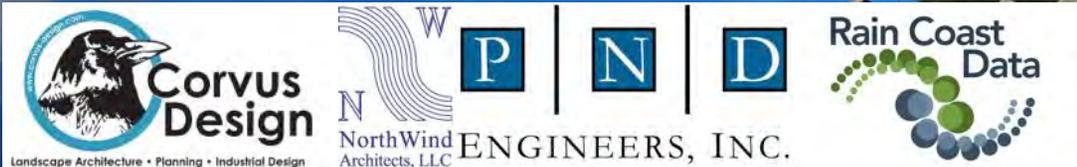


# Wrangell Waterfront Preferred Master Plan

June 9, 2015



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## Executive Summary

The Preferred Wrangell Waterfront Master Plan is a four-phased approach to enhancing the Wrangell downtown waterfront area for several key user groups, including the Marine Service Center, the Nolan Center, the visitors industry, local businesses, and Wrangell residents. The plan includes actions that can occur immediately to incorporating aspects of a much longer-term vision.

- **Phase I - Immediate-term:** Expansion of the Marine Service Center. Nolan Center open space reconfiguration. (\$4.8 million)
- **Phase II - Short-term:** Development of an elevated Waterfront Heritage Walk. Create access to a natural beach. (\$3.7 million)
- **Phase III - Mid-term:** Construction of a pier and net shed adjacent to the Nolan Center. (\$2.8 million)
- **Phase IV - Long-term:** Creation of Wrangell Gateway Park following freight yard relocation. (\$4 million)

This plan was developed through the input of more than 100 Wrangell stakeholders and residents throughout four community workshops, two three-day open house events,

integrated design charrettes, stakeholder meetings, and intensive public outreach over a three month period.

All phases of the Plan will cost an estimated \$15.3 million to develop. An analysis of Wrangell's economic indicators and various elements of the waterfront plan, the development of the facilities into the master plan expected to attract an additional \$1.2 to \$2.0 million in increased economic activity to Wrangell on an annual basis.



## Overview

### Introduction

The purpose of the Wrangell Waterfront Master Planning process was to create a site specific master plan to guide the next stages of development for Wrangell's downtown waterfront that would meet the needs of the community and provide economic opportunities.

Currently, the last piece of undeveloped waterfront property in downtown Wrangell exists on Campbell Drive between the Nolan Center and the barge staging area adjacent to the City Dock. The City and Borough of Wrangell has a US Army Corps of Engineers permit to fill approximately 3.4 acres of tidelands connecting the marine service center dock and the barge staging area. The waterfront master plan was developed to discern the best way to utilize this waterfront area for the benefit of the community, as well as develop a community vision regarding long-term use of the barge staging area, improvements to the City Dock area, and connectivity between the waterfront and the Nolan Center and the Marine Service Center. The plan, developed through an intensive collaborative public process, promotes a mix of social and economic opportunities for the site, including commercial, waterfront development, and public uses areas—as well as identifying pedestrian linkages between the

waterfront corridor and the newly renovated downtown corridor.

This project included significant public involvement to engage the community and allow input and help direct the waterfront planning effort. The waterfront planning team was comprised of Corvus Design, PND Engineers, Rain Coast Data, and NorthWind Architects.

#### *Project Area*

The project boundary is the waterfront extending from the Marine Service Center to and including the City Dock area. The waterfront area includes and is adjacent to industrial uses (Marine Service Center and barge ramp yard area); visitor uses (Nolan Center/ Stikine Inn/ City Dock); public uses (sidewalk benches and signs, City Hall lawn, City Dock); commercial uses (City Hall/ Grocery store/charter offices/Stikine Inn).

### Background

Over the past 20 years many projects and improvements to the community have been developed in an effort to help local businesses thrive and expand in Wrangell's struggling economy. When the Alaska Pulp Company sawmill closed and salmon prices tumbled in the 1990's, the local economy was devastated. Between 1994 and 2006, the population of the community fell by 18% (losing more than 500 residents).

Reeling from these losses, the community leaders reviewed their remaining assets, and refocused on developing and supporting their maritime resources. Immediately the community set about enhancing its locally-based seafood and marine services sector: converting the old mill site downtown into a Marine Services Center and boat yard (with new 150 and 300 ton lifts and a 40 ton trailer); building a third boat harbor –with space for 165 boats and 1,500 feet of transient moorage space; upgrading the local seafood processing infrastructure (including a cold storage and a belt freezer to flash-freeze fish); and investing in its boat building and repair facilities. The community also turned its attention to the visitor and cultural maritime economy, upgrading its cruise ship dock, constructing a convention and visitors center, restoring the Chief Shakes Tribal House, building a carving shed, and completing a major downtown revitalization facelift.

The successful Downtown Revitalization effort, which was largely comprised of the same team members that led the Wrangell Waterfront Master Planning Process, focused on the downtown commercial district in Wrangell from City Dock to Case Avenue in an effort to create an attractive and functional business area for the community, making it attractive to residents, visitors and cruise passengers; redirect business to this corridor as a community pride and economic tool; and to create links

between the commercial businesses and the community's cultural sites and attractions.

The development of the Marine Service Center has provided key economic growth and opportunity for the community. Millions of public and private dollars have been invested in the development and phased completion of the site, new opportunities have been identified for growth potential, and businesses are expanding services. Through twenty years of concentrated efforts, systematically obtaining and strategically using funding, and an unwavering focus on long-term goals, the community of Wrangell is emerging from its economic downturn intact. The goal of this project is to build upon these long-term efforts and recent gains.

## **Project Permitting**

On May 3, 2007, the City of Wrangell received federal authorization, under Department of the Army Permit No. POA-1990-114-R Zimovia Strait, to place 123,923 cubic yards of material in 3.40 acres of intertidal area for the purpose of expanding its port staging area. The permits were authorized under Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act. The fill limits under this permit extend from the northeast corner of the former Alaska Pulp Corporation pile supported timber dock to the southwest corner of the City barge landing staging area. The State of Alaska Department of Environmental Conservation issued a

Certificate of Reasonable Assurance, in accordance with Section 401 of the Federal Clean Water Act and the Alaska Water Quality Standards, for this same purpose on July 6, 2006. On July 12, 2006, the State of Alaska Department of Natural Resources issued a Final Consistency Determination in which the State concurred with the certification submitted by the City that the project was consistent with the Alaska Coastal Management Plan (ACMP) and the Wrangell District's enforceable policies. Prior to permit expiration, the City of Wrangell received Department of the Army Permit No. POA-1990-114-M7, extending the expiration date for the construction of the proposed improvements to October 31, 2017.

Proposed fill improvements under the 2015 Preferred Master Plan generally fall within the limits of the current permit authorizations. Total fill volume and fill areas are less than those currently authorized however the geometric fill configuration is different and a pile supported pier has been added. It is presumed that the regulatory agencies would favorably permit the proposed new improvements under a permit modification request by the City and Borough of Wrangell (CBW).

Additional permits required for constructing the Preferred Master Plan include a National Pollutant Discharge Elimination System (NPDES) General Permit

for Storm Water Discharges for Large and Small Construction Activities, including the preparation of a Storm Water Pollution Prevention Plan (SWPPP) describing construction runoff and erosion control measures. ADEC will require a plan review and issuance of a Letter of Non-Objection in accordance with 18 AAC 72 Wastewater Disposal Regulations for any proposed Storm Drainage Improvements. ADEC will also require a plan review and issuance of an Approval to Construct and Operate any proposed potable water system, as outlined under the State of Alaska Drinking Water Regulations, 18 AAC 80. A local CBW Building Permit may be required for the net shed structure located on the proposed pier.

United States Army Corps of Engineers  
ZIMOVIA STRAIT

**A permit to:** PLACE 123,923 CY OF MATERIAL IN 3.40 ACRES FOR PORT STAGING AREA EXPANSION

**at:** LATITUDE 56.4363°N., LONGITUDE 132.5636°W., SECTION 25, T. 62 S., R. 83 E., C.R.M.

**has been issued to:** CITY OF WRANGELL **on:** MAY - 3 2007

**Address of Permittee:** POST OFFICE BOX 531, WRANGELL, AK 99929

Permit Number

POA-1990-114-R

*Nicole Hayes*  
**FOR: District Commander  
NICOLE HAYES  
REGULATORY SPECIALIST  
REGULATORY DIVISION**

ENG FORM 4336, Jul 81 (33 CFR 320-330) EDITION OF JUL 70 MAY BE USED (Proponent: CE/CW-O)

Image of original project permit.

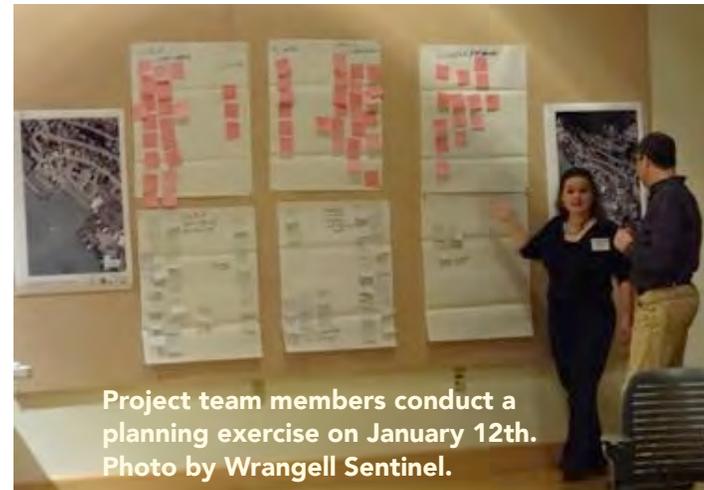
## The Master Planning Team

The design team led by Corvus Design Landscape Architects was hired to develop an implementation plan that includes extensive community involvement; identifies ideas, use conflicts, potential growth, long-term and short-term opportunities; and attains consensus for the long-term use and development of the Wrangell's waterfront.

Corvus Design teamed with PND Engineers, Rain Coast Data and NorthWind Architects, three Juneau firms that, like Corvus Design, have a proven track record working for the City and Borough of Wrangell. Corvus Design and NorthWind Architects led the overall waterfront planning and design effort, integrating the diverse uses, elements and needs into a unified design. They focused on guiding the design work and implementation plan to fit smoothly within the existing working waterfront character of Wrangell. PND reviewed this work to ensure that the concepts were feasible from an engineering and permitting standpoint, as well as providing construction costs on the individual elements of the design alternatives. Rain Coast Data developed an analysis of local and regional population and economic trends to forecast and identify the potential economic benefits to be gained from this project. This analysis informs the implementation strategy to allow the City of Wrangell to maximize the returns on the investment required for the Waterfront Master Plan.



Project team members drawing images for Master Plan in Wrangell.



Project team members conduct a planning exercise on January 12th. Photo by Wrangell Sentinel.

## The Preferred Master Plan

On Wednesday, February 25<sup>th</sup> 2015, the planning and design team presented a phased master plan that reflected the input and comments heard during three previous public meetings, two three-day open house events, integrated design charrettes, stakeholder meetings, and public comment between January 11<sup>th</sup> and February 24<sup>th</sup>.

This preferred master plan and associated construction costs was approved by the public in attendance at the conclusion of the February 25<sup>th</sup> meeting. The public endorsement of this phased master plan was unanimous.

From the eight master plan options initially developed, this master plan captures the community's desires and priorities as a phased approach that reflects reasonable expected funding opportunities. The Preferred Wrangell Waterfront Master Plan includes four phases:

- **Phase I** - Expansion of the Marine Service Center & Nolan Center open space reconfiguration (immediate-term)
- **Phase II** - Development of an elevated Waterfront Heritage Walk and access to natural beach (short-term)

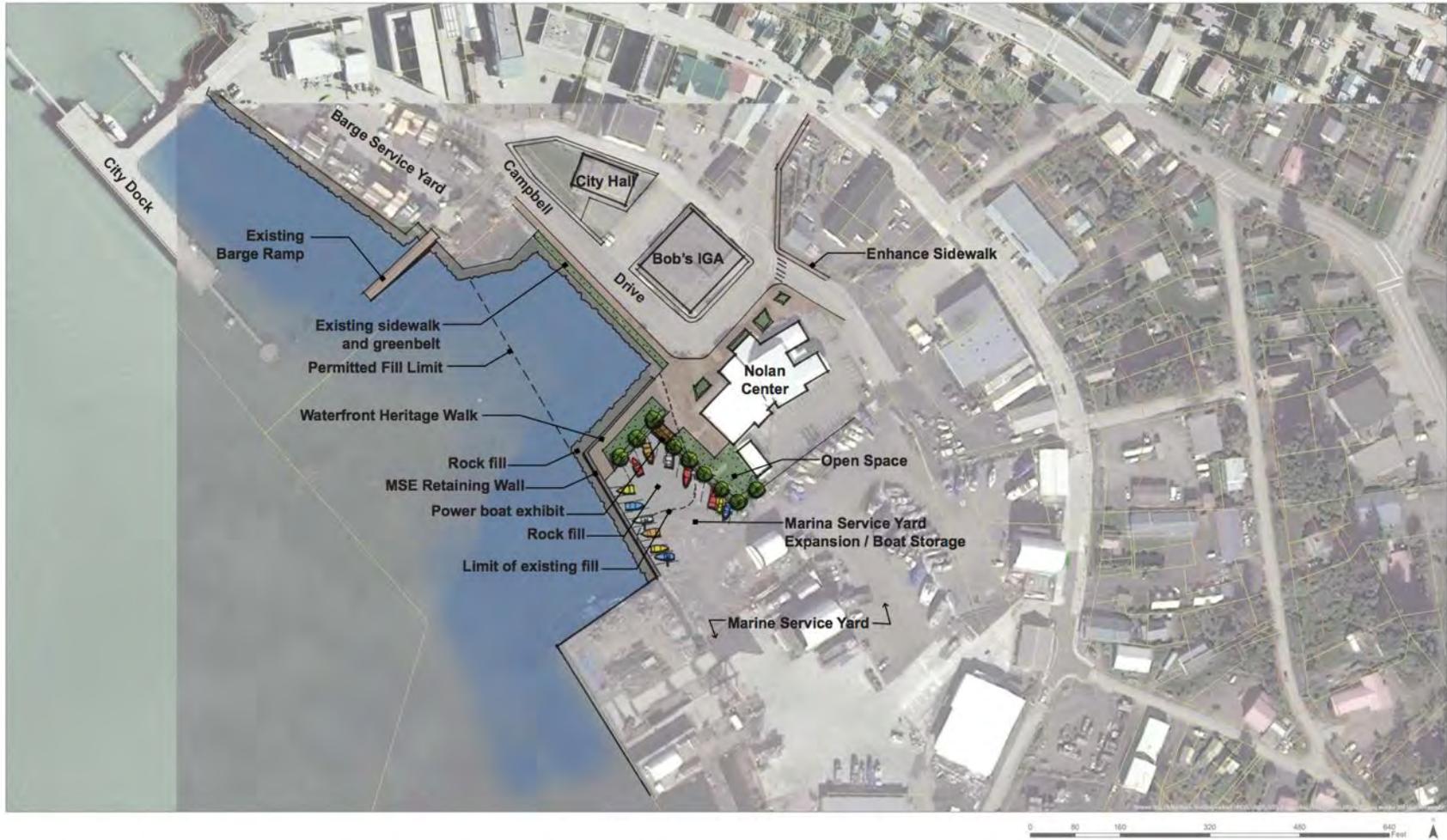
- **Phase III** - Construction of a pier and net shed adjacent to the Nolan Center (mid-term)
- **Phase IV** - Creation of Wrangell Gateway Park following freight yard relocation (long-term)

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### Phase I – Marine Services Yard & Nolan Center Open Space Expansion

The goal of Phase I is to immediately use the fill permit. Under Phase I the Marine Service Center and open space connected to the Nolan Center are expanded by approximately 1.2 acres.

This phase involves filling the site with approximately 50,000 cubic yards of clean shot rock and armor stone materials. A mechanically stabilized earth (MSE) retaining wall with concrete block facing units is planned for the seaward edge of the fill to maximize the usable site area within the permitted fill limits. The wall will be approximately 20 feet in height and will include safety rails along the waterfront. Utility extensions into the newly filled area will include water, sewer, storm drains, power and lighting.



Wrangell Waterfront Master Plan - Preferred  
 PHASE 1



### ***Marine Service Center Expansion***

The expansion of the Marine Service Center will provide additional storage space for approximately 25 boats (0.75 acres). This new storage will allow existing storage within the heart of the service yard to be relocated to this new area and increase the space within the yard dedicated to actively working on boats. Alternatively, the expansion could be used to relocate 15 boats from the yard to make room for 10 new vessel service work stations, as well as providing space for 10 new boats to be stored. Surfacing materials will consist of crushed aggregate within the Marine Service Center yard and concrete paving.

### ***Nolan Center Green Space Expansion***

The open space adjacent to the Nolan Center will be reconfigured to provide additional green space. The public open space will be expanded to the northwest of the Nolan Center thereby providing more pedestrian access to the water's edge and strengthening the pedestrian axis along the face of the Center to the waterfront. This enhanced outdoor space can also be used for special events and allow overflow from the Center into the surrounding landscape. A combination of hardscape plazas, site furnishings, ornamental landscaping, and turf grass will provide enhanced use of this area. The adjacent Marine Service Center will be screened from this area with an architectural grade aesthetic fence and buffer landscaping.

Pedestrians will have the opportunity to look through the service yard fence at key locations to see what is going on and learn about the community's fishing fleet through interpretation opportunities. The power boat exhibit will be relocated to a more prominent location adjacent to the waterfront and Nolan Center.

**Costs**

Total project budget including construction, 15% contingency and indirect costs for site investigations, design and contract administration has been estimated

at \$4.76 million for Phase I. State and federal permits have been secured by the CBW for the proposed improvements contemplated under Phase I.

Phase 1		Marine Service Yard Expansion Fill & MSE Wall		
Item Description	Units	Quantity	Unit Cost	Total Costs
Mobilization	LS	All Req'd	10%	\$324,200
Shot Rock Borrow - Intertidal Fill	CY	45,000	\$20	\$900,000
Armor Rock	CY	4,000	\$60	\$240,000
Concrete Block MSE Wall	SF	10,000	\$90	\$900,000
Screen Fence	LF	1,200	\$150	\$72,000
Heritage Walk & MSE Wall Safety Rails	LF	1,500	\$400	\$200,000
Concrete Sidewalks and Plazas	SF	30,000	\$20	\$300,000
Drainage Improvements	LS	All Req'd	\$350,000	\$175,000
Water & Sewer Service Extensions	LS	All Req'd	\$350,000	\$175,000
Top Soil, Landscaping & Plantings	AC	2.0	\$150,000	\$50,000
Construction Surveying	LS	All Req'd	\$150,000	\$30,000
Power and Lighting	LS	All Req'd	\$500,000	\$200,000
<b>ESTIMATED CONSTRUCTION BID PRICE</b>				<b>\$3,566,200</b>
<b>CONTINGENCY (15%)</b>				<b>\$534,930</b>
<b>PLANNING, PUBLIC INVOLVEMENT, PERMITTING, SURVEYING &amp; GEOTECH INVESTIGATIONS (2.5%)</b>				<b>\$102,528</b>
<b>FINAL ENGINEERING DESIGN, CONTRACT DOCUMENTS &amp; BID PHASE (7.5%)</b>				<b>\$307,585</b>
<b>CONTRACT ADMINISTRATION &amp; CONSTRUCTION INSPECTION (6%)</b>				<b>\$246,068</b>
<b>TOTAL RECOMMENDED PROJECT BUDGET</b>				<b>\$4,757,311</b>

## Phase II – Elevated Waterfront Heritage Walk and Water Access to Natural Beach

Phase II represents a short-term plan that would provide increased pedestrian connectivity and waterfront access. A 12' wide elevated pedestrian walkway extending over an existing armor rock slope is planned under Phase II and would link the City Dock to the existing sidewalk along Campbell Drive and the Nolan Center.

### *Heritage Waterfront Walk*

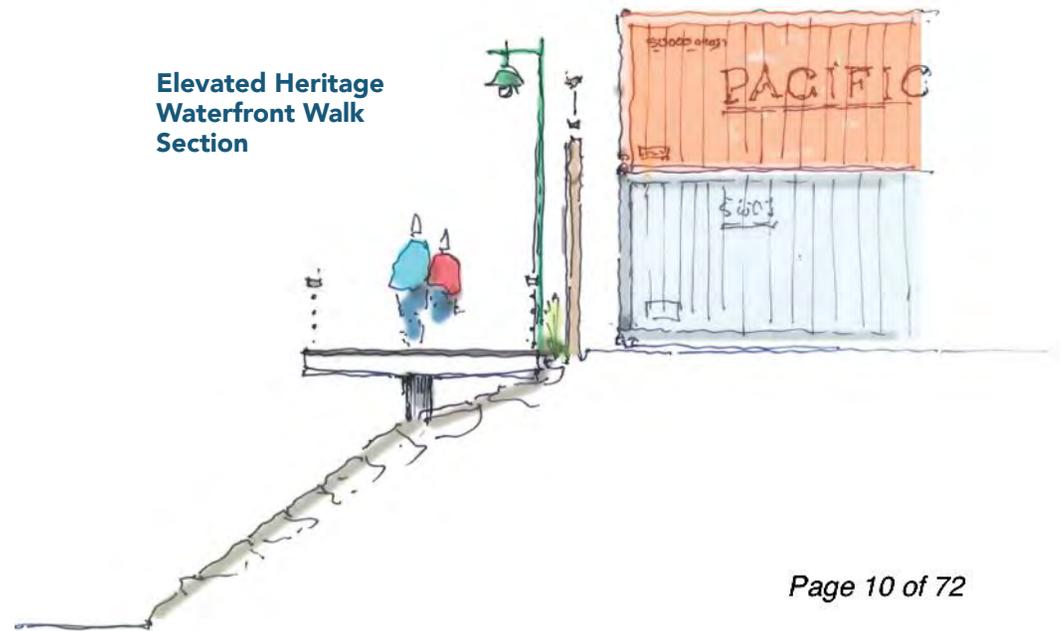
A pile supported "Heritage Waterfront Walk" located seaward of the existing freight yard planned under Phase II will include galvanized steel piles and pile caps, timber decking, architectural safety rails, benches, lighting and a timber fence to screen views looking towards the industrial work yard. The Heritage Walk would highlight Wrangell as a working coastal community through providing interpretive of its waterfront history and activities.

The existing sidewalk along Campbell Drive would be enhanced through widening and creating a design aesthetic that ties in with the Heritage Waterfront Walk and creates its own identity as a community destination.



**Heritage Waterfront Walk Perspective**

**Elevated Heritage Waterfront Walk Section**



### **Water Access to Natural Beach**

Landscaping would enhance this segment and pedestrian access provided to the adjacent waterfront through a series of stairs or ramps. While a majority of Wrangell's downtown waterfront is structured as a barrier for practical and safety reasons, the project location would provide a natural beach setting connecting the public access from the park/walkway edge to the water.

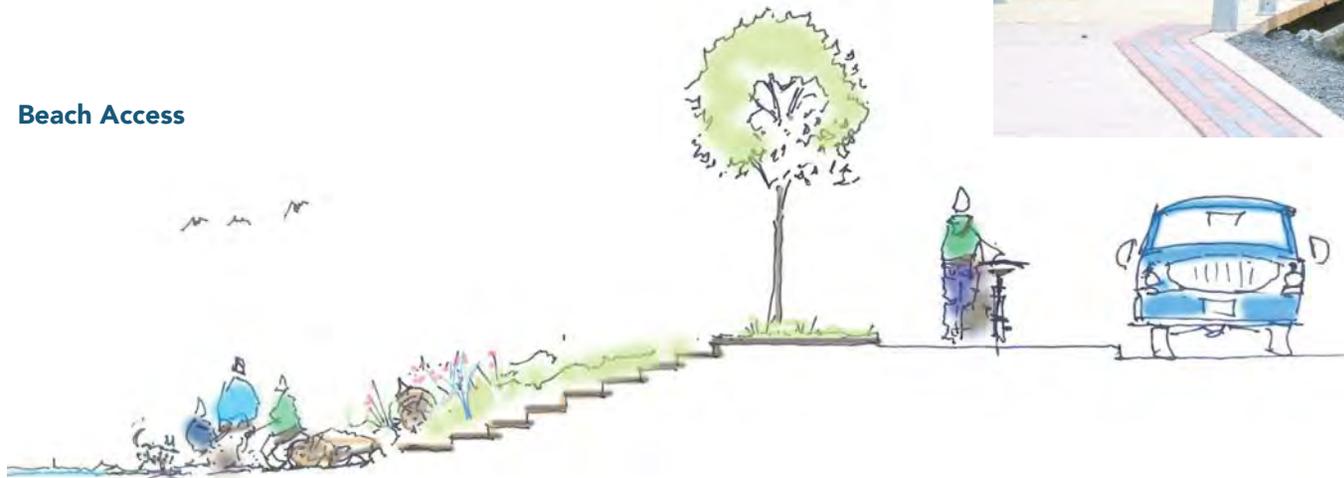
The existing armor rock environment would be enhanced through restoration of the waterfront to a natural beach (while maintain the needed engineered armored slope) that could be used by the public during mid-level and low tides. Access to the water's edge would allow for many enjoyable activities.



**Sitka Seawalk: The proposed Wrangell Heritage Walk will have a similar look and feel.**



### **Beach Access**





Wrangell Waterfront Master Plan - Preferred  
PHASE 2



**Costs**

Total project budget including construction, 15% contingency and indirect costs for site investigations, design and contract administration has been estimated at \$3.72 million for Phase II. State and federal permits will be required for the proposed improvements contemplated under Phase II if the improvements extend beyond the high tide line (HTL).

<b>Phase II: Elevated Heritage Walk &amp; Water Access to Natural Central Beach</b>				
<b>Item Description</b>	<b>Units</b>	<b>Quantity</b>	<b>Unit Cost</b>	<b>Total Costs</b>
<b>Mobilization</b>	LS	All Req'd	10%	\$253,300
<b>Elevated Heritage Walk, 12'x700'</b>	SF	8,400	\$160	\$1,344,000
<b>On Grade Heritage Walk, 16'x400'</b>	SF	6,400	\$60	\$384,000
<b>Heritage Walk &amp; MSE Wall Safety Rails</b>	LF	1,500	\$400	\$400,000
<b>Beach Access Concrete Stairway with Railings</b>	EA	2	\$100,000	\$200,000
<b>Top Soil, Landscaping &amp; Plantings</b>	AC	2.0	\$150,000	\$50,000
<b>Construction Surveying</b>	LS	All Req'd	\$150,000	\$30,000
<b>Power and Lighting</b>	LS	All Req'd	\$500,000	\$125,000
<b>ESTIMATED CONSTRUCTION BID PRICE</b>				<b>\$2,786,300</b>
<b>CONTINGENCY (15%)</b>				<b>\$417,945</b>
<b>PLANNING, PUBLIC INVOLVEMENT, PERMITTING, SURVEYING &amp; GEOTECH INVESTIGATIONS (2.5%)</b>				<b>\$80,106</b>
<b>FINAL ENGINEERING DESIGN, CONTRACT DOCUMENTS &amp; BID PHASE (7.5%)</b>				<b>\$240,318</b>
<b>CONTRACT ADMINISTRATION &amp; CONSTRUCTION INSPECTION (6%)</b>				<b>\$192,255</b>
<b>TOTAL RECOMMENDED PROJECT BUDGET</b>				<b>\$3,716,924</b>

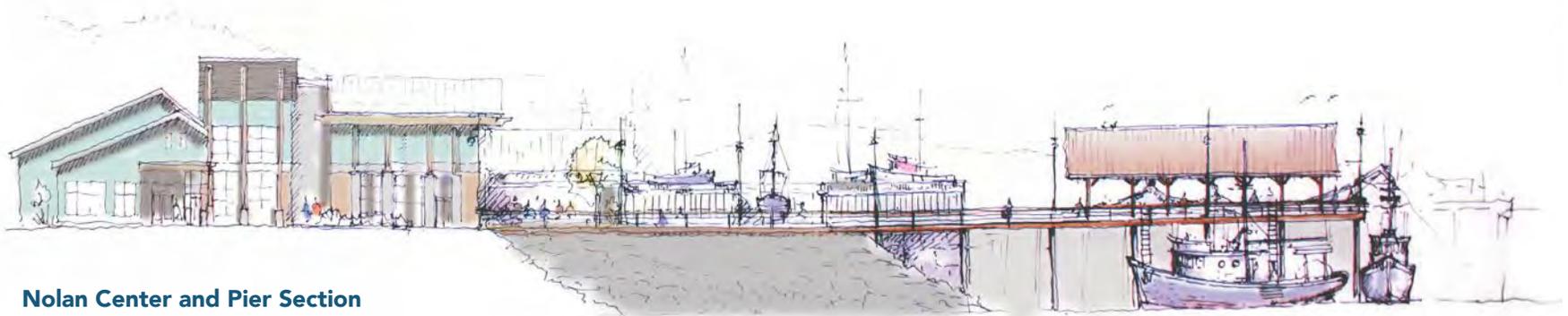
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### Phase III – Pier and Net Shed

Phase III represents a mid-term plan to develop a fishing pier, vessel mooring, and a net shed to better service the fishing fleet and provide a focal point on the downtown waterfront. A 60' x 120' pile supported timber pier with a 40'x100 timber net shed is planned under Phase III.

#### *Pier*

The pier will be constructed with galvanized steel piles and pile caps, timber decking, architectural safety rails and area lighting. The construction would permit vessels to moor and resupply at the downtown businesses and allow loading and unloading of gear from fishing vessels. This pier will provide local Wrangell residents and visitors alike an opportunity to interact with the waterfront and use it for recreation. Residents and visitors will be drawn to the pier to watch the activity, get over the water, and perhaps do some fishing from the pier. The net shed would provide the much needed gear sorting and net repair facility that is protected from the weather.



**Nolan Center and Pier Section**

### Net Shed

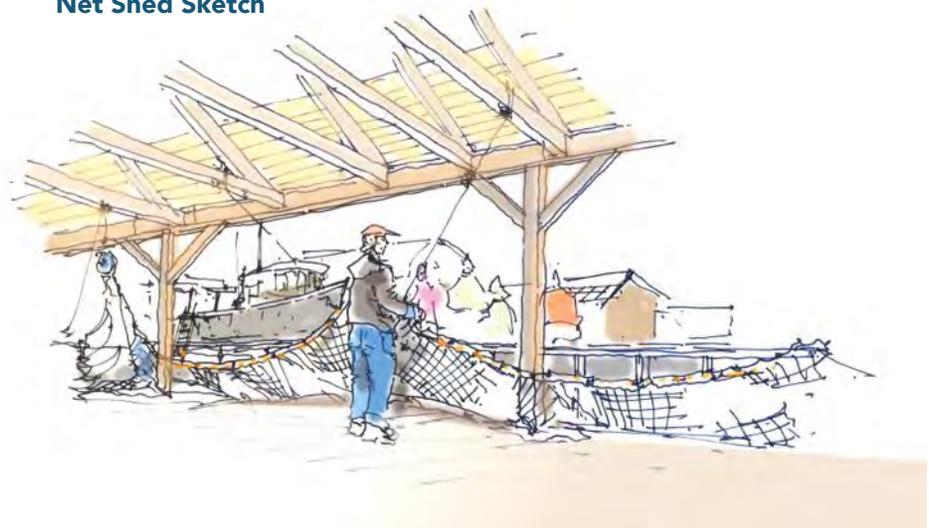
The net shed will serve as an iconic waterfront structure connecting the downtown community to the water in a traditional “wharf” configuration. Its proximity between the existing Marine Service Center, the Nolan Center and the proposed expansion of the waterfront, the net shed serves the working aspects of the fishing industry as a covered utility building that could be used for net repair, sorting gear and other related activities in a sheltered location, something the industry currently needs. The net shed will be constructed with heavy timber columns and trusses and will feature open walls to allow moving nets into the shed from vessels moored alongside.

The net shed will also become an important community space that could be used for festivals, celebrations, weddings and just enjoying the waterfront during lunch. Sitka’s net shed at Crescent Harbor serves the same purpose for both the fishing industry and public use and is a focal point of its waterfront. The building is an extension of the proposed Heritage Waterfront Walk. The building form connects back to historic Southeast Alaska waterfront architecture, which at one point defined most of our coastal communities town character. The design depicts strong, bold and symbolic forms that connects the land to the water and has a very practical use.

Pier Front



Net Shed Sketch



Sitka Net Shed. The proposed Wrangell net shed will have a similar look and feel.



### ***Pedestrian Route***

The pier and net shed will provide the focal point on the waterfront to the enhanced pedestrian axis route that runs in front of the Nolan Center and connects to the carving shed and cultural center on Front Street and thereby closing the loop of the heritage walk back to the downtown business district.





Wrangell Waterfront Master Plan - Preferred  
 PHASE 3



**Costs**

Total project budget including construction, 15% contingency and indirect costs for site investigations, design and contract administration has been estimated at \$2.80 million for Phase III. State and federal permits will be required for the proposed improvements contemplated under Phase III.

<b>Phase III: Pier &amp; Net Shed</b>				
<b>Item Description</b>	<b>Units</b>	<b>Quantity</b>	<b>Unit Cost</b>	<b>Total Costs</b>
<b>Mobilization</b>	LS	All Reqd	10%	\$190,500
<b>Net Shed, 40'x100'</b>	SF	4,000	\$100	\$400,000
<b>Construction Surveying</b>	LS	All Reqd	\$150,000	\$15,000
<b>Pile Supported Timber Dock, 60'x120'</b>	SF	7,200	\$200	\$1,440,000
<b>Power and Lighting</b>	LS	All Reqd	\$500,000	\$50,000
<b>ESTIMATED CONSTRUCTION BID PRICE</b>				<b>\$2,095,500</b>
<b>CONTINGENCY (15%)</b>				<b>\$314,325</b>
<b>PLANNING, PUBLIC INVOLVEMENT, PERMITTING, SURVEYING &amp; GEOTECH INVESTIGATIONS (2.5%)</b>				<b>\$60,246</b>
<b>FINAL ENGINEERING DESIGN, CONTRACT DOCUMENTS &amp; BID PHASE (7.5%)</b>				<b>\$180,737</b>
<b>CONTRACT ADMINISTRATION &amp; CONSTRUCTION INSPECTION (6%)</b>				<b>\$144,590</b>
<b>TOTAL RECOMMENDED PROJECT BUDGET</b>				<b>\$2,795,397</b>

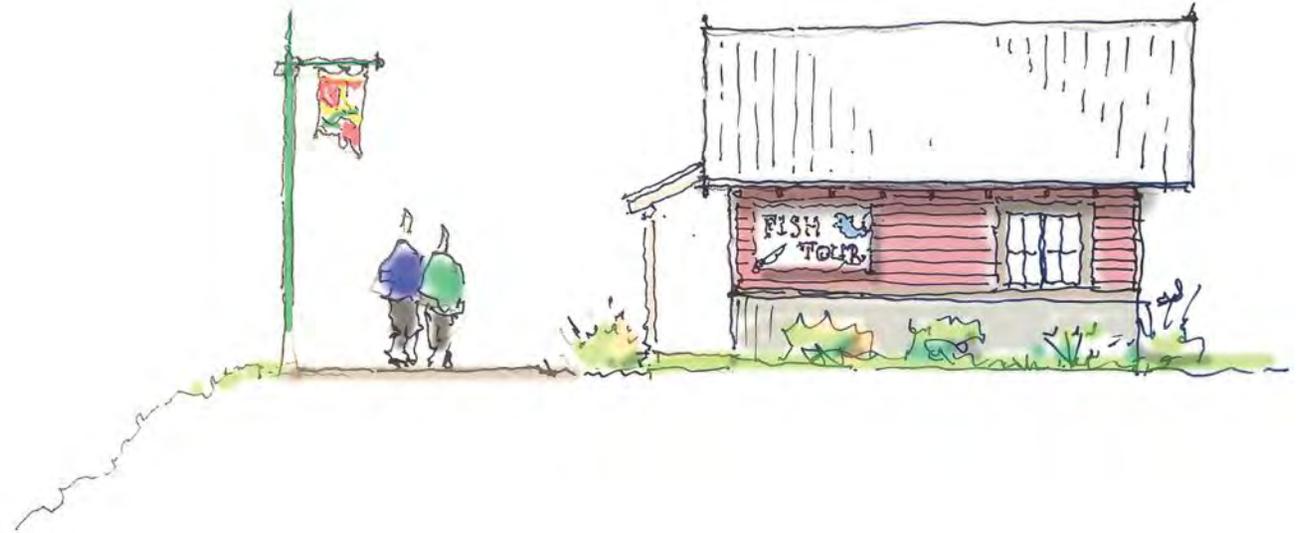
## Phase IV – Gateway Park

Phase IV represents the longer term plan completion of the Wrangell Waterfront build-out. Under Phase IV the barge/freight yard has been relocated to another site and a Gateway Park has been constructed in its place.

### *Move existing freight services*

For nearly four decades, the community of Wrangell has been discussing moving its freight operations away from the downtown waterfront. While Wrangell residents are strong supporters of their local barge services and

**Heritage Waterfront Building**



operators, there is nearly unanimous and pointed agreement among officials and residents that participated in the waterfront master planning process that it is not the best use of prime waterfront real estate in the heart of the downtown. For this reason, the final phase of the project recognizes this sentiment and relocates the barge operations to a more appropriate location, thus freeing up this significant City owned property to be repurposed as Gateway Park.



### **Gateway Park and Commercial Buildings**

The gateway park will serve as an inviting entry to the community from the City Dock and be used by locals and visitors alike. The heritage walk constructed in phase two serves as the main pedestrian spine that the park fronts onto with small commercial buildings and a landscaped park in its interior. The park and commercial buildings would be similar in scale to the successful Homer Spit but linked by a stronger waterfront walk. A large centralized parking lot would be located on the park's perimeter creating a consolidated facility. The Gateway Park has been identified as a major entry point into Wrangell's downtown business district and an entry point for the proposed heritage waterfront walk. The proposed phased removal of the current freight terminal location to a more practical location would

allow this important entry point to continue to grow its current use as a major public spaces both supporting seasonal vendors and as an introduction into the retail downtown area. Along the heritage waterfront walk, further expansion of waterfront commercial and retail opportunities would take advantage of the adjacencies to the heritage waterfront walk and public waterfront access.

With the relocation of the barge facility, Campbell Drive would no longer be required to meet the large vehicle needs of the freight yard and could be closed adjacent to the freight yard. There would be no impacts to Bob's IGA with the same access, service needs, and parking being maintained.

### **Heritage Waterfront Small Commercial Buildings**





Wrangell Waterfront Master Plan - Preferred  
 PHASE 4



**Costs**

Total project budget including construction, 15% contingency and indirect costs for site investigations, design and contract administration has been estimated at \$4.05 million for Phase IV, exclusive of the costs to construct a new freight yard elsewhere. Minimal environmental permitting is anticipated for the park since it is located within established uplands. Typical state utility permits and plan reviews can be expected.

<b>Phase IV:</b>		<b>Barge Terminal Deletion &amp; Gateway Park</b>		
<b>Item Description</b>	<b>Units</b>	<b>Quantity</b>	<b>Unit Cost</b>	<b>Total Costs</b>
<b>Mobilization</b>	LS	All Req'd	10%	\$275,800
<b>Demolition &amp; Disposal - Barge Terminal &amp; Campbell Drive</b>	LS	All Req'd	\$900,000	\$900,000
<b>ACP Paved Parking Lot and Campbell Drive Reconfiguration</b>	SF	35,000	\$20	\$700,000
<b>Screen Fence</b>	LF	1,200	\$150	\$108,000
<b>Concrete Sidewalks and Plazas</b>	SF	30,000	\$20	\$300,000
<b>Drainage Improvements</b>	LS	All Req'd	\$350,000	\$175,000
<b>Water &amp; Sewer Service Extensions</b>	LS	All Req'd	\$350,000	\$175,000
<b>Top Soil, Landscaping &amp; Plantings</b>	AC	2.0	\$150,000	\$200,000
<b>Construction Surveying</b>	LS	All Req'd	\$150,000	\$75,000
<b>Power and Lighting</b>	LS	All Req'd	\$500,000	\$125,000
<b>ESTIMATED CONSTRUCTION BID PRICE</b>				<b>\$3,033,800</b>
<b>CONTINGENCY (15%)</b>				<b>\$455,070</b>
<b>PLANNING, PUBLIC INVOLVEMENT, PERMITTING, SURVEYING &amp; GEOTECH INVESTIGATIONS (2.5%)</b>				<b>\$87,222</b>
<b>FINAL ENGINEERING DESIGN, CONTRACT DOCUMENTS &amp; BID PHASE (7.5%)</b>				<b>\$261,665</b>
<b>CONTRACT ADMINISTRATION &amp; CONSTRUCTION INSPECTION (6%)</b>				<b>\$209,332</b>
<b>TOTAL RECOMMENDED PROJECT BUDGET</b>				<b>\$4,047,089</b>

## Total Costs of the Preferred Master Plan

WRANGELL WATERFRONT MASTER PLAN										
PREFERRED MASTER PLAN						Phase 1	Phase 2	Phase 3	Phase 4	
						Marine Service Yard Expansion Fill & MSE Wall	Elevated Heritage Walk & Water Access to Natural Central Beach	Pier & Net Shed	Barge Terminal Deletion & Gateway Park	
BUDGET LEVEL ESTIMATE										
April 3, 2015										
Item	Item Description	Units	Quantity	Unit Cost	Amount					Subtotals
1	Mobilization	LS	All Req'd	10%	\$1,043,800	\$324,200	\$253,300	\$190,500	\$275,800	\$1,043,800
2	Demolition & Disposal - Barge Terminal & Campbell Drive	LS	All Req'd	\$900,000	\$900,000				\$900,000	\$900,000
3	Shot Rock Borrow - Intertidal Fill	CY	45,000	\$20	\$900,000	\$900,000				\$900,000
4	Armor Rock	CY	4,000	\$60	\$240,000	\$240,000				\$240,000
5	Concrete Block MSE Wall	SF	10,000	\$90	\$900,000	\$900,000				\$900,000
6	ACP Paved Parking Lot and Campbell Drive Reconfiguration	SF	35,000	\$20	\$700,000				\$700,000	\$700,000
7	Elevated Heritage Walk, 12'x700'	SF	8,400	\$160	\$1,344,000		\$1,344,000			\$1,344,000
8	Screen Fence	LF	1,200	\$150	\$180,000	\$72,000			\$108,000	\$180,000
9	On Grade Heritage Walk, 16'x400'	SF	6,400	\$60	\$384,000		\$384,000			\$384,000
10	Heritage Walk & MSE Wall Safety Rails	LF	1,500	\$400	\$600,000	\$200,000	\$400,000			\$600,000
11	Beach Access Concrete Stairway with Railings	EA	2	\$100,000	\$200,000		\$200,000			\$200,000
12	Concrete Sidewalks and Plazas	SF	30,000	\$20	\$600,000	\$300,000			\$300,000	\$600,000
13	Net Shed, 40'x100'	SF	4,000	\$100	\$400,000			\$400,000		\$400,000
14	Drainage Improvements	LS	All Req'd	\$350,000	\$350,000	\$175,000			\$175,000	\$350,000
15	Water & Sewer Service Extensions	LS	All Req'd	\$350,000	\$350,000	\$175,000			\$175,000	\$350,000
16	Top Soil, Landscaping & Plantings	AC	2.0	\$150,000	\$300,000	\$50,000	\$50,000		\$200,000	\$300,000
17	Construction Surveying	LS	All Req'd	\$150,000	\$150,000	\$30,000	\$30,000	\$15,000	\$75,000	\$150,000
18	Pile Supported Timber Dock, 60'x120'	SF	7,200	\$200	\$1,440,000			\$1,440,000		\$1,440,000
19	Power and Lighting	LS	All Req'd	\$500,000	\$500,000	\$200,000	\$125,000	\$50,000	\$125,000	\$500,000
<b>ESTIMATED CONSTRUCTION BID PRICE</b>					<b>\$11,481,800</b>	<b>\$3,566,200</b>	<b>\$2,786,300</b>	<b>\$2,095,500</b>	<b>\$3,033,800</b>	<b>\$11,481,800</b>
<b>CONTINGENCY (15%)</b>					<b>\$1,722,270</b>	<b>\$534,930</b>	<b>\$417,945</b>	<b>\$314,325</b>	<b>\$455,070</b>	<b>\$1,722,270</b>
<b>PLANNING, PUBLIC INVOLVEMENT, PERMITTING, SURVEYING &amp; GEOTECH INVESTIGATIONS</b>					<b>\$330,102</b>	<b>\$102,528</b>	<b>\$80,106</b>	<b>\$60,246</b>	<b>\$87,222</b>	<b>\$330,102</b>
<b>FINAL ENGINEERING DESIGN, CONTRACT DOCUMENTS &amp; BID PHASE (7.5%)</b>					<b>\$990,305</b>	<b>\$307,585</b>	<b>\$240,318</b>	<b>\$180,737</b>	<b>\$261,665</b>	<b>\$990,305</b>
<b>CONTRACT ADMINISTRATION &amp; CONSTRUCTION INSPECTION (6%)</b>					<b>\$792,244</b>	<b>\$246,068</b>	<b>\$192,255</b>	<b>\$144,590</b>	<b>\$209,332</b>	<b>\$792,244</b>
<b>TOTAL RECOMMENDED PROJECT BUDGET</b>					<b>\$15,316,721</b>	<b>\$4,757,311</b>	<b>\$3,716,924</b>	<b>\$2,795,397</b>	<b>\$4,047,089</b>	<b>\$15,316,721</b>

Note: Cost of commercial buildings is not included.

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## Economic Impact Analysis of Master Plan Build-out

The various elements of the waterfront plan build out will each have their own associated economic impacts. Altogether, the development of the facilities into the master plan expected to attract an additional \$1.2 to \$2.0 million in increased economic activity to Wrangell on an annual basis.

### Economic Impact of Marine Service Yard Expansion

Based on interviews with key officials involved with the Wrangell Marine Service Center, on average, boat owners that store their vessels in Wrangell incur expenses in several categories while located in Wrangell for work associated with their boat.

Boat supplies, including paint, fuel, and other essentials are approximately \$2,000 per vessel. Boat storage is \$156 per month. Boats are in the water between May and August, so that the storage fee is \$1,248 per vessel. Boats are normally connected to electrical power during storage to keep moisture at a minimum, which is an additional \$240 per vessel per year. Boat security is an additional option that approximately half of the boats in storage in the Marine Service Center opt to use. The average cost of having someone take care of a boat in storage is \$840 per boat. Boat hauling costs an

additional \$40. During the 21 days in which vessel owners are in Wrangell (on average) for associated boat activities, they spend an average of \$46.50 on food and beverages per day. The cost for accommodations during those 21 days is estimated at \$295.50 per person per year. This assumes that boat owners will stay on their boat for 14 days, which is currently the maximum stay permitted by the City and Borough of Wrangell.

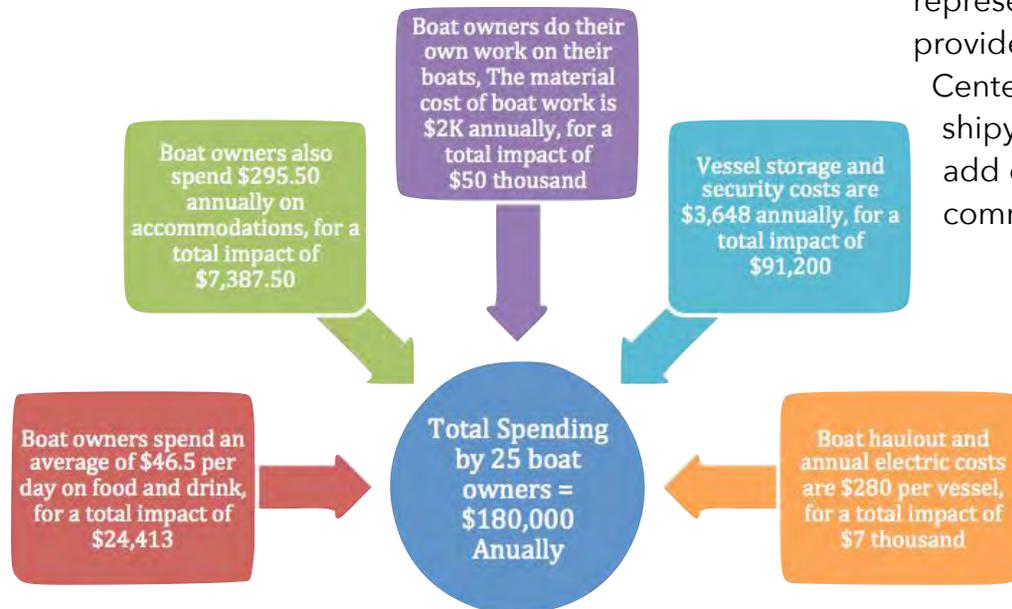
Based on these assumptions, visitors who come to Wrangell to store their boats generate an estimated \$7,200 per person in economic activity. Since the Wrangell Waterfront Master Plan will develop space for an additional 25 vessels, the economic impact of the build out will be \$180,000 annually.

**Average Total Spending: Boat Owners Storing Vessels in the Wrangell Marine Service Center, Annually**

Spending Category	Annual Expenditures
Supplies	\$2,000
Storage	\$1,248
Hauling	\$60
Electricity	\$240
Vessel Security	\$2,400
Food & Beverages	\$975.50
Accommodations	\$295.50
<b>Total cost per person per year</b>	<b>\$7,200</b>
<b>Income generated by 25 boats annually</b>	<b>\$180,000</b>

A second possibility is that the new area developed under the Wrangell Waterfront Plan in the Marine Service Center will create new space for 10 new boats to be stored, as well as opening up 10 new service stations. Assuming each service station generates \$10,000 in annual work (including time and materials) this option would create \$100 thousand in economic activity associate with the new workstations, as well as \$72 thousand through spending by boat owners in conjunction with boat storage for 10 boats. Altogether this option would create \$172 thousand in economic activity in Wrangell on an annual basis.

In addition, expansion of the Marine Service Center represents an opportunity gain for the community. It provides the ability for the Wrangell Marine Service Center to continue to grow, in turn permitting the shipyard to continue to to be able to attract talent, add employees, and to be an economic engine of the community.



**Economic Impact of developing Gateway Park and Heritage Seawalk**

By improving the attractiveness and pedestrian access to the waterfront, Wrangell will also be able to attract additional visitors to the community. Moreover, the commercial buildings planned in Gateway Park as part of the Waterfront Plan would bring additional visitor products and options to arriving tourists. While it is difficult to determine the total potential of this change, the below analysis assumes that this dramatic change to the waterfront will grow the visitor industry by 35%. However, some local businesses feel that this is a conservative number, and should be 50% higher or more.

The Between 2011 and 2014, the number of summer tourist to Wrangell grew by 26% as the national recession has begun to abate, reversing an earlier decline on tourism. This trend is expected to continue. Assuming the number of visitors arriving in Wrangell continues to increase by 19% over current levels, a 35% increase over those levels, the new waterfront development would attract an additional 6,140 tourists to Wrangell each year.

Not only would more visitors be attracted, but they would have more spending opportunities. Assuming that the new businesses in Gateway Park would cause each visitor to spend \$25 more per person per trip, an

annual impact of \$1.8 million in visitor spending would be expected (excluding inflation).

**Assumption 1: 35% New Summer Visitors to Wrangell Attracted by Gateway Park and Heritage Seawalk Development**

Visitor Type	New Visitors Attracted	New Annual Expenditures
<b>Total New Visitors</b>	<b>6,140</b>	<b>\$1.8 million</b>
Cruise Passengers	3,500	\$498,000
Yachters	546	\$141,000
Visitors by Air	1,254	\$734,600
Ferry	840	\$418,900

New spending opportunities would also include rentals of the new net shed for outdoor events, such a weddings and festivals. Assuming a \$200 per rental fee (similar to the small conference room at the Nolan Center) and 10 to 20 annual rentals - the net shed could bring in \$2,000 to \$4,000 per year.

This additional level of visitor spending would add an additional 34 annual average visitor industry jobs to Wrangell and \$590,000 in additional annual earnings (inflation excluded). While this type of growth in the

visitors industry might seem dramatic, it would still mean that the community of Wrangell would have a smaller visitor industry as a percent of all industry than the region as a whole.

If, on the other hand, a more conservative estimate of the impact of the Wrangell Waterfront Plan of a 20% increase and \$20 in addition per person spending opportunities would be expected, the impact to annual visitor spending would be \$1 million in new revenue to Wrangell on an annual basis.

**Assumption 2: 20% New Summer Visitors to Wrangell Attracted by Gateway Park and Heritage Seawalk Development**

Visitor Type	New Visitors Attracted	New Annual Expenditures
<b>Total New Summer Visitors</b>	<b>3,500</b>	<b>\$1.0 million</b>
Cruise Passengers	2,000	\$274,570
Yachters	312	\$79,100
Visitors by Air	717	\$416,200
Ferry	480	\$237,000

## The Process

The following pages summarize the process, analysis and master plans developed with the public over a three month period that led to the creation of the adopted preferred master plan on the previous pages.

The project team developed a process for the Wrangell Waterfront Master Planning effort that began with a review of past planning initiatives, and an analysis of the Wrangell economy to ensure that the resulting plan would have the maximum benefit for the community.

This project included significant public involvement to engage the community and allow input and help direct the waterfront planning effort. Stakeholders and members of the public were invited to four public meetings, two three-day open house events, integrated design charrettes, and stakeholder meetings. Public outreach was conducted to ensure maximum public participation. Initially, eight master plan alternatives were developed in response to local visions for the waterfront. Based on stakeholder and public feedback, these were narrowed down to three master planning options. Finally, based on the community input and prioritization from the three master plans, along the construction cost estimates, initial plans were distilled into a single Preferred Wrangell Waterfront Master Plan. Each of these designs are presented in this document.

## Economic Analysis

The City and Borough of Wrangell—located on Wrangell Island near the Stikine River—represents approximately three percent of total population, jobs, and earnings for Southeast Alaska. The community of Wrangell has restructured its economy and identity many times over the years, and is in the process of doing so again. By the early 1990's timber industry jobs accounted for twenty percent of Wrangell's workforce, and nearly a third of all direct local wages. When the Alaska Pulp Company sawmill closed in 1994, the local economy was devastated. During the same period, salmon prices tumbled reducing the value of the area's commercial fisheries, and community's largest seafood processor filed bankruptcy in 1998. Between 1994 and 2006, the population of the community fell by 18% (losing more than 500 residents).

Immediately the community set about enhancing its locally-based seafood and marine services sector. Through twenty years of concentrated efforts, systematically obtaining and strategically using funding, and an unwavering focus on long-term goals, the community of Wrangell is emerging from this economic devastation intact, and is in many ways a shining example of for the region. Maritime now accounts for half of the private economy, and it is not only the maritime sector that has benefited.

# Wrangell By the Numbers

## CHANGES IN THE ECONOMY 2010 - 2013

Sources: Alaska Department of Labor 2013 Employment & Wage data 2012 US Census Nonemployer (self-employment) Statistics; Cruise Line Agencies of Alaska; McDowell Group; US Bureau of Transportation Statistics (RITA); Alaska Marine Highway System; Annual Electric Power Industry Report; ADF&G Southeast Alaska Commercial Seafood Industry Harvest and Ex-Vessel Value Information; Datasets provided by the City and Borough of Wrangell included the following: Yacht activity, Hotel room transient tax data, Cruise ships port of call schedule, etc. Maritime Includes Fishing & Processing, Marine Transportation, Ship Building & Repair, Marinas & Boat Dealers, & Marine Construction.

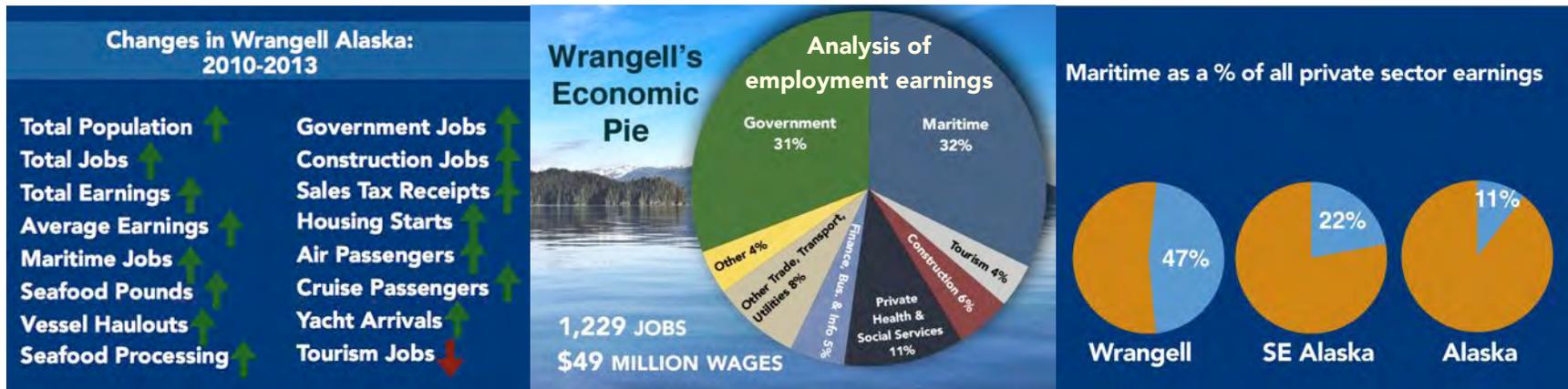
Demographics	2010	2013	% Change
Wrangell Population	2,369	2,456	4%
65 to 79 year olds	299	346	16%
Median Age Wrangell (AK is 34.3)	46.4	47.0	1%
K-12 Students	312	270	-13%
Under 10 year olds	265	295	11%
<b>General Economic Conditions</b>	<b>Including Self-Employed Total Jobs = 1,229 Total Workforce Earnings = \$49 million</b>		
Wage and Labor Employment (excludes self-employment)	812	859	6%
Wage and Labor Payroll (excludes self-employment)	\$28,105,755	\$32,250,390	15%
Wage and Labor Average Wage (excludes self-employment)	\$34,613.00	\$37,544.11	8%
Annual Unemployment Rate (2011-2013)	8.8%	8.9%	1%
<b>Maritime Economy</b>	<b>Top Sector: 33% of employment earnings Total Jobs = 299 (includes self employed) Total Workforce Earnings = \$15.8 million</b>		
Seafood Processing + Mariculture Jobs (excludes self employed)	84	97	15%
Processing + Mariculture Earnings (excludes self employed)	\$2,967,150	\$3,610,114	22%
Other Maritime (Boatbuilding, tourism, etc) (excludes self employed)	13	21	62%
Other Maritime earnings (excludes self employed)	\$371,825	\$680,805	83%
Total Seafood Processing Workers	332	372	12%
Vessel Haulouts	210	250	19%
Port of Wrangell: Total Seafood Pounds	4,932,410	10,570,760	79%
Port of Wrangell: Total Seafood Value	\$9,271,150	\$14,278,104	12%
Commercial Fishing	Total Commercial Fishermen 2012 = 181 Fishermen Earnings 2012 = \$11.5 million		
<b>Government</b>	<b>Public Sector: 31% of all employment earnings Total Jobs = 325 Total Workforce Earnings = \$15.3 million</b>		
Total Government Employment	318	325	2%
Federal Employment	58	50	-14%
State Employment	23	25	9%
City and Tribal Employment	236	250	6%
Total Government Payroll	\$14,148,023	\$15,246,007	8%
<b>Visitor Industry</b>	<b>Key Industry: 8% of all jobs (4% of all employment earnings) Total Jobs = 100 Total Workforce Earnings = \$1.7 million</b>		
Visitor Industry Employment (excludes self employed) SEAK increase is 14%	88	85	-3%
Total Visitor Industry Wages/Earnings (excludes self employed)	\$1,413,226	\$1,461,237	3%
<b>Passenger Arrival via Jet, Cruise, Ferry</b>	<b>21,781</b>	<b>26,761</b>	<b>23%</b>
Alaska Airline	10,587	11,485	8%
Large Ship plus Small Ship	3,869	8,096	109%
Alaska Marine Highway System	7,325	7,180	-2%
Yacht Arrivals (increases in length, average days)	310	324	5%
Average yacht length	46.4	50.2	8%
Total Transient Tax (6% per room night)	\$27,493	\$46,157	68%
<b>Other Selected Statistics</b>	<b>2010</b>	<b>2013</b>	<b>% change</b>
Sales Tax Receipts	\$2,196,229	\$2,483,505	13%
Assessed Values	\$121,950,067	\$134,366,782	10%
Housing Starts	3	4	33%
Total MWh sold in Wrangell (2009-2012)	27,016	35,192	30%

Today, Wrangell is one of Southeast Alaska’s fastest growing communities. With some of the lowest electrical rates in the State, the highest school district test scores, a reemerging visitors industry, and a high level of entrepreneurship (nearly a third of all workers are self-employed), Wrangell continues to move in a positive direction.

The analysis of Wrangell’s economic indicators showed that the economic tide of the community turned in 2006, and between 2010 and 2013, nearly every economic indicator was up. In that period, population increased by 4%, jobs increased by 6%, total workforce earnings increased by 15%, total seafood pounds landed increased by 79%, sales tax receipts increased by 13%, and passenger arrivals increased by 23%.

Altogether, there were 1,229 jobs in Wrangell in 2013 with \$49 million in associated wages. This pie chart looks at the local economy in terms of wages. In 2013, maritime related wages (mostly the seafood industry) accounted for nearly a third of all workforce earnings, and accounted for more income than all government jobs combined.

The waterfront is clearly critical to Wrangell’s economy. The Wrangell maritime sector (mostly seafood industry related) directly accounts for 47% of all employment-related income in Wrangell’s private sector. In Southeast Alaska - maritime accounts for 22% of all employment earnings, while in Alaska as a whole - it accounts for 11% of the private sector earnings. While this is substantial, it is less than a quarter of Wrangell’s percentage.



## Public Process

A focus on public participation and working in Wrangell helped shape a strong community understanding of this the waterfront planning goals, and directed the creation of the resulting Preferred Plan.

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### The Public

Four public meetings were conducted as part of the Wrangell Master Waterfront Plan process. The Wrangell Waterfront team came to Wrangell for two four-day sessions. Each session included two public meetings organized in a workshop format, a three-day open house at the Nolan Center, and targeted meetings with specific stakeholder groups and individuals. A key step in the design process is an integrated design charrette. The purpose of the charrette, intensive public design workshops, was to develop a vision and plan for the Wrangell waterfront. The workshop format was predicated on an participatory iterative process, where attendees are required to participate and contribute to the discussion.

In order to maximize participation, the meetings were announced in the Wrangell Sentinel, through a series of Public Service Announcements on Stikine River Radio (KSTK 101.7 FM), through a series of Facebook posts on the Wrangell Community Board, through event posters placed around the community, through Constant

Contact and individual emails, and through announcements on the following websites: City and Borough of Wrangell webpage and Facebook pages, Wrangell Chamber Facebook pages, and on the Wrangell Waterfront Master Plan Project Blog site and prior to each public meeting. Meeting materials were also made available at the City Hall as well as the Harbormaster's office. Turnout ranged from 31 to 45 community members at each of the meetings. More than 100 people were involved into the process.

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### Stakeholder Committee

Engagement took place with the Stakeholder Committee thorough email, individual interviews, and meetings as part of the Wrangell Waterfront Master Plan process. Representing a broad spectrum of interests, the different groups consistently identified common concerns which are reflected in the draft Wrangell Waterfront Master Plan.

**Stakeholder Committee Membership:** Terri Henson Nolan Center, Cyni Waddington Wrangell Chamber of Commerce Executive Director, Julie Decker City and Borough of Wrangell Assembly, Corree Delabruce Wrangell Convention and Visitor Bureau Chair, Greg Meissner Harbor Master, Carol Rushmore City and Borough of Wrangell Economic Development Director, John Martin Port Commission

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## Wrangell Chamber of Commerce Meeting

**Attendees:** Amber Hommel Chamber Secretary, Kim Lane Commerce President, Kris Reed Chamber Member, Cyni Waddington Chamber Executive Director, John Waddington Chamber Member, Shawna Bunes Chamber Assistant, Ray Keith Chamber Member, Patrick Mayer Chamber Member.

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## Wrangell Convention and Visitors Bureau Meeting

**Attendees:** Corree Delabruie Convention and Visitors Bureau Chair, Brenda Yeager Convention and Visitors Bureau, Nancy Delpero Convention and Visitors Bureau, Terri Henson Nolan Center, Carol Rushmore City and Borough of Wrangell Economic Development Director



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## Ports and Harbors Commission Meeting

**Attendees:** Walter Moorhead Port Commission, Clay Hammer Port Commission, Dave Silva Port Commission, John Martin Port Commission, John Yeager Port Commission, Rudy Briskar Planning and Zoning Committee, Chuck Jenkins, Greg Meissner Harbormaster



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## Economic Development Committee Meeting

**Attendees:** Julie Decker Chair Economic Development Committee Chair, Marlene Clark Economic Development Committee, Kaleigh Holm, Marine Industry Coordinator Southeast Conference, Carol Rushmore Economic Development Director City and Borough of Wrangell, Greg Meissner Harbormaster, Terri Henson Nolan Center

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## Assembly Presentations

**Meetings:** The teams attended two Wrangell Assembly Meetings for the purpose of providing project updates and responding to any questions the assembly might have: January 13 & February 24, 2015.



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## Additional Stakeholder Meetings and Open Door Workshops

Teri Henson Nolan Center, Greg Meissner Harbormaster, Rudy Briskar Planning and Zoning Committee, Brenda Schwartz Yeager Convention and Visitors Bureau, Keith Appleman Citizen, Brian Ashton, Cyni Waddinton Chamber, Julie Decker Wrangell Assembly, Marlene Clarke Economic Development Committee, Steve Prysunka Wrangell Assembly, Ron Rice Samson Barge and Tug, Kim Fisher Citizen, Bill Goodale Stikine Inn owner, Apryl Hutchinson secretary and treasurer of the Wrangell Cooperative Association



## Development of Concepts and Options

Below is a summary of the public exercises that occurred during the meetings combined with public feedback from the January 12th public meeting.

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### What Do You Most Like About Wrangell's Waterfront

#### **View/Open Space** - (24 comments)

People like having access to the waterfront, as a place to have lunch, take in the view, watch sea life. They enjoy the aesthetics and the existing green space with benches. People are using and enjoying these areas.

#### **Working Waterfront** - (19 comments)

Wrangell residents enjoy their identity of having a "working waterfront". It's a "working town, not fake". The Wrangell waterfront is "open for business." The Marine Service Center combined with seafood, etc.

#### **Accessible/Location** - (19 comments)

Wrangell's waterfront is accessible from downtown, and provides easy access between the ocean and the community. Items marked as accessible included cruise ship docks, stores, services, restaurants, hotel, hardware

stores, fisheries, visitor services, ferry, boat docks, Nolan Center, & downtown. Everything is within reach.

#### **Diverse** - (9 comments)

Wrangell's diversity in waterfront uses is valued by Wrangell's residents. Wrangell's waterfront has "a mix of waterfront infrastructure, which includes a working waterfront, green space & public docks." There is "room for multi-use tourism and marine industries."

#### **Culture** - (5 comments)

Wrangell's waterfront history, museum, petroglyphs, Fort Wrangell, and Chief Shakes Island.



#### **Updates** - (1 comments)

Work to date on waterfront has been great.

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## What Do You Least Like About Wrangell's Waterfront

### **Lack of Open Space/Aesthetics** - (16 comments)

Many people commented that there is not enough green or public space on the waterfront, and that too much industry on the waterfront is not aesthetically pleasing. Clutter and shabby areas need to be addressed.

### **Barge Operations/Containers Not Compatible** - (14 comments)

Residents remarked that the freight yard is not the best use of the prime real-estate waterfront area in which it is located. In its current location, there is a mix of activities on the waterfront that don't work well together. Tour and local traffic competing with barge for space. Dust from the yard in the summer is undesirable. Discussions regarding moving these facilities have been happening for 20 years.

### **Marine Center Needs Not Being Met/Too Crowded** - (11 comments)



The Marine Services Center does not have enough room to currently serve its needs, especially in the summer months. There is need for more space.

### **Lack of Pedestrian Connectivity** - (9 comments)

Access along the waterfront for pedestrians should be expanded. Way-finding for visitors needs to be added.

### **Dog Issues** - (4 comments)

Dog poop issues detract from enjoyment of existing green space. There is also some concern regarding unleashed dogs.

### **Need for More Diversity** - (4 comments)

The waterfront should be more economically and/or culturally diverse. There shouldn't be too much dependence on a single industry.

**Lack of Locations to Grow Commercial Economy (Especially for Visitor Industry) - (4 comments)**

There are not sufficient waterfront locations to support local marine tourism ventures. Visitor industry connected to the waterfront currently does not have the ability to expand and add businesses and grow jobs. Area is too crowded for new growth.

**Weather Issues - (2 comments)**  
Lack of sheltered areas.

**Lack of Access - (2 comments)**  
No beach access, ability to swim/fish in water.

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**What would be your desired priorities for the site**

**Open Space/Green Space (20 comments)**  
Create additional green space, public space, or green belt along waterfront. Retain picnic tables and benches. Clean up existing space



**Expand Marine Service Center - (16 comments)**  
Create more space for the existing Marine Service Center.

**Move Barge Lines/Change Use - (13 comments)**  
Create more space downtown by moving barges outside of downtown area. Address barge congestion.

**Pedestrian Access/Seawalk - (11 comments)**  
Make waterfront more pedestrian friendly with increased public access in the form of a pedestrian walkway/boardwalk. Allow businesses to use. Make signage. Make this bicycle friendly. Interpretation and public art activities could include sea life sculptures and cut outs of fishing boats.

**Special Facilities - (8 comments)**  
Two mentions for an aquarium, two for a vocational education center, one for dedicated wooden boat facility, one for enclosed spaces for artists, one for ice skating rink. Local Pier for fishing.

**More Storage for Boats, Vessels,**

**Containers** - (5 comments)

Increase storage for boats (that are not currently being worked on in the Marine Service Center), equipment, containers, and fisheries needs.

**Expand Visitor Industry** - (7 comments)

Create more dock space for visitor excursions, interpretive signage, as well as increased visitor areas on waterfront.

**Highlight Local Seafood with Restaurants and Access to Seafood** - (5 comments)

Despite the seafood economy, there are few opportunities to eat fresh seafood in Wrangell. Wrangell should showcase its world class seafood.

**Add New Transient Dock, Summer dock** - (5 comments)

Increase access to downtown from water. Provide access for summer fisheries, recreation and yacht traffic.

**Other** (4 comments)

Cultural/Historical. Increased Car Parking, Covered Shelters, Bicycle Rentals



## Project Contacts

Altogether, more than 100 Wrangell residents and stakeholders were involved in the process of developing the Wrangell Waterfront Master Plan, attending public meetings, submitting comments during the planning process, or acting as a stakeholder in the process and communicating with the planning team electronically. These individuals are listed below:

Aaron Powell	Carl Johnson	Dorothy Hunt-Sweat	Keith Appleman	Patrick Mayer
Alan Reeves	Carol Rushmore	George Benson	Ken Lewis	Paul Southland
Amber Al-Haddard	Chere Klein	Georgianna Buhler	Kim Covalt	Ray Keith
Amber Hommel	Chris Hatton	Gig Decker	Kim Fisher	Rebecca Smith
Andy Degner	Christie Jamieson	Greg McCormack	Kim Lane	Rhonda Dawson
Angie Eldred	Christina Florschutz	Greg Meissner	Kris Reed	Rick Martin
Ann Knameo	Cheryl Goodale	Guadalupe Rogers	Laura Minski	Ron Rice
Anne Morrison	Chuck Jenkins	Jake Harris	Lee Burgess	Ruby McMurren
Apryl Hutchinson	Clay Hammer	James Edens	Leslie Cummings	Rudy Briskar
Becky Rooney	Corree Delabrue	Jamie Roberts	Loretta Rice	Samantha Olsen
Bernie Massin	Cyni Waddington	Jeff Jabusch	Lupe Roger	Shawna Bunes
Betty Keegan	Dan Rudy	Jeremy Maxand	Mark Mitchell	Stephen Prysunka
Bill Goodale	Daniel Blake	John Jensen	Mark Walker	Terri Henson
Bill Privett	Dave Nagle	John Martin	Marlene Clarke	Tim Sawyer
Bob Prunella	Dave Silva	John Taylor	Marie Shiply	Timothy Gillen Sr.
Bob Robbins	Dave Jack	John Waddington	Maxlyn	Valerie NihEideain
Bobby Robbins	David Powell	John Yeager	Wiederspohn	Vivian Prescott
Bob Dalrymple	David Svendson	Joy Prescott	Megan Talbut	Walter Moorhead
Bob Maxand	Dianne O'Brien	Julie Decker	Michael Brown	William Willard
Brenda Yeager	Dick Somerville	Katarina Sostaric	Nancy McQueen	
Brian Ashton	Don Sam	Kate Thomas	Nancy Delpero	
Bruce McQueen	Donald McConachie	Kay Jabusch	Pam McCloskey	

## **Eight conceptual master plans for Wrangell's waterfront**

Based on the public input and priorities, the design team developed eight concepts with the assistance of the community during a three-day community open house and design charrette. The eight master plans were presented to the public on January 14th, 2015 to receive input and comments. The following presents the highlights of each master plan and the community's response to each.

### *Master Plan A: No Fill Option*

Improvements shown on this plan was restricted to the existing uplands and did not include the development of new land through the addition of fill into the adjacent ocean. This plan included two phases of development.

#### **Phase one elements included:**

- An elevated pedestrian boardwalk from the City Dock to Campbell drive on the waterside of the barge service yard
- Minor pedestrian and landscape improvements along Campbell Drive
- Extending the pedestrian route from the Nolan Center to the rear of the building to Silvernail Drive and the

edge of the marine service yard to create a marine interpretive route

#### **Phase two elements included:**

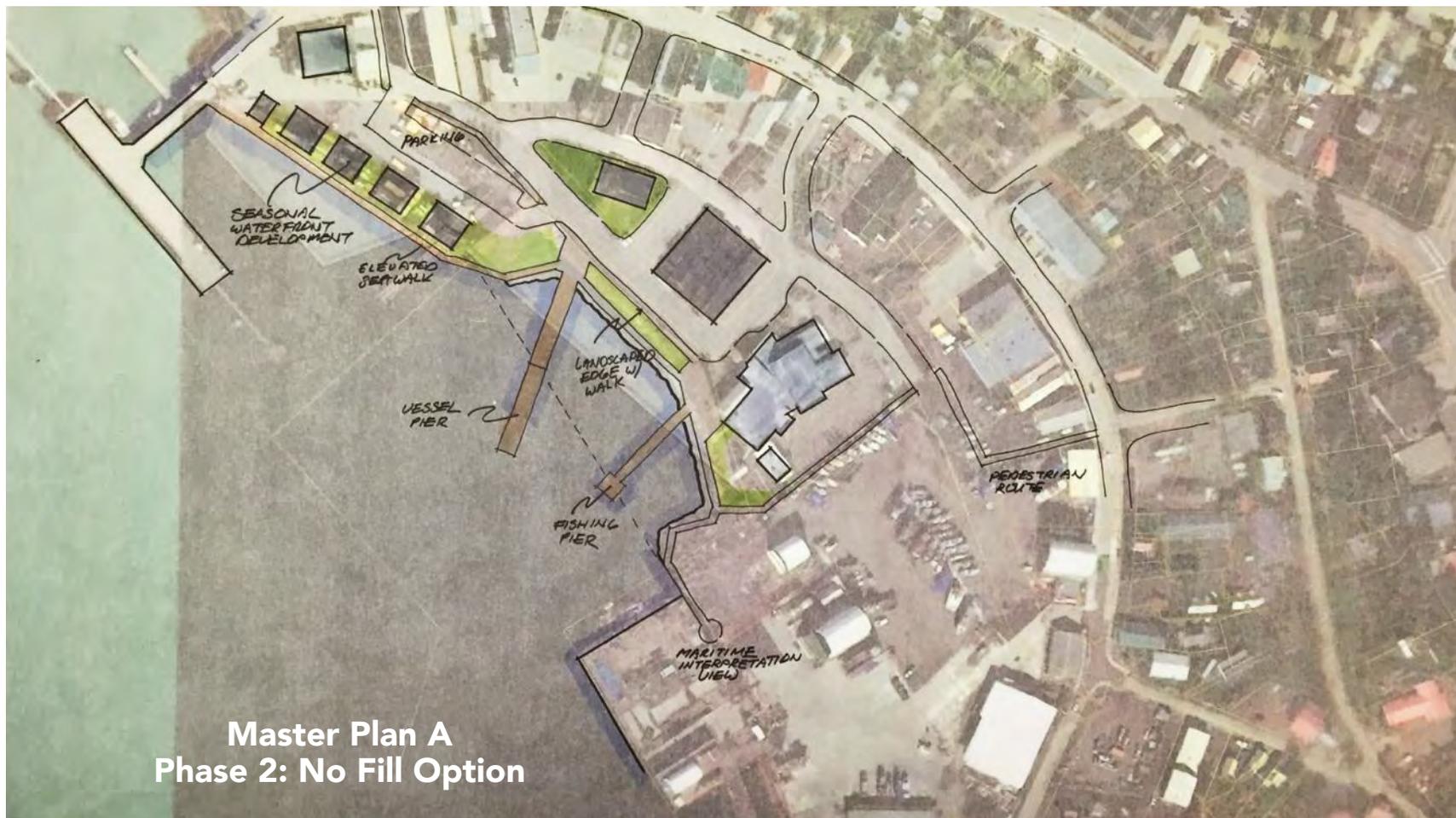
- Relocation of the barge service yard to another location and the creation of small commercial development, parkland and parking in the former barge service yard.
- Creation of a small vessel float off of Campbell Drive
- Development of a fishing pier adjacent to the Nolan Center

#### **Public Response:**

While the most economical option due to not including fill as part of the project, this was largely discounted as not providing enough of needed facilities and priorities. Many supported the eventually relocation of the barge service yard and creation of public and commercial space. There was some interest in the fishing pier and the vessel float but believed the costs of these facilities could be a limiting factor.



**Master Plan A  
Phase 1: No Fill Option**



**Master Plan A  
Phase 2: No Fill Option**

### *Master Plan B: Max Fill, Expansion of All Industrial Services*

This plan maximized the working waterfront and allowed for the expansion of existing marine and barge services while creating a centralized green space. This plan utilized the full build out of the fill permit and included two phases of development.

#### **Phase one elements included:**

- An elevated pedestrian boardwalk from the City Dock to Campbell drive on the waterside of the barge service yard
- Minor pedestrian and landscape improvements along Campbell Drive
- Extending the pedestrian route from the Nolan Center to the rear of the building to Silvernail Drive and the edge of the marine service yard to create a marine interpretive route

#### **Phase two elements included:**

- Maximum fill as allowed under the fill permit
- Retaining the barge services in its current location
- Expanding the marine services yard adjacent to the Nolan Center

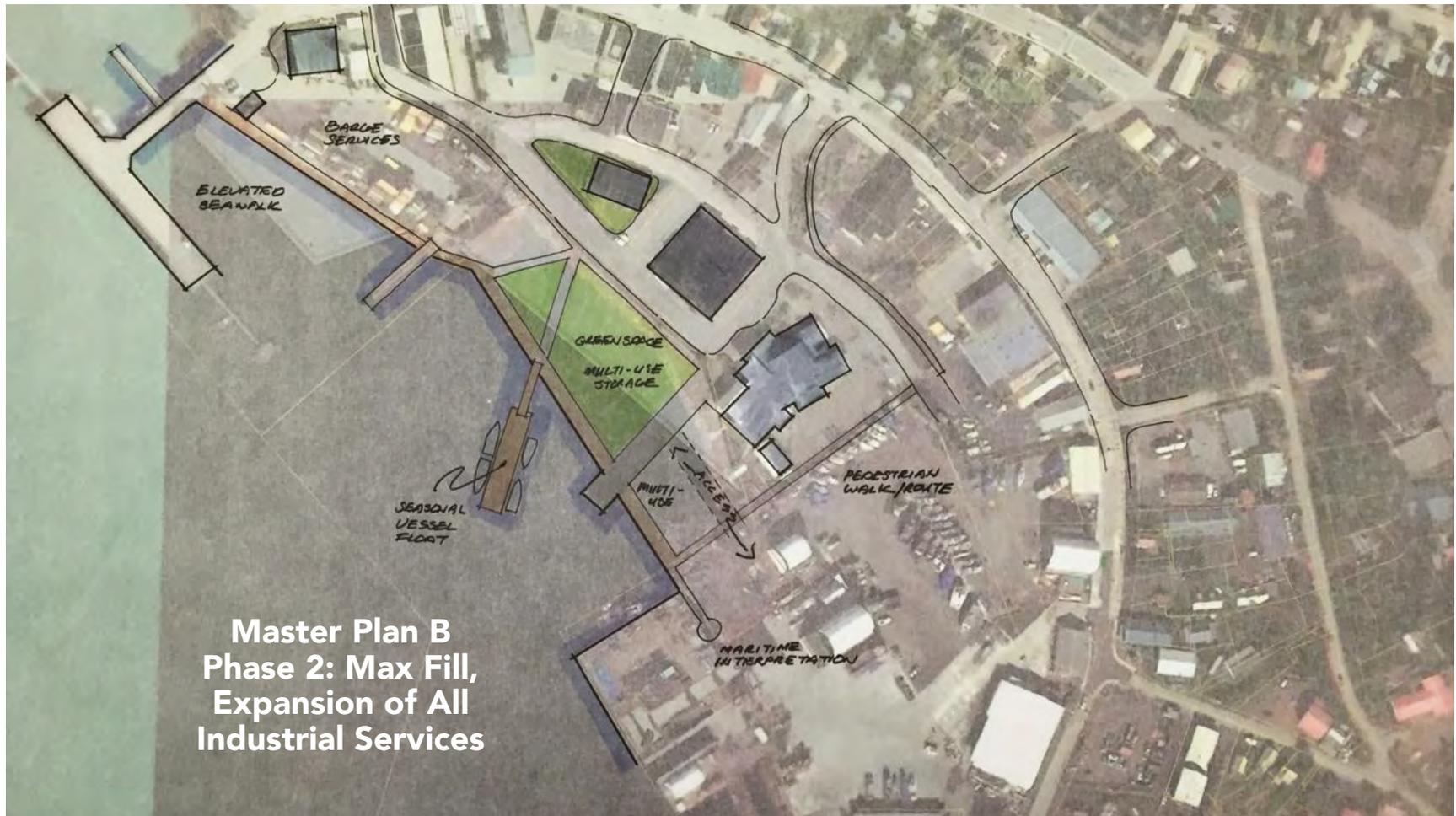
- Creating a large centralized green space adjacent to Campbell Drive that also included a seasonal vessel float
- Strengthening the pedestrian link from the Nolan Center to the waterfront

#### **Public Response:**

There was general consensus that the barge service yard needed to be relocated from the waterfront. Most all supported the expansion of the marine service yard however there was concern about its expansion directly adjacent to the Nolan Center. There was mixed support for the creation of the waterfront park and seasonal vessel float. Most all supported the elevated pedestrian walk and strengthened link between the Nolan Center and the waterfront.



**Master Plan B  
Phase 1: Max Fill,  
Expansion of All  
Industrial Services**



**Master Plan B  
Phase 2: Max Fill,  
Expansion of All  
Industrial Services**

### *Master Plan C: Alternative Fill Option- Expansion of Barge Services*

This plan places fill adjacent the Nolan Center and takes the remaining quantity of allowable fill and creates an alternative fill location next to the barge service yard. This allows the expansion of both the marine and barge service yards. There are two phases of development.

#### **Phase one elements included:**

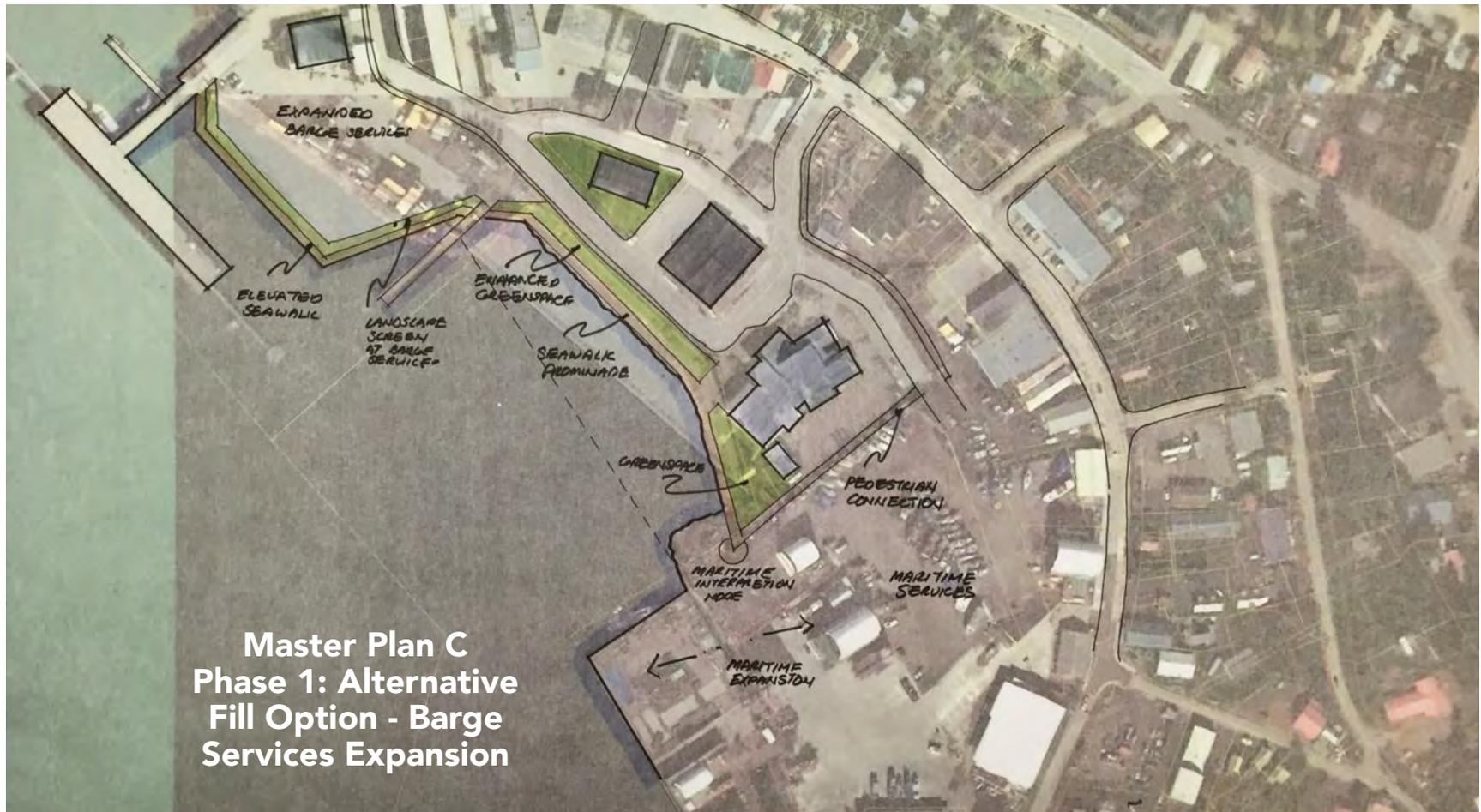
- Placement of fill next to the barge service yard and expansion of the facility
- An at grade pedestrian boardwalk from the City Dock to Campbell drive on the waterside of the barge service yard that would include screening from the service yard.
- Relocating the pedestrian route to the water's edge and landscape improvements along Campbell Drive
- Extending the pedestrian route from the Nolan Center to the rear of the building to Silvernail Drive and then looping back to Campbell Drive and Front Street while creating a marine interpretive route

#### **Phase two elements included:**

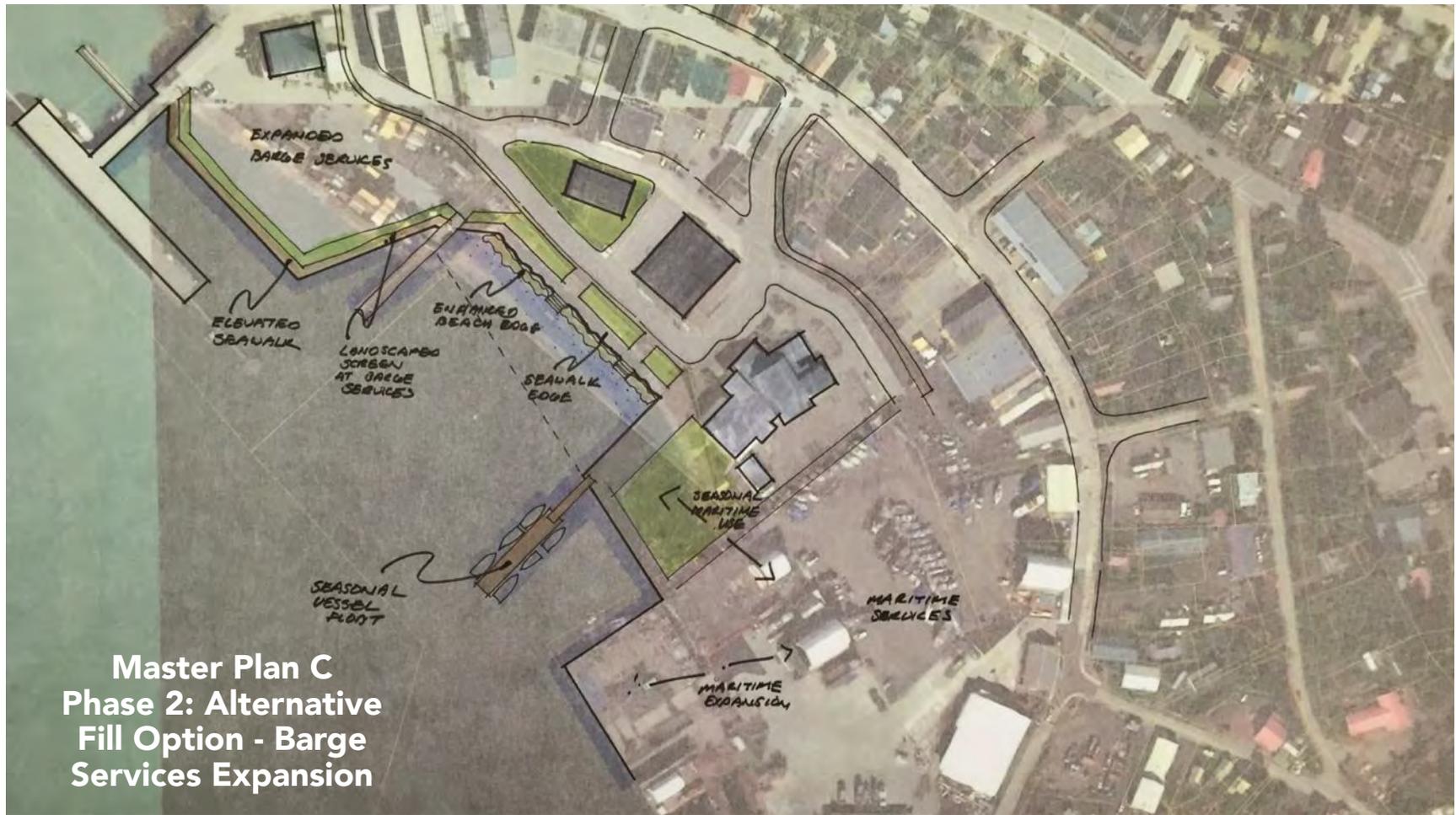
- Expanding the marine services yard adjacent to the Nolan Center for seasonal boat storage
- Providing pedestrian access to the water adjacent to Campbell Drive and creating a natural beach setting
- Strengthening the pedestrian link from the Nolan Center to the waterfront and creating a seasonal vessel float at its terminus

#### **Public Response:**

There was consensus that this was a preferred plan however expansion of the barge service facility was not a community priority and needed to be relocated from downtown. Many supported the marine services yard but there was concern with it being located adjacent the Nolan Center, even as a season facility. The waterfront walk, water access from Campbell Drive, and the pedestrian link from the Nolan Center to the waterfront were well supported. There was mixed support for the seasonal vessel float.



**Master Plan C  
Phase 1: Alternative  
Fill Option - Barge  
Services Expansion**



**Master Plan C  
Phase 2: Alternative  
Fill Option - Barge  
Services Expansion**

### *Master Plan D: Maximum Fill and Open Space*

This plan maximizes the fill for the project and creates a large centralized hardscape plaza that could be used seasonally for boat storage and as public open space during the summer. The plan includes the later relocation of boat storage and barge service yard to another location not on the downtown waterfront and the creation of commercial and retail along the waterfront.

#### **Phase one elements included:**

- Maximum fill and the development of a large centralized hard-scaped plaza adjacent to the Nolan Center and Campbell Drive that could be used seasonally as boat storage and public open space during the summer
- Creation of a pedestrian route from Lynch Street to the waterfront and to the Nolan Center and the rear of the building to Silvernail Drive and the edge of the marine service yard to create a marine interpretive route
- Development of a fishing pier adjacent to the Nolan Center

#### **Phase two elements included:**

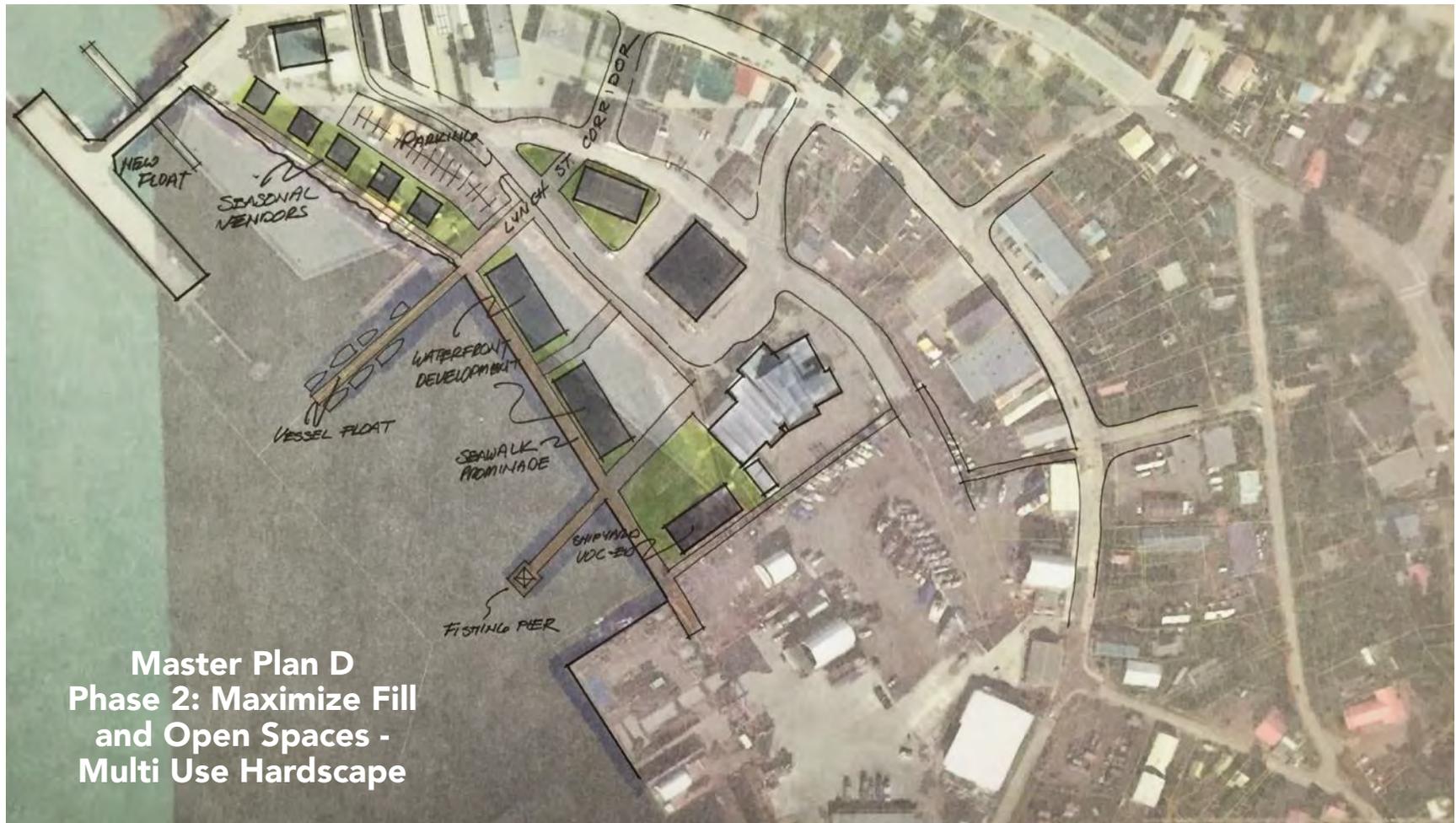
- Relocation of the barge service yard to another location and the creation of small commercial development, parkland, a small vessel float, and parking in the former barge service yard.
- Relocation of the boat storage from downtown and the creation of waterfront development (housing, retail, etc.) and a vocational education facility.

#### **Public Response:**

There was little support for the centralized hardscape plaza due to concerns it could be permanent boat storage. There was some support for the fishing pier to create a waterfront focal point but concerns about the costs. There was support for relocating the barge service yard and creating a small waterfront commercial park but it lacked the waterfront walk. There was very minimal support for the larger mixed use waterfront development and the vocational educational center.



**Master Plan D  
Phase 1: Maximize Fill  
and Open Spaces -  
Multi Use Hardscape**



**Master Plan D  
Phase 2: Maximize Fill  
and Open Spaces -  
Multi Use Hardscape**

### *Master Plan E: Max Fill, Expansion of All Industrial Services-Option 2*

This plan maximized the working waterfront and allowed for the expansion of existing marine and barge services while creating a centralized green space. This plan utilized the full build out of the fill permit and included one phase of development.

#### **Phase one elements included:**

- Maximum fill as allowed under the fill permit
- Retaining the barge services in its current location and expanding it along Campbell Drive
- Expanding the marine services yard adjacent to the Nolan Center
- Creating a large centralized green space adjacent to Campbell Drive that also included a seasonal vessel float
- An elevated pedestrian boardwalk from the City Dock to Campbell drive on the waterside of the barge service yard and running along the waterfront to the Nolan Center.

#### **Public Response:**

There was general consensus that the barge service yard needed to be relocated from the waterfront, not expanded. Most all supported the expansion of the marine service yard however there was concern about its expansion directly adjacent to the Nolan Center. There was mixed support for the creation of the waterfront park and seasonal vessel float. Most all supported the elevated pedestrian walk and strengthened link between the Nolan Center and the City Dock.



**Master Plan E  
Phase 1: Max Fill,  
Expansion of All  
Industrial Services  
Option 2**

*Master Plan F: Beach and Wharf:  
Modified Fill*

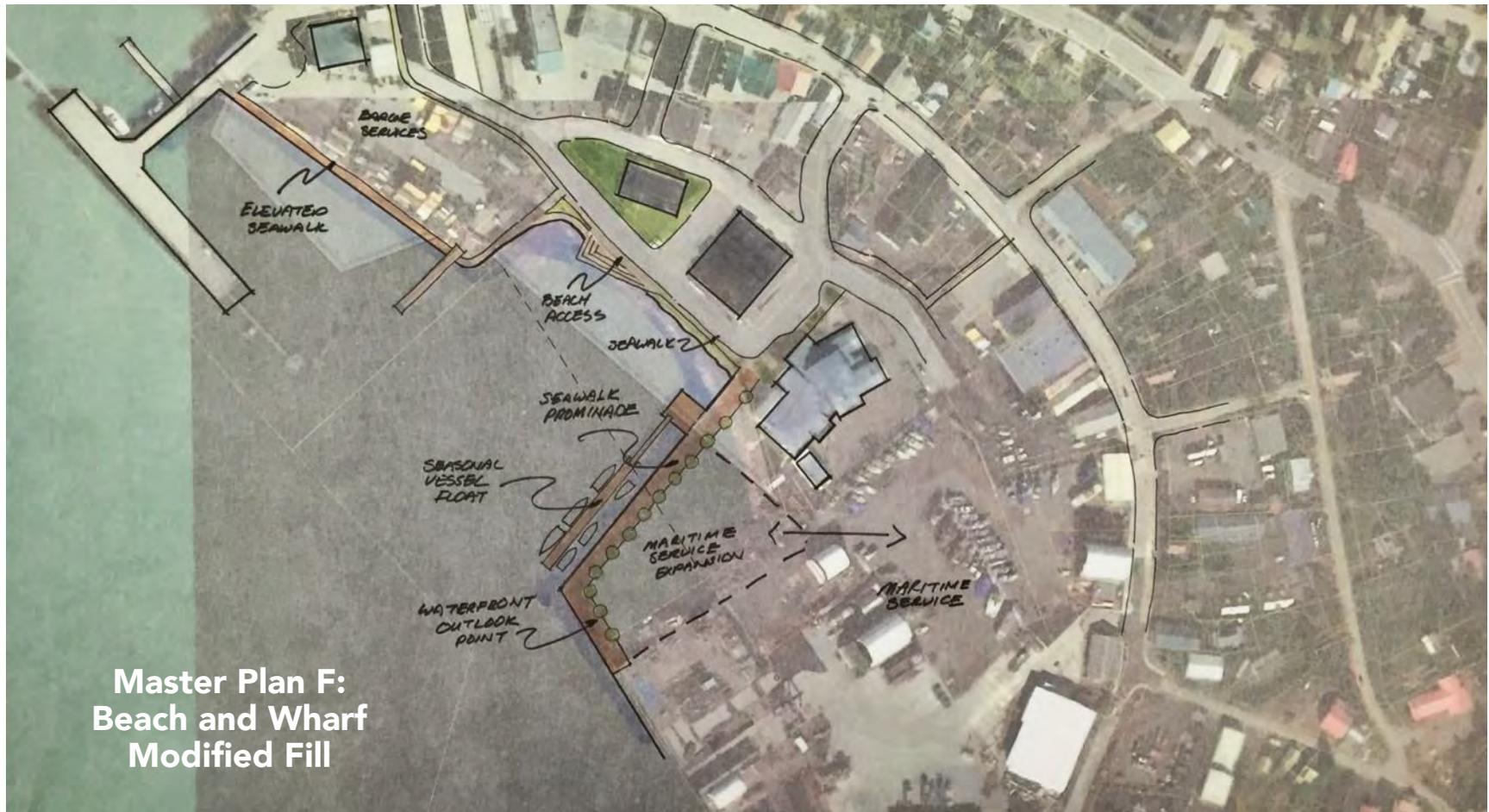
This master plan takes the permitted fill area and shifts it to the old mill dock where the marine service yard is expanded and a strong pedestrian route established between the Nolan Center and waterfront. This plan has one phase of development.

**Phase one elements included:**

- Maximum fill and transfer the area adjacent to the old mill dock for expansion of the marine service yard. Could also create large vessel docking.
- Retaining green space adjacent to the Nolan Center while creating a strong pedestrian link from the Center to the waterfront through the inclusion of a waterfront promenade and seasonal vessel float
- An elevated pedestrian boardwalk from the City Dock to Campbell drive on the waterside of the barge service yard and running along the waterfront to the Nolan Center and allowing beach access.
- Retaining the barge service yard in its current location.

**Public Response:**

With the exception of objecting to retaining the marine services yard, this master plan received the most support. There was concern related to the cost for the fill adjacent to the old mill dock due to the depth of the water in this location, but if feasible this was a preferred master plan.



**Master Plan F:  
Beach and Wharf  
Modified Fill**

### *Master Plan G: Centralized Park with Beach Access*

This plan maximizes the fill for the project and creates a series of waterfront parks where some could be used seasonally for boat storage and as public open space during the summer. The plan includes the relocation of the barge service yard and the creation of large waterfront development along the waterfront. This plan has two phases.

#### **Phase one included:**

- Maximum fill and the development of waterfront open space and beach access next to the Nolan Center and Campbell Drive
- Hardscape plaza adjacent to the Nolan Center that could be used seasonally as boat storage and Nolan Center open space during the summer
- An elevated pedestrian boardwalk from the City Dock to Campbell drive on the waterside of the barge service yard
- Addition of a season vessel float

#### **Phase two elements included:**

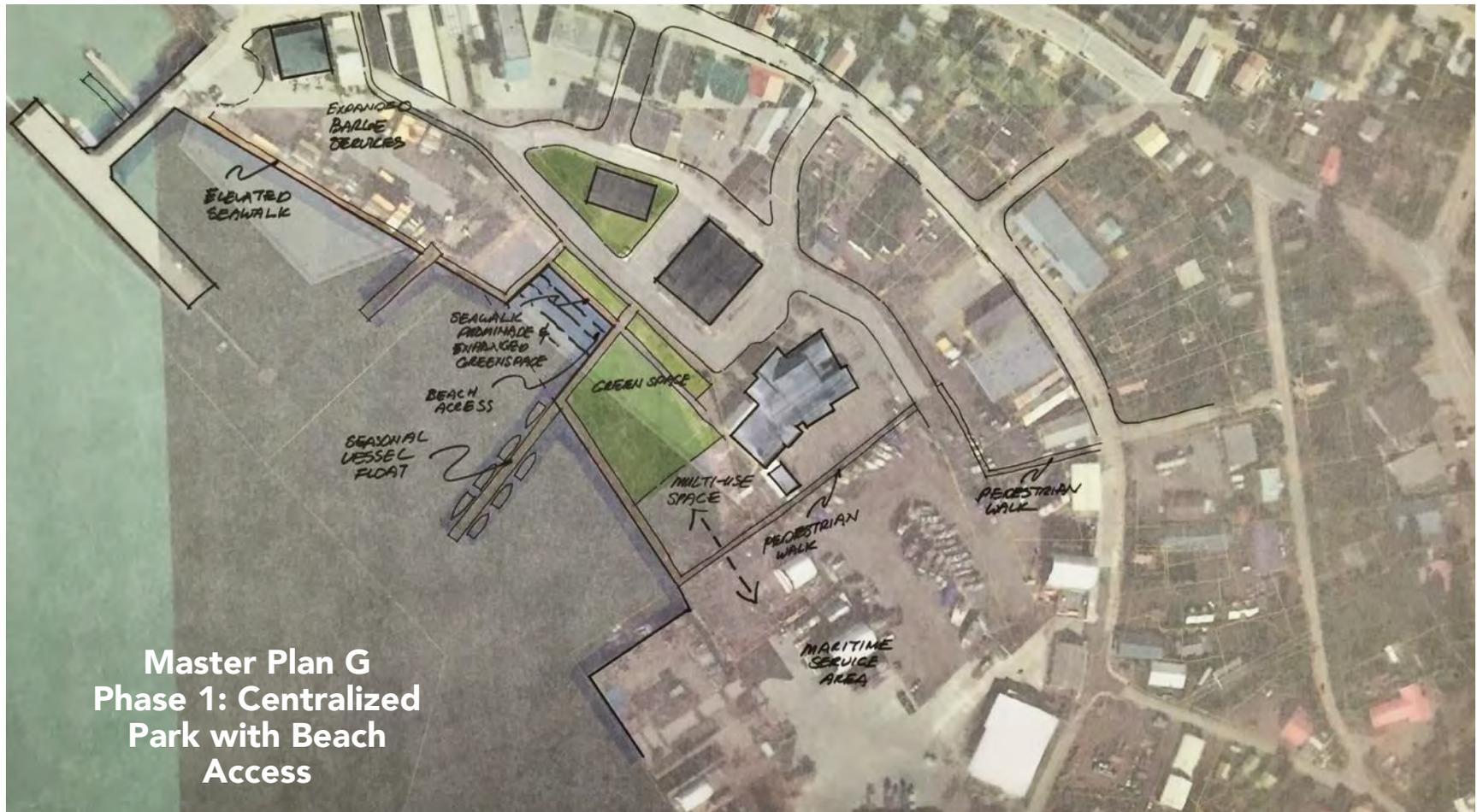
- Relocation of the barge service yard to another location and the creation

of large scale mixed use development (commercial, housing, retail) in the former barge service yard.

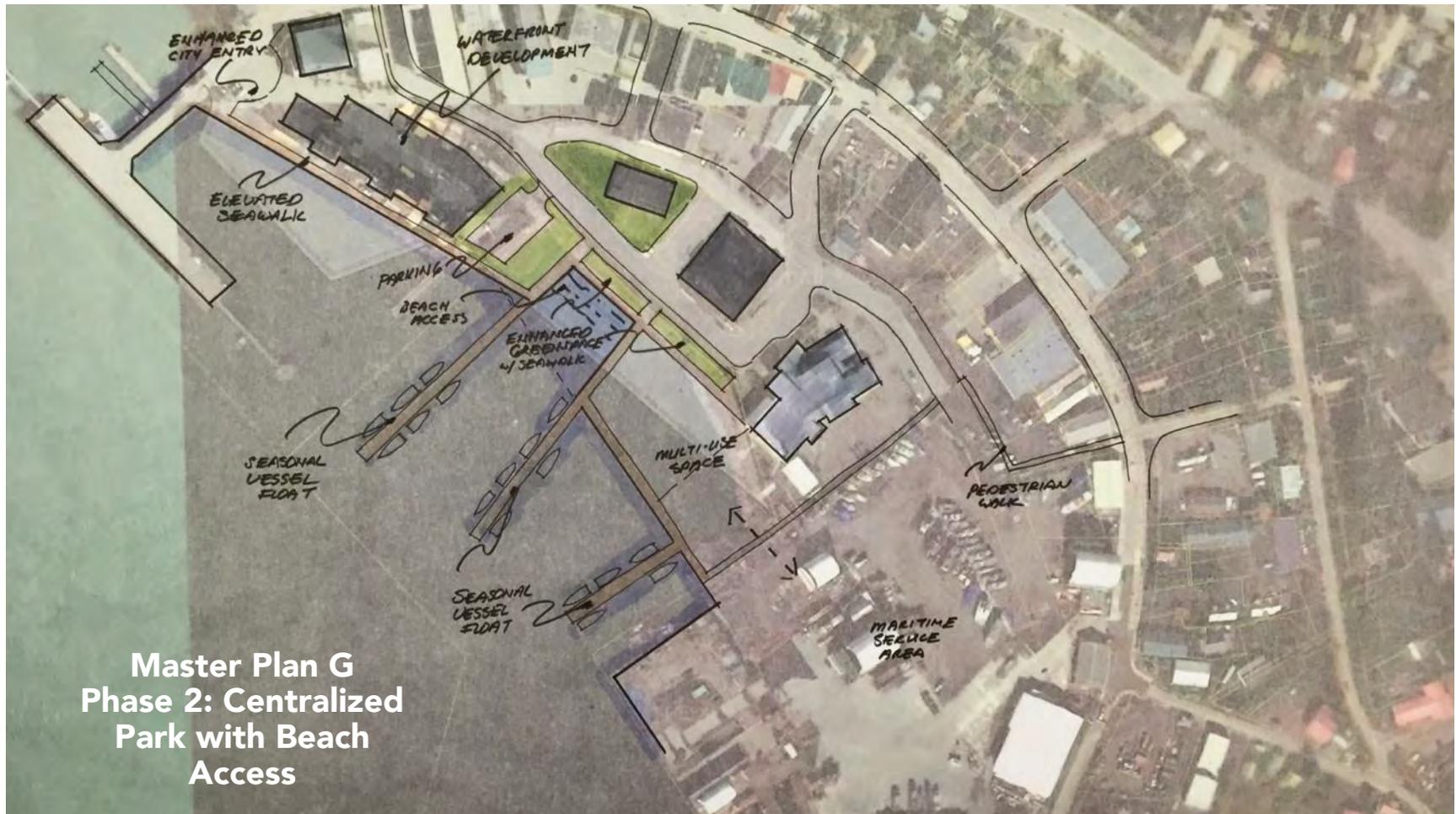
- Two additional seasonal vessel floats

#### **Public Response:**

There was little support for this plan. Concerns expressed included the size of the mixed-use development on the waterfront, the number of seasonal vessel floats and the seasonal boat storage adjacent to the Nolan Center. There was support for the waterfront walk from the City Dock to the Nolan Center along the water's edge.



**Master Plan G  
Phase 1: Centralized  
Park with Beach  
Access**



### *Master Plan H: Split Seawalk*

This plan utilizes a majority of the permitted fill for the project and creates long linear waterfront park and provides beach access with the relocation of the barge services yard. This master plan includes two phases.

#### **Phase one elements included:**

- Partial fill adjacent to the Nolan Center and Campbell Drive that includes public open space along the water with a waterfront promenade and a hardscape plaza adjacent to the Center that could be used seasonally as boat storage and public open space during the summer

#### **Phase two elements included:**

- Relocation of the barge service yard to another location and the creation of small commercial development, parkland, and parking in the former barge service yard.
- Closure of a portion of Campbell Drive between the barge yard and the Nolan Center and converting it to open space.

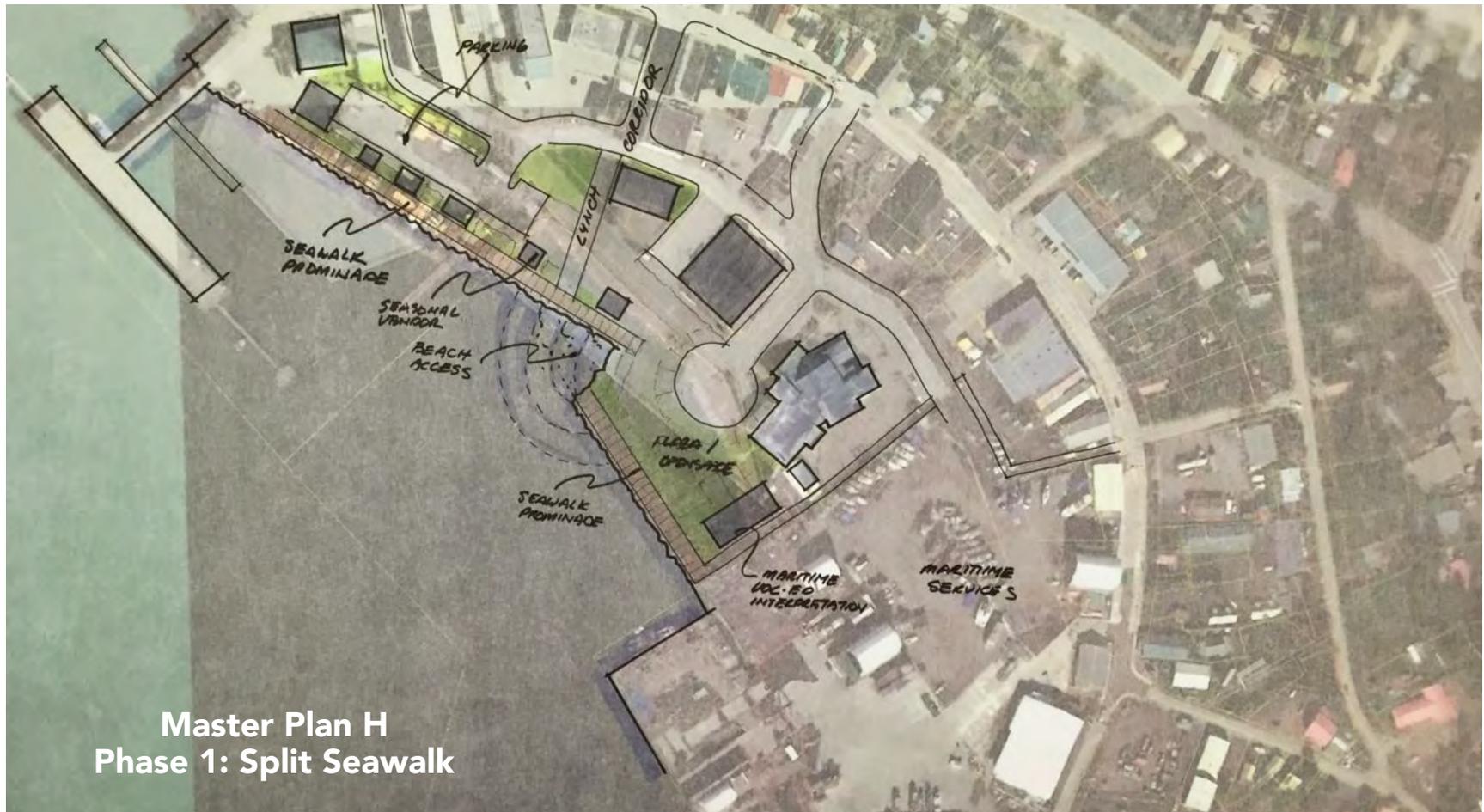
- Creation of two waterfront seawalks that intersect at a beach access point.
- Development of a maritime interpretation center (or vocational education center) next to the Nolan Center

#### **Public Response:**

There was mixed support for this master plan. There was limited support for the maritime interpretation center and the separation of the seawalk. There was significant approval for the closure of Campbell Drive and relocation of the barge service yard. Many voiced a concern for the need of a waterfront pedestrian route from the City Dock to Nolan Center as a first phase priority.



**Master Plan H  
Phase 1: Split Seawalk**



**Master Plan H**  
**Phase 1: Split Seawalk**

### *Master Plan Consensus*

Although Concepts F and C had the most support as shown, several other plans had elements that received endorsement from the community. A summary of these include:

- Maximize the allowable fill in the permit, but in a cost effective manner.
- Waterfront pedestrian walk from City Dock to the Nolan Center as a phase one priority.
- Expansion of the marine service yard while minimizing impacts to Nolan Center.
- Relocating the barge service yard to another location (perhaps 10 mile site). Once relocated, create a small commercial development and park along the waterfront walk. Include consolidated parking.
- Create a waterfront promenade and pedestrian link from the Nolan Center to the waterfront.
- Close a portion of Campbell Drive as part of the barge service yard relocation.
- Create a focal point on the waterfront.



**The project team develops drawings for master plan alternatives to be presented at a public meeting in Wrangell.**

## Three conceptual master plans for Wrangell's waterfront

Based on the public input and priorities generated at the presentation of the eight concepts, the design team developed three concepts which refined the public input. The three master plans were presented to the public on February 23<sup>rd</sup>, 2015 to receive input and comments. Workshop attendees were also asked to vote on their favorite designs. The following presents the highlights of each master plan and the community's response to each.

### Concept 1

This plan builds from Master Plan H and utilizes a majority of the permitted fill for the project and creates long linear waterfront park and provides beach access with the relocation of the barge services yard. This master plan includes two phases.

#### Phase one elements included:

- Partial fill adjacent to the Nolan Center and Campbell Drive that includes public open space along the water with a waterfront promenade and a hardscape plaza adjacent to the Center that could be used seasonally

as boat storage and public open space during the summer

- A net shed next to the Nolan Center
- Pedestrian link from City Dock would be via Campbell Drive

#### Phase two elements included:

- Relocation of the barge service yard to another location and the creation of small commercial development, parkland, and parking in the former barge service yard.
- Closure of a portion of Campbell Drive between the barge yard and the Nolan Center and converting it to open space.
- Creation of a waterfront seawalk that intersect at a beach access point
- Relocating some of the marine services yard to the relocated barge facility and returning the season boat storage adjacent to the Nolan Center to public open space



Wrangell Waterfront Master Plan  
 CONCEPT 1 - PHASE 1





Wrangell Waterfront Master Plan  
 CONCEPT 1 - PHASE 2



### Cost Analysis: CONCEPT NO. 1 BUDGET LEVEL ESTIMATE

Item	Item Description	Units	Quantity	Unit Cost	Amount
1	Mobilization	LS	All Req'd	10%	\$1,065,900
2	Demolition & Disposal - Barge Terminal & Campbell Drive	LS	All Req'd	\$1,000,000	\$1,000,000
3	Shot Rock Borrow - Intertidal Fill	CY	100,000	\$20	\$2,000,000
4	Armor Rock	CY	8,000	\$60	\$480,000
5	Concrete Block MSE Wall	SF	12,000	\$90	\$1,080,000
6	ACP Paved Parking Lot and Waterfront Access Drive	SF	40,000	\$20	\$800,000
7	Waterfront Heritage Walk, 16'x1400'	SF	22,400	\$60	\$1,344,000
8	Heritage Walk Safety Rails	LF	1,200	\$300	\$360,000
9	Lynch Street Pedestrian Access, 20'x300'	SF	6,000	\$20	\$120,000
10	Concrete Sidewalks and Plazas	SF	30,000	\$20	\$600,000
11	Net Shed	SF	6,000	\$75	\$450,000
12	Drainage Improvements	LS	All Req'd	\$350,000	\$350,000
13	Water & Sewer Service Extensions	LS	All Req'd	\$350,000	\$350,000
14	Top Soil, Landscaping & Plantings	AC	2.5	\$150,000	\$375,000
15	Construction Surveying	LS	All Req'd	\$150,000	\$150,000
16	Fishing Pier	SF	3,500	\$200	\$700,000
17	Power and Lighting	LS	All Req'd	\$500,000	\$500,000
<b>ESTIMATED CONSTRUCTION BID PRICE</b>					<b>\$11,724,900</b>
<b>CONTINGENCY (15%)</b>					<b>\$1,758,735</b>
<b>PLANNING, PUBLIC INVOLVEMENT, PERMITTING, SURVEYING &amp; GEOTECH INVESTIGATIONS (2.5%)</b>					<b>\$337,091</b>
<b>FINAL ENGINEERING DESIGN, CONTRACT DOCUMENTS &amp; BID PHASE (7.5%)</b>					<b>\$1,011,273</b>
<b>CONTRACT ADMINISTRATION &amp; CONSTRUCTION INSPECTION (6%)</b>					<b>\$809,018</b>
<b>TOTAL RECOMMENDED PROJECT BUDGET</b>					<b>\$15,641,017</b>

Note: Cost of commercial buildings is not included.

### **Public Response:**

Concept one received the least focus and comments and was the master plan with the least support (four votes). Most comments were directed on what was not liked; however there was consensus that a portion Campbell Drive be removed with the barge and that a net shed be included in the project.

### **Comments include:**

- Move seasonal float to City Dock
- Like the waterfront walkway and small scale commercial buildings
- Limit fill to adjacent Nolan Center
- Connect parking lot to City Hall
- Yes, fishing pier!
- Don't block views of water with landscaping. Include plants but keep good views.
- Like removal of Campbell Drive
- Net shed, great idea



**Members of the Wrangell public make comments on proposed master plan alternatives.**

## Concept 2

This plan utilizes portions of Master Plan C in its development. This plan places a portion of fill adjacent to the Nolan Center and takes the remaining quantity of allowable fill and creates an alternative fill location next to the barge service yard. This allows the expansion of both the marine and barge service yards.

### Phase one elements included:

- Placement of fill next to the barge service yard and expansion of the facility
- An at grade pedestrian boardwalk from the City Dock to Campbell drive on the waterside of the barge service yard that would include screening from the service yard.
- Relocating the pedestrian route to the water's edge and landscape improvements along Campbell Drive

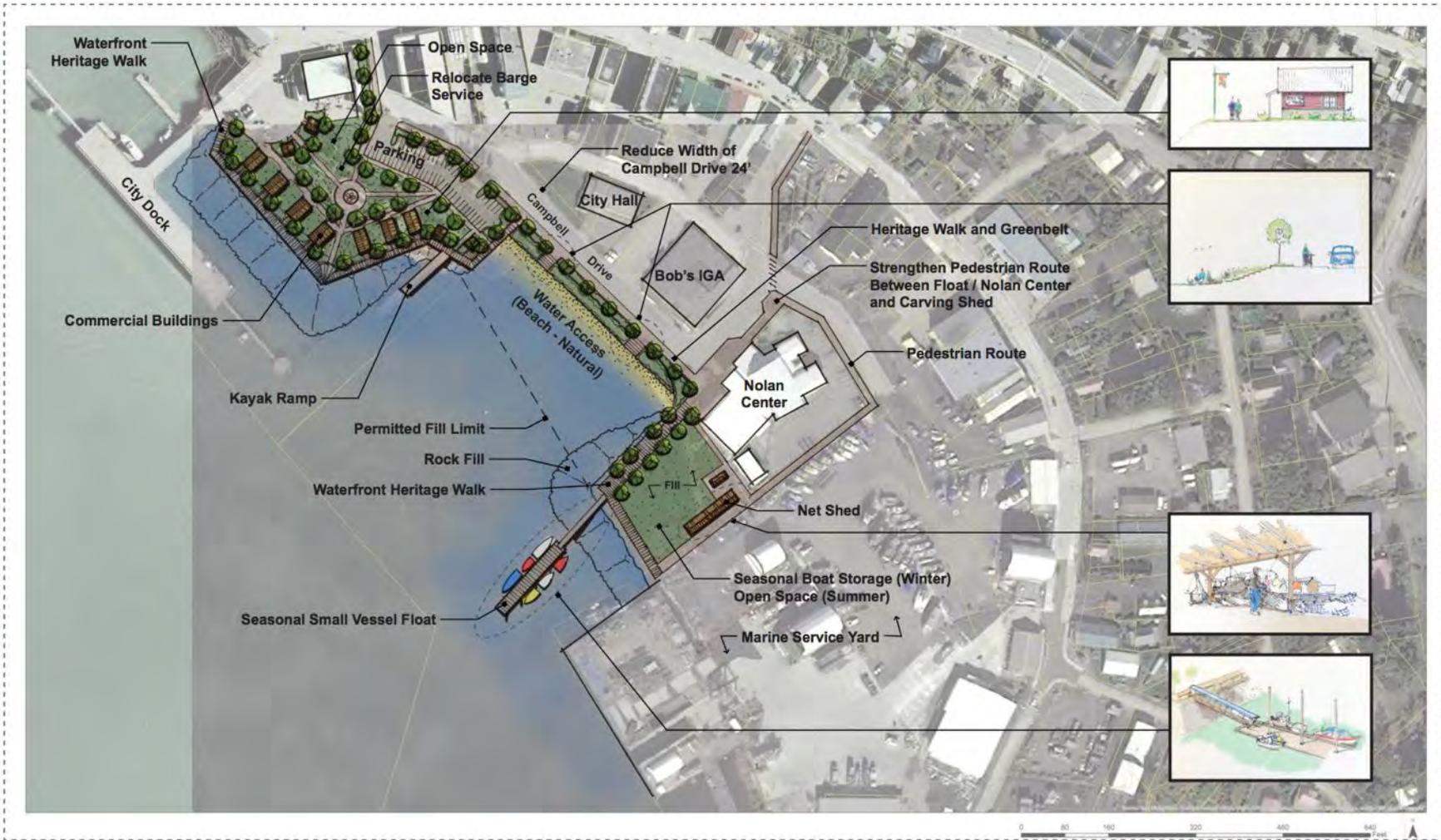
### Phase two elements included:

- Expanding the marine services yard adjacent to the Nolan Center for seasonal boat storage
- Providing pedestrian access to the water adjacent to Campbell Drive and creating a natural beach setting
- Strengthening the pedestrian link from the Nolan Center to the waterfront and creating a seasonal vessel float at its terminus
- Relocation of the barge service yard to another location and the creation of small commercial development, parkland, and parking in the former barge service yard.



Wrangell Waterfront Master Plan  
 CONCEPT 2 - PHASE 1





**Wrangell Waterfront Master Plan**  
 CONCEPT 2 - PHASE 2



**Cost Analysis: CONCEPT NO. 2 BUDGET LEVEL ESTIMATE**

Item	Item Description	Units	Quantity	Unit Cost	Amount
1	Mobilization	LS	All Reqd	10%	\$1,003,800
2	Demolition & Disposal - Barge Terminal & Campbell Drive	LS	All Reqd	\$900,000	\$900,000
3	Shot Rock Borrow - Intertidal Fill	CY	90,000	\$20	\$1,800,000
4	Armor Rock	CY	11,000	\$60	\$660,000
5	ACP Paved Parking Lot and Campbell Drive Reconfiguration	SF	35,000	\$20	\$700,000
6	Waterfront Heritage Walk, 16'x1200'	SF	19,200	\$60	\$1,152,000
7	Heritage Walk Safety Rails	LF	1,200	\$300	\$360,000
8	Beach Access Concrete Stairway with Railings	EA	2	\$100,000	\$200,000
9	Concrete Sidewalks and Plazas	SF	32,000	\$20	\$640,000
10	Net Shed	SF	6,000	\$75	\$450,000
11	Drainage Improvements	LS	All Reqd	\$350,000	\$350,000
12	Water & Sewer Service Extensions	LS	All Reqd	\$350,000	\$350,000
13	Top Soil, Landscaping & Plantings	AC	2.2	\$150,000	\$330,000
14	Construction Surveying	LS	All Reqd	\$150,000	\$150,000
15	Concrete Kayak Ramp, 16'x240'	LS	All Reqd	\$350,000	\$350,000
16	Seasonal Small Vessel Float & Piles, 16'x160'	SF	2,560	\$350	\$896,000
17	120' Gangway, Stowage Frame and Concrete Abutment	LS	All Reqd	\$250,000	\$250,000
18	Power and Lighting	LS	All Reqd	\$500,000	\$500,000
<b>ESTIMATED CONSTRUCTION BID PRICE</b>					<b>\$11,041,800</b>
<b>CONTINGENCY (15%)</b>					<b>\$1,656,270</b>
<b>PLANNING, PUBLIC INVOLVEMENT, PERMITTING, SURVEYING &amp; GEOTECH INVESTIGATIONS (2.5%)</b>					<b>\$317,452</b>
<b>FINAL ENGINEERING DESIGN, CONTRACT DOCUMENTS &amp; BID PHASE (7.5%)</b>					<b>\$952,355</b>
<b>CONTRACT ADMINISTRATION &amp; CONSTRUCTION INSPECTION (6%)</b>					<b>\$761,884</b>
<b>TOTAL RECOMMENDED PROJECT BUDGET</b>					<b>\$14,729,761</b>

### Public Response:

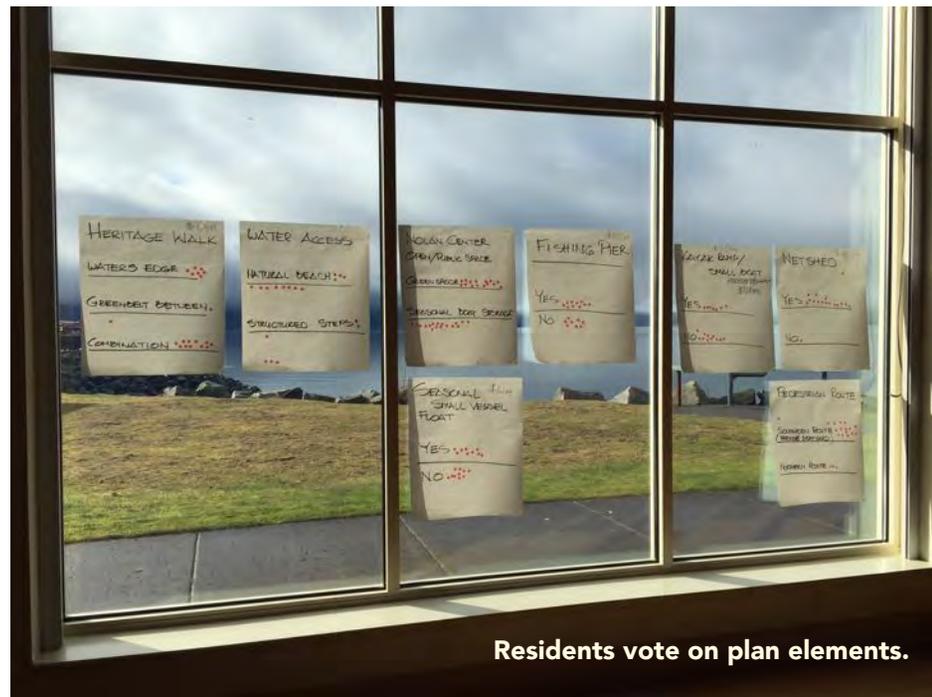
Master plan 2 received the most support with fourteen votes. There was consensus that expansion of the barge service facility was not a community priority and should not be part of this plan. The public also requested a different phasing sequence that received general support. The desired phasing was:

1. Place fill adjacent to the Nolan Center and expand marine services
2. Develop elevated walkway around barge and develop beach access
3. Relocate barge services, create park and commercial development

### Other comments included:

- Simplicity and affordability makes this a winner
- Like net shed, move closer to water
- Don't expand barge area, relocate as quickly as possible (many comments)
- Like gateway park and boardwalk from City Dock
- Small commercial buildings a great idea
- No need for seasonal vessel float. If needed put at City Dock
- Don't like the sheds (commercial development)

- Like beach access, hard to use at high tide
- Close Campbell Drive like concept 1
- Like promenade from Nolan to water and water access at end
- No need for seasonal boat storage, make permanent without affecting Nolan
- Combine vessel float and fishing pier and make permanent



### *Concept Three*

This plan is based on master plan F and takes the permitted fill area and shifts it to the old mill dock where the marine service yard is expanded and a strong pedestrian route established between the Nolan Center and waterfront.

#### **Phase one elements included:**

- Maximum fill and transfer the area adjacent to the old mill dock for expansion of the marine service yard. Could also create large vessel docking.
- Retaining green space adjacent to the Nolan Center while creating a strong pedestrian link from the Center to the waterfront through the inclusion of a waterfront promenade and seasonal vessel float
- An elevated pedestrian boardwalk from the City Dock to Campbell drive on the waterside of the barge service yard and running along the waterfront to the Nolan Center and allowing beach access.
- Retaining the barge service yard in its current location.

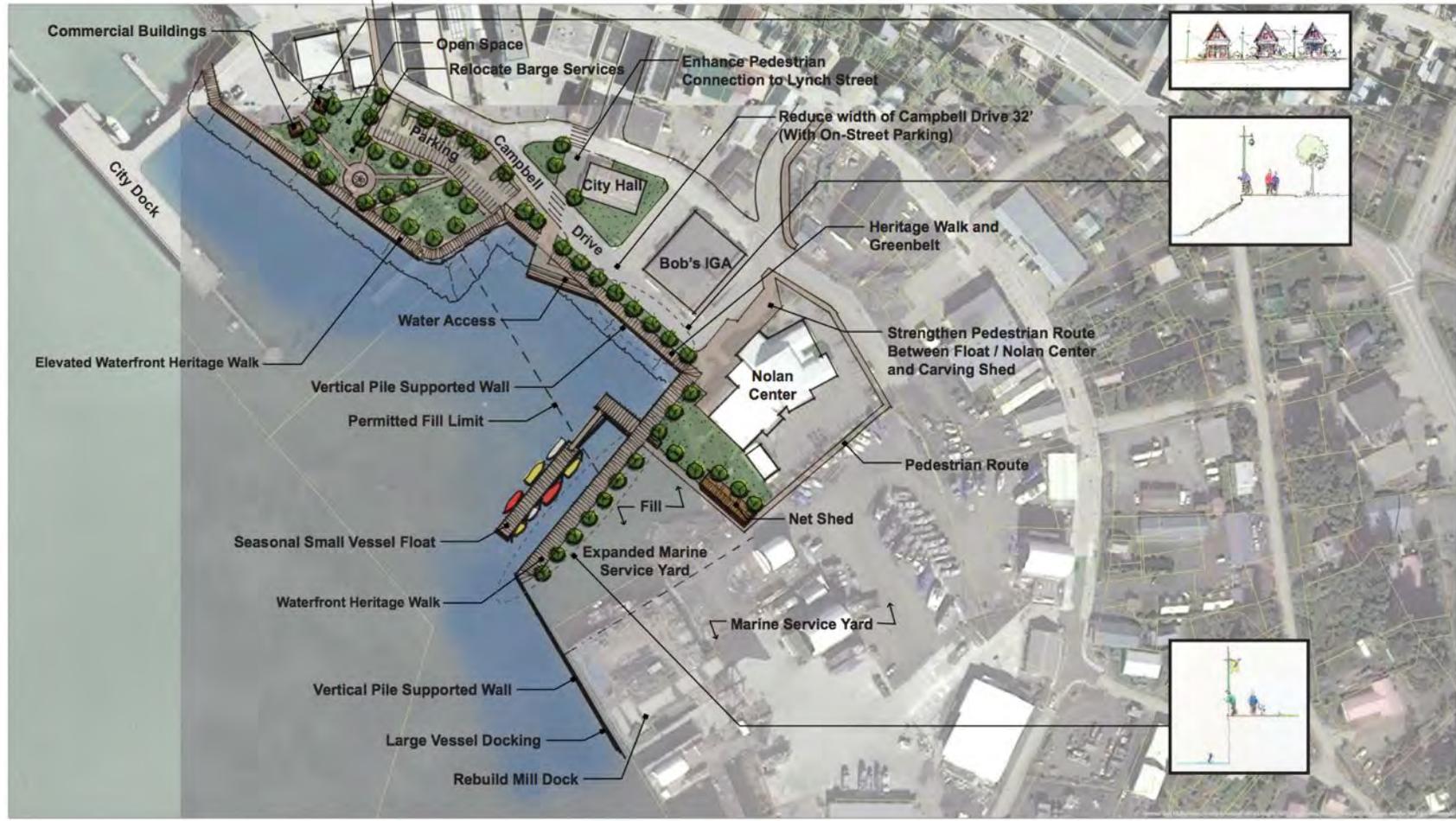
#### **Phase two elements included:**

- Relocation of the barge service yard to another location and the creation of small commercial development, parkland, and parking in the former barge service yard.



Wrangell Waterfront Master Plan  
 CONCEPT 3 - PHASE 1





**Wrangell Waterfront Master Plan**  
 CONCEPT 3 - PHASE 2



**Cost Analysis: CONCEPT NO. 3 BUDGET LEVEL ESTIMATE**

Item	Item Description	Units	Quantity	Unit Cost	Amount
1	Mobilization	LS	All Reqd	10%	\$2,396,500
2	Demolition & Disposal - Barge Terminal & MSC Dock	LS	All Reqd	\$1,750,000	\$1,750,000
3	Shot Rock Borrow - Intertidal Fill	CY	185,000	\$20	\$3,700,000
4	Armor Rock	CY	5,000	\$60	\$300,000
5	Concrete Block MSE Wall	SF	5,000	\$90	\$450,000
5	ACP Paved Parking Lot and Campbell Drive Reconfiguration	SF	35,000	\$20	\$700,000
6	Waterfront Heritage Walk, 16'x1500'	SF	24,000	\$60	\$1,440,000
7	Heritage Walk Safety Rails	LF	1,500	\$300	\$450,000
8	Lynch Street Pedestrian Access, 20'x200'	SF	4,000	\$20	\$80,000
8	Beach Access Concrete Stairway with Railings	EA	1	\$250,000	\$250,000
9	Concrete Sidewalks and Plazas	SF	18,000	\$20	\$360,000
10	Net Shed	SF	6,000	\$75	\$450,000
11	Drainage Improvements	LS	All Reqd	\$400,000	\$400,000
12	Water & Sewer Service Extensions	LS	All Reqd	\$400,000	\$400,000
13	Top Soil, Landscaping & Plantings	AC	2.0	\$150,000	\$300,000
14	Construction Surveying	LS	All Reqd	\$200,000	\$200,000
15	Pile Supported Approach Dock, 20'x80'	SF	1,600	\$200	\$320,000
16	Seasonal Small Vessel Float & Piles, 16'x200'	SF	3,200	\$350	\$1,120,000
17	80' Gangway & Stowage Frame	LS	All Reqd	\$200,000	\$200,000
18	Galvanized Steel Sheet Pile Bulkhead	TON	2,750	\$3,500	\$9,625,000
19	Bulkhead Face Fender System	LF	360	\$2,000	\$720,000
20	Power and Lighting	LS	All Reqd	\$750,000	\$750,000
<b>ESTIMATED CONSTRUCTION BID PRICE</b>					<b>\$26,361,500</b>
<b>CONTINGENCY (15%)</b>					<b>\$3,954,225</b>
<b>PLANNING, PUBLIC INVOLVEMENT, PERMITTING, SURVEYING &amp; GEOTECH INVESTIGATIONS (2.5%)</b>					<b>\$757,893</b>
<b>FINAL ENGINEERING DESIGN, CONTRACT DOCUMENTS &amp; BID PHASE (7.5%)</b>					<b>\$2,273,679</b>
<b>CONTRACT ADMINISTRATION &amp; CONSTRUCTION INSPECTION (6%)</b>					<b>\$1,818,944</b>
<b>TOTAL RECOMMENDED PROJECT BUDGET</b>					<b>\$35,166,241</b>
<b>Note: Cost of commercial buildings is not included. Cost of concrete paving for expanded Marine Service Center is not included.</b>					

Each of the three final conceptual master plans vary in geometric shape, fill volume and fill limits extended beyond the high tide line (HTL). However the permitting issues are all somewhat similar to the Preferred Master Plan with respect to the status of the existing permits and the permit modifications and new permits that would be required to construct any of the plans. In general, the layout for Concept Plan No. 1 is the most similar to the existing permitted footprint. Concept No's 2 and 3 vary more in geometric shape and overall footprint area.

#### **Public Response:**

This master plan received the same number of votes as concept one with only four votes. A majority of comments were negative towards the expense of filling next to the old mill dock. Most comments supported the overall layout and phasing with the exception of the expensive fill portion. Comments included:

- Elevated walkway at barge-good idea for phase 1
- Only fill to permitted limit (several comments)
- Park good idea but need small commercial buildings for revenue generation
- Trees on uphill side of walkway preferred. Allow views of water
- Good-green space between Nolan and expanded boat yard

## **Conclusion**

Based on the community input and prioritization from these three options, along with construction cost estimates, the planning and design team developed the single preferred master plan. This Preferred Master Plan (see page 6) was endorsed by the public at the conclusion of the February 25<sup>th</sup>, 2015 meeting. The preferred master plan and this supporting report received subsequent approval by the City and Borough of Wrangell Assembly on May 26, 2015 with unanimous consent.