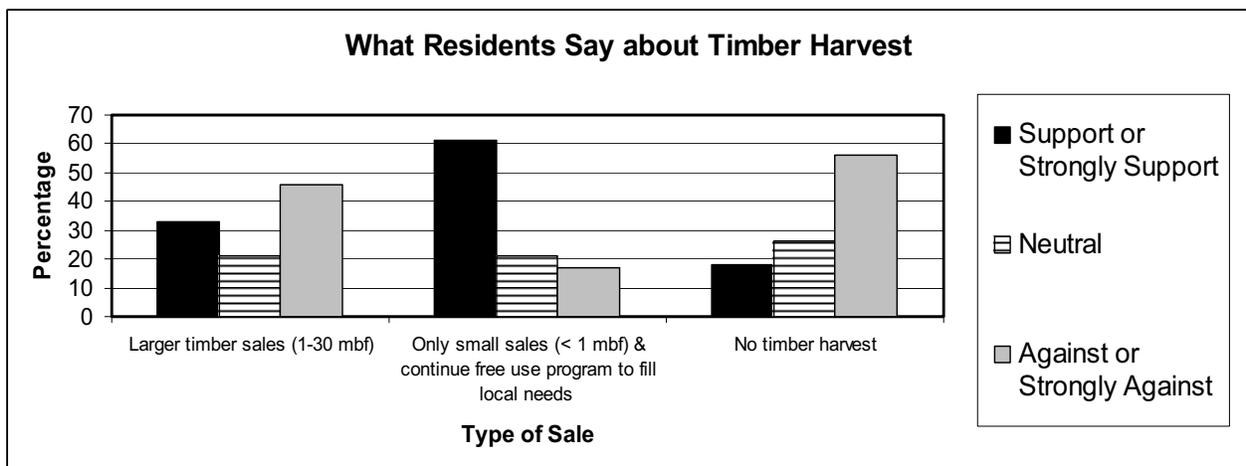
<b>Area Close to Town Important for Subsistence</b>	<b>% who wrote in this answer</b>
Ankau/Lagoon	30%
Situk/Situk River	29%
Bays - Yakutat/Disenchantment Etc	22%
All Areas - General	17%
Islands - General	16%
Other Creeks/Rivers/Streams	15%
Berry Picking Areas	12%
Ophir Creek	10%
Reserve Areas - Wildlife Protection/Refuges	6%
Native Forest Land	5%
Other	1%

## 9.0 Timber

Residents were asked how much they supported future timber harvest activities in Yakutat, which could occur on Forest Service, State, or Borough lands or a combination.

This question generated some controversy because the question told residents to assume that all timber harvest could stimulate local value added production and local jobs, that timber harvest would meet State and Federal environmental regulations, and that it could be designed to attempt to stabilize stands from future wind throw. Some suggested this wording was misleading because in their judgment it is the inability of timber sales to achieve these matters that has led to recent controversy and legal action. Residents answered the question as it was written and results indicate:

- Just under two-third (61%) of residents support or strongly support small timber sales.
- 18% support no timber harvesting while over half (56%) do not agree with this option.
- Just under half (46%) are against large timber sales, while one-third (33%) support them.
- 21-26% are neutral on all timber harvest options.



	<i>Net support</i>	<i>Strongly support</i>	<i>Support</i>	<i>Neutral</i>	<i>Against</i>	<i>Strongly against</i>	<i>Net against</i>
<b>Larger timber sales (1- 30 million board feet).</b>	33%	15%	18%	21%	18%	28%	46%
<b>Only small sales (less than 1 million board feet) and continuation of the free use program to fill local needs.</b>	61%	23%	38%	21%	5%	12%	17%
<b>No timber harvest at all.</b>	18%	11%	7%	26%	26%	30%	56%

## 10.0 The Biggest Challenge and Best Thing about Yakutat

Residents say the five biggest challenges facing Yakutat are:

- Economic issues, a poor economy, growing the economy;
- Needing more employment choices, more winter jobs;
- Community issues, such as needing more or better housing, health care, education;
- The need for better city management and planning, such as comments about the need for a community vision, a comprehensive plan, people in leadership to lead and have a vision, for better waste management, for affordable property for residents, about the high cost of local government, the need for strong planning and zoning, and to stop bending or ignoring rules depending on who is asking; and
- Concerns about low fish runs and sustaining local fisheries.

<b><i>The biggest challenge facing Yakutat is.....</i></b>	<b><i>No. of times cited</i></b>	<b><i>the percent of all comments that cited this</i></b>
<b>Economic issues - growth/development/economy</b>	53	29%
<b>Employment/unemployment issues</b>	28	15%
<b>Community issues - housing/health care/recreation</b>	22	12%
<b>Need better city management/planning</b>	22	12%
<b>Low fish returns, over-fishing, fishing industry hurting, how to sustain fishing industries</b>	20	11%
<b>Creating new ways to generate growth via tourism etc w/o harm</b>	19	10%
<b>High cost of living – general</b>	18	10%
<b>High fuel costs</b>	17	9%
<b>Youth issues - jobs/recreation/substance abuse/education</b>	17	9%
<b>Outsiders influencing jobs/housing and land prices/economy</b>	17	9%
<b>Fear of change versus need to change, adaptation vs. resistance, split town</b>	16	9%
<b>High energy costs</b>	11	6%
<b>Education</b>	11	6%
<b>High property taxes/cost for land</b>	11	6%
<b>Finding funding to repair/replace/upgrade/address - needs of community/youth/environment</b>	9	5%
<b>Dwindling wages/income</b>	7	4%
<b>Other</b>	4	2%
<b>Don't know/not sure</b>	3	2%

Almost half (45%) of Yakutat residents say that the best thing about it is the natural beauty and scenery. Other top responses are the:

- Abundant natural resources, particularly with regard to fishing, hunting, the land and subsistence;
- The small town atmosphere and size, that people wave and you can talk to almost everybody; and
- Good, kind, great people.

<b><i>The best thing about Yakutat is....</i></b>	<b><i>No. of times cited</i></b>	<b><i>the percent of all comments that cited this</i></b>
<b>Scenery - natural beauty</b>	75	41%
<b>Natural resources - hunting/fishing/lots of potential wrt resources</b>	42	23%
<b>Size - small community/not overcrowded</b>	29	16%
<b>Great people</b>	25	14%
<b>Tourism - opportunities to attract tourism</b>	24	13%
<b>Location - general</b>	18	10%
<b>Seclusion/privacy/remoteness</b>	17	9%
<b>Unique culture/lifestyle</b>	15	8%
<b>Accessibility - airlines/ferries</b>	11	6%
<b>Community issues - growth/change/economy/education</b>	8	4%
<b>Abundant wildlife</b>	7	4%
<b>Recreational opportunities</b>	7	4%
<b>No roads inbound/outbound - no need to drive</b>	6	3%
<b>Growing popularity and population</b>	6	3%
<b>None/nothing/n/a</b>	2	1%
<b>Other</b>	6	3%
<b>Don't know/not sure</b>	2	1%

**APPENDIX 1 - Survey Instrument and Results**

**YOUR NEIGHBORHOOD AND HOME**

**1. Think about your home. If one of your neighbors wanted to use part of their home for the following (see below), check how you would feel about it:**

<b>If my neighbor wants to use part of their House for a ...</b>	<b>I feel it is....</b>
A. Bed and Breakfast	20% OK 54% OK with conditions to address noise, hours of operation, parking or other 26% Not OK
B. Small sawmill, mechanics shop or similar use	11% OK 46% OK with conditions to address noise, hours of operation, parking or other 43% Not OK
C. Custom fish processing or similar use	12% OK 36% OK with conditions to address noise, hours of operation, parking or other 52% Not OK
D. Retail store (selling arts and crafts, gifts, books, cards, clothes, or similar use)	39% OK 47% OK with conditions to address noise, hours of operation, parking or other 14% Not OK
E. Restaurant	23% OK 31% OK with conditions to address noise, hours of operation, parking or other 47% Not OK
F. Offering Services (doing taxes, computer repair, manicures, haircuts, or similar use)	47% OK 45% OK with conditions to address noise, hours of operation, parking or other 8% Not OK
G. Rent their house or apartment for vacation use (no caretaker on premise, just weekly or daily rentals)	33% OK 41% OK with conditions to address noise, hours of operation, parking or other 27% Not OK

**2. Would you answer the questions above differently if you were moving into a new, just being developed neighborhood?      12% YES      88% NO      If you said yes, why?**

<b>Of the 12% who said yes, why?</b>	<b>Category/Type of Comment</b>	<b>Number times said</b>
Community needs, including location, space available should impact how an area is zoned		11
Many homes have a business of some sort already, that's how it is. Would be nice to separate residential from business but not practical in small town with limited incomes.		10
Zoning issues/restrictions/allowances - CWR Vs R-1 or R-2		7
City should plan and develop better/be more proactive - separate business from residential areas at planning stage		7
Would like to live in a residential only area.		6
My opinion would not change, no answer		5

3. Are you satisfied with your current housing situation? 67% YES 33% NO

If you said no, why not?

Of the 33% who said no, why not? Category/Type of Comment	Number times said
Currently living in Rental/Rented Property - Trailer/Home/Apartment.	16
Would like to purchase/own property/residence	14
Would like to upgrade current housing - housing is run down/old	12
Overcrowding - Lack of available residences causes multi family/shared dwelling.	11
The High Cost of Land Available/Land Use is prohibitive - need more and less expensive land	10
Neighborhood is Slum-like - garbage and crime are everywhere	6
Zoning is a problem - Commercial vs Residential - Don't like how my area is zoned+A45	6
Lack of adequate utilities - Water/Sewer/Garbage/Electricity/Phone in my current location	5
Lack of Animal Control - Strays run the streets	3
Would like to have a business in my current residence.	1

4A. If you own your home... (123 answers)	OR	4B. If you rent your home... (73 answers)
Check the choice below that is what you are <b><i>most likely to do</i></b> in the next 5 years.		Circle the choice below that is what you are <b><i>most likely to do</i></b> in the next 5 years.
15% Stay in my home and make no changes 66% Stay in my home and remodel or improve it 7% Build a new home on a piece of property I already own 8% Buy a piece of property and build a new home 3% Sell my home and leave town		21% Stay put 54% Buy a piece of property and build a home, or buy a home 13% Rent a different place 13% Leave town

**5. Is there anything you'd like to change about your neighborhood?**

<b>COMMENT</b>	<b>Number that said this</b>	<b>Percent of all comments that said this</b>
No, do not want any changes, my neighborhood is fine	56	30%
Pave the roads, better roads maintenance	52	28%
Better animal control, pick up strays, dogs are overrunning the neighborhood	23	12%
Clean up neighborhood, remove garbage and debris	22	12%
Better traffic control - stop speeding	17	9%
More/better recreational facilities, parks, sports courts etc	15	8%
Better zoning, enforce zoning, separate commercial from residential	14	8%
Need more street lights/signs	7	4%
Maintenance of public utilities/lands, clean ditches and culverts, underground the utilities	7	4%
More land should be available for purchase/use, land use issues	5	3%
Lack of visible law enforcement/need more active law enforcement	2	1%
None/nothing/n/a	2	1%

**6. What do you like best about your neighborhood?**

<b>COMMENT</b>	<b>Number that said this</b>	<b>Percent of all comments that said this</b>
Quiet/secluded/peaceful/remote/lack of noise	85	45%
Good people/good neighbors	39	21%
Views - general	37	20%
Centrally located - location good	19	10%
Feel safe, everyone knows everyone else	15	8%
Family oriented - has parks/play places	10	5%
Residential area, away from businesses/traffic	10	5%
Good land use - spatial lots and open green spaces	9	5%
None/nothing/n/a	4	2%
Other	9	5%
Don't know/not sure	2	1%

**FUTURE HOUSING**

The cost of putting in roads and utilities is much higher today than it was in the past because there is less State and federal money being given to local governments like Yakutat to help pay; and prices are higher for fuel, steel, freight, labor and more<sup>4</sup>.

**7. When you think about new residential areas in Yakutat (like the former Covenant Church land, or behind ASHA), check the box for each choice that shows how you feel about extending roads and utilities?**

	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neutral</b>	<b>Disagree</b>	<b>Strongly Disagree</b>
A. Do not make land available in town for housing until <u>after road, water, sewer and power are in</u> (so all costs are part of the sale price).	35%	31%	17%	9%	7%
B. Do not make land available in town until <u>after a road and power are in</u> . Lot owners can put in wells and septic systems themselves. (This is only an option on large lots (~ 1acre) where soils are adequate.)	19%	36%	23%	14%	9%
C. Make ‘raw’ land available. Lot owners can put in their own trails, roads and utilities as they desire.	1%	24%	24%	19%	18%
D. Make ‘raw’ land available, but residents will have to pay for roads and utilities in the future thorough a special assessment.	10%	19%	30%	24%	16%
E. Don’t make any land available until extending utilities to Water St. is resolved.	20%	22%	28%	17%	13%

The Borough is researching legal ways to restrict land sales to residents, and to make land purchase more affordable for residents. This could include long term leases where a % of the lease payment is applied toward the eventual purchase price; and/or requiring residency of at least 2 years to enter a lottery for land, with the land price set at fair market value.

**8. Check the box that shows how much you support these ideas?**

<b>Strongly Agree</b>	<b>Agree</b>	<b>Neutral</b>	<b>Disagree</b>	<b>Strongly Disagree</b>
52%	32%	11%	4%	3%

<sup>4</sup> Cost for extending water, power and minor road upgrade to West Addition in 2002 was \$1,700-\$6,300 depending on lot size. Cost for extending water, power, and roads to S. Addition in 2003-2004 was approx. \$15,500 per lot. Engineers estimate for extending water, sewer, power and road upgrade to Water St in 2005 is \$45,000-\$63,000 per lot (varies depending upon whether the Borough owns/subsidizes 4 or 16 lots).

**RECREATION**

Interest in several different recreation projects has been expressed, such as cross country-skiing trails, a sledding/small platter-pull ski lift on the hill next to ASHA, a golf course, bike trails, a shooting range, improvements to existing parks in town, and more.

**9. What are your top three preferences for recreation projects?**

	Number of times it was cited	Was a top 3 choice for this % residents	Cumulative Votes for this Project
<b>Bike Trails</b>	<b>89</b>	<b>45%</b>	<b>17%</b>
<b>Improve Existing Recreational Spaces/ Facilities/ Parks/ Playgrounds/ Sports Fields etc.</b>	<b>87</b>	<b>39%</b>	<b>16%</b>
<b>Shooting Range</b>	<b>76</b>	<b>39%</b>	<b>14%</b>
Ski/Sled - Winter Sport Trails-Facilities	63	30%	12%
Walking/Hiking Trails - Track	50	24%	9%
Community Multi-Sport Facility /Gym/ Basketball Cts etc.	48	23%	9%
Golf Course	42	20%	8%
Youth/Teen Center	14	7%	3%
Fishing/Boating Facilities	13	7%	3%
Off Road Trails - Motorcycle/ATV	9	4%	2%
Skateboard Park	7	4%	1%
Bowling Alley	4	2%	1%
Theatre/Movie House	2	1%	0%
None/Nothing/N/A	7	4%	1%
Other	19	9%	4%
	<b>530</b>		<b>100%</b>

**BOROUGH CAPITAL IMPROVEMENT PROJECTS**

The City and Borough of Yakutat, Yakutat Tlingit Tribe, US Forest Service and others are teaming-up to try to obtain funding for a new multi-purpose building in Yakutat to house some new public offices and a Senior Center, Youth Center and/or Visitor Center/Museum.

**10. If funding is not available for all, rank the following three items in order of funding importance (write in a “1” next to the single item most important, write in a “2” next to the one that is medium in importance, and write in a “3” next to the one of lowest importance).**

	<b>SENIOR CENTER</b> (provides daily activities and programs for seniors, such as exercise, arts and crafts, music, meals, etc)	<b>YOUTH CENTER</b> (provides space for youth and teens with things like pool table, video games, card-playing, foosball, music, computers, programmed activities & adventures etc.)	<b>VISITOR CENTER/ MUSEUM</b> (showcases Yakutat area’s history, culture, artifacts and natural environment; becomes a destination for visitors; is a place to get info on activities to do and where to obtain services in town)
<b>1</b>	<b>36% (70 votes)</b>	39% (74 votes)	27% (49 votes)
<b>2</b>	34% (67)	<b>42% (80)</b>	23% (41)
<b>3</b>	32% (64)	19% (37)	<b>51% (92)</b>
<i>Note: Table shows cumulative totals.</i>			

**11. Following are 9 projects the City and Borough of Yakutat could seek funding to do. For each project, check how strongly you support it.**

	<b>Strongly Support</b>	<b>Support</b>	<b>Neutral</b>	<b>Against</b>	<b>Strongly Against</b>
A. <b>Multi-Purpose Building</b> (see question above for details)	46%	27%	17%	4%	6%
B. <b>Small Boat Harbor Upgrade.</b> Install new floats to provide 20 more stalls for a combination of small to large boats; Create an area where the (private sector) could provide fuel.	33%	39%	26%	6%	2%
C. <b>Install a Boat Haul-Out with a Lift</b> at the small boat harbor for small and medium size (up to 40') vessels.	29%	29%	24%	8%	18%
D. <b>Re-establish the Yakutat &amp; Southern Railroad for fishing and tourist use.</b> a) Borough reacquires the railroad Right-of-Way, b) Reinstall tracks and install an adjacent bike path with camping areas, c) Run a train to Situk and back to move gear for commercial and subsistence fishers, haul fish, and for tourist development (viewing, hiking, biking and camping).	29%	29%	24%	8%	10%
E. <b>Build an Animal Shelter</b> on the Humane Society land (on Ocean Cape Rd, just past the Mooring Lodge on R).	23%	27%	32%	11%	7%
F. <b>Build School Bus Shelters</b> at each bus stop location.	26%	31%	23%	12%	8%
G. <b>Pave Roads &amp; install sidewalks</b> in Yak. Subdivisions	56%	22%	13%	5%	5%
H. <b>Build public restrooms at the small boat harbor and Sandy Beach.</b>	48%	34%	11%	3%	4%
I. <b>Active investigation and feasibility assessment of alternative energy sources</b> such as natural gas, wind, hydro, tidal, etc. sources	62%	29%	8%	0%	1%

## **VISITOR INDUSTRY/TOURISM**

**12. Check the box that shows how you generally feel about growth of the visitor/tourism industry in Yakutat.**

<b>Strongly Support</b>	<b>Support</b>	<b>Neutral</b>	<b>Against</b>	<b>Strongly Against</b>
31%	37%	17%	8%	7%

**13. Check the box that shows how you feel about growth of each of the following visitor opportunities in Yakutat.**

	Strongly Support	Support	Neutral	Against	Strongly Against
A. <b>Independent, or more businesses offering, non-consumptive tourism opportunities</b> such as hiking, camping, photography, kayaking, rafting, canoeing, skiing, surfing, bird watching, etc.	44%	39%	14%	2%	1%
B. More <b>independent anglers</b> coming to town.	5%	16%	36%	22%	21%
C. More <b>charter fishing and guided hunting on Forest Service land the Lost-Situk- Dangerous-Itallo Rivers and Yakutat Forelands areas.</b>	6%	18%	28%	26%	23%
D. More <b>fly-in fishing and hunting on Borough and State land in the Cape Suckling, Tsiu River, Yakataga State Game Refuge areas.</b>	11%	24%	31%	21%	14%
E. More <b>bed and breakfasts, vacation cabin or room rentals.</b>	6%	28%	36%	18%	12%
CRUISE SHIP QUESTIONS					
F. <b>Occasional (1-2x month) small cruise ship visits</b> (100-150ft w/ appr 100 people; they'd dock at ferry terminal or small boat harbor)	25%	37%	24%	6%	7%
G. <b>Frequent (1x week) small cruise ship visits.</b>	19%	32%	24%	12%	13%
H. <b>Occasional (1-2x month) large cruise ship visits</b> (1000ft w/ appr 1500-2000 people; they'd dock at the new multi-purpose dock that is being built in Monti Bay, or lighter in, and would need buses to transport people)	16%	27%	23%	13%	21%
I. <b>Frequent (1x week) large cruise ship visits.</b>	19%	32%	24%	12%	13%

**14. Does your answer to any of the questions in (12) above change if the opportunity is a business owned by local residents that creates local employment and income? 27% YES 73% NO**  
**If your opinion changes, how and why?**

<b>Of the 27% who said their opinion would change, how and why?</b> <b>Category/Type of Comment</b>	<b>Number times said</b>	<b>% of total</b>
Yes, Keep Jobs Local - Hire locals/residents	26	70%
Yes, Improve local Economy/Money Made Here/Stays Here	14	38%
Don't like Tourism/Outsiders - General	7	19%
Yes, Reduce the High Unemployment Rate/Unemployment too High	4	11%
I support tourism/tourists as long as there are proper planning and guidelines/restrictions	4	11%

**SUBSISTENCE AREAS**

**15. Are there areas close to town that are important to protect for subsistence?**

67% YES    33% NO

**If yes, which areas:**

see page 16 of Community Opinion Survey Report for results

**TIMBER HARVEST**

**16. How much do you support future timber harvest activities in Yakutat (this could occur on Forest Service, State, or Borough lands or a combination of all)? Assume that all timber harvest could stimulate local value added production and local jobs. Also assume all timber harvest would meet State and Federal environmental regulations and could be designed to attempt to stabilize stands from future wind throw.**

	<b>Strongly support</b>	<b>Support</b>	<b>Neutral</b>	<b>Against</b>	<b>Strongly against</b>
A. Larger timber sales (1- 30 million board feet).	15%	18%	21%	18%	28%
B. Only small sales (less than 1 million board feet) and continuation of the free use program to fill local needs.	23%	38%	21%	5%	12%
C. No timber harvest at all.	11%	7%	26%	26%	30%

**GENERAL**

**17. What is the biggest challenge facing Yakutat?**

see page 18 of Community Opinion Survey report for results

**18. What is the best thing Yakutat has going for it?**

see page 19 of Community Opinion Survey Report for results

**DEMOGRAPHICS**

**19. Check the neighborhood you live in (or closest to) *NOTE-number who submitted survey is shown***

- |   |                                    |
|---|------------------------------------|
| <u>10</u> Airport (including on or near Cannon Beach Rd)                  | <u>2</u> Leonard's Landing         |
| <u>5</u> State Camp area  | <u>5</u> Range Area to Sandy Beach |
| <u>12</u> Glacier Bear  | <u>3</u> South Addition            |
| <u>19</u> Central Yakutat (area from City Hall to Yakutat Seafoods Plant) | <u>12</u> West Addition            |
| <u>4</u> Hardware Store - NPS area  | <u>12</u> Thunderland Subdivision  |
| <u>8</u> Ridge Road Area (including Hill Street)                          | <u>21</u> Old ASHA                 |
| <u>20</u> Monti Bay Heights and Sunrise Apartments                        | <u>15</u> ASHA Extension           |
| <u>54</u> Old Village - Max Italio Drive area                             | <u>5</u> didn't say                |

**20. How long have you lived in Yakutat?**

- |                     |                      |
|---------------------|----------------------|
| 2% Less than 1 year | 16% 10-19 years      |
| 7% 1-4 years        | 66% 19 years or more |
| 9% 5-9 years        |                      |

**21. If you live in Yakutat only part of the year, what is the main reason you come here:  
(50 answered, 24% of those surveyed)**

22% Work	2% Non-commercial fishing or hunting
38% Family	14% Commercial Fishing
2% Property	22% Other

**22. Do you own or rent the place you live in?**

63% OWN  
37% RENT

**23. How many people, including yourself, live in your household now? mean = 3.2**

Number people in household	# who said this	% of total
0	-	
1	28	15%
2	59	15%
3	28	15%
4+	72	39%
Mean – 3.2		
Median – 3.0		

**How many are 18 or under? (101 did not respond) Those that responded said:**

Number 18 or under	# who said this	% of total
0	1	1%
1	31	29%
2	39	37%
3	21	20%
4+	14	13%
Mean – 2.2		
Median - 2.0		

**How many are 55 or older? (140 did not respond) Those that responded said:**

Number 55 or older	# who said this	% of total
0	-	
1	40	60%
2	25	37%
3	1	3%
4+	1	3%
Mean – 1.5		
Median – 1.0		

**24. How old are you?**

3% are age 16-18

9% are age 18-24

42% are age 25-44

23% are age 45-54

16% are age 55-64

5% are age 65 and older

**25. Sex:** 50% Female

50% Male

**26. What is your main source of income during the year /How do you make your living?** (for example you might write in: Borough wages, School district wages, Commercial fishing sales, Social security income, YTT wages, Seafood processing wages, Retail business owner, income from being a Bed and Breakfast owner, Restaurant worker wages, etc)

see page 7 of Community Opinion Survey Report for results