City and Borough of Wrangell, Alaska

Economic Development Committee
October 19, 2022
6:00pm

AGENDA

1. Call to order

2. Roll Call

3. Amendments to the Agenda

4. Conflicts of Interest

5. Election of Chair and Vice-chair

6. Approval of Minutes: April 19, 2022

7. Persons to be Heard

8. Correspondence:
   a) Senator Murkowski Notice of Working Waterfronts Framework

9. New Business
   a) ATIA Conference Debrief (Caitlin Cardinel)
   b) Economic Forums for the deep water industrial site (former mill property)
   c) Economic Development Strategies/ Work Plan
   d) Discussion of old hospital property
   e) Comprehensive Plan Update: Ch.4 Economic Development

10. Old Business

11. Adjourn

Economic Development Committee

Minutes of April 19, 2022

Bob Dalrymple, Caitlin Cardinel, Joan Sargent, Jacob Hale

BD: Child care. Something that is fundamental to Eco Dev

CC: Charter operators have an issue of public restrooms for upcoming year. Stikine Inn not opening restrooms to the public and will cause a huge jam up. Need it to be Priority project. Limited restaurants and stores that have facilities.

Carol indicated that staff are looking at utilizing the SAMSON yard on Front Street for port-o-potties, only 2 or 3. Contract with Stinkers to empty – sold his business.

Sitka paying businesses

USFS notice of new cabins.

BD great to hear. Recreation getting recognition. Cabin needs to be on road system. Quality of life for locals more than independent travelers. Still opportunities to work with USFS on recreation. Kayak trail, floaters from Canada. Rely on staged out area for places to stay. Nice to know finally considering

USFS presentation of projects:

What locations will meet the needs and demands of local quality of life and bring in tourism and great rec opportunities. Want some of both of those pieces of information.

Funds seeking for the cabin... is an infrastructure bill earmarked for funds for cabins. Tongass has a sustainable cabin strategy, we have 41. Balance and eliminate some that are not working and build in better locations. Because we have the strategy, we may get a bunch of the funds.

Berg Bay want to build a newer cabin to open it up. almost contract ready.

Anan has new all gravel trail. New upper deck underway. Cement pilings. Slightly larger capacity.

Just closed prospective for 1285 permit day passes to commercial received 22 applications. Much more requested than available.

Not sure when the next prospectus will be. Will see how the new deck does. Monitor use and bear activity with new construction. Never met the capacity. So using the overbook strategy. If 60 per day.. so all 60 going to commercial, have 12 private on top of and 4 local folks and 4 at cabin.

GAOA – Great American outdoor act... try to bring more business to communities. Awarded Zarembo aquatic passage. Nemo road fixed. Fixed Nemo salt water trail. Chief shakes hot tubs.. update the deck, very expensive.

Middle Ridge Cabin back wall is rotting. Getting design to fix.

There was a road off of the quarry road that goes behind all the WIW roads.

JS : If develop, water hauling by City is critical. Need to work in sewer that is DEC approved.

If enough houses, perhaps invest in septic truck for pumping.. or a business. Trucks cost about $110k.

BD: Mill Creek: had some permitting issues. Commercial recreation that ties into

Smaller lines getting their own permitting.

CC: Aside from residential ideas, places that on island and close to roads. So folks can access for recreation and hunting and activities; accessible to others.

Mason and I had a conversation with Sealaska regarding carbon credits. Very expensive process and also based on much larger land base

USFS road management .. road layer not just open, but temp and historical

Work Plan:

Goals: maintain communication with large land owners within Borough USFS DNR MHT. Also WCA.

How is it looking for enough workers for businesses? CC most were anticipating and seem to be set up.

Will be an issue if tourism continues to grow. Smart for all groups to consider where we want to position ourselves as a community to capitalize in a sustainable way.

Spruce Roots.. great business assistance

Add Mill property development. There will be an all hands on deck process to determine where we want the City's economic future to be. Need planning funds in the budget to address the highest and best use of the property.

Adjourn 7:28

UNITED STATES SENATOR FOR ALASKA
LISA MURKOWSKI

Working Waterfronts Framework

A Plan to Grow and Support Alaska's Coastal and River Communities

U.S. Senator Murkowski and her team have traveled across the state to learn about the successes and forward-looking needs of Alaskans. Amid the issues we have heard about, opportunities to enhance our coastal and river communities call out for greater consideration and emphasis. These communities face common challenges with regard to access, infrastructure, workforce, renewable energy, and growing the blue economy—but new federal policy and avenues of support can help Alaskans pursue projects that enable them to grow and thrive.

According to the National Oceanographic and Atmospheric Administration (NOAA), 83 percent of Alaskans live in coastal areas. Working waterfronts are the beating heart of those areas, providing access to nourishing marine resources for commercial, recreational, and subsistence users. They can also be the most vulnerable to nature's power, as we saw recently during powerful storms in Western Alaska.

With the release of this document, Senator Murkowski is announcing her draft Working Waterfronts Framework to solicit feedback and ideas from Alaskans. She and her team are focused on the policy topics discussed below and will incorporate the feedback received to develop Working Waterfront-themed legislation to be introduced next Congress. Please share your responses to the following questions at Working_Waterfronts@Murkowski.Senate.Gov by December 2, 2022. [Note: See framework components on pages 2-4]

- ***Are there ideas in the Framework that you particularly like and have suggestions to improve?***

- ***Are there ideas in the Framework that you disagree with?***

- ***Do you have other ideas that the Senator should add to her Framework?***

Domestic Maritime Workforce Training and Education to include access to federal grant funding for maritime workforce development.

Fishing Vessel Electrification Pilot Program: Fishermen are increasingly focused on the future of vessel propulsion to reduce fuel bills and carbon footprints. Current research and development funding programs do not include fishing vessel electrification in their eligibility guidelines. The Senator proposes to expand the National Electric Vehicle Infrastructure Formula Program from the bipartisan infrastructure bill, and the activities undertaken within the Vehicle Technology Office at the Department of Energy, to include research and development funding for fishing vessel conversions.

Tourism: Many of Alaska's cruise destination ports do not have the electrical generation capacity to handle the vessels that visit them. In some cases, large cruise ships need to run their engines while in port to power their operations. The FY 2022 solicitation of the Port Infrastructure Development Program (PIDP) allowed applicants to utilize funding for dock electrification projects, but this eligibility was only made available for FY 2022. The Senator proposes to modify the PIDP program for a period of 10 years to allow for shore-side electrification and associated intertie improvements. This modification would open up an avenue for Alaska communities to upgrade their shore-side infrastructure and reduce emissions. Additionally, the Senator plans to reintroduce her Cruising for Alaska's Workforce Act.

Small Boat Harbors/Boat Ramps: The Maritime Administration's mission and current suite of grant programs do not align well with the projects sought by smaller port and harbor communities that do not have robust cargo volumes. Coastal Alaska communities that are primarily oriented around recreational, sportfishing, or smaller-scale commercial operations have a difficult time accessing funding from existing programs for activities that are not under the umbrella of Army Corps responsibilities, which only include dredging and navigational improvements. The types of projects Alaska coastal communities are seeking funding for include boat haul-out ramps, docks, storage or warehouse facilities located in the port, powerhouses, cold storage or other uplands improvements. Federal programs like PIDP require applicants to have a draft of at least 20 feet to apply. To address this gap, Senator Murkowski secured an additional $5 million in the Senate's draft FY 2023 appropriations bills for the Denali Commission to fund waterfront projects. The Senator plans to seek additional funds for the Denali Commission to fill this gap in working waterfronts support for Alaska.

City and Borough of Wrangell

Agenda 9a

Date: October 13, 2022

To: Economic Development Committee

From: Carol Rushmore, Economic Development Director

Re: ATIA Conference Debrief

Alaska Travel Industry Association held their annual conference last week. Caitlin Cardinell attended and will provide a recap.

City and Borough of Wrangell

Agenda 9b

Date: October 13, 2022

To: Economic Development Committee

From: Carol Rushmore, Economic Development Director

Re: 6 mile Zimovia deep water industrial site (former mill property) discussion and economic forums

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The former mill property located at 6 mile Zimovia Highway is one of the last deep water industrial sites available for development in southeast Alaska. The site is just under 40 acres and consists of 11 upland lots and 2 tideland lots. Included is an aerial of the property with the legal parcel boundaries. The dock in the picture has been removed.

Mrs. Buhler was working on a subdivision of the property prior the Borough's purchase offer. There was survey work that was being done and some of that is being provided for your reference, but keep in mind that we do not have the actual digital survey data nor is this the subdivision that would occur IF the borough moves forward to subdivide it. Her proposal was to create multiple smaller lots.

The property does not have sewer and water and either an extension of both would be required or provisions of on-site septic and an on-site water system would be required.

The main entry driveway to the property is only a 30' wide easement and the two lots on either side of the entry access are privately owned, sold by Mrs. Buhler several years ago.

In 2016, the borough had made an offer to purchase the mill property and conducted a real estate property assessment as part of purchase due diligence and a feasibility study. That report can be found at https://www.wrangell.com/economicdevelopment/waterfront-industrial-property-assessment-and-feasibility-study and provides lots of good information.

The borough right now is having a Phase 1 environmental analysis conducted on the property to provide a baseline of data for moving forward with development. This is part of a purchase agreement the Borough has with the State Department of Environmental Conservation.

CITY AND BOROUGH OF WRANGELL, ALASKA

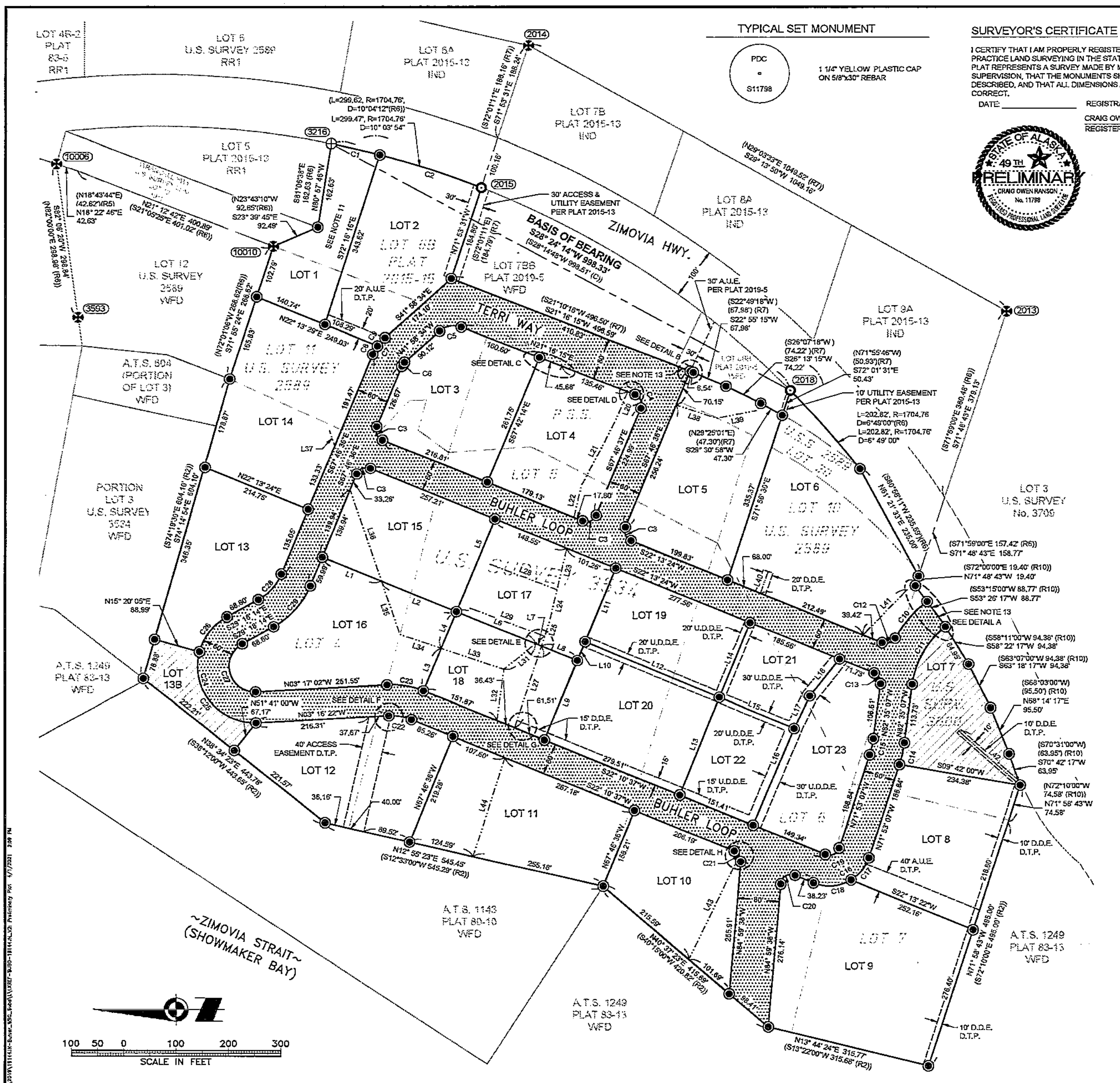
N

1 inch = 416.666667 feet

Date: 10/17/2022

Public Map

DISCLAIMER: THESE MAPS ARE FOR PLANNING PURPOSES ONLY. PROPERTY LINES ARE APPROXIMATE.



TYPICAL SET MONUMENT

PDC
S11798

1 1/4" YELLOW PLASTIC CAP ON 5/8"x30" REBAR

SURVEYOR'S CERTIFICATE

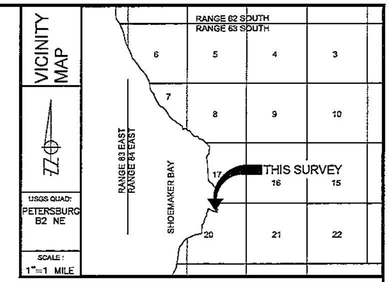
I CERTIFY THAT I AM PROPERLY REGISTERED AND LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF ALASKA, THAT THIS PLAT REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE MONUMENTS SHOWN HEREON EXIST AS DESCRIBED, AND THAT ALL DIMENSIONS AND OTHER DETAILS ARE CORRECT.

DATE: ________ REGISTRATION No.: LS-11798

CRAIG OWEN RANSON
REGISTERED LAND SURVEYOR

STATE OF ALASKA
49TH
PRELIMINARY
CRAIG OWEN RANSON
No. 11798

VICINITY MAP



LEGEND

- SURVEYED PROPERTY LINE
- UNSURVEYED PROPERTY LINE
- LOT LINE VACATED THIS PLAT
- EASEMENT LINE
- STORM AND SANITARY SEWER EASEMENT CENTERLINE
- DRAINAGE DITCH EASEMENT CENTERLINE
- SURVEY TIE LINE
- FOUND GLO MONUMENT
- FOUND PRIMARY MONUMENT
- FOUND SECONDARY MONUMENT
- SET 1 1/4" YELLOW PLASTIC CAP ON 5/8"x30" REBAR
- (###) SURVEY POINT NUMBER
- PRIVATE ACCESS AND UTILITIES EASEMENT DEDICATED THIS PLAT (304,984 SF, 7.00 AC)
- COMMUNAL SUBDIVISION LOT (SEE NOTE 14)

(R#)	RECORD DATA
(C)	CALCULATED
RR1	RURAL RESIDENTIAL 1
IND	INDUSTRIAL
WFD	WATERFRONT DEVELOPMENT
A.U.E.	ACCESS & UTILITY EASEMENT
D.D.E.	DRAINAGE DITCH EASEMENT
U.D.D.E.	UTILITY & DRAINAGE DITCH EASEMENT
S.S.E.	STORM AND SANITARY SEWER EASEMENT
D.T.P.	DEDICATED THIS PLAT

AREA TABLE

LOT	SQUARE FEET	ACRES
1	35,293	0.81
2	63,330	1.45
3	58,607	1.35
4	56,948	1.31
5	71,014	1.63
6	98,317	2.26
7	39,390	0.90
8	62,459	1.43
9	102,743	2.36
10	52,343	1.20
11	70,737	1.62
12	65,980	1.51
13	56,284	1.29
13B	15,861	0.36
14	79,818	1.83
15	53,469	1.23
16	70,532	1.62
17	48,262	1.11
18	41,541	0.95
19	43,069	0.99
20	56,999	1.31
21	26,045	0.60
22	31,010	0.71
23	52,489	1.20

NOTE

ALL DETAILS, LINE AND CURVE TABLES CAN BE FOUND ON SHEET 2.

NAME OF SURVEYOR:
PDC ENGINEERS
9109 Mendenhall Mall Rd Ste 4
Juneau, Alaska 99801
PH #: (907) 780-6060
CERT. OF AUTH. #: AECC605

BUHLER INDUSTRIAL SUBDIVISION

A SUBDIVISION OF:
LOTS 6B & 9B MITCHELL-BUHLER REPLAT;
LOTS 4,5,6,7 U.S. SURVEY 3534;
LOTS 10,11,20 P.S.S. U.S. SURVEY 2589; U.S. SURVEY 3000
CONTAINING 38.1 ACRES
PROTRACTED SECTION 20,
TOWNSHIP 63 SOUTH, RANGE 84 EAST,
COPPER RIVER MERIDIAN

OWNER:
BETTY BUHLER
P.O. BOX 270
KELSO, WA 98626

SCALE	1"= 100'
SURVEYOR	COR
DRAWN	KHE/CES/JPB/EPV
CHECKED	KHE
DATE	APRIL 01, 2021
PROJECT NO.	19144JN
SHEET NUMBER	1 OF 2

WRANGELL RECORDING DISTRICT

Preliminary Draft winter/spring 2022

CERTIFICATE OF APPROVAL BY THE ASSEMBLY

I HEREBY CERTIFY THAT THE PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH SUBDIVISION REGULATIONS OF THE CITY AND BOROUGH OF WRANGELL ASSEMBLY AS RECORDED IN MINUTE BOOK______, PAGE______ DATED__________ 20___ AND THAT THE PLAT SHOWN HEREON HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE DISTRICT COURT, EX-OFFICIO RECORDER, WRANGELL, ALASKA.

DATED:________________, 2021

____
MAYOR, CITY & BOROUGH OF WRANGELL

ATTEST:____________________
CITY CLERK

CERTIFICATE OF APPROVAL BY THE PLANNING COMMISSION

I HEREBY CERTIFY THAT THE PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH SUBDIVISION REGULATIONS OF THE CITY AND BOROUGH OF WRANGELL PLANNING COMMISSION, AND THAT SAID PLAT HAS BEEN APPROVED BY THE COMMISSION BY PLAT RESOLUTION________ DATED________ 20___, AND THAT THE PLAT SHOWN HEREON HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE DISTRICT MAGISTRATE, EX-OFFICIO RECORDER, WRANGELL, ALASKA.

DATED:________________, 2021

____
CHAIRMAN, PANNING COMMISSION

ATTEST:____________________
SECRETARY

CERTIFICATE OF OWNERSHIP AND DEDICATION

I HEREBY CERTIFY THAT I AM THE OWNER OF THE PROPERTY SHOWN AND DESCRIBED HEREON AND THAT IT HEREBY ADOPTS THIS PLAT OF SUBDIVISION WITH ITS FREE CONSENT, AND DEDICATE ALL STREETS, ALLEYS, WALKS, PARKS AND OTHER OPEN SPACES TO PUBLIC OR PRIVATE USE AS NOTED.

OWNER________________ DATE:________________
BETTY BUHLER
DB AK ENTERPRISES, LLC

NOTARY ACKNOWLEDGMENT

UNITED STATES OF AMERICA)
)SS.
STATE OF WASHINGTON)

THIS IS TO CERTIFY THAT ON THE____ DAY OF____________ 20____ BEFORE ME, THE UNDERSIGNED A NOTARY PUBLIC IN AND FOR THE STATE OF ALASKA, DULY COMMISSIONED AND SWORN, PERSONALLY APPEARED________________ TO ME KNOWN TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE ABOVE AND FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT THEY SIGNED AND SEALED THE SAME FREELY AND VOLUNTARILY FOR THE USES AND PURPOSES THEREIN MENTIONED.

WITNESS MY HAND AND OFFICIAL SEAL THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

NOTARY PUBLIC FOR STATE OF WASHINGTON ________________
MY COMMISSION EXPIRES________________

CERTIFICATE STATE OF ALASKA
(FIRST JUDICIAL DISTRICT)ss

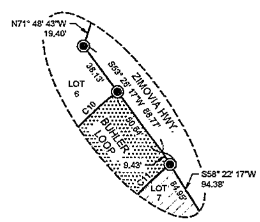
I THE UNDERSIGNED, BEING DULY APPOINTED AND QUALIFIED, AND ACTING ASSESSOR FOR THE CITY AND BOROUGH OF WRANGELL, HEREBY CERTIFY, THAT ACCORDING TO THE RECORDS IN MY POSSESSION, THE FOLLOWING DESCRIBED PROPERTY IS CARRIED ON THE TAX RECORDS OF THE CITY BOROUGH OF WRANGELL, IN THE NAME OF
____

AND THAT ACCORDING TO THE RECORDS IN MY POSSESSION, ALL TAXES ASSESSED AGAINST SAID LANDS ARE PAID IN FULL; THAT CURRENT TAXES FOR THE YEAR 20___ WILL BE DUE ON OR BEFORE OCTOBER 15, 20___ DATED THIS _____ DAY OF____________.

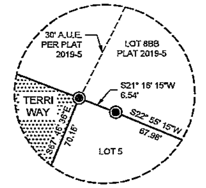
____
ASSESSOR CITY AND BOROUGH OF WRANGELL

GENERAL NOTES

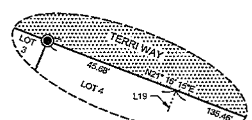
1. THIS SUBDIVISION HAS BEEN CREATED AS AN INDUSTRIAL SUBDIVISION OF LOTS 6B & 9B, MITCHELL-BUHLER REPLAT; LOTS 4, 5, 6, 7, U.S. SURVEY 3534; LOTS 10, 11, 20, & P.S.S., U.S. SURVEY 2589; U.S. SURVEY 3000. ALL ROADS & UTILITIES WILL BE PRIVATE (NOT DEDICATED TO THE PUBLIC) FOR THE BENEFIT OF THE SUBDIVISION LOT OWNERS.
2. THE BASIS OF BEARING IS THE LINE BETWEEN THE RECOVERED MONUMENTS LOCATED AT THE NORTHEASTERLY CORNER OF LOT 6B, MITCHELL-BUHLER REPLAT, AND LOT 9B, SAME PLAT, HAVING A BEARING OF S28°24'14"W AND DISTANCE OF 998.33'.
3. ALL DISTANCES AND DIMENSIONS ARE IN U.S. SURVEY FEET AND REDUCED TO THEIR HORIZONTAL VALUES.
4. THE SURVEY EQUIPMENT UTILIZED DURING THIS SURVEY WAS TRIMBLE R8-2 GNSS ROVER AND BASE AND A TRIMBLE S-7 ROBOTIC TOTAL STATION UTILIZING STANDARD LASER MEASURING TECHNIQUES.
5. FIELD CLOSURE FOR CONVENTIONAL HORIZONTAL TRAVERSE DOES NOT EXCEED THE STATE OF ALASKA MINIMUM CLOSURE OF 1:5,000.
6. THE RTK GPS CALIBRATION AND SURVEY MEETS 95% CONFIDENCE ACCURACY LEVELS.
7. THE PRELIMINARY FIELD SURVEY WAS PERFORMED ON MAY 29 THROUGH JUNE 6, 2019.
8. THE RECORD INFORMATION UTILIZED FOR THIS SURVEY ARE:
   a. (R1) U.S. SURVEY 2589, ON FILE WITH BUREAU OF LAND MANAGEMENT (BLM), DATED APRIL 20, 1945
   b. (R2) U.S. SURVEY 3534, ON FILE WITH BLM, DATED MAY 2, 1957
   c. (R3) PLAT NO. 80-10 (ATS 1143), WRANGELL RECORDING DISTRICT (WRD), DATED DECEMBER 12, 1980
   d. (R4) PLAT NO 83-13 (ATS 1249), WRD, DATED SEPTEMBER 9, 1983
   e. (R5) PLAT NO 98-2 (ADOT PROJ. NO. STP-0943(22)/70632), DATED MAY 13, 1994
   f. (R6) PLAT NO. 2015-13, WRD, DATED DECEMBER 7, 2015
   g. (R7) PLAT NO. 2019-5, WRD DATED MAY 21, 2019.
   h. (R8) PLAT NO. 71-253, WRD, DATED AUGUST 24, 1971
   i. (R9) PLAT NO. 83-6, WRD, DATED JULY 6, 1983
   j. (R10) U.S. SURVEY 3000, ON FILE WITH BLM, DATED MARCH 21, 1950
   k. U.S. SURVEY 3709, ON FILE WITH BLM, DATED AUGUST 10, 1959
8. THE SUBJECT PROPERTY MAY BE SUBJECT TO SPECIAL FLOOD HAZARD ZONES "V1" (BASE FLOOD ELEVATION 21.0, MLLW), AND ZONE "C", PER FIRM MAP 020098, PANEL NO. 0030 "B", DATED JUNE 15, 1982.
9. LOTS IN THIS SUBDIVISION ARE ZONED "WFD" (WATERFRONT DISTRICT).
10. A DECLARATION OF COVENANTS AND RESTRICTIONS TO BE RECORDED IN TANDEM WITH THIS SUBDIVISION.
11. ONSITE WATER WILL BE TAKEN FROM THE HOLDING POND ON LOT 1. SAID LOT 1 WILL BE DEDICATED TO WATER SUPPLY FOR THIS SUBDIVISION. A WATER FILTRATION SYSTEM WILL BE INSTALLED ON LOT 1. SAID SYSTEM WILL MEET DEPARTMENT OF ENVIRONMENTAL CONSERVATION DRINKING WATER STANDARDS.
12. ALL LOTS MUST CONFORM TO DEC ONSITE SEWER SPECIFICATIONS.
13. ACCESS FROM THE EXISTING DRIVE ACROSS LOT 8BB, PLAT 2019-5 WILL BE RESTRICTED TO ONE WAY TRAFFIC INTO THE SUBDIVISION. ACCESS TO ZIMOVIA HWY BETWEEN LOTS 5 AND 6 WILL BE TWO WAY TRAFFIC.
14. LOTS 7 AND 13B ARE DEDICATED FOR SNOW REMOVAL AND STORAGE, AND ARE COMMUNAL LOTS FOR THE BENEFIT OF THE SUBDIVISION LOT OWNERS.
15. UNLESS NOTED ON THE PLAT ALL INTERIOR SUBDIVIDING LOT LINES HAVE A 20' UTILITY EASEMENT CENTERED ON THE LOT LINE.
16. UNLESS NOTED ON THE PLAT THERE IS A 10' EASEMENT CENTERED ON THE STORM AND SANITARY SEWER EASEMENT CENTERLINE.



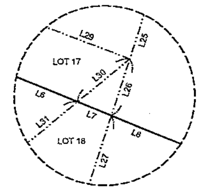
DETAIL A
1" = 40'



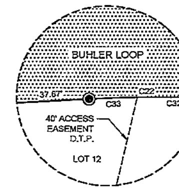
DETAIL B
1" = 10'



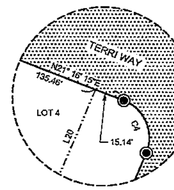
DETAIL C
1" = 20'



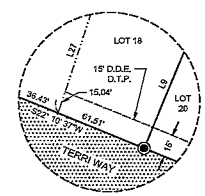
DETAIL E
1" = 20'



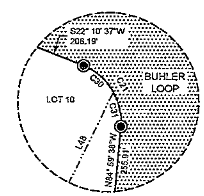
DETAIL G
1" = 5'



DETAIL D
1" = 30'



DETAIL F
1" = 40'



DETAIL H
1" = 20'

Line Table		
LINE #	BEARING	DISTANCE
L1	S22° 13' 24"W	121.98
L2	S22° 13' 24"W	155.23
L3	S67° 46' 36"E	89.48
L4	S67° 46' 36"E	76.91
L5	S67° 46' 36"E	193.19
L7	S22° 13' 24"W	12.14
L7	S22° 13' 24"W	12.14
L9	S67° 46' 36"E	166.19
L10	S67° 46' 36"E	39.54
L11	S67° 46' 36"E	153.66
L12	S22° 44' 56"W	278.42
L13	S68° 05' 11"E	202.95
L14	S68° 05' 11"E	156.22
L15	S22° 44' 56"W	155.37
L16	S66° 57' 55"E	201.42
L17	S64° 34' 32"E	69.70
L18	S51° 38' 46"E	91.66
L19	N69° 05' 35"W	7.50
L20	N67° 21' 11"W	63.43
L21	N62° 57' 21"W	140.81

Line Table		
LINE #	BEARING	DISTANCE
L22	N77° 03' 52"W	61.82
L23	N76° 59' 04"W	82.14
L24	N77° 10' 32"W	59.10
L25	N72° 10' 53"W	34.07
L26	N72° 10' 53"W	19.90
L27	N72° 10' 53"W	166.73
L28	S20° 53' 51"W	137.40
L29	S20° 50' 20"W	152.46
L30	N39° 37' 45"W	22.50
L31	N39° 37' 45"W	78.45
L32	N82° 30' 33"W	100.39
L37	S70° 59' 30"W	31.61
L38	N18° 45' 08"E	81.46
L39	N11° 23' 53"W	77.45
L40	S70° 49' 16"E	45.00
L41	S46° 03' 46"E	122.11
L42	S41° 31' 28"W	156.97
L43	N64° 08' 18"W	222.50
L44	N72° 10' 53"W	199.82

Curve Table			
CURVE #	LENGTH	RADIUS	DELTA
C1	95.31'	1710.4'	3°11'34"
C2	204.15'	1704.8'	6°51'41"
C3	31.42'	20.0'	90°00'00"
C4	31.75'	20.0'	90°57'09"
C5	44.15'	40.0'	63°14'49"
C6	4.38'	20.0'	12°33'38"
C7	36.02'	80.0'	25°48'04"
C8	18.49'	80.0'	13°14'23"
C9	17.54'	82.3'	12°12'06"
C10	94.34'	230.0'	23°30'01"
C11	131.62'	170.0'	44°21'39"
C12	29.07'	20.0'	83°16'07"
C14	42.95'	230.0'	10°42'00"
C15	31.75'	170.0'	10°42'00"
C16	131.34'	80.0'	94°03'44"
C17	56.57'	80.0'	40°30'45"
C18	74.77'	80.0'	53°32'59"
C19	32.83'	20.0'	94°03'44"
C20	37.41'	20.0'	107°10'14"
C21	25.42'	20.0'	72°49'46"
C22	44.44'	100.0'	25°27'39"
C23	71.10'	160.0'	25°27'39"
C24	291.15'	110.0'	151°38'57"
C25	203.19'	110.0'	105°50'03"
C26	87.96'	110.0'	45°48'54"
C27	132.34'	50.0'	151°38'57"
C28	67.15'	100.0'	38°28'21"
C29	107.44'	160.0'	38°28'21"
C31	11.93'	20.0'	34°09'52"
C32	40.44'	100.0'	23°10'18"

LEGEND

SURVEYED PROPERTY LINE

EASEMENT LINE

STORM AND SANITARY SEWER EASEMENT CENTERLINE

SET 1 1/4" YELLOW PLASTIC CAP ON 5/8"x30" REBAR

PRIVATE ACCESS AND UTILITIES EASEMENT DEDICATED THIS PLAT (304,984 SF, 7.00 AC)

COMMUNAL SUBDIVISION LOT (SEE NOTE 14)

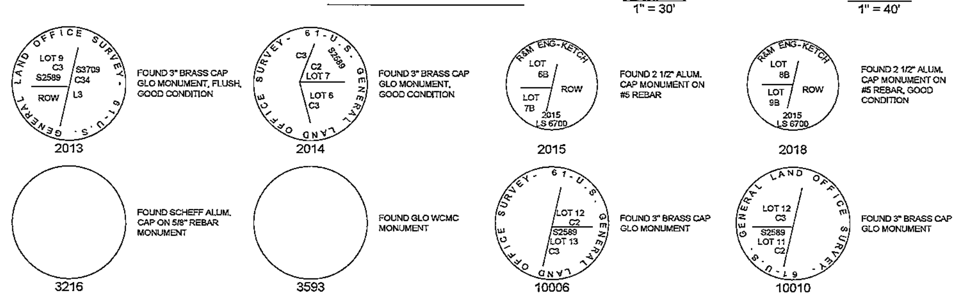
A.U.E. ACCESS & UTILITY EASEMENT

D.D.E. DRAINAGE DITCH EASEMENT

S.S.E. STORM AND SANITARY SEWER EASEMENT

D.T.P. DEDICATED THIS PLAT

MONUMENT DETAILS



STATE OF ALASKA
49TH
PRELIMINARY
CRAIG OWEN RANSON
No. 11758
REGISTERED PROFESSIONAL LAND SURVEYOR

NAME OF SURVEYOR:
PDC ENGINEERS 9109 Mendenhall Mall Rd Ste 4 Juneau, Alaska 99801 PH #: (907) 780-6060 CERT. OF AUTH. #: AECC605

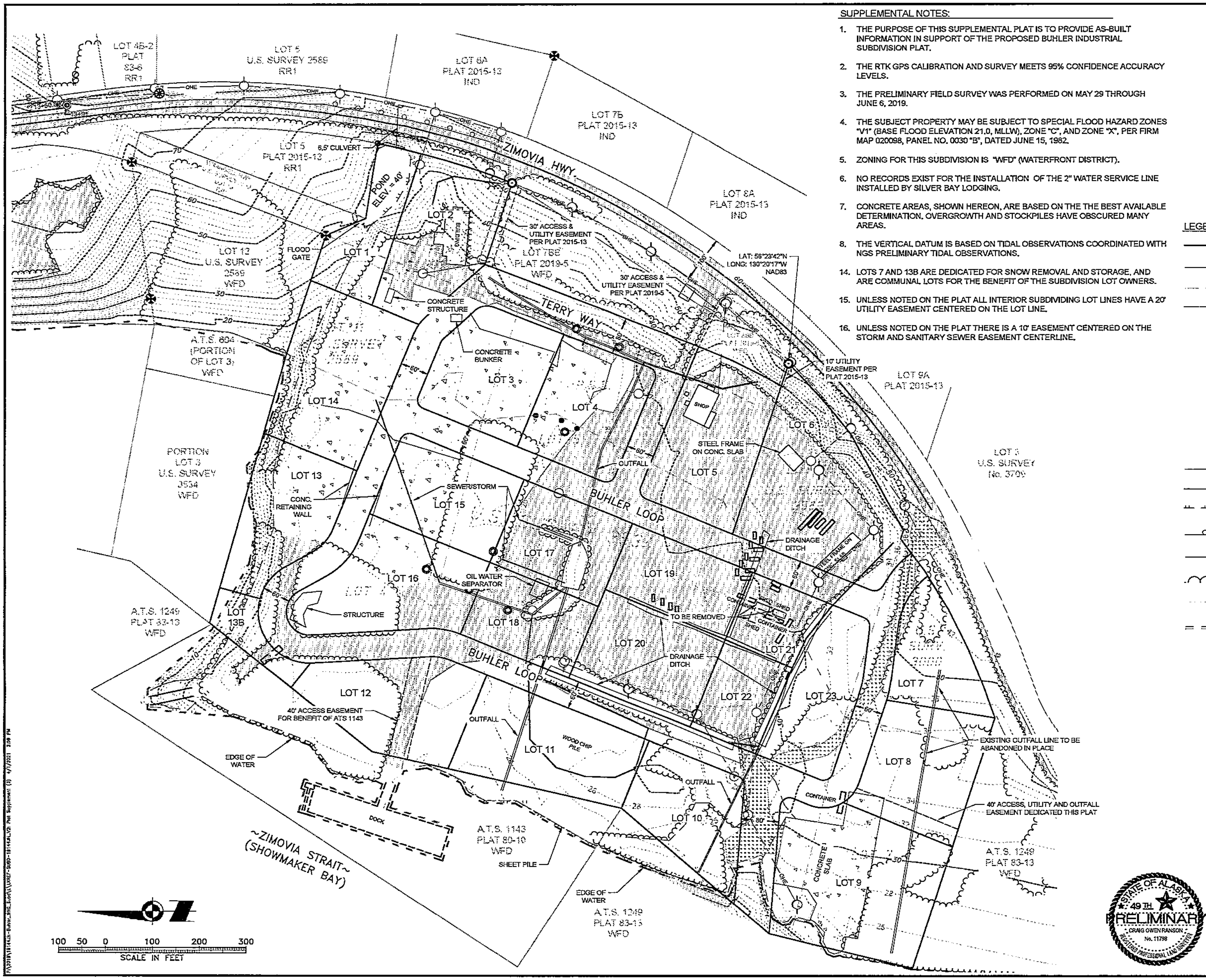
BUHLER INDUSTRIAL SUBDIVISION

A SUBDIVISION OF:
LOTS 6B & 9B MITCHELL-BUHLER REPLAT;
LOTS 4,5,6,7 U.S. SURVEY 3534;
LOTS 10,11,20 P.S.S. U.S. SURVEY 2589; U.S. SURVEY 3000
CONTAINING 38.1 ACRES
PROTRACTED SECTION 20,
TOWNSHIP 63 SOUTH, RANGE 84 EAST,
COPPER RIVER MERIDIAN

OWNER:
BETTY BUHLER
P.O. BOX 270
KELSO, WA 98626

WRANGELL RECORDING DISTRICT

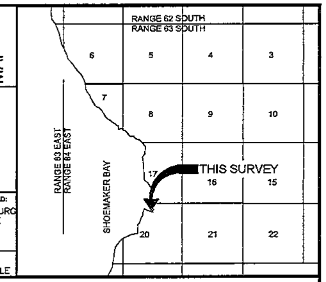
SCALE	1" = 100'
SURVEYOR	COR
DRAWN	KHE/CES/JPB/EPV
CHECKED	KHE
DATE	APRIL 01, 2021
PROJECT NO.	19144JN
SHEET NUMBER	2 OF 2



SUPPLEMENTAL NOTES:

1. THE PURPOSE OF THIS SUPPLEMENTAL PLAT IS TO PROVIDE AS-BUILT INFORMATION IN SUPPORT OF THE PROPOSED BUHLER INDUSTRIAL SUBDIVISION PLAT.
2. THE RTK GPS CALIBRATION AND SURVEY MEETS 95% CONFIDENCE ACCURACY LEVELS.
3. THE PRELIMINARY FIELD SURVEY WAS PERFORMED ON MAY 29 THROUGH JUNE 6, 2019.
4. THE SUBJECT PROPERTY MAY BE SUBJECT TO SPECIAL FLOOD HAZARD ZONES "V1" (BASE FLOOD ELEVATION 21.0, MLLW), ZONE "C", AND ZONE "X", PER FIRM MAP 020098, PANEL NO. 0030 "B", DATED JUNE 15, 1982.
5. ZONING FOR THIS SUBDIVISION IS "WFD" (WATERFRONT DISTRICT).
6. NO RECORDS EXIST FOR THE INSTALLATION OF THE 2" WATER SERVICE LINE INSTALLED BY SILVER BAY LODGING.
7. CONCRETE AREAS, SHOWN HEREON, ARE BASED ON THE THE BEST AVAILABLE DETERMINATION. OVERGROWTH AND STOCKPILES HAVE OBSCURED MANY AREAS.
8. THE VERTICAL DATUM IS BASED ON TIDAL OBSERVATIONS COORDINATED WITH NGS PRELIMINARY TIDAL OBSERVATIONS.
14. LOTS 7 AND 13B ARE DEDICATED FOR SNOW REMOVAL AND STORAGE, AND ARE COMMUNAL LOTS FOR THE BENEFIT OF THE SUBDIVISION LOT OWNERS.
15. UNLESS NOTED ON THE PLAT ALL INTERIOR SUBDIVIDING LOT LINES HAVE A 20' UTILITY EASEMENT CENTERED ON THE LOT LINE.
16. UNLESS NOTED ON THE PLAT THERE IS A 10' EASEMENT CENTERED ON THE STORM AND SANITARY SEWER EASEMENT CENTERLINE.

VICINITY MAP



USGS QUAD: PETERSBURG B2 NE

SCALE: 1"=1 MILE

LEGEND

- PROPERTY BOUNDARY AND PROPOSED ROW
- UNSURVEYED PROPERTY LINE
- LOT LINE ELIMINATED THIS PLAT
- FOUND GLO MONUMENT
- FOUND SECONDARY MONUMENT
- FOUND SECONDARY MONUMENT
- SANITARY SEWER CLEANOUT
- GUY WIRE
- POWER POLE
- BOLLARD
- FIRE HYDRANT
- STORM DRAIN MARKER
- EXISTING PROPERTY LINE
- EXISTING SANITARY AND SEWER SYSTEM
- TOP OF BANK
- GUARDRAIL
- OHE — OVERHEAD ELECTRIC
- EDGE VEGETATION
- CONTOUR LINE
- EDGE OF WATER
- EXISTING ASPHALT AND GRAVEL PAD
- EXISTING CONCRETE PAD
- EXISTING GRAVEL DRIVE

NAME OF SURVEYOR:
PDC ENGINEERS
9109 Mendenhall Mall Rd Ste 4
Juneau, Alaska 99801
PH #: (907) 780-6060
CERT. OF AUTH. #: AECC605

BUHLER INDUSTRIAL SUBDIVISION

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CONTAINING 38.1 ACRES
PROTRACTED SECTION 20,
TOWNSHIP 63 SOUTH, RANGE 84 EAST,
COPPER RIVER MERIDIAN

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CRAIG OWEN RANSON
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WRANGELL RECORDING DISTRICT

SCALE	1" = 100'
SURVEYOR	COR
DRAWN	KHE/CES/JPB/EPV
CHECKED	KHE
DATE	APRIL 01, 2021
PROJECT NO.	19144JN
SHEET NUMBER	1 OF 1

City and Borough of Wrangell

Agenda 9c

Date: October 13, 2022

To: Economic Development Committee

From: Carol Rushmore, Economic Development Director

Re: Economic Development Strategies/Work Plan

Caitlin Cardinell requested this agenda item. The DRAFT 2023-2025 Work Plan is attached for reference and includes changes requested from your April meeting.

Economic Development Committee

2023-2025 Work Plan

Purpose

The purpose of the Wrangell EDC is to act as a sounding board for and make recommendations to the Borough Assembly on development proposals, grant ideas, project proposals and other action items.

Mission

The EDC will work to create a healthy, diversified economy with a stable tax base that supports good streets, public facilities and infrastructure, and will preserve and capitalizes on its natural beauty, history and cultural diversity. New industries are welcomed that create a diverse economic base while existing industries shall be supported to remain strong and viable. We support small businesses development.

Goals

1. ***Encourage Business Development in order to Diversify the economy*** so that Wrangell is not dependent on a single employer or industry
2. Support and promote ***infrastructure development*** that enables economic growth.
3. Support our ***education*** system and opportunities.
4. Maintain communication with existing businesses and community.
5. Support increased transportation access to Wrangell

Areas of Focus for 2022-2024

- Workforce Development Issues: Housing; Job vacancies; Child Care
- Consideration of Carbon Off sets program
- Wrangell Institute Development and Subdivision: Federal cultural resource investigation and permitting for Section 106 Compliance Historical and Cultural Resources; funding of infrastructure
- Participate in USFS issues – Great American Outdoor Act, SASS, Cabin locations
- Identify transportation needs, issues and address long term access
- Borough Land Entitlement Selection: Finalize zoning in cooperation with Planning and Zoning Commission and begin survey of priority areas for potential opportunities
- 6 mile Zimovia deep water industrial site (former mill property): economic opportunities, master planning, marketing
- Former Wrangell Hospital property: disposal, marketing, economic opportunities

City and Borough of Wrangell

Agenda 9d

Date: October 13, 2022

To: Economic Development Committee

From: Carol Rushmore, Economic Development Director

Re: Former Wrangell Medical Center property

The former Wrangell Medical Center is currently listed on the Public Surplus site https://www.publicsurplus.com/sms/wrangell,ak/list/current?orgid=933515 for $830,000.

There had been one interested party prior to the listing of the property, but their interest went elsewhere as it took the borough time to get an appraisal to be able to list it. The appraisal for the parcel that the former WMC is located was appraised for $830,000. The other lots were appraised separately.

The Mayor has tasked the Economic Development Committee to come up with a plan to market the site. There are numerous options, including listing on Commercial property sites, reducing the sale price, soliciting for a real estate agent to sell the property.

City and Borough of Wrangell

Agenda 9e

Date: October 13, 2022

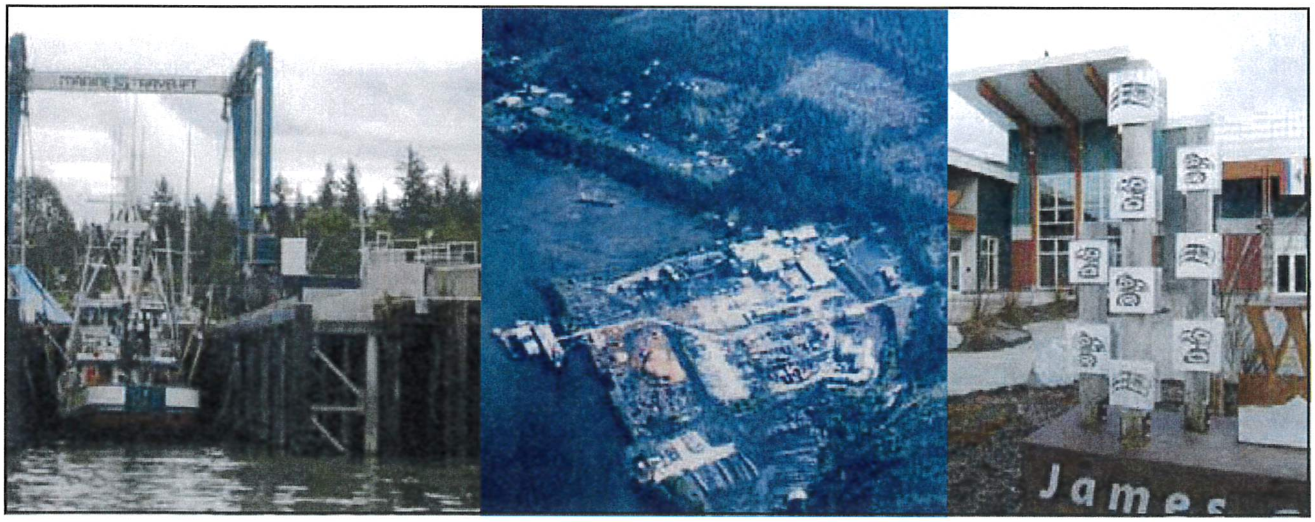
To: Economic Development Committee

From: Carol Rushmore, Economic Development Director

Re: Comprehensive Plan update: Ch 4 Economic Development

The Planning and Zoning is beginning the process to identify key issues that need to be part of an update – issues/projects/polices to add or delete from the existing plan. Initially this will be in an outline format to help guide staff for an internal update or assist a contractor if the task is contracted out.

The Economic Development Committee should begin reviewing Chapter 4 Economic Development identifying critical changes.



4 Economic Development

GOALS

Maintain current jobs and support existing businesses.

Pursue new development that will provide year round jobs, build on local assets, and provide needed goods and services.

4.1 Wrangell's Unique Assets and Competitive Advantages

There are three primary strategies 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 businesses.
- Capture local spending that is escaping (e.g. being spent on internet shopping or medical and professional services obtained from outside of the community).

Residents sent a strong message about economic development when they listed their leading concerns as employment and the economy (2009 Wrangell Household Survey). The need for more jobs is cited as the top issue facing Wrangell in the next five years, and the number one issue in response to a question about desired improvements to quality of life.

Economic development should build on Wrangell's unique assets and competitive advantages:

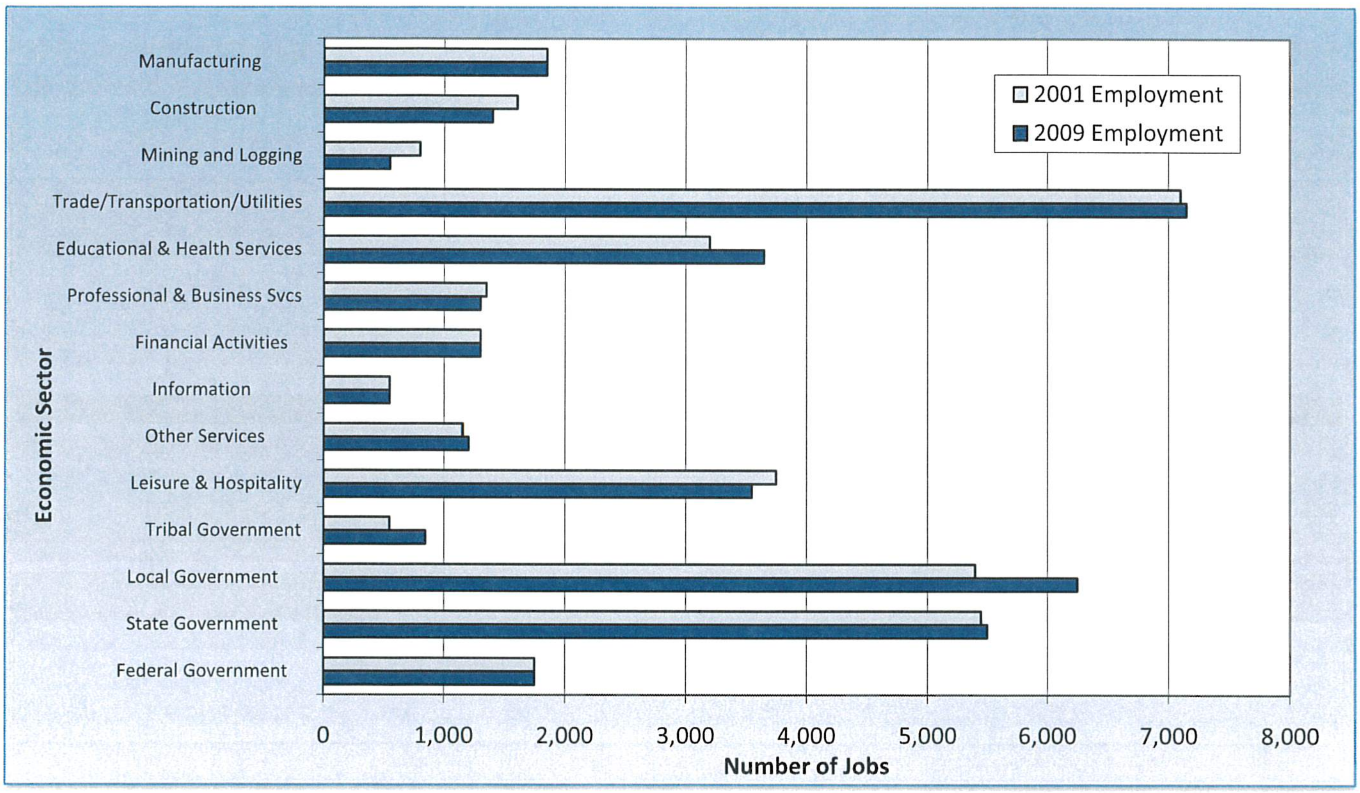
1. The community weathered a decade of economic downturn and job loss, losing one-third its population between 1995 and 2005. Those remaining generally love Wrangell and the region, rate their quality of life highly, and have an incredible 'can-do' attitude.
2. Wrangell's schools are highly successful and there is broad support for youth and adult education.
3. Wrangell is at the geographic center of Southeast Alaska.
4. Inexpensive hydroelectric energy is abundant with more sources nearby.
5. A connection through Bradfield Canal to Canadian Highway 37 would provide access between central Southeast Alaska and Canada for power, freight, tourism, recreation and cultural exchange.
6. Wrangell has well developed airport, harbor, port and Marine Service Center infrastructure.
7. There are three operating, competitive seafood processing plants.
8. The Stikine River, a perennial visitor draw, the less well known but spectacular Anan Wildlife Observatory, the presence of ancient and mysterious petroglyphs, Chief Shakes Tribal House and Island, and the nearby presence of garnets are each unique assets, important to local history, culture and tourism.
9. A well developed road and trail system provides access for RVs, cars, snowmobiles, off-road-vehicles, bicyclists and hikers to abundant outdoor recreation facilities and opportunities. Several trails in town are accessible without a car.
10. There is strong support for timber harvest, except in the direct viewshed of downtown and residential areas along Zimovia Highway.
11. The 134 acre Wrangell Institute property, rich with local history, is ready for development.
12. There is strong interest in being a part of the region's municipal solid waste solution; local sites with deep water access and power have been identified to host a regional facility.
13. Central Southeast Alaska contains several mineralized zones and former mines including a "world type" Garnet Mine across the eastern passage from Wrangell, several former gold mines on Woewodski Island, Greens Creek Mine style massive sulfides and geology running in lenses through the Borough, and mafic platinum-nickel-copper near Union Bay.

4.2 Employment and Demographics – Current and Forecasts

4.2.1 Current Employment Trends

Overall employment in Southeast Alaska has been essentially steady since 2001, gaining about 50 average annual jobs from 35,950 in 2001 to 36,000 in 2009. Economic sectors showing the most growth (Table 4-1) are Local and Tribal Government, and Education and Health. Sectors with the largest employment declines are Mining and Logging, Construction, and Leisure and Hospitality (tourism related).

Table 4-1. Southeast Alaska Average Annual Employment, 2009 and 2001



Source: ADOLWD

The most recent complete employment dataset for Wrangell is from 2007. This is due to changes in the way the Alaska Department of Labor and Workforce Development (ADOLWD) is aggregating employment data now that Wrangell is its own borough and not part of the Wrangell-Petersburg Census Area, and, because the change in owner/employer at the Trident Seafoods plant isn't in the state system yet.

In 2007, there were 948 average annual jobs in Wrangell. Private sector employment accounted for 57 percent while government employment was 42 percent. Note that these numbers only include wage data for employees and does not include residents who are self-employed, such as fishermen and business owners.

In Wrangell, the four industry sectors that employed the most people on an average annual basis in 2007 were Professional and Health Services, Manufacturing, Retail Trade, and Leisure and Hospitality. This pattern is seen in both employment data (Table 4-1) and on the list of the top 10 employers (Table 4-3).

Table 4-2. Southeast Alaska Average Annual Employment, 2005-2007

Community	2005	2006	2007	% of change 06-07
Skagway, Angoon, Hoonah	1,569	1,633	1,506	-7.8%
Ketchikan	6,957	7,172	7,309	1.9%
Juneau	17,644	18,028	17,987	-0.3%
Haines	1,050	1,056	1,061	0.5%
Wrangell	**952**	**953**	**948**	**-0.5%**
Petersburg	1,623	1,636	1,602	-2.1%
Sitka	4,418	4,409	4,359	-1.1%
Yakutat	333	328	332	1.2%
Prince of Wales, outer Ketchikan	2,033	1,848	1,800	-2.6%

Source: ADOLWD

Table 4-3. Wrangell's Top Ten Private Employers 2007

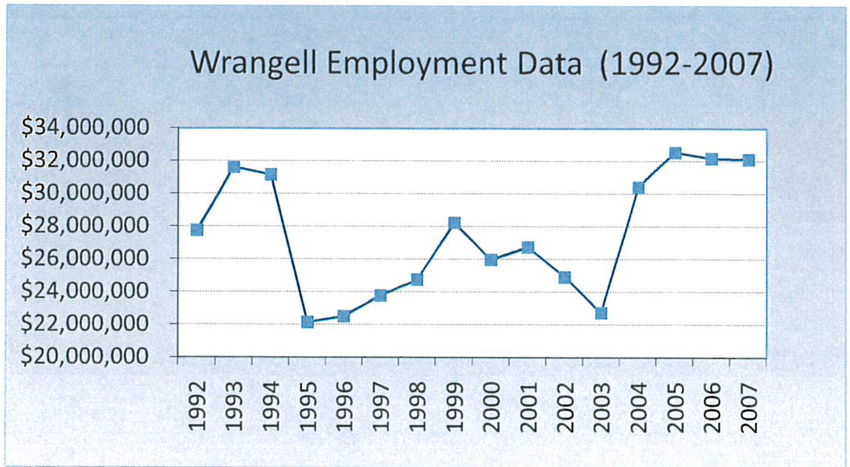
Name of Company	Average Annual Employment
Alaska Island Community Services	95
Sea Level Seafoods LLC	91
Silver Bay Logging Inc	46
Sentry Hardware & Marine	34
Bob's IGA	27
Wrangell Seafoods Inc	26
Stikine Inn	23
Wrangell Elk's Lodge	14
Ottesens Inc	14
Diamond C Café	11

Source: ADOLWD

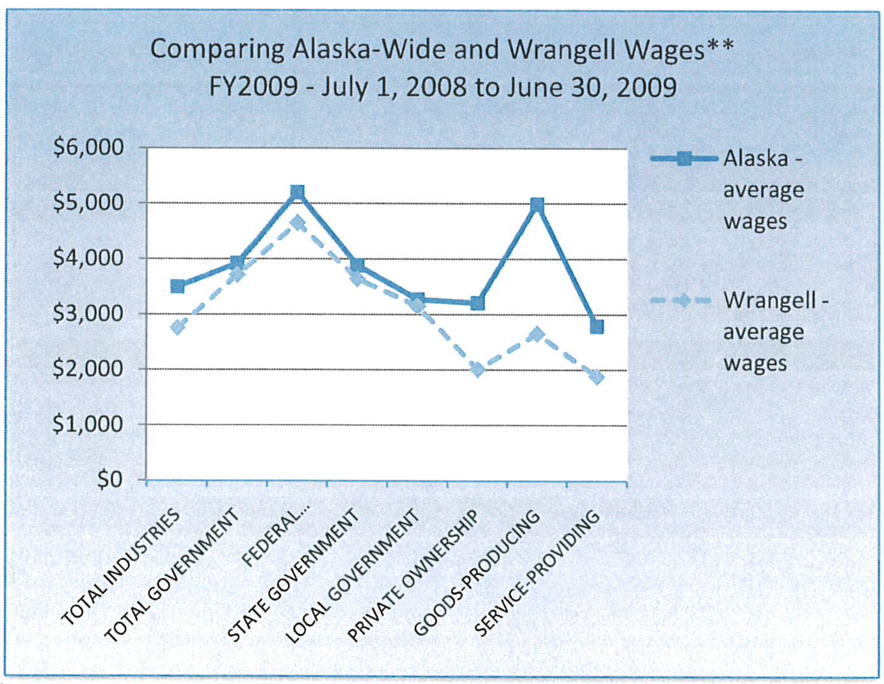
A few years after the mill closed in 1994 wages began to decline in Wrangell (see graph at bottom of next page). The decline ended in 2003 and since then employment income has risen steadily. This is primarily due to growth in seafood processing, health and education related jobs, information jobs, and state government.

Beginning the 3rd quarter of 2008, the ADOLWD began compiling data for the City and Borough of Wrangell separate from the former Wrangell-Petersburg Census Area. One full year of data is now available, for Fiscal Year (FY) 2009: July 1, 2008 through June 30, 2009. However, employment data for the Trident Seafoods plant in Wrangell is not yet included, so this does not include the approximately 130 seasonal workers and employment earnings for 2009's summer months from the Wrangell totals, leaving an inaccurate picture.

The ADOLWD FY 2009 dataset shows almost half the employment in Wrangell is from service-providing jobs, which are lower wage type of employment on average. However, as previously noted this does not include Trident Seafoods employment. The next largest employment group in the Borough is local government employees, followed by federal government jobs. Federal government workers generally make the highest wages in Wrangell, so a good strategy is to try to retain these family-wage jobs as the community works to build up its private sector employment. Goods-producing jobs in FY 2009 accounted for 11 percent Wrangell's total employment; when Trident Seafood jobs are added in it will probably bump this total up to about 15 percent.



Sources: ADOWLD



*** 2009 data does not include Trident Seafood's Wrangell Employment or wages (personal communication with D. Berggren, ADOLWD, March 2010. Source: ADOLWD, QCEW data.*

Wages paid to government employees in Wrangell in FY 2009, whether federal, state or local government, track with Alaska-wide averages (see chart below). The federal government pays the highest, followed by state and local government. However, private sector wages in Wrangell appear to be significantly lower than comparable Alaska-wide averages, particularly for goods-producing jobs. The gap is mostly due to the lack of oil and gas (average wages around $12,000/month) and mining jobs (average wages around $8,000/month) in Wrangell. However, Wrangell's goods-producing construction jobs also pay about one-third less per month than the statewide average.

4.2.2 Employment Forecast

After a decade of robust growth in the United States the national financial, banking and related housing crisis of the last two years has resulted in significant layoffs and a recession that is the deepest since the Great Depression. The nation's gross domestic product turned positive in the third quarter of 2009, a signal that the nation is likely emerging from the recession. Other indicators, including retail spending and consumer confidence, also began to show improvement in the second half of 2009. Economists, however, are talking about a "new normal" defined as a period of very slow growth lasting several years. While Alaska, an oil-producing region with significant federal investments, sometimes has different cycles than the US economy, Alaska too has been reflecting national trends, though not as severely.

Alaska's 21-year streak of job gains was broken in 2009 with a statewide loss of 2,100 jobs, a 0.7 percent decline. The ADOLWD forecast for 2010 is a statewide loss of 1,400 jobs. Economists predict that the biggest losses will be in the leisure and hospitality, retail jobs, transportation, oil and gas and construction (January 2010 Trends, ADOLWD). These losses are related to a continuing slow down of tourism, housing and oil and gas, and general household spending.

Southeast Alaska is forecasted to lose additional jobs in 2010 due to the still-fragile national economy and a decline in cruise ship visitors[1]. The job losses are expected to be less than 2009 as a result of the nation's potential emergence from the recession and the opening of the Kensington gold mine near Juneau.

A big setback for Southeast's 2010 employment outlook will be the certain loss of cruise ship passengers. The numbers leveled off at around 1 million passengers a year in 2008 and stayed at about that level in 2009, but only through deep discounting of tickets. Several cruise ship companies have pulled ships from Alaska and total cruise ship visitors to Southeast are expected to fall by about 15 percent in 2010. Wrangell will not be as hard hit as Juneau, Ketchikan and Skagway where the summer economies are quite dependent on

[1] Much of the information in this section is excerpted from either an ADOLWD January 2010 Trends magazine's Employment Forecast, or the January 2009 Occupational Forecast. Both are augmented though with information from data interviews about Wrangell's economic picture and from recent information on national economic trends.

cruise ship tourism, nonetheless these declines will trickle throughout the Southeast economy. Declining tourism will adversely affect the retail trade, transportation, and leisure and hospitality sectors in 2010 and will reduce sales tax revenue.

The mining and logging sector provided about 800 jobs in 2001. Since then it has steadily shrunk – mostly due to the timber industry's continued decline – and was at 550 jobs in 2009. In Wrangell, as recently as 2006 Silver Bay Logging was still the biggest employer. However by 2009 the mill was completely inactive and very little timber-related employment exists and in 2010 equipment is being sold off or scrapped and it is being disassembled. Logging and wood product manufacturing is forecasted to lose additional jobs in 2010. A small positive sign for the industry is the development of wood-biomass as an energy source, which could create new markets for smaller and lower-quality wood, and efforts to re-tool to focus on harvest and milling of second growth timber. The U.S. Coast Guard is currently exploring the use of wood pellets to heat buildings at its Sitka and Ketchikan stations as is Sealaska in Juneau. Regionally, mining will be a bright spot in 2010 as Kensington is scheduled to begin producing gold mid-year.

The current recession hit the construction industry hard nationwide and Southeast Alaska was no exception. The region's construction employment has gradually declined in the past decade and fell by an additional 150 jobs in 2009. Overall, little growth is expected in either the residential or commercial sector, but stimulus money and public projects are expected to keep the construction losses small in 2010.

In Wrangell, construction related to Downtown's Front Street revitalization improvements, the waterfront fill project, and a new hospital would keep some of the construction section active. Capital improvement projects, typically paid for with federal dollars, are a backbone of Alaska's construction industry. The demand for residential construction may remain low for years. In the near-term, the current trading partners and the goods consumed by Wrangell should remain largely unchanged.

In recent years, seafood processing grew from 1,300 jobs in Southeast Alaska in 2001 to 1,500 jobs at its peak in 2006. Then after two consecutive years of small declines, the industry added 100 jobs in 2009. Wrangell followed this regional trend, losing processing jobs in 2007 and 2008 and then gaining in 2009 with Trident Seafood's purchase of the former Wrangell Seafoods plant. For the 2010 forecast, the seafood processing employment is expected to hold steady.

In January 2009, in the midst of the recession, ADOLWD issued an occupational forecast for 2006 to 2016. They predict that, continuing its recent trend, the health care and social assistance industry is projected to outperform the average growth with nearly 25 percent growth. Two other industries are projected to grow slightly faster – utilities at nearly 28 percent and professional, scientific and technical services at 25 percent – but the size of the health care industry means employment gains in that industry will more than double the gains in any other industry.

Other industries posting gains well above average include mining, and arts, entertainment and recreation. Underperforming industries are projected to include government, manufacturing and information services. ADOLWD forecasts that the agriculture-related industries, historically dominated by the forestry and logging industry, will continue to see declines over the forecast period.

The decision to support and modernize the Wrangell Medical Center with construction of a new hospital and better long term care facility, and Alaska Island Community Services' (AICS) new facility for its growing array of health-related services are therefore likely to be good investments. Not only do these services significantly improve resident's quality of life, but two-thirds of ADOLWD's predicted fastest-growing occupations in Alaska through 2016 are health-related. These trends also support Wrangell's interest in using the old hospital as a health-related vocational training and education facility.

4.2.3 Population Trends and Projections

The 2009 estimated population for the City and Borough of Wrangell is 2,058 (Table 4-5). The population in Wrangell has been declining since 1994 when the local mill shut down, and also dropping in Southeast Alaska as a whole since 2000. However, losses appear to have stopped and reversed course for Southeast Alaska in 2007 (Table 4-6). Wrangell's population seemed to stabilize in 2006 but there appears to have been another drop between 2008 and 2009. Wrangell's school enrollment and the number of Permanent Fund Dividend applications, other primary population indicators, are dropping in concert with population.

Table 4-5. City and Borough of Wrangell 2009 Population

Community	Population
Meyers Chuck	16
Thoms Place	6
Wrangell (former city)	1,892
Remainder of Wrangell Borough	144
Total	**2,058**
Source: ADOWLD	

The 2000 US Census is the last time detailed Wrangell demographics were compared to the state as a whole. This data is now a decade old, but, in 2000 a comparison showed that Wrangell looked similar to Alaska with two exceptions. Wrangell's population was slightly older than the state as a whole, the median age in Alaska in 2000 was 32 whereas in Wrangell it was 39. This was due to the fact that almost 12 percent of the Wrangell population was 65 or older versus 6 percent for Alaska. Estimates of Wrangell's 2005 median age was 43 years old, compared to the state's median age of 33 at that time, again significantly older. The other difference was that about 8 percent of Wrangellites had obtained a college or graduate degree in 2000 compared to 24 percent of Alaskans (US Census data as reported in June 2008 Trends magazine, ADOLWD).

Population projections are important to the community, policy-makers and planners in order to consider Wrangell's likely future demand for services, utilities, infrastructure, housing and land. Two views of future population are considered now, one from the 2009 Community Opinion Survey and another from ADOLWD.

Table 4-6. Wrangell and Southeast Alaska Population Data and Trends

Population	2009	2008	2007	2006	2005	2000	% change 08-09	% change 00-09
SOUTHEAST REGION	**69,338**	69,163	69,115	70,433	70,923	73,000	0.25%	-0.57%
Haines Borough	**2,286**	2,322	2,264	2,252	2,225	2,392	-1.56%	-0.50%
Ketchikan Borough (incld city)	**12,984**	12,980	13,116	13,206	13,136	14,059	0.03%	-0.88%
Prince of Wales, outer KTN	**5,392**	5,358	5,310	5,481	5,513	6.157	0.63%	-1.47%
Petersburg (city)	**2,973**	3,010	3,042	3,125	3,156	3,224	-1.24%	-0.90%
City and Borough of Sitka	**8,627**	8,641	8,621	8,992	8,948	8,835	-0.16%	-0.26%
Skagway, Angoon, Hoonah	**2,908**	2,908	2,976	3,008	3,050	3,436	0.00%	-1.85%
City and Borough of Yakutat	**628**	592	620	636	644	808	5.90%	-2.80%
City and Borough of Juneau	**30,661**	30,405	30,198	30,822	31,238	30,711	0.84%	-0.02%
WRANGELL								
Wrangell (city)	1,892	1,939	1,940	1,909	1,976	2,308	-2.45%	-2.21%
Wrangell (city and borough)	2,058	2,109	•	•	•	2,451	-2.45%	-1.94%
Wrangell Permanent Funds	**2,058**	**2,090**	**2,079**	**2,050**	**2,095**	**2,417**	**-1.54%**	**-1.79%**
Wrangell School Enrollment	**325**	**350**	**357**	**373**	**375**	**505**	**-7.41%**	**-4.90%**
Sources: ADOLWD, Revenue, and Education and Early Childhood Development								

The 2009 Community Opinion Survey questioned residents about their likelihood of staying in Wrangell. A majority (75%) of respondents said they were very likely or likely to retire in Wrangell. Those who were retired or planned to retire in the next ten years were asked a series of questions about factors that could influence their decision to stay in Wrangell. The most important factors (Table 4-7) are presence of friends/family in the community (74 %), quality of health care services (67%), quality of emergency room care (67 percent), and quality of assisted living facilities (55%)[2].

Wrangell Senior Apartments

[2] Residents with household incomes less than $75,000 were more likely to feel that quality of health care services, quality of long term nursing care and availability of senior van services were very important factors. Female residents were more likely to feel that quality of health care services, quality of assisted living facilities, connections to a church, and availability of senior van services were very important.

Making it comfortable for older residents to age in place is important both socially and economically. While seniors do get discounts on taxes, they also need and use services and many have significant retirement and investment income.

Table 4-7. What factors could influence your decision to stay in Wrangell as you grow older?

	Very Important	Somewhat Important	Not Important	Don't know/ref.
Presence of family/friends in the community	74%	21%	4%	1%
Quality of health care services	67	25	8	-
Quality of emergency room care	67	23	7	3
Quality of assisted living facilities	55	22	19	4
Connections to a church	48	26	25	1
Quality of long-term nursing care	47	32	17	4
Availability of senior van services	44	30	25	1
Quality of senior meal services	40	34	25	1
Quality of adult education programs	24	41	31	4
Source: 2009 Community Opinion Survey				

The ADOLWD published an Alaska 2007-2030 population projection in 2007. This population projection is based on the current population, and historical trends in birth, death and migration levels. Southeast Alaska is the only region in Alaska where a long-term decline is projected. The Wrangell-Petersburg Census Area is forecast to decline, from a year 2006 population of 6,024, to a 2030 population of (low, middle and high scenario) 4,427, 5,076, or 5,756 people respectively (Table 4-8).

Table 4-8 Population Projections

	July 1, 2006	July 1, 2010			July 1, 2020			July 1, 2030		
	Estimate	**Low**	**Middle**	**High**	**Low**	**Middle**	**High**	**Low**	**Middle**	**High**
Southeast Region	70,053	68,023	70,315	72,838	62,269	68,335	74,588	56,749	65,073	73,786
Haines Borough	2,241	2,027	2,095	2,170	1,689	1,854	2,024	1,370	1,571	1,781
Juneau Borough	30,650	30,658	31,691	32,828	29,389	32,252	35,203	28,133	32,260	36,580
Ketchikan Gateway Borough	13,174	12,417	12,836	13,296	11,015	12,088	13,194	9,676	11,095	12,581
Prince of Wales-Outer Ketch. C.A.	5,477	5,089	5,261	5,450	4,244	4,658	5,084	3,396	3,894	4,415
Sitka Borough	8,833	8,672	8,964	9,286	8,077	8,864	9,675	7,550	8,658	9,817
Skagway-Hoonah-Angoon C.A.	3,020	2,769	2,862	2,965	2,201	2,415	2,636	1,696	1,945	2,205
Wrangell-Petersburg CA	**6,024**	**5,766**	**5,960**	**6,174**	**5,085**	**5,580**	**6,091**	**4,427**	**5,076**	**5,756**
Yakutat Borough	634	625	646	669	569	624	681	501	574	651
Source: ADOLWD										

ADOLWD offers several cautions about the use of this projection, most notably that Alaska is susceptible to many unpredictable events, and that no demographer, economist or planner has a crystal ball to foresee the future. With population projections for smaller areas, like boroughs, there is higher uncertainty. Inter-borough migration, highly specific policy and economic factors, and unique historical events all play an important role. Countless factors could sway these populations quite dramatically.

4.3 Sector by Sector Economic Analysis

The rest of this chapter presents a sector by sector review of economic conditions and concerns and opportunities for the future. Because there are so many different areas, rather than present the policies and actions at the end of the chapter they follow each topic. Appendix One is a complete list of all goals, policies and actions.

Wrangell's economic development goals and one of this Plan's purposes is to disprove ADOLWD's gloomy population projections and affirm the uncertainty that the agency acknowledges exists by aggressively pursuing economic development and job creation. Strategies to do this and build on Wrangell's assets and competitive advantages are now reviewed.

4.4 Support for Current Employers and Being "Open for Business"

Wrangell is known for its 'open for business' attitude. A few examples: A majority of the downtown waterfront is oriented toward water-related commercial and industrial business. Residents voted to invest a portion of the permanent fund to develop the community's seafood processing industry and its marine haul-out opportunities. Wrangell took action to receive additional land due to borough formation and is selecting a diversity of parcels to support economic development and other opportunities. The City and Borough of Wrangell has worked with industry in the past to offer discounts and incentives for creating year round jobs and its electrical utility offers competitive rates to large users. Borough staff attend tourism and boating related trade shows to market the community and attract visitors. The Borough made a significant contribution to funding and construction of a new hospital by donating land. Summing it up well, a local business owner recently commented that, "[Wrangell] is interested in keeping their town alive and keeping the industry going..." *(Capital City Weekly, February 2010).*

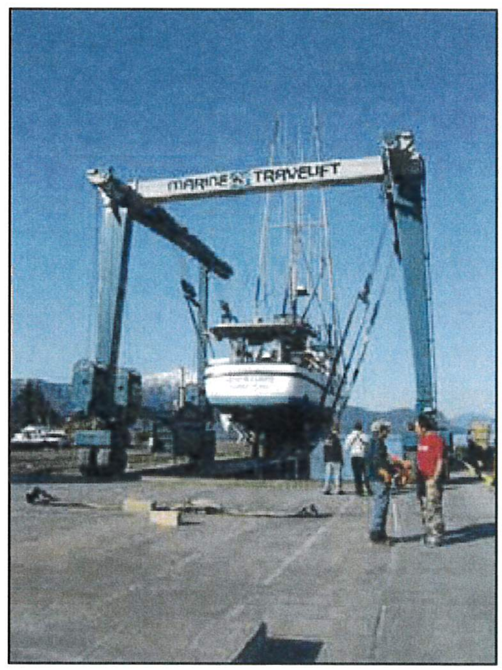
Some actions to support existing and attract new small businesses include:

- Continue to make it easy for prospective businesses to get information about town. Be ready at City Hall's front desk, the Chamber and even the Visitor Center to answer questions and spend time helping prospective business people.

- To draw families, a continuing emphasis on excellent education and activities for kids and youth is important.
- Periodic "buy local" campaigns remind people how much it benefits the community when individuals choose to buy locally rather than through the internet or while outside.
- Occasional sales tax holidays encourage local purchasing.

Jobs that bring new money to town can include both goods-producing, such as timber milling and seafood processing, and service-providing, such as some government, tourism and health-related employment. Traditional good-producing jobs are extracting resources (timber, seafood, minerals) and adding value to them (milling, processing, concentrating) prior to export. Service-providing jobs not only provide services that residents use, but recirculate money in town that could otherwise 'escape.' Examples are health services provided both by the hospital and AICS. If these facilities were not here residents would have to leave town to get these services. AICS, a non-profit entity that depends partly on government funding and grants, has grown into one of the largest year-round employers in Wrangell. Activities such as serving parts of Prince of Wales Island from Wrangell and building the Crossings program are ways to bring new activity and money to town that would not otherwise be circulating in Wrangell economy. More about active economic sectors and ways to support and further develop some is discussed in more depth now this chapter.

Recognizing the importance of government jobs to Wrangell's economy is critical. Just over 40 percent of all jobs in town are local-tribal-state or federal government, and these are typically year-round family wage jobs that form a stable backbone for the economy. State and federal jobs also bring new money into the community that would not otherwise be there. Active support to retain or increase these jobs is good policy.



Harbormaster Greg Meissner and fisherman talk while boat being hauled out with new travel lift.

4.5 Marine Services

4.5.1 Current Conditions

Regular users of Wrangell's waterfront, harbors and docks include the local and regional commercial fishing fleet, resident and visitor's pleasure craft, charter boats and small to large cruise ships, barges, tugs and other working boats. A diverse marine services industry in town has grown to support these fleets and Wrangell has committed to a program of harbor and dock improvements for many years. In the early 2000's the City and Borough of Wrangell and voters upped the level of support and moved to grow this segment of the economy by designating a Marine Service Center on the waterfront, approving an investment in a large commercial haul-out.

The range of services offered at the City and Borough of Wrangell's 5+ acre Marine Service Center, adjacent to Inner Harbor and downtown, continues to grow as do private sector marine services within easy walking distance. The Marine Service Center has a 150-ton travel lift, installed in 2006 that can handle boats up to 120 feet long and 28 feet wide, and a 40-ton hydraulic trailer was installed in 2008. There is a large boat and equipment storage area, wash down pads, 32 electrical outlets, some covered work space in a Borough-owned building, and lease lots available. Nearby private sector businesses services include a covered boat repair and haul-out that can handle vessels as long as 65 feet and 50 feet in height, metal fabricators, shipwrights, fiberglassers, machinists and mechanics, and boat, gear and net racks and storage areas.

4.5.2 Concerns and Opportunities

The regional marine services industry is becoming more competitive as communities add marine-related infrastructure to attract vessel owners seeking vessel service and storage opportunities. In addition to Wrangell, Juneau, Sitka, Ketchikan and Petersburg have fairly well established marine service facilities and Hoonah is in the process of installing a 200-ton travel lift.

Based on interviews with harbormasters and operators of private haul-out facilities, there are an estimated 1,650 to 1,750 annual vessel haul-outs in Southeast Alaska (Table 4-9). The vast majority of these haul-outs are vessels 30 feet or greater in length. In Wrangell's second year of operation (2008) with 160 haul-outs it had captured approximately ten percent of the region's market share.

Table 4-9. Estimated Annual Southeast Alaska Vessel Haul-Outs, 2008

Community	# of Vessels	Market Share
Sitka	550	33%
Juneau	300	18%
Ketchikan	300	18%
Petersburg	250	13%
Wrangell	160	10%
Craig	80	5%
Skagway	65	4%
Total	1,705	100%

Source: Marine Services Plan

In 2009, the Borough's Marine Service Center and the privately owned Wrangell Boatshop together hauled out 252 vessels. If there are about 1,750 total in the region this would be 14 percent of the market share in 2009 – a good jump from 2008. Of the 2009 total, almost half (43 percent) of the Borough-owned haul-outs were non-Wrangellites boats and 80 percent of the Boatshop's were non-resident's boats; clearly the haul-outs and marine services are bringing new work and money to town. Most haul-outs are commercial vessels, mainly fishing boats. In the winter there are now between 45-60 vessels in the Marine

Service Center storage yard at one time. Again, just under half the vessels being stored are out-of-town boats. The facility has hauled-out a few yachts for emergency repairs. When yachts are pulled for emergency repairs, spending in the community can be substantial.

Wrangell is positioned to be competitive in this market, as it is centrally located in Southeast Alaska and has a well-developed waterfront. There is a range of typical marine repair services offered in the community as well as fuel, groceries, accommodations, and retail businesses. To a large degree, success of the Wrangell haul-out and storage facility, like the regions other haul-out facilities, is dependent on a strong local economy, especially commercial fishing. Current economic considerations aside, Wrangell's ability to increase their marine services market share from the region depends on several key factors:

- The price of faculties and services in relation to others in the region.
- The quality of facilities and services in relation to others in the region.
- Their ability to attract new users through marketing and public relations.

An example of marketing Wrangell, the travel lift and Marine Service Center is attending the Seattle Boat Show, which attracts potential visitors, yachters, and some commercial fisherman. Wrangell has done this the last four years and showcases things to see and do in Wrangell, the new harbor and the ability for transients to tie up without rafting, as well as the travel lift. There has been an increase in business as a result including several haul-outs as well as redemption of coupons offering a third night tie-up for free. The Wrangell Convention and Visitors Bureau (WCVB) has developed coupon books so that they can track individuals requesting books from the show. Typical of Wrangell's 'open for business' and public-private sector teaming is offering Wrangell businesses the opportunity to share booth space with the Harbor Department and the WCVB representatives at the Boat Show.

Between the Marine Service Center and barge landing is a 3.4 acre tideland area for which the City and Borough of Wrangell has obtained permits to fill. This will allow expansion of the Marine Service Center and other waterfront uses. This newly filled area will be in a busy part of the waterfront with competing uses for space. Current waterfront uses (that the fill will be in front of or adjacent to) are a barge landing and yard, City Hall, the main waterfront picnic area/green space in downtown, a grocery store, parking and the Nolan Museum and Civic Center (museum, convention and visitor use). Well-organized and efficient management of this new fill area will be key to the area's economic vitality. Planned uses including expanded or related barge yard, more boat storage and repair space, and possibly a new ferry terminal, should be carefully located to protect views from and around the Nolan Center, especially in the summer. A walking path to a relocated picnic area and a green space with waterfront views should be provided as part of a Waterfront Development Plan. See Section 6.10 - Waterfront Development for more information.

4.6 Commercial Fishing and Seafood Processing

4.6.1 Regional Fisheries Context

The McDowell Group prepared information on regional fishery trends through early 2009 to set context and indicate growth opportunity. The major commercial fisheries in Southeast Alaska produced $206 million in ex-vessel value in 2008 (preliminary) up from $192 million in 2006 and $204 million in 2007 (Table 4-10).

Table 4-10. Ex-Vessel Value of Key Commercial Fisheries, Southeast Alaska

	2006	2007	2008	% of change 06-08
Salmon	$103,223,000	$113,359,000	$116,808,000	13%
Shellfish	18,230,000	23,060,000	2,2490,000	23%
Herring	2,421,080	6,014,300	9,439,400	290%
Area 2C IFQ Halibut	38,877,644	36,953,508	26,445,523	-32%
SE Area IFQ Sablefish	22,363,077	20,010,238	25,157,419	12%
SE State Waters Sablefish	6,584,419	5,156,127	6,091,808	-7%
Region Total	**$191,699,220**	**$204,553,173**	**$206,432,150**	8%

Source: Salmon, shellfish, herring ADF&G. 2008 preliminary data; typically final value is higher. IFQ halibut & sablefish NMFS, SE state-waters sablefish CFEC BIT tables.

By a wide margin, salmon remains the value leader in the region's major fisheries. Preliminary salmon value in 2008 was about $117 million (57 percent of the total) and is expected to increase as 2008-season value data are finalized. The 2008 season represents a sixth consecutive year of salmon value growth in the region, having more than doubled from the decade's low point of $50 million in 2002.

The value growth in salmon is driven by a combination of strong harvest volumes for Pink and Chum salmon and steady growth in the price per pound of all five salmon species caught in the region. Salmon harvest volume in the strong years of the pink salmon abundance cycle has declined recently, but this has been offset by substantial price increases for all five salmon species, particularly for Pink and Chum salmon in 2008. Recent price growth in Pink and Chum salmon is driven by a combination of steady growth in the average wholesale price of meat products (frozen, canned, etc) and by a major price increase for roe products in 2008.

The outlook for salmon value in 2010 is uncertain. Prices for the traditional high-value salmon species of the region (particularly Chinook and Coho) will likely see downward pressure with recessionary spending patterns. Chum salmon prices are also likely to be lower, as the unusually strong roe market (primary driver for Chum price) has cooled from 2008.

The 2009 season was strong for Pinks in the region and value for Pink salmon meat and roe products has grown steadily in recent years. The recent first-wholesale price of canned Pinks strongly suggests that the canned segment of the market has made a full recovery from the depressed prices associated with the chronic product surplus during the early part of this decade.

Sablefish (black cod) is currently the second-largest contributor to ex-vessel value in the region, with 15 percent of the Southeast region total. Harvest in the Southeast-area IFQ fishery and in the state-waters fisheries of Chatham Strait and Clarence Strait produced a total of $31 million in ex-vessel value in 2008, up from $25 million in 2007. The value increase is primarily the result of steady growth in Alaska sablefish values, which has offset reduced landings volume. Harvest quotas in the region's sablefish fisheries have sustained modest but steady reductions in recent years.

The allowable catch for the Southeast sablefish IFQ fishery decreased by 15 percent in 2009, to 6 million pounds. While the volume decrease will likely reduce total ex-vessel value for the region, sablefish markets are sensitive to supply and the price is likely to remain relatively strong. Alaska produces approximately two-thirds of the world sablefish supply, and with the statewide sablefish quota reduced by 11 percent, recessionary pressures on the price are likely to be offset by the reduced market supply.

Halibut harvested in the area 2C IFQ fishery comprised 12 percent of Southeast region ex-vessel value in 2008, at $25 million. This is a substantial decline from $37 and $38 million in the two previous years. Halibut prices declined slightly from the peak levels of 2007, but the more significant factor reducing 2C halibut value has been the 40 percent cut in the quota. The 2C halibut quota has declined from 10.3 million pounds in 2006 to 6.1 million in 2008, with a further cut to 5 million pounds for the 2009 season.

Despite a continuing decrease in market supply, halibut ex-vessel price is expected to see a substantial correction in 2009. Statewide halibut prices were at all-time highs in 2007 and dropped only slightly in 2008. There has been some end-user dropout in the marketplace over the last 2 to 4 years due to high price but this was masked by steady quota reductions since 2004 and the price continued to climb. However, recessionary spending patterns are expected to substantially reduce demand for products that are at or near their historic price peaks, like halibut, in 2009.

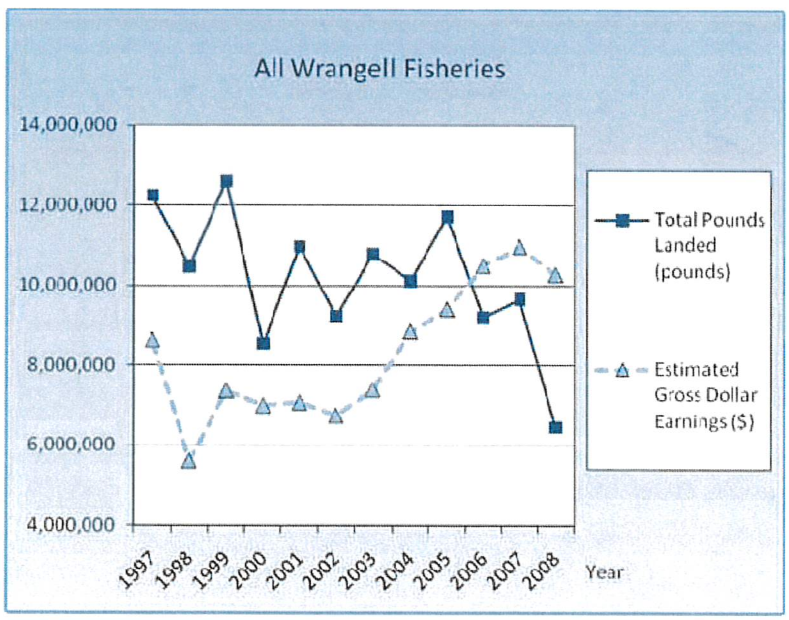
Southeast Alaska has a wide variety of shellfish fisheries, including Dungeness, Tanner and King crab species, as well as shrimp and dive-harvest species such as sea cucumbers and geoducks. The region-total shellfish value in 2008 was $22 million, slightly under 11 percent of the region-total ex-vessel value. Region-wide shellfish value was relatively high in both 2007 and 2008, due to strong harvest and price in the Southeast Dungeness crab fishery, which produced an ex-vessel value of $10 million in both years. Like other high-end seafood products, shellfish are expected to see some downward market-price pressure due to recessionary spending patterns. Dungeness crab prices in the winter fisheries off the West-coast states are considered a good indicator of market condition and suggest that prices in Southeast Alaska will be down significantly from the relative high points of 2007 and 2008. Harvest volume of Southeast Dungeness crab has been relatively strong at 4.8 million pounds in 2007 and 4.5 million in 2008, likely driven to some extent by the above-average price. If price is down substantially in the 2009 season there may be some reduction in landings volume.

4.6.2 Current Conditions in City and Borough of Wrangell Fisheries

The commercial fishing fleet, its harvest, and the processing and shipment of its catch is a significant contributor to Wrangell's economy and employment.

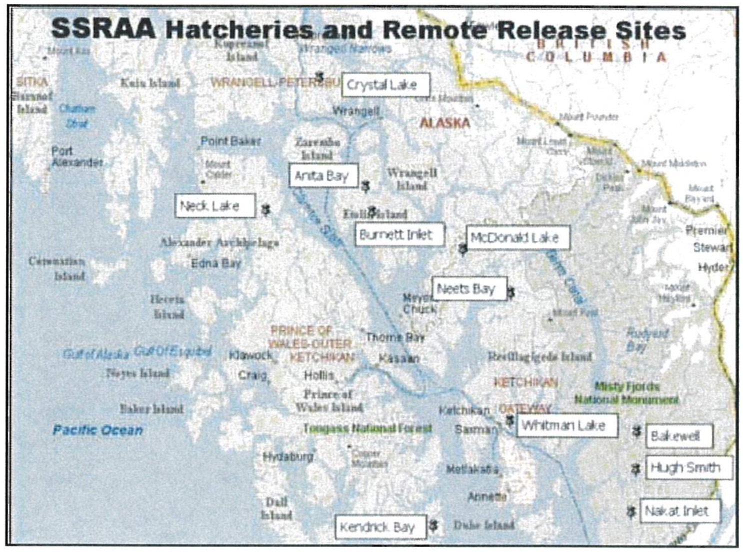
In 2008, there were 207 commercial fishing vessels home ported in town. Wrangell fisherman held 233 commercial fishery permits, and an additional 205 Wrangell-based individuals were documented crew (*CFEC 2008 commercial vessel and permit data)*. All contribute to the local strength of this economic sector. Fisheries with 10 or more Wrangell fishermen in 2008 included the halibut longline, salmon drift gillnet, salmon power troll and hand troll, Dungeness crab and shrimp fisheries. Many other fisheries had less than ten Wrangell fishermen participating, including six in the sea cucumber dive fishery. Wrangell based permit holder's gross earnings in 2008 were $10,272,190. In addition, 12 Meyers Chuck residents held commercial fish permits in 2008 where gross earnings were $377,843.

Since 2000, the gross earnings from seafood being landed in Wrangell has increased significantly. Total pounds landed in Wrangell was increasing through 2005-2006 and then dropped as the Wrangell Seafoods plant struggled and eventually closed. The plant was purchased by Trident Seafoods in 2009 and as a result pounds landed, employment and related activity in Wrangell all increased in 2009. State employment and fisheries data is not yet available to document this trend but a jump in landings for 2009 is expected.



Other area fisheries include several mariculture operations in the waters off west Etolin Island. One of Wrangell's municipal entitlement selections is nearby uplands in McHenrys anchorage to help support mariculture in this area.

An important part of the local commercial fishing industry is the Southern Southeast Regional Aquaculture Association (SSRAA), a non-profit corporation whose mission is "to enhance and rehabilitate salmon production in southern Southeast Alaska to the optimum social and economic benefit of salmon users".



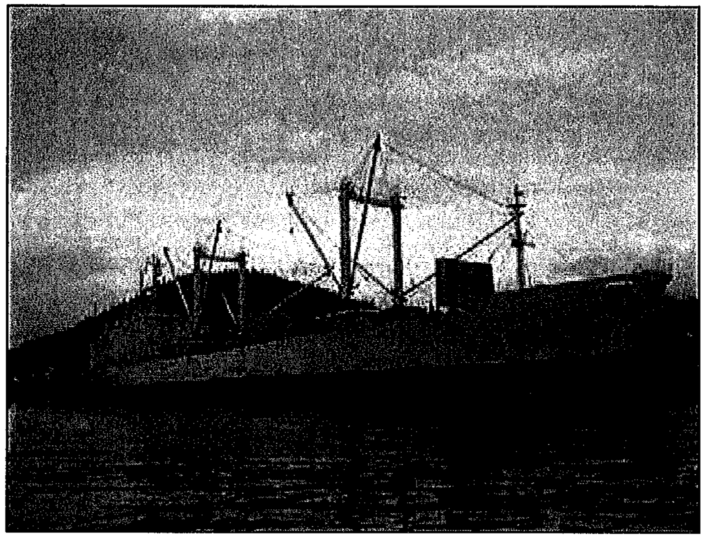
Source: http://www.ssraa.org

SSRAA was incorporated in 1976 and began operations in 1978. Today the value to the region of SSRAA's annual production can exceed $25 million. SSRAA programs include hatcheries at: Whitman Lake on the Ketchikan road system; Neets Bay, which is a remote site in Behm Canal; Burnett Inlet, a remote site in northwest Clarence Strait (within the Wrangell Borough); and, Crystal Lake Hatchery on the Petersburg road system. Fish from these hatcheries are released at a number of remote sites including: Nakat Inlet, Kendrick Bay, Anita Bay (within Wrangell Borough), Bakewell Lake, McDonald Lake and Neck Lake as well as at the hatcheries themselves.


SSRAA Burnett Hatchery

SSRAA projects include all species of pacific salmon except Pink salmon. In terms of numbers, SSRAA's primary production in terms of fish numbers involves Chum salmon with an annual release of more than 130 million Chum salmon fry. Commercial fishermen annually harvest between 150,000 and 300,000 SSRAA-produced Coho. Sport anglers also benefited from these fish; in late-season recreational fishery anglers sometimes harvest these fish too. SSRAA has a summer-run "Snow Pass Coho," that is a very high quality fish for both the sport and commercial harvester since the fish return to freshwater "bright" and fat. Close to 2.5 million Chinook smolts are released annually.

Processing the region's bounty in Wrangell are three seafood processing operations that together typically employ about 200 workers at the peak of the season. A fourth custom smoke and packaging facility is located in town and many commercial fishermen also individually process and market their own fish.



Wrangell's community cold storage made Trident's use of a tramper, pictured above, possible during summer 2009. Three million pounds of frozen, headed and gutted pinks were loaded and shipped. Photo: KSTK News.

Trident Seafoods began its Wrangell operation in April 2009 when it agreed to lease the Wrangell-owned cold storage, belt freezer and canning/processing complex through 2014. This facility is located by the Marine Service Center and downtown harbor. Prior to Trident Seafoods this facility was being leased by Wrangell Seafoods Inc. and others before them. The structure was originally built in the 1950's as Harbor Seafoods. The City of Wrangell purchased the facility from Wrangell Fisheries in 1999 after a public vote, as part of bankruptcy proceedings. About 80% of Trident's business is heading, gutting, and freezing Pink salmon; in a good season, approximately 700,000 pounds of Pink salmon per day is handled. Trident has two shifts of workers and houses and feeds about 130 employees during peak season. In 2009, they contracted to a local restaurant to provide food and rented apartments in town for workers. In 2010, they are renovating a warehouse into a bunkhouse. Trident's lease of the publicly-owned belt freezer and cold storage facilities require that arrangements be available for public use of the facility to encourage innovation and opportunity for individual local fishermen.

Sea Level Seafoods, located by Heritage Harbor, has been in business since about 1985. In 2000, they added a new building and a cooking brining facility to their operation. Sea Level generally processes Dungeness crab, all five species of salmon, black cod, halibut, and some limited rockfish by catch. Sea Level typically operates from March through December, and at the peak of the season employs about 65 workers who are housed in eight to ten rented apartments in town.

Breakwater Seafoods is located near the end of Ocean View Drive adjacent to city harbor. This is a smaller operation that is run by two owner-operators and is busy from February to October. They buy and sell King crab, generally shipping it live by airfreight to west coast markets.

There is also a seafood processing plant, Great Glacier Seafood, on the Canadian side of the Stikine River. This salmon processor reportedly hires about 24 seasonal employees including US workers at times.

Between the three major processors a variety of products are produced locally and shipped out for retail or wholesale distribution including fresh whole, fresh head and gutted or filleted, flash frozen, cooked and packaged, or canned. All mention the high cost of freight and shipping as a limiting factor to expansion. There are products that could be processed locally (e.g. flounder) but, due to the cost of both air and waterborne freight, cannot pencil out. The main limiting factor is lack of refrigerated space on Alaska Airlines jets in the summer, and the fact that space can only be booked 48 hours ahead of time.

Regional branding and marketing can help increase prices paid for seafood products. As perceptions of the product's uniqueness and specialty increase, consumers will tend to pay more. This is the idea behind the Regional Seafood Development Association's regional marketing concept. Thirteen regional marketing organizations are allowed under the state program, and there is only one in Southeast Alaska – Rainforest Wild – in the Yakutat area. These organizations are funded through a self-imposed levy, and the southeast salmon gillnetters have twice voted down a levy to fund an organization such as this. With the rebound of salmon prices since 2004 the pressure that individual fisherman were feeling to work together on regional marketing ideas like this has abated. However, quality handling practices coupled with regional branding and marketing often leads to higher product prices for all.

4.6.3 Concerns and Opportunities

The fishing and the seafood processing industry have been a relatively bright spot for the region's economy over the last several years. Health conscious consumers have increased demand for heart-healthy fats – with salmon near the top of the list – and seafood has become a fast-growing food category for the nation and world. Although consumers may continue to shy away from more pricey seafood as a lingering influence of the recession, economic slowdowns generally have smaller effects on food-related industries. For the 2010 forecast, the seafood processing employment is expected to hold steady.

Price offered for product and the strength of commercial fish runs is beyond the control of the City and Borough of Wrangell. Some ways that the Borough and local fishermen and residents can positively influence or benefit commercial fishing and seafood processing include:

- Maintaining harbor and port facilities and easy access to marine services.
- Ensuring ready availability of ice, bait and other support.
- Supporting SSRAA and terminal salmon fisheries harvests that benefit local fishermen and the Trident Seafoods operations.
- Ensuring continued reliable airlines flights in and out of Wrangell with adequate space for refrigerated cargo.
- Making public cold storage available to fishermen and processers through the Borough's anchor tenant relationship with Trident Seafoods.
- Diversifying dive fishery opportunities in Southeast Alaska.
- Supporting financing mechanisms that enable local commercial fish permit holders to sell permits to their children and other Wrangell residents when ready for retirement, rather than seeing permits leave the area.
- Participating in regional marketing efforts that create higher prices for local branded products; this will be an especially important if overall prices decline as they did in the late 1990's-2004.
- Keeping Southeast Alaska fishing waters pollution free to ensure our 'Wild Alaska' image and reality is maintained.

4.7 Visitor Industry

4.7.1 Current Conditions

The City and Borough of Wrangell website lists approximately 65 businesses in Wrangell that derive at least a portion of their revenue from the tourism industry. There are 14 establishments offering lodging (70-80 total rooms), 20 businesses offering some type of experience from fishing or sightseeing charters to bicycle rentals to golfing, 12 places to buy groceries or a meal, 18 stores selling retail items of interest to visitors, an airline charter service, and 7 businesses offering transportation from cabs to guided walking tours. It is safe to say that the revenue these businesses derive from tourism helps sustain their year round presence in Wrangell (and some are not able to stay open year round).

The City and Borough of Wrangell boasts many outdoor recreational assets used by both residents and visitors including but not limited to the Nolan Museum and Convention Center, Petroglyph Beach State Historic Park, Shakes Island and Tribal House Historic Monument, Mt. Dewey Trail, Muskeg Meadows golf course, fishing charters and many places to hunt, fish, hike, camp, kayak, view wildlife, bike, snowmobile, use ATVs and cross country ski. These assets are a good example of facilities that attract and are used by visitors and also benefit residents.

The US Forest Service (USFS) Wrangell Ranger District maintains 22 public use recreation cabins, several campgrounds, picnic areas, shelters and waysides on Wrangell Island and within the Borough. In 2008, the most popular cabins were Virginia Lake (103 paid nights), Anan Creek (60 paid nights) and Harding River (51 paid nights).

The USFS also manages the Anan Wildlife Observatory, located off the south end of Wrangell Island at the mouth of the Bradfield Canal. At this boat or floatplane accessible area a short trail leads visitors to covered and camouflaged decks that allow very close observation of bears feasting on salmon; there is also a recreation cabin. In the summer, Forest Service staff are on site to provide information. Between July 5 and August 25, when bears are most active, a permit is required to visit the site. Sixty permits are available each day.

Group Rafting the Stikine River, Summer 2009

The Stikine River in the northeast part of the Borough is the fastest free flowing navigable river in North America. It is approximately 380 miles long with only about 40 miles of its course in the United States where it ends in a broad delta across the Eastern passage from Wrangell. The portion of the river in the United States is within the Tongass National Forest in a Wilderness Area. The Stikine is a world renown destination and every year hundreds visit either on a multi-day raft trip that generally start in Telegraph Creek, British Columbia or, by jet boat on a day trip from Wrangell. Soaking in the Chief Shakes Hot Springs is another popular activity along the river. The middle and upper reaches support a commercial fishery and there is a seafood processing plant on the Canadian side of the border.

Wrangell residents recognize the contribution to the economy that all forms of tourism make. The purchases of summer tourists help sustain local businesses, provides seasonal employment, brings revenue to the Nolan Museum and Convention Center, and contributes to the sales and transient tax revenue. When cruise ships (large and small) visit Wrangell in the summer there is a significant increase in local retail sales and sales tax revenue. Facilities, amenities and recreation assets built for visitors and operated by tourism related revenue are often enjoyed and used by residents as well. The 2009 Community Opinion Survey asked several questions about tourism to gauge resident's perspectives. Residents were asked if they thought the level of visitors should be increased, decreased, or maintained for four visitor types. The majority thought that all four types of visitors should be increased (Table 4-11). Few residents felt that any types of visitors should be reduced.

Table 4-11. For each of the following types of visitors, do you think the number of visitors should be increased, maintained at the current level, or reduced?

	Increased	Maintained	Reduced	Don't know/ref.
Independent visitors arriving by air	79%	15%	1%	4%
Independent visitors arriving by ferry	78%	16%	2%	4%
Private boat and yacht visitors	77%	17%	1%	5%
Small cruise ship visitors	68%	25%	3%	3%

Source: 2009 Community Opinion Survey, McDowell Group

Residents were asked their opinion about the optimal number of large cruise ships visiting Wrangell during any given summer week. (Large cruise ships were defined as those carrying 900 to 2,500 passengers.) A large majority (85 percent) thought that at least one cruise ship visit per week was acceptable. Slightly more than half felt that one to two large cruise ship visits per week was optimal. The 39 (12 percent) of the 234 survey respondents opposed any large cruise ship visitation were asked why. The most cited reason why was that they just don't like visitors in town.

The strongest support was for independent visitors (air, ferry, and private boats/yachts). While two-thirds of Wrangell residents thought that small cruise ship visitors should be increased, one-quarter thought that they should be maintained at current levels. The vast majority (81 percent) of residents were supportive or strongly supportive of engaging in cooperative marketing efforts with Petersburg and Prince of Wales Island communities to attract independent and adventure visitors to central Southeast.

4.7.2 Industry Trends

Estimated visitor volume and trend data is available periodically through the state's *Alaska Visitor Statistics Program.* The comprehensive summer 2006 report included visitation estimates at the regional and community level. In the two subsequent years, reports included only statewide visitor volume estimates. The most current data for each level is presented below (Table 4-12). Visitation to Alaska dropped by 0.4 percent between summer 2007 and 2008, and by 7.3 percent between 2008 and 2009 - the largest decline since tracking started in 1985. Most of the decline was attributed to a decrease in visitor exits by air (down 15 percent). Highway and ferry exits also decreased during this period (8 and 16 percent declines respectively). Cruise ship visitation was essentially flat, dropping -0.2 percent. Likely factors contributing to these decreases include the early phase of the economic recession and the high price of gasoline.

The visitor industry is braced for continued decline over the next couple of years. Four small ships pulled out of Alaska in 2009, reducing passenger capacity by nearly 10,000 visitors. Air carriers are reducing seat capacity to and from the state. Hotels and lodges throughout Alaska are reporting significant reductions in bookings.

The decline in small ship traffic will cause a sizeable reduction in air traffic and lodging revenue, as passengers on small ships typically embark and disembark in the Southeast region. Additional changes in large ship deployment for 2010 will result in a loss of more than 100,000 passengers.

Table 4-12. Estimated Alaska Visitor Volume, Summer 2006 to 2009

	All Visitors	Percent Change
Summer 2006	1,631,500	NA
Summer 2007	1,714,100	+5.1%
Summer 2008	1,707,400	-0.4%
Summer 2009	1,583,300	-7.3%
Sources: Alaska Visitor Statistics Program V, and Economic Impact of Alaska's Visitor Industry, both by McDowell Group		

Southeast Alaska attracted nearly 1.2 million visitors in 2006, slightly more than 70 percent of the statewide market. The regional market is comprised of approximately 1 million cruise passengers and nearly 200,000 non-cruise visitors. Visitation to individual communities in the region is addressed in the follow sections for the non-cruise and small ship markets.

4.7.2.1 Independent Visitors

During summer 2006, approximately 180,000 independent (non-cruise) visitors traveled to Southeast Alaska, not including Alaska residents traveling within the state for business or pleasure. The non-cruise market includes independent travelers, visitors who purchased travel packages and business travelers. The most popular Southeast destinations were Juneau, Ketchikan and Skagway. Wrangell attracted 23,000 non-cruise visitors, or about 13 percent of the regional market (Table 4-13).

Table 4-13. Estimated Independent (Non-Cruise) Visitor Volume, Summer 2006

	Non-Cruise Visitors
Southeast	**179,000**
Juneau	70,000
Ketchikan	56,000
Skagway	46,000
Sitka	41,000
Haines	31,000
Wrangell	**23,000**
Glacier Bay/Gustavus	21,000
Petersburg	19,000
Prince of Wales Is.	12,000
Hoonah	4,000
Source: Alaska Visitor Statistics Program V, McDowell Group, Summer 2006	

Key attributes of the Southeast regional independent (non-cruise) market are:[3]

- 74 percent of visitors were traveling for vacation/pleasure, 14 percent were visiting friends and relatives, and the remaining 12 percent was business travel.

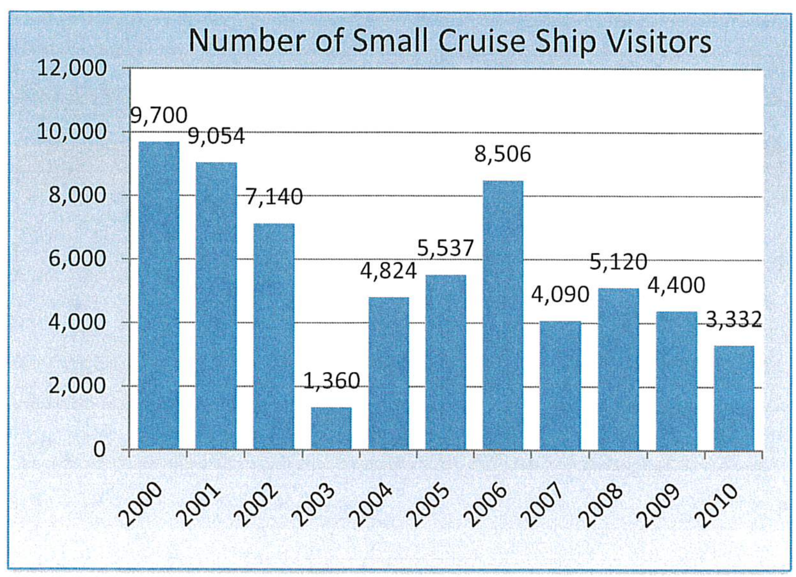
[3] Source: *Alaska Visitor Statistics Program V*, McDowell Group, Summer 2006. Southeast regional market summary published in SEAtrails Business and Marketing Plan.

- Nearly 70 percent utilized the Internet during travel planning and booking. Twenty-five percent purchased a multi-day tour package; the majority of packages were to fishing lodges.
- 70 percent traveled in and out of the state by air, 21 percent by highway and just 8 percent by ferry.
- The average length of stay in Alaska was 11.4 nights, with an average of 6.3 nights spent in the Southeast region.
- More than half of the market reported participation in shopping, wildlife viewing and fishing. Between 25 and 40 percent of visitors reported participation in each of the following activities: hiking and nature walks, visiting museums, visiting friends and relatives, day cruises and bird watching.
- 60 percent said they are very likely to return to Alaska in the next five years; 58 percent had previously experienced an Alaska vacation.
- Just over half of the market was from the Western US region. No other region or country was represented by more than 15 percent of the market.
- The average party size was 2.3 people. Sixty-two percent of the market was male. The average age was 51 years.

The market profile suggests that growth opportunities exist for regional destinations that can offer air access and outdoor adventure activities. A sizeable portion of the market currently purchases multi-day packages—particularly fishing. Communities and operators are encouraged to continue assembling and offering a variety of packages (including fishing and other activities) to meet market demands, as well as continued development of Internet-based marketing tools that provide potential visitors with trip planning and purchasing options.

4.7.2.2 Regional Small Cruise Ship Market

Small-ship cruise passenger traffic to Southeast was slightly more than 20,000 passengers in 2008. Unlike the large ship market, which grew steadily for much of the past decade, the small ship market remained fairly stable. Juneau attracted the largest number of small ship calls and passengers in 2008. While Wrangell attracted just 24 calls,



Source: City and Borough of Wrangell

the vessels included two of the largest in this market segment. The resulting passenger count for Wrangell of just over 4,000 passengers represented nearly a fifth of the market.

The small ship market is particularly appealing (from an economic development perspective) for several reasons. The smaller vessels are compatible with the dock and tour capacity available in many regional destinations. Secondly, most of the passengers embark and disembark in the region, which provides ancillary business for regional air carriers and hotels. The vessels also resupply in the region, providing a range of business opportunities including fuel, food and beverage and laundry services. Finally, operators of smaller ships seek out destinations not commonly visited by larger cruise lines.

Early in 2009, four small ships withdrew from the Alaska market, reducing passenger capacity by 10,000 visitors. Unfortunately, the Empress of the North, which has called in Wrangell, was among them. In 2009 Wrangell received approximately 4,400 passengers and 14 port calls. The small ship market is perceived as being more vulnerable than large cruise lines to the current economic recession, as their marketing reach and ability to discount to fill berths is appreciably smaller. Fortunately, summer of 2010 will see Cruise West small cruise boats returning to Wrangell. Approximately 3,330 passengers and 23 port calls are expected in 2010.

Attracting small ships to a port is a function of logistical convenience and passenger appeal. Cruise lines require air access, docks and vessel support services in ports where they embark and disembark passengers. Passenger appeal for port-of-call locations is achieved through a combination of accessibility between the ship's docking/mooring location and town, merchants that are willing to remain open when the vessel is in port, visual appeal of the community, and an activity or tour base appropriate for the vessel size and interests. Some small cruise lines cater to an adventure oriented market, while others attract an upscale market segment interested in historical and cultural attractions.

4.7.2.3 Yachts and Pleasure Craft

Though still very small relative to other components of Alaska's visitor industry, the yacht market has become a meaningful segment of the industry. According to US Customs, 470 pleasure vessels of all sizes crossed the border from Canada into Alaskan waters in 2009[4] (Table 4-14). This is significantly down from the 11-year average of 605 annual boats. About half of this market is vessels over 50 feet in length. Additionally, there are a very small number of vessels that arrive in Southeast whose port of departure was another US city and therefore were not required to clear customs. According to the Wrangell harbormaster approximately 450 to 500 non-local yachts/pleasure vessels docked in Wrangell in 2008.

[4] Count is from Ketchikan, assumes northbound vessels stopped in this Port which they typically do.

Table 4-14. US Customs Pleasure Vessel Counts, 1999-2008

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Number of vessels	657	637	587	617	603	660	566	667	585	611	470

Source: US Custom Office, Ketchikan

As expected, current national (and international) economic conditions did slow yacht traffic to Alaska in the near-term as evidenced by the 2009 drop of almost 25 percent. Over the long-term, however, the yacht market should continue to be a growing segment of Alaska's visitor industry. Communities positioned to capitalize on growth in this market include those with the necessary infrastructure to meet the unique needs of yachters.

Yacht owner's expectations for marina facilities and services have increased over the last decade. Yacht owners have invested heavily in their vessels and are generally experienced travelers. They expect a high level of amenities and service. Yacht owners/operators prefer to moor in marinas that exclude commercial use because of noise, activity, air-born pollutants from oil stoves and a general lack of security. In addition to a need for basic supplies, such as food, water, and fuel, yacht owners also want gated security, convenient parking for rental cars, communications services such as high-speed Internet and phone lines at the dock, 30-, 50- and 100-amp electric hook ups, and pump-out and solid waste disposal. They expect access to information, activities, and personal assistance. Some yacht owners also prefer the services of a yacht provisioner and/or a yacht services coordinator. There are provisions/coordinators in Southeast that provide yacht owners with a range of services including procuring supplies, arranging dry cleaning, and making airline, restaurant and tour reservations.

A common practice in Southeast harbors is called "rafting" where vessels (especially fishing vessels) will tie side by side. This practice is generally not acceptable to yacht owners for reasons of privacy, security and cleanliness.

4.7.2.4 Conference and Meeting Visitors

Wrangell's Nolan Center opened in 2004 and has drawn a number of visitors to the community. It brings in non-local events and meetings every year, and those visitors spend the night and frequent other businesses while in town. State and federal agencies have often used the facility as have other Southeast Alaska businesses and organizations. Local residents and visitors frequent the museum (Table 4-15).

Use of the Nolan Center is constrained by limited lodging and food service in Wrangell. Currently, only about 80 rooms are available in Wrangell for visitors. One group, Southeast Conference, overcame the limit on room available in Wrangell by using an AMHS ferry for lodging during its 2005 three-day annual meeting that drew 220 people to Wrangell and the

Nolan Center. The Nolan Center is planning to add additional kitchen facilities so that more food can be prepared on site.

Table 4-15. Use of Nolan Center

Year	Civic Center Annual Revenue	Total Number of facility events/ number non-local (out-of-town)	Museum, Number of Visitors
2005	$29,415	58 total, 13 non local	9,831
2006	$33,062	66 total, 16 non-local	8,449
2007	$48,263	57 total, 16 non-local	7,162
2008	$30,088	70 total, 11 non-local	5,001
2009	est. $30,000	45 total, 5 non-local	3,904
Source: City and Borough of Wrangell			

4.7.3 Concerns and Opportunities

A big setback for Southeast's 2010 tourism activity, employment and revenue will be the loss of cruise ship passengers. Cruise passenger numbers leveled off at around 1 million passengers a year in 2008 and stayed at about that level in 2009, but only through deep discounting of tickets. Several cruise ship companies have pulled ships from Alaska and total cruise ship visitors to Southeast are expected to fall by about 15 percent in 2010. Wrangell will not be as hard hit as Juneau, Ketchikan and Skagway whose summer economies are quite dependent on cruise ship tourism; nonetheless these declines will trickle throughout the Southeast economy. Wrangell can expect tourism declines will adversely affect the retail trade, transportation, and leisure and hospitality sectors in 2010 as well as reducing sales tax revenue.

To counter decreasing cruise visitation to Alaska (even while global cruise tourism is increasing), Alaska Department of Commerce, Community and Economic Development (DCCED) partnered with local businesses to promote Alaska as a top cruise destination at Seatrade's annual Cruise Shipping Miami international exhibition and conference in March 2010 in Miami. Wrangell representatives have attended events like this in the past to market Wrangell and Alaska to cruise companies. Attending trades shows similar to this, hosting travel writers, joining regional marketing alliances, and similar activities often don't have an immediate impact, but do have mid to long term benefit.

The national recession is reducing the number of traveling yachters. Another slow year in 2010 can be anticipated. This segment of the traveling market will eventually rebound, and when it does Wrangell is well positioned to continue to capture and grow the number of yachters and other visitors it receives due to its new harbor amenities.

Wrangell is now reaping the benefit from past activities and marketing. In the last six months Wrangell has been named a top tourism destination in at least three publications: The Alaska Cruising Report featured Wrangell as the "Port of the Month" for January 2010. The Good Sam Club's March issue of *Highways* magazine has an article titled, "The Real

Alaska: Under the Radar on Wrangell Island" in the March issue, and, in January 2010, Wrangell was named the #3 Top 10 destinations for 2010 by Bing.

Even small things can matter, like City and Borough of Wrangell's winter 2010 Twitter message, "Planning a trip to Wrangell, Alaska? Ask for our free coupon book offering great discounts on charters, lodging and gifts (http://goo.gl/wzDt). These types of publicity will bring more visitors to Wrangell.

One bright spot for 2010 is small cruise ship company Cruise West's return to Wrangell with an estimated 26 port calls and 3,330 passengers. As the US and Alaskan economies slowly rebound in the next ten years tourism to Southeast should also rebound if it is coupled with continual marketing effort.

4.8 Renewable Energy Development and Transmission[5]

4.8.1 Current Conditions

The high price of oil in 2008 triggered a nationwide effort to develop non-petroleum based energy sources in the United States and beyond. Nowhere has the sting of high fuel prices been felt more acutely than in rural Alaska which is generally dependent on diesel oil for heat and power and not tied into a regional electrical distribution system. While Southeast Alaska's heating oil and gasoline prices are below statewide averages, they are significantly higher than national averages, which in January 2010 were $2.72/gallon for gasoline and $2.99/gallon for heating oil (Table 4-16).

Even though Wrangell is paying above the national average for heating fuel and gas, it is lucky to have reasonable electrical power rates due to its connection to inexpensive hydroelectric power sources (at Tyee Lake and Swan Lake hydropower facilities) and electrical transmission intertie with Petersburg and Ketchikan. Both the Wrangell and Petersburg municipal electrical utilities purchase power from the Southeast Alaska Power Authority, which owns these two hydroelectric facilities and power transmission lines. The Tyee facility is managed by Thomas Bay Power Authority (not to be confused with potential hydroelectric development in Thomas Bay). The rural communities in the Borough are not, however, interconnected to this inexpensive power source.

Wrangell's electric rates are very competitive regionally, an incentive to locating energy-consuming businesses and industry in the community (Table 4-17). Additionally Wrangell Light and Power is offering an attractive flat rate (8 cents/kWh) to all residential and commercial users that use electricity for heat and hot water and install a separate meter to track usage. The City and Borough of Wrangell is aggressively pursuing funding to become

[5] Wrangell Light and Power issues and needs are covered in the Public Safety and Utilities chapter of this plan; this section addresses regional renewable energy that is linked with economic development.

more energy efficient. In 2010 it received a $2 million grant to convert oil fired boilers to electricity.

Table 4-16. January 2010 Fuel Prices in Southeast Alaska

Community	Community Retailer: (entity selling fuel)	Heating Fuel #1 01/2010 Retail: *(selling price per gallon - $$)*	Percent (%) +/- Statewide Heating Fuel Average ($4.68*)	Percent +/- 7/2009 Retail: *(selling price per gallon)*	Gasoline 01/2010 Retail Price: *(selling price per gallon -$$)*	Percent (%) +/- Statewide Gasoline Ave ($5.01)	Percent +/- 7/2009 Retail: *(selling price per gallon)*
Angoon	Angoon Oil and Gas	$4.22	-10%	-23%	$4.42	-12%	39%
Craig	Petro Marine	$3.16	-32%	-19%	$3.26	-35%	12%
Gustavus	Gustavus Dray	$3.54	-24%	29%	$3.75	-25%	29%
Hoonah	Hoonah Trading	$3.54	-24%	6%	$3.39	-32%	-7%
Juneau	Delta Western (HF) /Fred Meyer (Gas)	$3.18	-32%	6%	$2.96	-41%	8%
Kake	Kake Tribal Fuel	$4.35	-7%	-28%	$4.61	-8%	27%
Pelican	Pelican Fuel Dock	$4.60	-2%	31%	$4.79	-4%	-23%
Petersburg	Petro Marine	$3.11	-34%	19%	$3.03	-39%	12%
Point Baker	Point Baker Trading Post	$3.60	-23%	-55%	$3.85	-23%	-52%
Thorne Bay**	Petro(HF) Bayview (Gas)	$3.16	-32%	19%	$3.54	-29%	12%
Wrangell	Wrangell Oil	$3.16	-32%	-2%	$3.52	-30%	2%

** Heating fuel average does not include Northern communities, whose residential fuel is subsidized by the North Slope Borough.*
*** Petro Alaska closed its Thorne Bay location in 2008. Heating fuel deliveries for Thorne Bay residents are now being provided by Petro Alaska in Craig.*
Source: Current Community Conditions: Fuel Prices. January 2010 Update. Alaska DCCED/DCRA

Southeast Alaska's geography and rainy climate combine to produce a wealth of hydroelectric facilities and potential. There are 22 hydro facilities today providing about approximately 200 megawatts (MW) of power to the region (Table 4-18).

Table 4-17. 2009 Electrical Rates

Wrangell	¢/kWh	Petersburg	¢/kWh	IPEC**	¢/kWh
Residential		**Residential**		**Residential**	
Base Charge ($/mon)	$8.00	Base Charge ($/mon)	$9.00	Base Charge ($/mon)	$10.00
0-300 kWh	12.6	1st 325 kWh	11.8	Flat rate/kWh	41.77
301-1200 kWh	10.2	2nd 325 kWh	11.4		
>1200 kWh	8.0	>700 kWh	7.0		
Small Commercial		**Small Commercial**		**Small Commercial**	
Base Charge ($/mon)	$9.00	Base Charge ($/mon)	$9.00	Base Charge ($/mon)	$15.00
Flat rate/kWh	11.6	1st 1500 kWh	11.1	1st 500 kWh	43.76
		2nd 1500 kWh	10.9	> 500 kWh	38.35
		>3000 kWh	7.6		
Large Commercial		**Large Commercial**		**Large Commercial**	
Base Charge ($/mon)	$13.50	Base Charge ($/mon)	$78.00	Base Charge ($/mon)	$50.00
0-70,000 kWh	10.7	1st 30,000 kWh	10.8	1st 1500 kWh	37.49
>70,000	10.3	2nd 30,000 kWh	10.6	>1500 kWh	37.49
		>60,000 kWh	8.1		
Other		**Other**		**Other**	
Electric heat & hot water incentive rate for resid. & comm., install separate meter		Demand charge for large comm. for peak 15 min usage during mon.		Also have demand charge for large commercial of $11.39 per kWh	
Base Charge	$4.00	0-50 kWh	$155		
Unlimited kWh	8.0	> 50kWh	$3.10 / kWh		

*** Does not include Power Cost Equalization (PCE) discharge or fuel surcharge.*
Sources: Personal communication with Wrangell Light & Power, Petersburg Power & Light, Ketchikan Public Utilities, Inside Passage Electric Cooperative (IPEC) and Sitka Electrical Dept.

4.8.2 Opportunities

There is large potential for additional hydroelectrical power, with one source estimating there to be 3,000 MW of undeveloped hydropower in Southeast Alaska[6]. More than a dozen sites have been studied in varying degrees of detail and have development potential now. Some would support specific local needs while others would be especially suited for export of power. Wrangell already enjoys low electric power rates and further development of hydropower resources in the region would secure that advantage. Wrangell could also benefit economically from jobs and income as a result of construction of new hydropower facilities and an intertie with Canada (See Figure 4-1).

The Canadian federal government has established a mandate for energy self-sufficiency. This among other factors has driven it and the British Columbia provincial government to join with the private sector to invest approximately $400 million to bring an electrical line from a Skeena Substation near Terrace to a new substation to be built neat Bob Quinn Lake.

[6] February 4, 2010 Wrangell Sentinel article quoting electrical engineer Brian Yanity of WHPacific.

Canada's Northwest Transmission Line will provide a reliable supply of clean electricity to attract and support new industrial growth. It also will provide a secure point of interconnection to the electricity grid for new sources of clean electricity developed by independent power producers. For example, the developing Forrest Kerr hydro project about 30 miles from the Canadian border by Bradfield Canal could tie into this infrastructure.

Table 4-18. Hydroelectric Power Facilities in Southeast Alaska

Community/Area Served	Facility	MW	Note
Wrangell-Petersburg-Ketchikan	Swan Lake	22.4	
Wrangell-Petersburg-Ketchikan	Tyee	20.0	
Skagway-Haines	Dewey Lakes	0.9	run of river
Skagway-Haines	Goat Lake	4.0	
Skagway-Haines	Kasidaya Creek	3.0	
Sitka	Blue Lake	2.0	
Sitka	Green Lake	18.6	
Prince of Wales/Klawock	South Fork Black Bear	2.0	run of river
Prince of Wales/Klawock	Black Bear Lake	4.5	
Petersburg	Crystal Lake	2.0	
Pelican	Pelican	0.7	
Metlakatka	Chester Lake	1.0	
Metlakatka	Purple Lake	3.9	
Ketchikan	Beaver Falls	5.4	
Ketchikan	Ketchikan Lakes	4.2	
Ketchikan	Silvis Lake	2.1	
Juneau	Annex Creek	3.6	
Juneau	Gold Creek	1.6	run of river
Juneau	Salmon Creek	6.7	
Juneau	Snettisham	78.0	
Juneau	Lake Dorothy	14.3	
Gustavus	Falls Creek	0.8	
Planned/Under Development			
Angoon	Thayer Lake	1	design stage, run of river
British Columbia	Forrest Kerr (just north of proposed Bradfield-Iskut road/electric line)	100	Construction
British Columbia	McLymount Creek (west of Forrest Kerr)	60	design stage
Skagway-Haines	Connelly Lake	10.0	design stage
Prince of Wales	Reynolds Creek	5.0	Construction 2010
Ketchikan-Saxman	Whitman Lake	4.6	proposed
Wrangell-Petersburg-Ketchikan-Kake	Ruth Lake		Preliminary FERC license review
	Scenery Lake		
	Cascade Creek		
Source: Renewable Energy Alaska Project www.alaskarenewableenergy.org			

There has recently been debate within Southeast Alaska about whether to build a Southeast Alaska electrical intertie first (that links communities within Southeast Alaska together), or build the Alaskan side of the Bradfield-Iskut electrical intertie, which would connect to Canada. This should not be an either-or discussion; both are needed and present important opportunities. This is especially true given the 10-20 year development timeframe for major hydropower facilities. An electrical interconnection between Southeast Alaska and British Columbia along the Bradfield Canal could provide access to export markets for sale of surplus Alaska-generated renewable electric power in British Columbia and the Lower 48. Future sales of power could generate demand for further hydroelectric development in Southeast Alaska and revenue from excess power sales could be used to support low cost or no cost loans to pay for transmission lines.

An Alaska/British Columbia electrical interconnection was the topic of a detailed study conducted by Hatch Acres Corporation, in September 2007. That study concluded, among other things, the following:

- An Alaska-British Columbia intertie would help secure the energy future for Southeast by providing markets for surplus energy. With a market for this surplus, the economic viability of proposed or potential connected hydro projects in Southeast is enhanced.
- Southeast hydro projects must be able to deliver power at a cost no higher than 7 cents per kilowatt/hour.
- Export of energy to and through British Columbia from Southeast Alaska appears to be economically viable from 2015 on, at a discount rate of 6 percent.

4.9 Mineral Resources

4.9.1 Current Conditions

Mining industry activity has the potential to bring economic activity to Wrangell in a couple ways. As Wrangell has in the past, the community can be a service and transshipment point for mines, mine development projects, and exploration programs in central Southeast Alaska or across the border in British Columbia. Figures 4-1 and 4-2 show mineral prospects, past and current mines in the region.

Wrangell has a long history of involvement in commerce and trade including mining and mineral exploration activities. The first recorded discovery of gold in the region occurred in 1862 when prospectors found gold on the sand bars of the Stikine River. However, there is no record of production from these discoveries. During the early 1870's, with the discoveries of gold in the Cassiar district of northwestern British Columbia, and again in 1897-1898 with the Klondike discoveries, many of the would-be prospectors and miners journeyed up the Stikine River from Wrangell, making Wrangell a hub for supplies.

Wrangell's Garnet Ledge is a famous Alaska mineral location known since the early 1900's that has long been mined for garnets. Wrangell garnets are found in major gem collections around the world. The mine can be reached by a well marked trail along Garnet Creek from a landing on the Stikine River. In 1907 Wrangell's Garnet Ledge mine was owned by the first all-woman mining corporation in the United States. Mining and manufacturing of the garnet products continued through 1936. Eventually ownership transferred to Mr. Fred G. Hanford. In 1962, Mr. Hanford deeded the garnet ledge to the Southeastern Alaska Area Council of the Boy Scouts of America. Today it is owned by the Presbyterian Church.

Wrangell has actively provided incentives and information to the minerals industry to encourage exploration and discovery in the area. For example, in 1995, the City of Wrangell and the U.S. Bureau of Land Management (BLM) shared the cost of an airborne geophysical survey in the Wrangell area.

Exploration and evaluation activities in the region for economically mineable concentrations of metals has been sporadic. Many concentrated efforts took place between 1950 and the middle and late 1980's, and, in recent years the rising price of metals has rekindled some active exploration. In 1991 the US Geological Survey (USGS) reported on locatable minerals in the Tongass Forest (USGS Open File Report 91-10), in the mid-1990's the BLM conducted a three-year mineral assessment of the Stikine region (BLM Open File Report 72, August 1998). Other important compilations for the area are USGS Open File Reports 2008-1225, 2004-1384, 78-784, and 98-327.

Three areas in the Borough have received detailed and modern exploration efforts; Union Bay, Groundhog Basin-Berg Basin and Zarembo Island. Beyond the Borough but in the region are the Woewodski Island prospects and former mines, (Sand) Castle Island Barite, and in British Columbia the Galore Creek, Red Chris copper and Mount Klappan coal deposit. Barrick Gold's Eskay Creek mine produced silver and gold from 1995 to 2008 when it closed after mining production had run its course. Each is now reviewed briefly.

In Southeast Alaska, at Woewodski Island, located west of Wrangell and just outside of the Borough, Bravo Venture Group's summer 2009 exploration program included approximately 3200 feet of core drilling at an estimated cost of $400,000. The Woewodski Island Project includes a large block of federal mining claims located in geologic terrain similar to terrain that hosts the Greens Creek Mine near Juneau. The Woewodski Island venture is an early-stage exploration project, with mine development, should sufficient ore reserves be identified, at least five years into the future.

Figure 4-1 (11x17)

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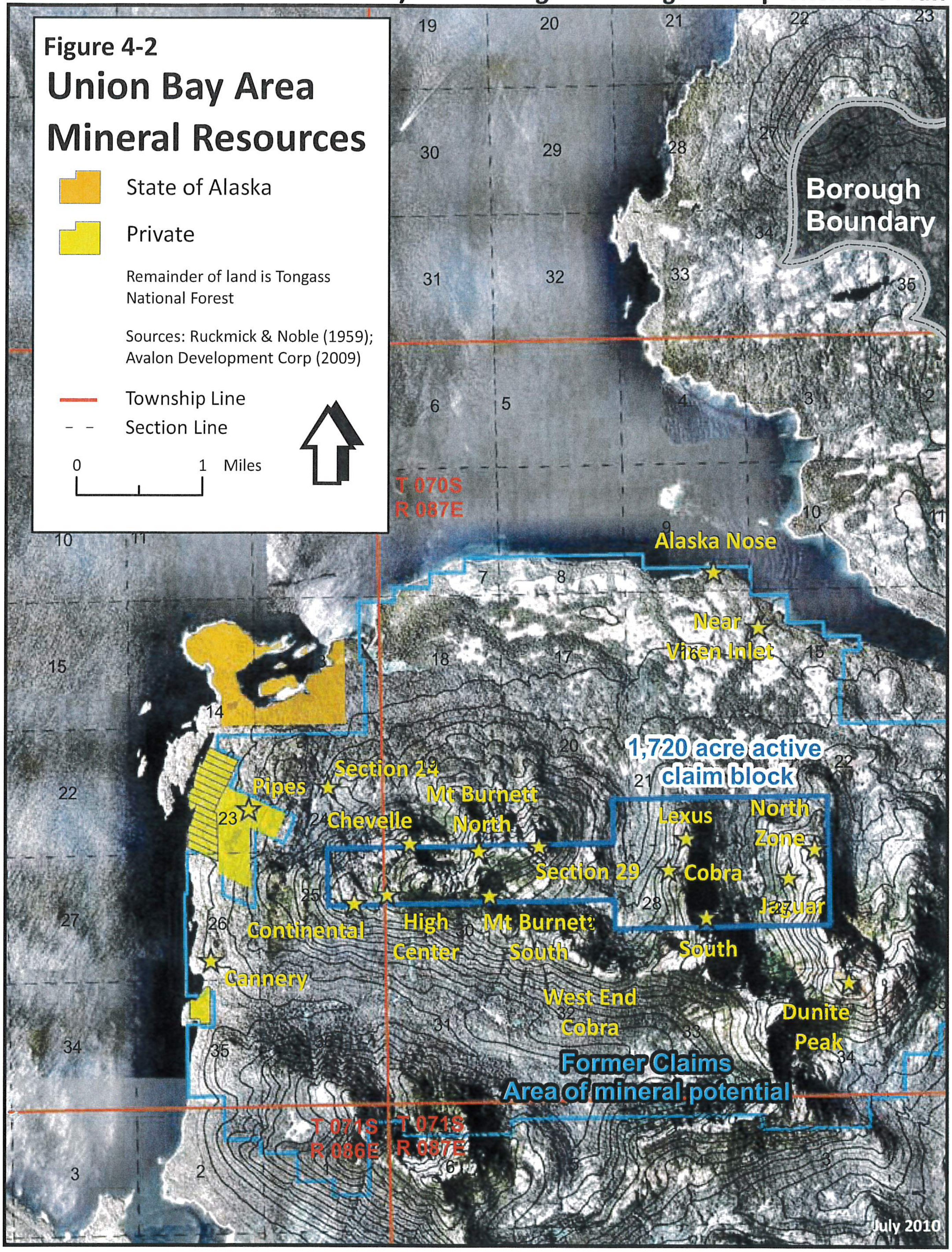

This map was compiled using the best available data sources and is for illustration purposes only.
Data may have discrepancies when compared to survey plats.

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On Zarembo Island, Zarembo Minerals Co. conducted drilling and evaluation of the Frenchie mineralization in the mid-2000's. Mineralization at the Frenchie is hosted in a sequence of deep sea sedimentary and volcanic rocks of Triassic age similar rocks to the north on Admiralty Island near Juneau, host the world-class Greens Creek lead, zinc, silver and gold mine.

In the Groundhog Basin area in the mid-1950's through the early 1980's active exploration centered on bedded deposits of zinc, lead and silver. One exploration effort by AMAX in the 1980's focused on intrusive-hosted molybdenum and tungsten occurrences.

At Union Bay, Freegold Venture Ltd with partners Lonmin and Pacific NW have an active block of 1700+ claims. The last exploration program on this gold-platinum-paladium-copper area was over a $1 million effort in 2005-2006 that will meet required assessment activity until 2010.

The Galore Creek project is the largest development-stage project in the region. Galore Creek, located 43 miles west of Canadian Highway 37 and 93 miles northeast of Stewart, is one of the world's largest and highest-grade undeveloped porphyry-related copper-gold-silver deposits. Though mine development was recently suspended as a result of higher-than-expected construction costs, full development and operation of the mine is still possible, pending mine redesign and reassessment of project feasibility. The mine, jointly-owned by Teck and Novagold, would be largely supported out of Canada, but some economic benefits would flow to Wrangell.

Schaft Creek is owned by Copper Fox Metals Inc and is located in the Mess Creek Valley of British Columbia, 80 km south of Telegraph Creek and 76 km west of Highway 37. The project formally entered the Canadian environmental assessment process in 2006. The copper-gold-molybdenum-silver mine is estimated to have a 20-31 year life span producing 65,000 tonnes of ore per day. The mine would be largely supported out of Canada, but some economic benefits could flow to Wrangell.

Fortune Minerals owns the Mount Klappan coal project in northwest British Columbia which contains 2.8 billion tons of high rank anthracite coal, making it the largest undeveloped deposit in North America and one of the largest in the world. Mount Klappan is in the environmental assessment process to permit a mine, process plant and related infrastructure with the intent of selling metallurgical coal products to the overseas steel industry.

The Red Chris copper/gold property is another British Columbia project with long-term development potential. The property is located about 50 miles south of Dease Lake, 12 miles southeast of Iskut, and approximately 14 miles from Highway 37. During 2008 Red Chris Development Company Ltd. completed construction of an exploration access road into the camp and initiated a drilling program designed to further define the extent of the deposit.

Development of Red Chris into a mine is contingent upon the construction of a power line to service northwest British Columbia. At present, the power supply grid extends only to Meziadin Junction, 160 miles from the mine site.

4.9.2 Opportunities

A chief impediment to mineral development is access. Most of the region is remote and rugged, making exploration quite challenging. A Bradfield Canal-Iskut Road coupled with a deep water port on the Bradfield and connection to hydroelectic power would significantly reduce development and shipping costs for area mineral (and other) development. This would be the closest transshipment point for mines at the Galore Creek, Red Chris or Mount Klappan Coal deposits. Historically, discovery and development of minerals often follows infrastructure development.

4.10 Bradfield Canal/Iskut River Road

4.10.1 Current Conditions

Detailed planning work has been conducted for a road from the head of Bradfield Canal, up the Bradfield River Valley 28 miles to the Alaska/BC border, down the Craig River valley in British Columbia, then along the Iskut River to Highway 37 at Bob Quinn. When the 2005 SAFETEA-LU was adopted by Congress it included miscellaneous Section 4407 that granted that the "reciprocal rights-of-way and easements" on map 92337 be enacted into law. This map was part of a Memorandum of Understanding between the US Forest Service and Alaska Department of Transportation and Public Facilities (DOTPF).[7] This codified the exchange of right-of-way and easements so DOTPF now has the necessary planning easement for the Bradfield Road and utility corridor among other corridors in Southeast Alaska (Figure 4-1).

The 60-mile Canadian portion of the road would utilize 23 miles of the existing Eskay Creek mining road. British Columbia is now investing approximately $400 million to bring its Northwest Transmission electrical line to the Forrest Kerr hydropower facility now under construction, and to within 60 miles of the US-Canada border up the Bradfield Canal. Overall, development of the Bradfield/Iskut transportation corridor would include construction of 63 miles of new road and reconstruction of 23 miles of existing road.

Connection of the Bradfield/Iskut road to the State Highway System would require either construction of a ferry terminal in Fools Inlet with regular shuttle ferry service to and from Bradfield or a bridge across the Narrows and a road along the Mainland. In the longer term, a road connecting Bradfield and Ketchikan would provide that community with a link to the continental highway system.

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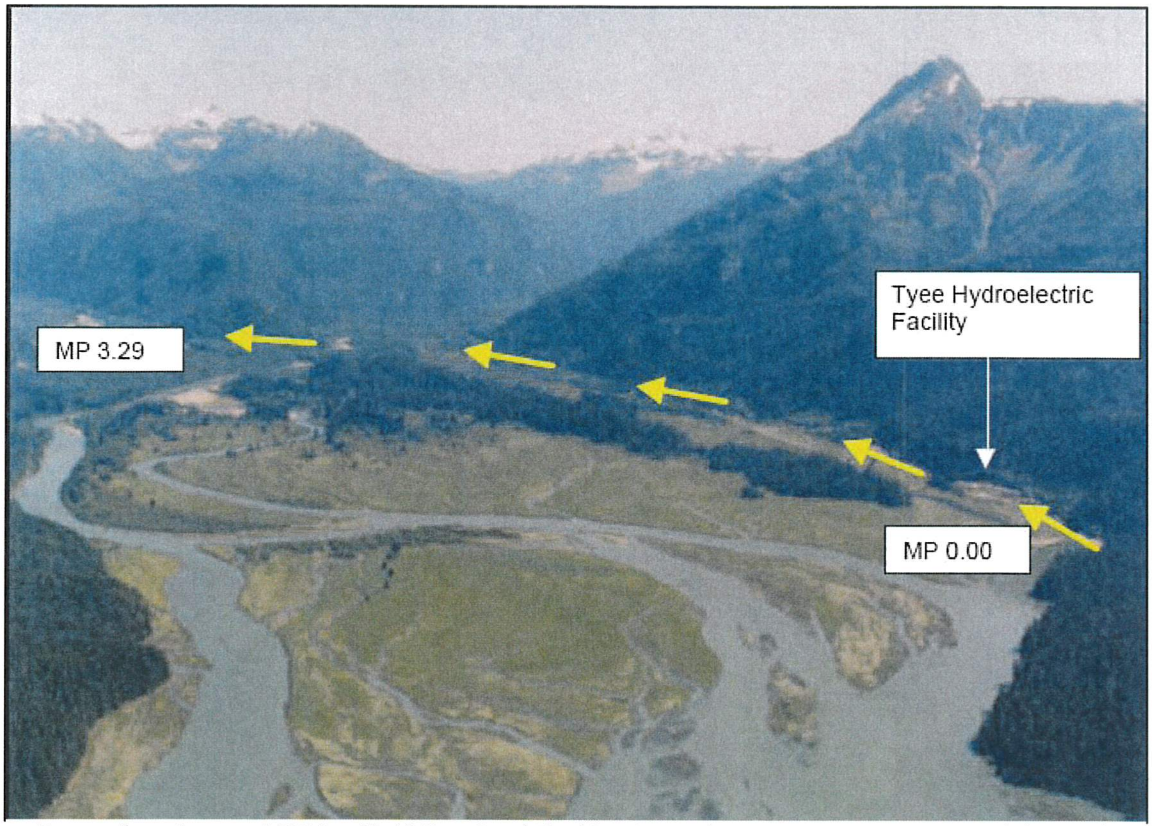
[7] Forest Service Agreement No. 06MU-11100100-151 and State of Alaska Agreement No. ADL 107516.

4.10.2 Opportunities

Construction of a road connecting Wrangell and potentially Ketchikan with the Canadian road system has long been seen as an important economic development opportunity for Southeast Alaska. A range of potential benefits have been identified, including activity related to mining industry activity in British Columbia, shipment of fish to Lower 48 markets, tourism, cultural exchange between Alaskan Tlingit and Canadian First Nations and Tlingit people, and other benefits linked with development and utilization of a deepwater port at the head of Bradfield Canal. Construction of the road could also facilitate development of an electrical intertie with the BC power grid, providing a market for excess power generated in Southeast Alaska (see section 4.7).

A variety of benefits could stem from the Bradfield road. These include:

- Mining: Improved access to the richly mineralized Iskut River Valley and surrounding areas would reduce exploration costs, costs associated with mine development, and cost of mine operations.
- Timber: The road would improve access to timber stands in the Iskut valley and could spur additional harvests in that area. Mills in Southeast continue to struggle with timber supply shortages. It is possible that Tahltan harvests (and other harvests that have no export restrictions) could be one component of a Southeast timber supply base.
- Seafood: The Bradfield/Iskut road would provide Southeast seafood processors improved access to fresh fish markets. Fresh fish demands higher prices in the marketplace and higher prices mean more income for processors and fishermen.
- Power: An Alaska/BC interconnection via Bradfield could potentially benefit both regions. A Southeast Alaska connection to the North American grid could offer a market for power generated in Southeast. Road construction would reduce the costs of an interconnection by providing easier access, reducing the costs of staging equipment, and reducing costs of hauling in power poles and conductors.
- Cultural Exchange: Opportunities for more frequent travel and exchange between Tlingit and Haida people of Southeast Alaska and neighboring Tahltan First Nations people would be enabled by a road.
- Recreation and Tourism: The road would provide access to many spectacular areas with wildlife viewing, hiking, climbing, mountain biking, hunting, fishing and other tourism and recreation opportunities.



Excerpt from January 2005 Bradfield River Road Final Scoping and Pre-NEPA Engineering Feasibility Study (FHWA, ADOT&PF, USFS, City of Wrangell)

4.11 Timber Resources

4.11.1 Current Conditions

Wrangell, located in the heart of the Tongass National Forest, has always relied on the timber harvesting and processing industry for local jobs. Although forest related jobs in Southeast Alaska have been severely reduced in the last several years, in part due to national policy issues, Wrangell is trying to maintain timber related jobs. Wrangell has a large sawmill at 6-Mile Zimovia Highway that is owned by Silver Bay Logging Inc. The last federal timber sale that was milled here was about five years ago though smaller state and local sales were milled as recently as 2007. The City and Borough of Wrangell actively encourages wood product development by small and large operators. There are several small wood product manufacturers contributing to the secondary wood product-manufacturing component of the economy.

The volume of Tongass timber offered for sale over the past five years has ranged from 24 million board feet (mmbf) to 110 mmbf. The amount actually sold has ranged from 5 mmbf to 85 mmbf, and the amount harvested has ranged from 19 mmbf to 50 mmbf. Harvested areas and timber resources in the City and Borough of Wrangell are depicted on Figure 4-3.

Table 4-19 shows the volume of commercial timber offered, sold, and harvested in the Tongass for fiscal years 1998 through 2008. Timber volume is counted as offered the first time it is advertised for sale. Timber sale volume is considered sold when it has been officially awarded to a timber sale purchaser. It takes several months between the time the sale is offered, valid bids are received, and ultimately awarded. Volume sold in one year can include volume offered from the previous year. Timber harvested may include timber offered and sold over the course of several previous years.

Table 4-19. Tongass National Forest Timber Offered, Sold, and Harvested (mmbf)

Fiscal Year	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	5 Year Ave.	10 Year Ave.
Offered	116	85	68	57	89	73	110	24	34	42	57	70
Sold	62	170	50	24	36	87	65	85	30	5	54	61
Harvested	146	147	48	34	51	46	50	43	19	28	37	61
Source: USFS Timber Cut and Sold Report												

State of Alaska timber sales have played an important role in providing timber at times when federal Tongass volume offered has been low. However, the State owns relatively little land in Southeast Alaska and the volume of timber available for harvest is expect to decline, from about 20 mmbf in 2008 to 12 mmbf in 2013. During the 2010 Alaska Legislative Session the State aggregated parcels it owns in Southeast Alaska to constitute a State Forest, which may increase timber volume offered for harvest under the state's sustained yield practices. Wrangell supported this effort with the exception of including the state parcel W-01 by Crittenden Creek, which is valued by Wrangellites for purposes other than timber harvest. The Wrangell Future Growth maps (Figure 6-3) designates portions of W-01 for Resource Development with Scenic Protection, the southwest facing shoreline is designated for Remote Residential.

The timber industry in Southeast employs approximately 350 to 400 workers, including loggers and mill workers (Sealaska-owned timber harvests accounts for most of the logging employment). Sawmills in Southeast continue to struggle with uncertain supply. There are currently only three medium-sized mills in operation in the region (Hoonah, Klawock and Ketchikan), and sometimes the mills only operate intermittently. The City and Borough of Wrangell supports a sustainable and steady supply of timber for the remaining mills in southeast Alaska.

4.11.2 Concerns and Opportunities

The US Forest Service is on the front-end of developing a 10-year Timber Sale for Wrangell Island. Work on an Environmental Impact Statement for this project is underway, to be completed in 2011 or 2012. The USFS was directed to develop four, 10-year sales on the Tongass to support local timber industries and community economies. Each sale has a goal

Figure 4-3 (11x17)

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of making 15-20 mmbf available annually for a ten year time span. This volume can be used to restore jobs previously lost in the timber industry when available timber was reduced.

The Wrangell Island 10-year sale is being prepared first because there was interest in providing a predictable and stable environment in Wrangell to better utilize the 6-Mile mill. However, in early 2010 disassembly of this facility began. Sales will be offered competitively, but reduced transportation costs would make use of a local mill very competitive. This sale is critical to attract interest in restoring a sawmill in Wrangell or for supporting wood processing opportunities.

It is important for the City and Borough of Wrangell to coordinate closely with the USFS on this sale planning. The Borough can assist the USFS in resolving conflicting interests by competing users. For example, there are timber rich lands northwest of Thoms Place on state land eligible for borough selection that Wrangell could select and make available for timber harvest in conjunction with the USFS 10-year sale. Another example is the Borough's interest in either not harvesting timber or seeing only very select timber harvest south of Point Nemo toward the shoreline where there are currently several USFS campsites and picnic area that are well used by both residents and visitors.

In addition to the 10-year sale being developed, there are four other USFS timber sales at various stages within the Borough:

1. Navy sale - Etolin Island. This has gone through the NEPA process but was not sold due to roadless area issues. Some units are not roadless and could be part of a sale.
2. Baht I and II, now called Frenchy - northern end of Zarembo Island. This sale has been NEPA cleared, but there is currently no industry interest due to the remote location.
3. Frosty Bay/Deer Island - on mainland near Anan Creek. The USFS is scheduled to begin a planning process in 2014.
4. Zarembo Island 10-Year Sale – The planning process for this 10 year sale will begin after the Wrangell 10 year project is completed, pending funding.

These sales will not be viable unless the standards and guides in the current forest plan are applied on a project by project level creating an economical timber sale. The State of Alaska is also offering timber for sale on Zarembo Island and near St John's harbor.

A number of private interests continue to examine value-added investment opportunities in Southeast Alaska. The Alaska Forest Association has long pushed the federal government to provide enough timber to support a vertically integrated industry in Southeast. Recent Tongass timber sales have occurred without an economical outlet for the low-grade material that makes up approximately 40 percent of most sales. As a result, under many sales there simply has not been sufficient value to support the harvesting costs, thus the industry's effort to find a viable use for the lower grade material.

A variety of factors present obstacles for large-scale, value-added development in Southeast. Timber supply is the primary constraint on investment and growth in the forest products industry. Without a reliable and adequate supply of timber, acquiring financing for new facilities or the purchase of existing facilities is difficult.

Logging Truck on Pat Creek Road, Summer 2009

Integrated manufacturing in Southeast Alaska would include sawmills and at least one major processor of low-grade logs, chips and mill residuals. Potential low-grade production could include medium density fiberboard (MDF), pellets, ethanol, and others. Based on preliminary analysis of a MDF plant, approximately 200 mmbf is the minimum harvest capable of sustaining an integrated industry. A more diversified industry that includes intra-regional competition among similar types of manufacturers could use twice that much timber. Recent Tongass sales offerings have been far below 200 mmbf, with the five-year average at 57 mmbf.

Wood pellet production may have better potential for development in Southeast, as it is possible on a much smaller scale that MDF, requiring less upfront investment and lower feedstock requirements. However, production at a scale that would generate meaningful economic benefits for a host community faces many of the same obstacles as other value added manufacturing facilities. Sustainable pellet production requires an affordable, reliable supply of biomass materials sawdust or wood chips, the waste or byproduct of sawmill operations. As such, co-location with an operating sawmill is important and a logical operator of a pellet manufacturing facility would be the owner of an operating sawmill. Operation of a pellet plant at a location other than in proximity to a sawmill would face the cost burden of transporting feedstock materials to the plant. A pellet business in Southeast would also be, over the long-term, directly tied with the health of the sawmill business, which regionally has been in decline over the past decade or more.

Determining the viability of constructing and operating a pellet plant in Wrangell would require a detailed feasibility study that would carefully consider the feedstock supply and pellet demand environment in Southeast Alaska, as well as the unique operating opportunities and constraints in Wrangell specifically. Of note are recently announced plans by the US Coast Guard to convert boilers in their Ketchikan and Sitka stations to wood-pellet burning and Sealaska Corporations plan to convert its Juneau office building to wood-pellet fired. Developing local markets for pellets such as this should be encouraged and monitored.

4.12 Health Care

4.12.1 Current Conditions

The Wrangell Medical Center hospital is owned by the City and Borough of Wrangell and governed by a board of directors elected by residents. The community is proud of the wide range of health services that are available in Wrangell. The Wrangell Medical Center is a critical access hospital and long term care facility with a total of 22 beds, 8 for acute care and 14 for long term care. Emergency care, minor surgery, radiology and imaging, echocardiograms, physical therapy and community outreach are provided by the center. Visiting specialists in internal medicine, obstetrics/gynecology, cardiology, optometry, pediatrics, ophthalmology, podiatry, orthopedics, rheumatology and dermatology compliment local services. A recent Economic Impact Analysis from the Economic Strategy Center (ESE) showed that the hospital currently brings an estimated $4.9 million on wages and benefits to Wrangell, and after construction of a new facility that number is estimated at $6.2 million.

The Alaska Island Community Services (AICS) is a non-profit organization providing community-based behavioral health programs for seniors, assistance for people with developmental disabilities, and dental and pharmacy services. AICS also manages the Alaska Crossings, offering wilderness expeditions for troubled teens and wilderness education programs for youth and adults. AICS is contracted to provide all physician care for Wrangell Medical Center's acute care, long-term care, and emergency room and medical services to small communities on the north end of Prince of Wales Island. AICS is currently Wrangell's largest year-round private sector employer.

4.12.2 Opportunities

The Wrangell Medical Center is over 40 years old and the building needs either major renovations or to be rebuilt at a new location. The 14 long term care beds are fully occupied and the room arrangement, with double occupancy and a curtain separating the beds like at a hospital, is not ideal. Additional long term care in separate rooms with a shared bathroom is needed.

AICS and the Wrangell Medical Center depend on each other and are working on site plans for a shared medical campus. An alternate vision involved a separate hospital/assisted living/long term care facility with AICS clinics and facilities remaining scattered through town in renovated buildings. Regardless of the approach, it is important that Wrangell's health and social services be coordinated and sustainable.

The population information at the beginning of this chapter showed that Wrangell has more residents over 65 than the Alaskan average, and, similar to the rest of the state and country the percentage of older residents in Wrangell is increasing. Alaska-wide projections are that the senior population will nearly double between 2010 and 2020 and demand for health care services will expand commensurately.

An ADOLWD January 2009 occupational forecast projected the health care and social assistance industry is expected to experience nearly 25 percent growth between 2006 and 2016. Today, health care employs more people in Alaska than the state government, oil industry or most other industries, and this employment is geographically widespread. Because senior's health needs are greater than the needs of the overall population, this becomes a big growth driver. Elder care facilities and services are becoming an important economic development opportunity for Southeast communities. Not only can these services generate jobs for local residents, but the availability of these facilities can keep elder residents in their home communities and even attract new residents.

The demand for health care services, especially elder care, in Southeast Alaska will grow as the proportion of Southeast Alaskans age 65 and older increases over the next decade. Elders require a continuum of services that can be offered via a variety of facility types and in-home delivery. Elders who are healthy and active may choose independent living, which may include some or all of the following: housing, meals, activities, and assistance with household maintenance. They may also receive assistance from a personal care attendant (PCA) or home health aide who does laundry, cooks, and shops, and may provide some type of health care service at home. Independent living arrangements may include Elderly Housing, Congregate Housing, and Independent Retirement Community living.

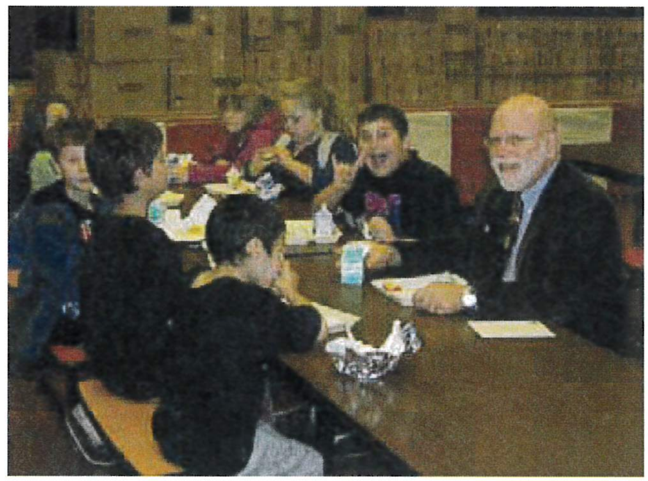
Others who are in need of some level of health care and assistance and with activities of daily living may choose an assisted living facility (if they have the financial ability) that offers a range of health care services from assistance with medication to 24/7 skilled nursing care. Assisted living arrangements may include Nursing Care, Residential Care/Board, and Continuing Care Retirement Communities.

As more health services are offered locally to meet the demand an "import substitution" effect occurs, this is when an increasing share of health care needs are met locally instead of having to go outside for treatment. Statewide health care trends can readily be seen in Wrangell today through the demand to modernize the Wrangell Medical Center, improve and expand the long term care facility, and through the increasingly available local services through AICS's expansion into new areas.

Assuming capital financing can be obtained at reasonable terms, the Wrangell Medical Center decision to build a new hospital and better long term care facility (80% of $30 million funding in place as Plan goes to print), and the AICS decision to build a new facility (January 2010 ARRA funding of $3.7 million received) for its growing array of health-related services are therefore likely to be good investments in the long run. These trends also support Wrangell's interest in using the old hospital as a health-related vocational training and education facility. Residents, the Chamber of Commerce, and others have been promoting development of this and other vocational training and education programs in Wrangell.

4.13 Education

4.13.1 Current Conditions

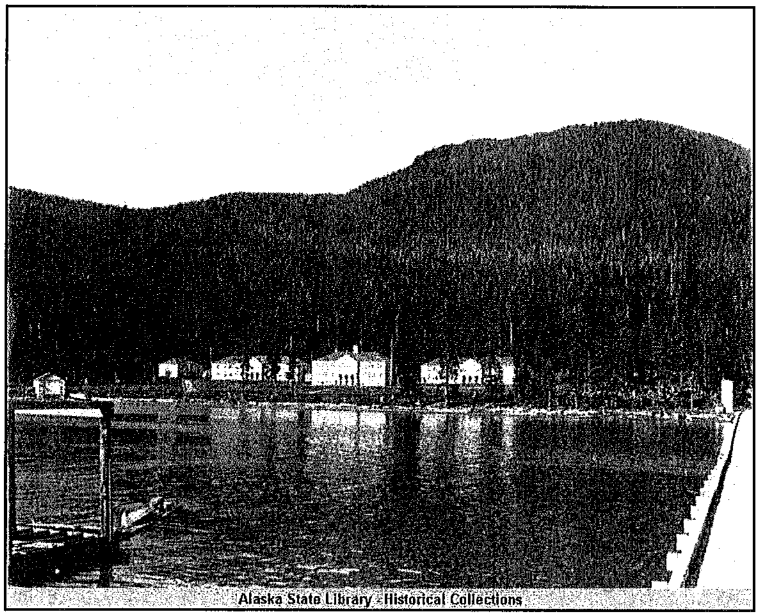


Wrangell Superintendent Woody Wilson and students enjoy breakfast served at Evergreen Elementary School. Photo: Tony Gorman, KSTK Radio

There are three highly successful schools in Wrangell; enrollment at the end of the 2008-2009 school year was 122 students at Evergreen Elementary School, 86 students at Stikine Middle school and 117 students at Wrangell High School.

During the 2008-2009 school year the high school attendance rate was 95 percent, 91 percent graduated, the drop-out rate for 7^{th}-12^{th} grades was 3 percent, and 95 percent of core academic classes are taught by highly qualified teachers. These statistics are not replicated in many places. Community volunteers are active in the schools and make the summer reading program and many sports possible. In 2009, a breakfast and lunch program was started.

A property in Wrangell with past ties to education is the Wrangell Institute. In 1912 the Alaska Native Brotherhood (ANB) was created, thus forming a solid political group whose aim was to achieve political equality for the Native Alaskans. In 1924, successful arguments led to the Natives receiving citizenship and the right to vote. The ANB and Alaska Native Sisterhood further exercised their political power by successfully lobbying the federal Bureau of Indian Affairs to build the first Native boarding school, the Wrangell Institute, in Wrangell in 1932. Native children were brought in from throughout Alaska, not just southeast Alaska, for education of grades Kindergarten through High School. The establishment of the Wrangell Institute is clearly the 'triumph and tragedy' of forced assimilation and government paternalism. While many of the former students feel they were given a golden opportunity for an education they never would have received in the 'bush'; there are an equal number still scarred by the trauma they faced as small children far from home in a completely different environment and social structure[8]. The facility was closed in the 1960's.



Wrangell Institute, photo from State Library Historical Collection

4.13.2 Concerns and Opportunities

School enrollment has been declining since the late 1990's and if the population continues to decline this trend will continue. Maintaining quality education during periods of declining enrollment and reduced funding is a challenge. The City and Borough of Wrangell may be better able to meet its local share options now that it is receiving significantly increased Tongass Timber Receipt payments, which are primarily slated for schools, for the next few years due to borough formation.

There are currently no formal post-secondary education or training programs in Wrangell. Residents, the Chamber of Commerce, and others have been promoting development of health related (see previous section) and other vocational training and education programs in Wrangell. There is a local need for a skilled workforce in physical and behavioral health care, seafood processing, marine services (welding, fabrication etc), natural resource management, and visitor hospitality. Offering vocational and workforce training programs will meet the needs of local industry and businesses, provide hands-on training for Wrangell youth and adults, and potentially attract others in Southeast Alaska to come to Wrangell to take advantage of opportunities that combine voc-tech classroom and on-the-job training.

[8] Information in this paragraph from City and Borough of Wrangell website, "History of Wrangell."

There is widespread community support to use some of the City and Borough of Wrangell's 134 acre Wrangell Institute property for educational purposes. A Lifelong Learning Institute was again endorsed in the 2009 Community Opinion Survey.

Table 4-20. Net Support /Opposition Development Concepts Wrangell Institute Property

	Net Support	Net Opposition
Development of an Institute for Life Long Learning that would provide educational and cultural learning	77%	16%
Development of housing for seniors	73%	21%
Medical services-related development	65%	29%
Commercial harvest of timber on the property	62%	30%
Residential development with compatible commercial pockets	56%	35%
Subdivide the property into various size lots and make them available for sale or lease and allow a mixture of uses	55%	37%
Tourism and visitor-oriented development	49%	46%
Source: 2009 Wrangell Community Opinion Survey		

An Institute for Life Long Learning at the former Wrangell Institute property is envisioned as an education-oriented facility catering to both residents and targeted visitors. The Institute might have some combination of adult education classes that build off the area's art, history and natural environment, and cultural and historic offerings that link to the site's past as a Tlingit Boarding School. The Institute for Life Long Learning would be an 'anchor' tenant in this location. Another anchor tenant at this site and supporting uses are discussed in Chapter 6- Land Use.

4.14 Economic Development Policies and Actions

Policy 10. Maintain and support existing businesses and employers, including both private sector and the community's government jobs.

Action: Celebrate successes, publicity and community recognition matter. *(All)*

Action: Continue to support and promote "sales tax holidays." *(CBW, Chamber)*

Action: Support and promote "Buy Local" data and campaigns. Work with Wrangell Sentinel and KSTK Radio to report on economic loss to community of spending outside and on internet, and, multiplier effect of buying services and goods locally. *(Chamber, CBW)*

Action: Publicize and celebrate local successes, especially those that show Wrangell's go-for-it/open-for-business attitude and the community's ability to find innovative solutions to problems. *(Wrangell Sentinel, Capital City Weekly, KSTK, Chamber)*

Action: Continue to support the wide range of community services in town (recreation, health, social, education, community, etc) as the high quality of life is a draw for existing and potential business owners. *(All)*

Action: Support retention and expansion of federal and state government jobs, most of which are year-round family-wage paying employment. *(CBW)*

Action: Provide continuing education through work with SBA, JEDC, Anchorage Business Development Center, etc. *(CBW, Chamber)*

Policy 11. Provide up-to-date and easy to find information about Wrangell and establishing businesses in the Borough.

Action: Periodically update and refresh the City and Borough of Wrangell website link on "Business Info." Add a link on Chamber of Commerce website to Borough's "Business Info" page. *(CBW, Chamber)*

Action: Create a "Doing Business in Wrangell" brochure information packet for prospective business owners with information from the website (above) and more. Have the information packet readily available and display the brochure at kiosks at the airport, city hall, ferry terminal, museum, chamber of commerce, hotels and motels, and other entry and frequently visited places in town. *(Chamber, CBW)*

Policy 12. Offer incentives, as appropriate, to support creation of new year-round jobs.

Action: Municipal options include negotiation and contracting to make land available for sale or lease in exchange for year-round jobs, offer defined duration discounts on sales or property tax and utility rates for businesses that maintain a defined year-round payroll, invest in waterfront development and favorable lease rates, and use Borough funding to "seed" a small business revolving loan fund or team with existing similar funds. *(CBW)*

Policy 13. Continue to recognize the link between excellent education and the economy.

Action: Support school district efforts to keep high school dropout rates low and provide both college readiness and technical classes. *(All)*

Action: Develop vocational education training and internship opportunities that support local business and industry labor needs. *(Wrangell School District, AICS, Wrangell Hospital, seafood processors, federal agencies, State Department of Labor and Workforce Development)*

Action: Promote development of a Life Long Learning Institute on part of the Wrangell Institute property that would be an education and cultural-oriented facility catering to both residents and targeted visitors. *(CBW, CWA, Chamber)*

Policy 14. Encourage reliable, fast and affordable access to the internet as this is increasingly a necessity for business, education and services.

Action: Pursue grant opportunities to provide internet access to rural areas. Support rural residents in similar grant-writing efforts. *(CBW)*

Action: Work with area cell service and internet providers to inventory infrastructure, coverage and gaps in Borough. Seek their assistance and ideas for ways to fill critical gaps. *(CBW, AP&T, GCI, A&T and others)*

Policy 15. Keep local electrical rates low by ensuring a steady supply of renewable energy and competitive rate structure.

Action: Acknowledge, publically recognize, and support the competitive and creative rate structures Wrangell Light and Power is offering residents and businesses. *(CBW)*

Action: Conduct a feasibility study, and if feasible, design, licensing and construction of Sunrise Lake Hydroelectric facility. *(CBW)*

Action: Support development and use of small scale and renewable power sources. Review zoning code to remove unnecessary obstacles to development of small power sources and also to ensure appropriate buffering required in residential areas. *(CBW, USFS, home and business owners)*

Action: Support development of Southeast Alaska renewable energy resources and electrical transmission lines to connect communities and power-intensive projects to lower price and renewable energy. *(CBW, Southeast Conference)*

Policy 16. Support the local and regional commercial fishing fleet by providing harbor and marine service infrastructure and encouraging private sector development of services close to harbors.

Action: Implement the 2009 Port and Harbor Long Range Plan in a manner that integrates port and harbor improvements with other uses of the Wrangell waterfront. *(CBW, waterfront businesses)*

Action: Prepare a Waterfront Development Master plan. *(CBW, waterfront businesses)*

Action: Market the Marine Service Center's services to commercial fishing fleet and transient/pleasure craft by attending trade shows, placing posters/ flyers at other harbors, and using the internet to advertise services available. *(CBW, private businesses)*

Action: Ensure that the zoning code allows commercial, industrial and residential development within walking distance of the harbors. *(CBW)*

Action: Complete Heritage Harbor development including floats and fingers, parking lot and uplands development, upgrade of the boat launch, installing restrooms, sewer pump out project, and installing mariner's memorial. *(CBW)*

Policy 17. Support expansion and diversification of local seafood harvest processing capacity.

Action: Work to maintain and increase capacity to ship refrigerated air cargo to Seattle during peak seafood processing times. *(CBW, seafood processors, Alaska Airlines, State Legislators)*

Action: Encourage development of support services for mariculture activities in the Borough. *(CBW)*

Action: Support Southern Southeast Regional Aquaculture Association (SSRAA) fisheries enhancement activities and creation of terminal fisheries. *(CBW, State Legislators, fishermen)*

Action: Support processor's retooling, upgrades and expansion efforts. *(CBW)*

Policy 18. Support timber-related economic opportunity including first and second growth timber harvest outside of the immediate viewshed of Wrangellites homes and community use areas.

Action: Participate in the development of and support the USFS Wrangell Ten-Year Timber Sale. *(CBW)*

Action: Support sale of a predictable and steady supply of timber in the region. *(CBW)*

Action: Support efforts to map a second growth timber inventory, designate appropriate areas on this Plan's Future Growth Maps as either resource development or resource development with scenic protection, and by advocating for appropriate USFS forest management designations. *(CBW)*

Action: Support re-tooling of mills for second growth milling, pre-commercial thinning, and restoration activities. *(CBW)*

Action: Encourage use of waste wood and bio-mass products such as pellet production, wood to energy, fertilizer and other programs. *(CBW, Tribal, State and Federal agencies and facilities, private businesses)*

Action: Support small timber sales that enable smaller operators and product diversification. *(CBW)*

Policy 19. Increase tourism and supporting infrastructure in Wrangell and the region, including visits by small cruise ships, independent air and ferry tourists, by private boats and yachts, and large cruise ships (majority are comfortable with 1-2 large cruise ship visits/week).

Action: Identify opportunities for the Wrangell Convention and Visitor Bureau and the Wrangell Chamber of Commerce to share resources and cooperate on programs. (WCVB, Chamber)

Action: Expand life and use of city dock by upgrading existing and installing new summer floats for small cruise ships and improving operator staging area. *(CBW)*

Action: Add fee-based charter only docking area on the south side of City Dock for use while cruise ships are in port; replace the abandoned "Adventure Fee." *(CBW)*

Action: Strengthen pedestrian connections between cruise ship dock, Nolan Center and Shakes Island. This includes safe crosswalks, wide sidewalks and maps showing key destinations. Interpretive signs should celebrate local history, culture and the busy working harbor. *(CBW, CWA, DOT&PF)*

Action: Market Wrangell's marine services to independent recreational boaters. Advertise on the internet, cruising guides, newsletters, etc. *(CBW, private sector)*

Action: Continue to provide the amenities and services that private recreational boaters desire. *(CBW, private sector)*

Action: Ensure that public access to the waterfront is retained during the marine service center expansion, including an area for picnicking and enjoying the waterfront. *(All)*

Policy 20. Promote and support development of a transmission line between the neighboring British Columbia's electrical grid and the developing Southeast Alaska power grid to facilitate use and export of renewable energy.

Action: Support preparation of a report that identifies current and likely future power needs of region, existing and future hydropower projects and capacity, and determine if there is excess capacity for future export to Canada and US as a sustainable economic development strategy for Southeast Alaska. British Columbia is now moving forward to construct a transmission line to within 60 miles of US border. Future sales of power could generate demand for further hydroelectric development in Southeast Alaska and revenue from excess power sales could in theory be used to support low cost or no cost loans to pay for transmission lines. *(CBW, DOT&PF, FHWA, ACE Coalition, AEA, Congressional delegation, power companies, SEAPA)*

Action: Recognize and promote link between a pioneering road, marine access and port, and electrical intertie projects. *(All)*

Action: Support funding for US side infrastructure. *(CBW, DOT&PF, FHWA, ACE Coalition, AEA, Congressional delegation, power companies)*

Action: Monitor developments on Canadian side of project and support funding for Canadian-side infrastructure as appropriate. *(CBW, ACE Coalition, BTCT)*

Policy 21. Work to see construction of the Bradfield Canal Road and a deepwater port to support competitive freight and transshipment of goods and people to and from Southeast Alaska via the Canadian and US road and railway system.

Action: Promote development of a lower cost, 'pioneering' or '1st stage' road limited to commercial/industrial use. *(CBW)*

Action: Select Borough municipal entitlement land to support this development. *(CBW)*

Policy 22. Support mineral exploration and development in the Borough and across the border in Canada that complies with current regulations.

Action: Consider the location of mineral prospects and required power and access needs when taking land management actions or commenting upon proposed federal or state land actions. *(CBW)*

Policy 23. Recognize the value of and support the diverse medical, behavioral, and social services in Wrangell. These services are important to the health, safety and welfare of residents and provide significant employment.

Action: Expand medical, behavioral and social service programs in a sustainable way, with special emphasis on an increasingly aging population. *(AICS, WMC, other private and public service providers)*

Action: Support development of senior housing, and of an assisted living facility, possibly in a unified transitional living center. *(CBW, WMC, Senior Services, AICS)*

Action: Work with Wrangell Medical Center and Alaska Island Community Services (confidentially if needed) to identify short and long-term land and building needs to ensure land is available and zoned appropriately and to understand upcoming commercial needs and building vacancies. *(CBW, WMC, AICS)*

Action: Create a new medical campus by co-locating a new Wrangell Medical Center and Long Term Care facility to replace its aging facility and the planned new AICS medical and behavioral health building. *(WMC, AICS, CBW)*

Transient Yachts Moored at the Downtown Harbor