



City and Borough of Wrangell Comprehensive Plan June 2010



City and Borough of Wrangell Comprehensive Plan, June 2010

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1 Introduction

The community of Wrangell is located on the northwest tip of Wrangell Island in the center of Southeast Alaska. Residents voted in May 2008 to dissolve the City of Wrangell and form a borough government, the City and Borough of Wrangell. The City and Borough of Wrangell is roughly twice the size of Rhode Island with 2,582 square miles of land and 883 square miles of water. It extends east to the Canadian border, north to the Stikine River, south to Cleveland Peninsula, and west to include Etolin Island, Zarembo Island and Woronkofski Islands (Figure 1-1).

Wrangell is the largest community in the borough, which also includes the small rural communities and settlements of Meyers Chuck, Union Bay, Thoms Place, Olive Cove, Farm Island and Wrangell Island East or “Back Channel.” The population is estimated at 2,058 with 1,892 residents in Wrangell and the remainder living in areas not connected to the Wrangell Island road system.

The area enjoys a maritime climate typical of Southeast Alaska with cool summers, mild winters, and year-round rainfall. Summer average temperatures range from 42 to 64 °F; winter temperatures range from 21 to 44 °F, and the average annual precipitation is 82 inches, with 64 inches of snowfall.

Wrangell is in the heart of the Tongass National Forest; in fact over 97 percent of the land within the Borough is federal land and another 2 percent is owned by the state. This is why it is so important that the state and federal governments coordinate with Wrangell and why careful planning and good use of the limited private and Borough-owned land base is so important to residents.



Community Meeting in Meyers Chuck

Wrangell is a hard-working coastal Alaska community. Residents are proud of their town and way of life. The community has faced economic challenges in recent years and Wrangelites have responded creatively by digging in and working together.

1.1 Plan Purpose and Use

The purpose of this City and Borough of Wrangell Comprehensive Plan is to guide growth over the next 10 to 20 years. The Plan describes current conditions, reviews outstanding issues and needs, and lays out an orderly path to help achieve the desired future. Topics covered are quality of life, municipal government, the economy and economic



Discussion at a Town Meeting

development, transportation, land use, public works and utilities, public safety, and public services. Chapter 10 is devoted to the remote communities within the Borough.

The Wrangell Comprehensive Plan establishes broad goals to set overall direction, specific policies that are the desired future that the community wants to achieve over time, and sets out actions to chart a path to help achieve the goals. It will take the City and Borough of Wrangell; local tribal, state and federal agencies; the private sector; and civic and business groups working together to make things happen.

The Wrangell Comprehensive Plan will guide decisions made by municipal staff, elected officials and appointed Boards and Commissions. Actions related to community growth, redevelopment, project reviews, capital investments, and grant requests will be strengthened by consulting with this Plan, which reflects the goals, vision and needs of the community. Some specific ways to use the Comprehensive Plan are to:

- Help the Assembly set goals and priorities at the start of the budget cycle or when a new Assembly is elected.
- Use the community needs identified in the plan as a basis for annual departmental budgets and the capital improvement program.
- Use the future growth maps and the plan's goals, policies and actions to guide revisions to the zoning, subdivision and other land development ordinances and to amend zoning maps.
- Review ordinances, other plans, capital improvements and public programs to ensure consistency with the Comprehensive Plan.
- Assist the Planning and Zoning Commission in determining if proposed development

projects are consistent with Wrangell's goals and future vision.

- Use information in this Plan when formally coordinating with federal and state agencies.

1.2 Public Process

The City and Borough of Wrangell Planning Commissioners served as the steering committee that oversaw development of this Plan. They were assisted by municipal staff and organizations and individuals, including several from remote communities, who attended meetings, offered comments, or provided information during plan development. Work on the plan began in February 2009 and was completed in March 2010. The Planning and Zoning Commission reviewed the pre-public hearing draft in April, held a Public Hearing in May and approved Resolution 2010-05-26 at that time recommending that the Plan be adopted by the Assembly with changes. The Assembly held a Public Hearing on June 22, 2010 and adopted the Plan by Ordinance #845.

Some of the major steps in the development of this Plan were:

- Eleven work sessions in 2009 open to the public, some as part of regular planning commission meetings, on February 17, March 31, April 29, May 27, June 16, July 9, August 13, August 27, October 7, October 22 and November 9.
- Regular email notification of project meetings and distribution of agendas to a project contact list of over 100 residents who requested these updates.
- Regular posting of meeting packets on the City and Borough of Wrangell website.
- Well-attended Town Meetings at the Nolan Center on April 30 and October 7. The April Town Meeting included time to review, bring forward and build-upon past planning efforts and goals.
- A random, statistically-valid Community Opinion Survey answered by representatives from 234 households, during May 7-10, 2009 (see Appendix A).
- A field survey to document current land use and housing conditions.
- Community or individual household meetings in Farm Island, Wrangell Island East/Back Channel, Olive Cove, Thoms Place, and Meyers Chuck (Union Bay residents attended the Meyers Chuck meeting).
- Mailing of a newsletter and questionnaire to every remote property owner in June 2009, and distribution of draft comprehensive plan chapter and draft zoning code to every remote property owner in September. The questionnaires asked about land use, zoning, borough services and specific qualities in rural communities and areas.
- A Public Hearing on the draft plan by the Planning Commission on May 26, 2010 and by the Assembly on June 22, 2010.



July 2010

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





2 Quality of Life

GOALS

Celebrate Wrangell's excellent quality of life.

Recognize that quality of life is part of what keeps current residents' living here and draws potential businesses and residents to the area.

Quality of life is a subjective rating about your personal satisfaction (or dissatisfaction) with the conditions under which you live.

Quality of life is a term used to evaluate the general well-being of individuals and societies. It shouldn't be confused with the concept of standard of living, which is based primarily on income. Instead, when asked about their overall quality of life, people blend their general sense of not only wealth and employment, but also the surrounding environment, physical and mental health, education, recreation and leisure time, and social belonging.

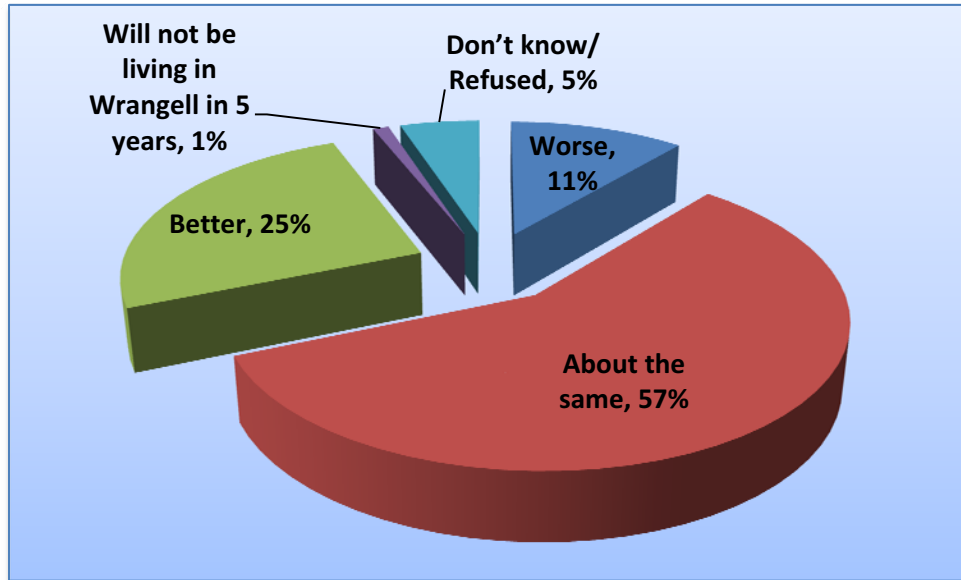
Most residents rate their quality of life in Wrangell as very high. On a scale of one to 10 where one is very poor and 10 is very good, the majority (70 percent) say their quality of life is 8 or higher. Slightly more than one-quarter (27 percent) give a middling rating of 4 to 7, and three percent rate their quality of life as poor to very poor.

Younger residents are somewhat less satisfied than older residents. About 72 percent of those aged 35 and older rate their quality of life with an 8, 9 or 10, while only 49 percent of those between 18 and 34 do so. The average rating given by those between 18 and 34 is 6.7, also lower than the average rating given by those 35 or older, of 8.0. Homeowners also

reported a higher quality of life, with an average rating of 8.2 versus renters, whose average rating was 6.6 (2009 Community Opinion Survey).

One way to get a feeling for people’s sense of the future is to ask them to predict what they believe their quality of life will be in five years. When asked this, more than half of Wrangell residents expect it to be about the same, one-quarter expect it to be better, and one-in-ten expect it to be worse.

Expectations for Your Quality of Life in Wrangell in Five Years



While only one percent stated they will not be living in Wrangell in five years. Later in the survey though, when asked if they thought they would be living in Wrangell five years from now, six percent said no.

Future outlook was different depending on age. One-quarter of those between the ages of 18 and 34 were more pessimistic about their future, stating they expected their quality of life to be worse in five years. Those 35 and older were more likely to feel that their quality of life would be about the same in five years than those under age 35 (59 percent versus 36 percent).

The last quality of life question on the 2009 Community Opinion Survey asked what would make their quality of life better. Residents most often mentioned *more jobs* (31 percent) and *better economy* (23 percent). Roughly, one in ten residents stated that *lower cost of living, better health care, better/cheaper transportation, get the mill working* and *more activities* would improve their quality of life. One in ten said their quality of life was very good and nothing could make it better. The average rating for the quality of life for those who said nothing could make their life better was 9.5 out of 10. Refer to Appendix One to read the entire 2009 Community Opinion Survey report.

2.1 Quality of Life Policies and Actions

Policy 1. Achieve a healthy year-round economy that makes it possible for individuals and families in the City and Borough of Wrangell to live securely and comfortably.

Policy 2. Maintain the friendly and close-knit community that makes Wrangell a great place to live and a safe, affordable place to raise a family.

Policy 3. Encourage, enhance and support social, physical, and cultural environments that sustain healthy lifestyles.

Policy 4. Continue to recognize the value of a quality education and students' healthy life.

Action: Support and encourage the school district's efforts to provide environments that promote and protect children's health, well being, and ability to learn by supporting healthy eating and physical activity (WPS).

Policy 5. Encourage growth and development in the City and Borough of Wrangell in a manner that:

- Protects and enhances the health, safety and well-being of residents;
- Recognizes and respects the 'can-do' attitude of Wrangellites;
- Both protects and takes advantage of the area's natural beauty, clean air and water;
- Maintains the easy access to and wealth of fish, wildlife and recreation resources;
- Celebrates our rich and diverse history and culture;
- Sustains the high achievement levels in our schools;
- Maintains our low crime rate; and
- Continues to expand the diversity of health services that are locally available.

Action: Implementing the policies and actions in the Wrangell Comprehensive Plan will help accomplish the five Quality of Life policies.



Winter Sunset Viewed from Peninsula Street



3 Municipal Government

GOALS

Maintain a balanced municipal budget.

Conduct government policy and budget processes in an open manner that welcomes public participation.

3.1 Wrangell Borough Formation, 2008

In a formal election in May 2008, almost two-third (64 percent) of the region's voters approved dissolving the Home rule City of Wrangell and in its place forming a Unified Home rule City and Borough of Wrangell. The former City of Wrangell encompassed 45.3 square miles of land and 25.6 square miles of water. The new City and Borough of Wrangell encompasses 2,582 square miles of land and 883 square miles of water, tidelands and submerged lands, and includes the rural communities of Meyers Chuck, Thoms Place, Olive Cove, Farm Island and Wrangell Island East.

Wrangell's local government budget and powers changed as a result of borough formation. Some municipal powers and services continue to be exercised areawide (such as education, planning and taxation) but now cover a much larger area. Other services are exercised by service area (such as water, solid waste collection and street maintenance). A differential property tax structure recognizes this; rural residents are levied a 4 mill-equivalent tax and urban service area residents levied 12.75 mills.

3.2 Wrangell Borough Powers, Services and Organization

Wrangell, like all Alaskan municipalities, exercises general powers such as setting municipal salaries, providing basic local government administration, taxation, acquiring, managing and disposing of real property, regulating and operating municipal right-of-way, and borrowing money. To fulfill its legal responsibilities and protect resident's health, safety and welfare, the City and Borough of Wrangell provides the following public services (in alphabetical order, and not inclusive):

- Animal protection
- Building plan reviews, life-safety building inspections
- Capital improvement projects/planning
- Cemetery services
- Drinking water (not areawide)
- Economic development
- Education, via the Wrangell School District
- Elections
- Electrical power service (not areawide)
- Fire protection (not areawide)
- Emergency medical, emergency planning, and search and rescue services
- General administration and services
- Hospital and health services (owns the Wrangell Medical Center)
- Health and safety (litter, fireworks, nuisances, other)
- Lease and sale of public lands, use permits and easements
- Library
- Museum and civic center
- Parks and recreation
- Planning, platting, zoning and other land use regulation
- Police and public safety services
- Port, harbor and dock facilities and services
- Roads and sidewalk planning and maintenance (not areawide)
- Sewer service (not areawide)
- Solid waste collection, disposal and recycling (not areawide)
- Taxation
- Vehicle and traffic control (not areawide)

Wrangell has six elected Borough Assembly members and a mayor. It employs a strong manager form of government, with a professional manager taking care of the day-to-day

running of government. Other elected bodies are the five-member School Board, nine-member Wrangell Medical Center Board, and five-member Port Commission.

A seven-member appointed Planning and Zoning Commission is appointed by the Mayor and Borough Assembly. Standing committees (established by municipal code) of the Assembly include the Economic Development Committee, Nolan Center Board, Wrangell Convention and Visitors Bureau, and Parks and Recreation Board.

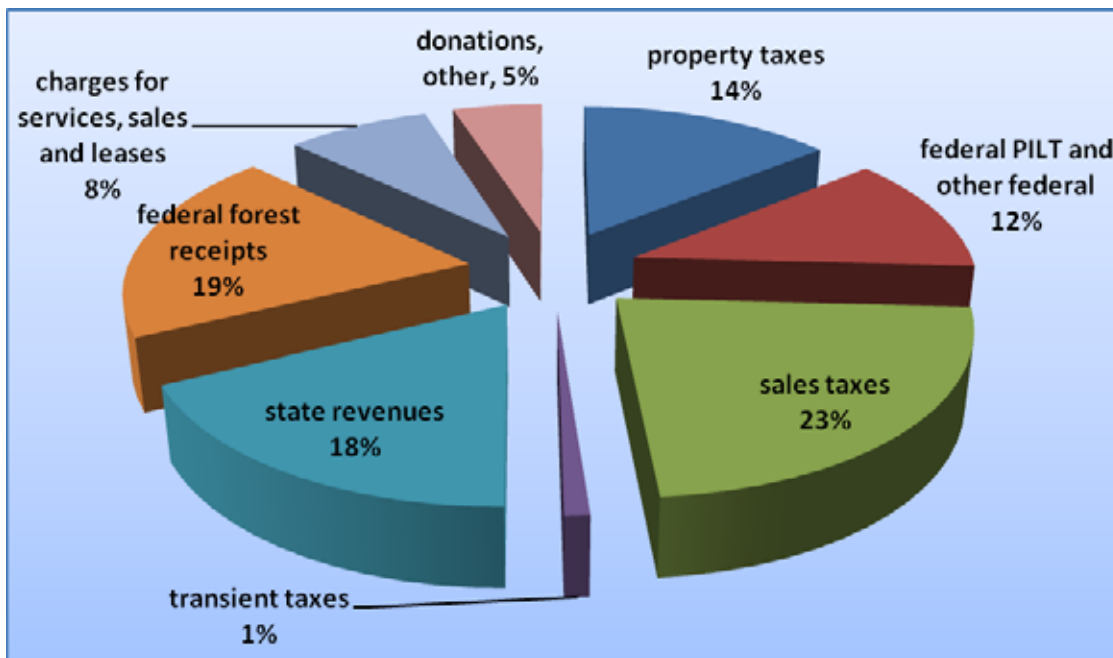
3.2.1 Municipal Budget Review

Municipal leaders and residents are deeply concerned about diversifying and building Wrangell's economy to increase local employment, bring and keep families in town, and increase municipal revenue.

Available revenue is the backdrop against which the City and Borough of Wrangell makes decisions about community services, facilities and public improvements. Wrangell's general operating fund revenue comes from a combination of local tax revenue, fees, state and federal funding, and transfers from Wrangell's other funds. The expenditures each year are on general municipal services such as police, fire, library, streets, education, parks and more.

Wrangell's method of managing its general operating fund is to carry over unexpended funds from one fiscal year to the next and thus maintain a general fund balance. This is like 'forward funding' and means that there are always revenues to begin a fiscal year with

City and Borough of Wrangell FY 2009 Revenues by Source - Governmental Activities

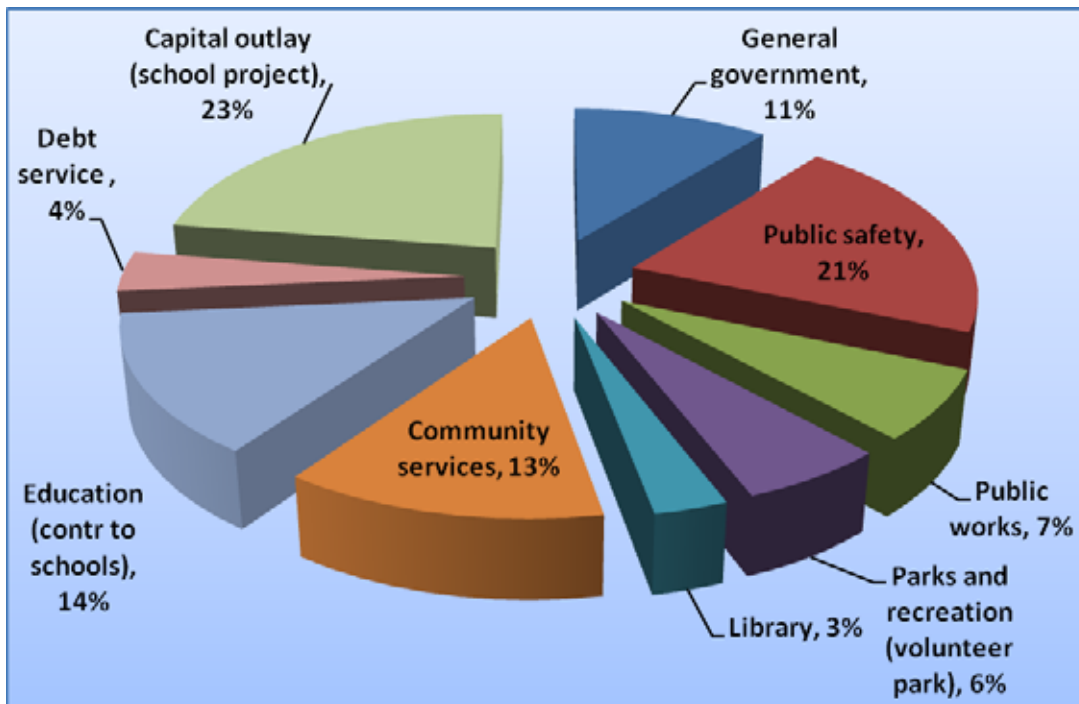


rather than having to wait until various state, federal and local appropriations and revenues build up. The general operating fund balance has hovered around \$2 million for each of the last ten years. Actual general fund expenditures and revenues for each of the last ten years have been between \$3.2 and \$4.2 million, except for 1999's high of \$5 million which reflected spending that year for purchase of the Wrangell Fisheries infrastructure.

The graph on the preceding page shows the revenue sources for City and Borough of Wrangell governmental activities in the year that ended June 30, 2009 (FY 2009). Locally generated revenue makes up the largest source (46 percent) and includes sales, property and transient taxes, charges for services, and sales and leases. Sales taxes are down 5 percent over FY 2008. The next largest revenue source is the federal government at 31 percent. Federal revenue grew significantly in FY 2009, due primarily to higher National Forest Receipts of \$1.3 million, or 68 percent over the previous year, due to borough formation.

State revenues accounted for 18 percent of the total. Investment income is normally a major source of revenue for Wrangell. Investment losses totaled \$518,663 in FY 2009 and are not part of the following graph. Data for both graphs comes from the City and Borough of Wrangell FY 2009 Financial Statement, Mikunda, Cottrell & Co.

City and Borough of Wrangell FY 2009 Expenditures by Type - Governmental Activities



Local government expenditures are split among several categories, the largest shares going to public safety, capital expenditures, education and community services. See graph on the preceding page.

Twenty years of locally generated tax revenue data can be reviewed on the graph on the next page. After the mill closed in the mid-1990's revenue dropped until 1999. Since that time overall revenue has been growing due to a combination of different factors from increased mill rates (property tax), some years with large cruise ships and related sales tax increases, and most recently (2007-2008) due to a combination of high fuel prices (so more local sales tax) and the large construction projects in town.

In addition to its General Fund, Wrangell has about 20 other funds for which accounting is entirely or somewhat separated. These include Enterprise Funds, run like a business (so they charge user fees) for harbor/ports, electricity, water, sanitation and sewer. Revenue collected from transient bed tax is dedicated to a Transient Tax Fund and can only be spent on promotion of the visitor industry. Sales tax is deposited into a separate Sales Tax Fund, and revenue is transferred into the General Fund each year to cover streets, schools, health and other expenditures.

Wrangell established a Permanent Fund in 1998 with an initial deposit of \$5 million from its share of the federal Tongass Disaster Relief Funding that was to assist communities caught in the changing management of the Tongass forest that reduced timber harvest. The purpose of the fund is to grow and provide a source of annual revenue for Borough operations.

Sources of revenue are interest earnings, sales of tideland properties and revenues from belt freezer, fillet line lease and Wrangell Seafoods property purchase payments. Expenditures from this fund to date have included an annual transfer to the general fund for operating expenses and \$2 million that voters approved for the marine haul-out facility at the Marine Service Center. As of June 30, 2009 the fund balance was just over \$5.4 million.

The Nolan Center Fund tracks expenditures and revenues of the Nolan Center, including both the museum and the civic center. As a result of forming a borough Wrangell also received \$600,000 over three years. A separate fund has been established to track this revenue and related expenditures as well.



Source: Alaska Taxable, Alaska DCCED. Notes regarding sales tax revenue:

1. Sales tax was eliminated on food from January 1997 to January 1999.
2. Large cruise ships visited 4th qtr FY03; 1st & 4th qtr FY 04; 1st & 4th qtr FY 05.
3. One tax free day occurred in Sept 06, June 07, Sept 07, June 08, Sept 08. June 09 and Sept 09.

3.3 Municipal Government Policies and Actions

Policy 6. Conduct annual budget and capital improvement processes in a transparent manner that encourages participation by interested organizations and residents.

Action: Provide public notice to all Borough residents in a timely manner. Recognize that extra outreach and added timing may be necessary when communicating with residents living off the road system. (CBW)

Action: Encourage radio, TV and print media coverage of Borough meetings. (CBW, KSTK, Sentinel, other)

Action: Keep Borough website up-to-date with Assembly, Planning Commission and other commission meeting notices, agendas and minutes. (CBW)

Policy 7. Recognize the government-to-government relationship with Wrangell Cooperative Association.

Action: Periodically have joint meetings on planning and project development needs and priorities. Seek opportunities to team on project funding as municipal and tribal government have access to different funding. *(CBW, WCA)*

Policy 8. Work with federal and state agencies to advance the interests of the City and Borough of Wrangell and its citizens.

Action: Assert coordination rights with federal agencies. *(CBW)*

Policy 9. Assist local organizations in obtaining funding for community services and facilities. *(CBW)*

Action: Keep websites up-to-date with latest documents, information, statistics and data for easy access for grant writing and funding opportunities. *(CBW)*



4 Economic Development

GOALS

Maintain current jobs and support existing businesses.

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

4.1 Wrangell's Unique Assets and Competitive Advantages

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

- Expand the industries and economic sectors currently providing employment and income.
- Diversify by attracting new industry and businesses.
- Capture local spending that is escaping (e.g. being spent on internet shopping or medical and professional services obtained from outside of the community).

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

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

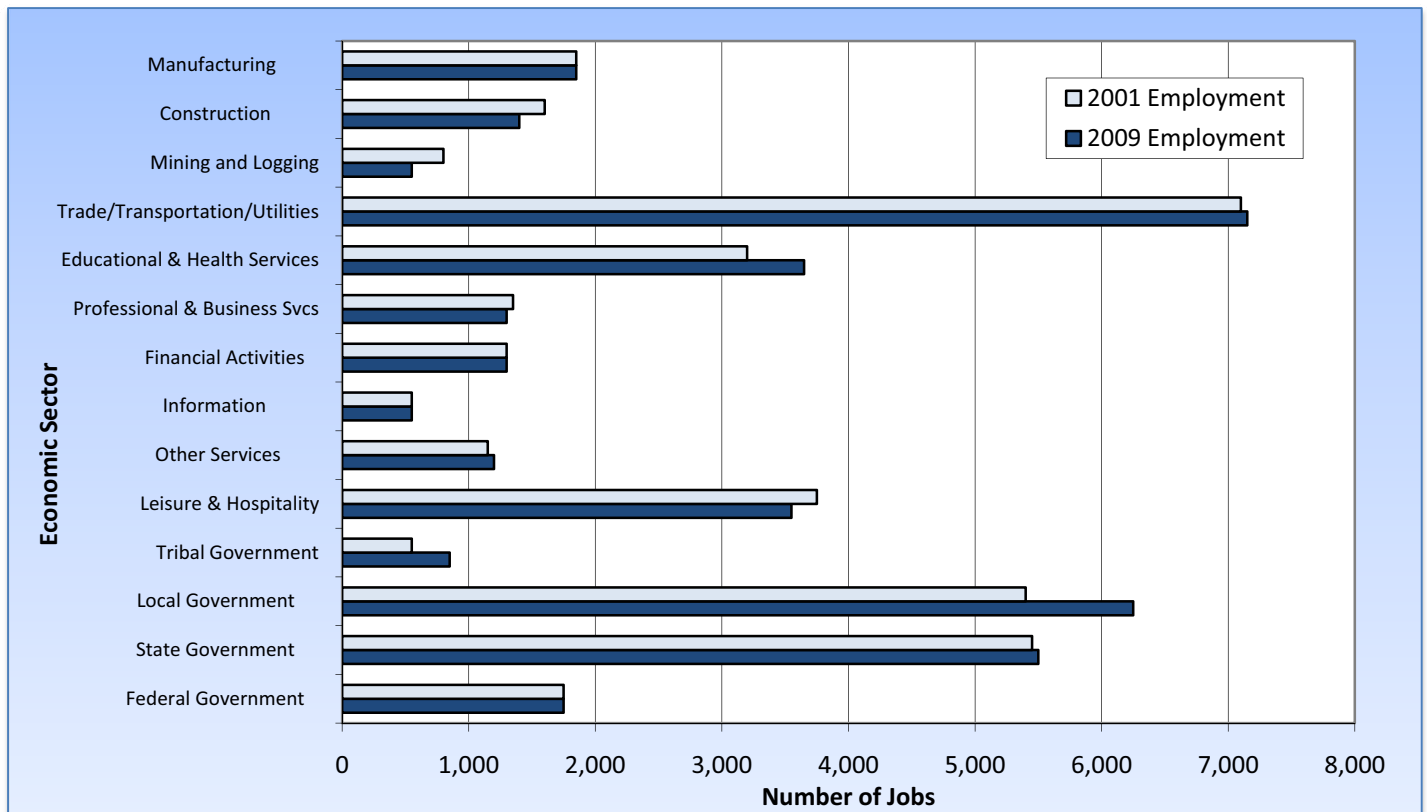
1. The community weathered a decade of economic downturn and job loss, losing one-third its population between 1995 and 2005. Those remaining generally love Wrangell and the region, rate their quality of life highly, and have an incredible 'can-do' attitude.
2. Wrangell's schools are highly successful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

4.2 Employment and Demographics – Current and Forecasts

4.2.1 Current Employment Trends

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

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



Source: ADOLWD

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

In 2007, there were 948 average annual jobs in Wrangell. Private sector employment accounted for 57 percent while government employment was 42 percent. Note that these

numbers only include wage data for employees and does not include residents who are self-employed, such as fishermen and business owners.

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

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

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

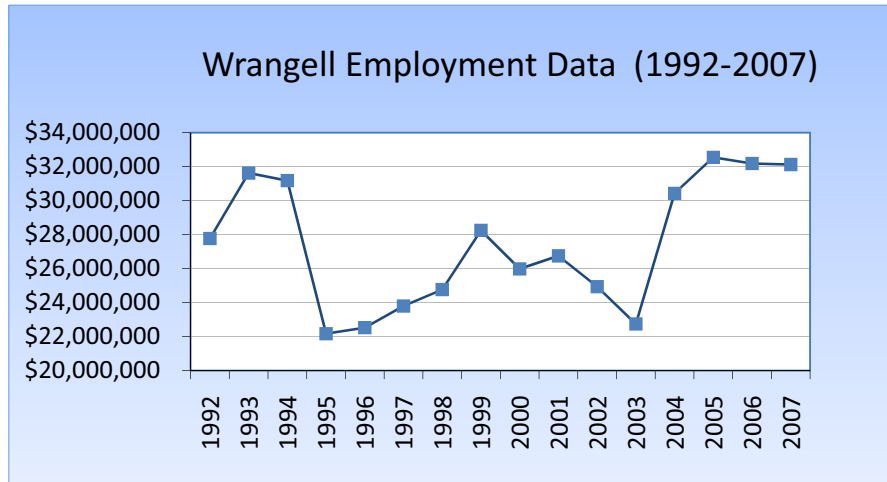
A few years after the mill closed in 1994 wages began to decline in Wrangell (see graph at bottom of next page). The decline ended in 2003 and since then employment income has risen steadily. This is primarily due to growth in seafood processing, health and education related jobs, information jobs, and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

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

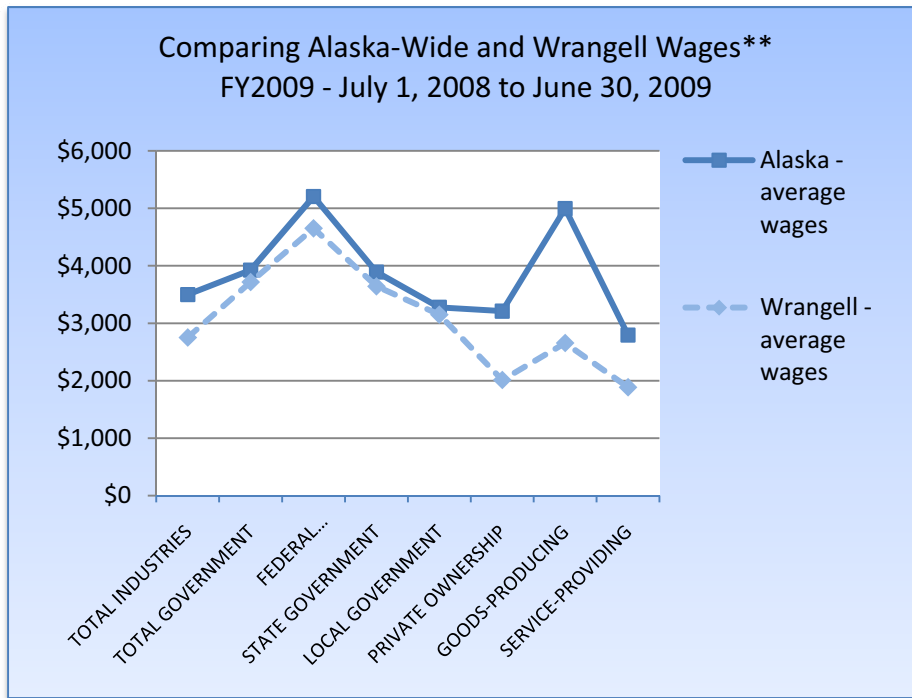
Table 4-3. Wrangell's Top Ten Private Employers 2007

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

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



Sources: ADOLWD



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

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

4.2.2 Employment Forecast

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

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

Southeast Alaska is forecasted to lose additional jobs in 2010 due to the still-fragile national economy and a decline in cruise ship visitors¹. The job losses are expected to be less than 2009 as a result of the nation's potential emergence from the recession and the opening of the Kensington gold mine near Juneau.

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

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

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

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

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

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

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

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

health care industry means employment gains in that industry will more than double the gains in any other industry.

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

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

4.2.3 Population Trends and Projections

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

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

Community	Population
Meyers Chuck	16
Thoms Place	6
Wrangell (former city)	1,892
Remainder of Wrangell Borough	144
Total	2,058
<i>Source: ADOLWD</i>	

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

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

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

Population	2009	2008	2007	2006	2005	2000	% change 08-09	% change 00-09
SOUTHEAST REGION	69,338	69,163	69,115	70,433	70,923	73,000	0.25%	-0.57%
Haines Borough	2,286	2,322	2,264	2,252	2,225	2,392	-1.56%	-0.50%
Ketchikan Borough (incl city)	12,984	12,980	13,116	13,206	13,136	14,059	0.03%	-0.88%
Prince of Wales, outer KTN	5,392	5,358	5,310	5,481	5,513	6,157	0.63%	-1.47%
Petersburg (city)	2,973	3,010	3,042	3,125	3,156	3,224	-1.24%	-0.90%
City and Borough of Sitka	8,627	8,641	8,621	8,992	8,948	8,835	-0.16%	-0.26%
Skagway, Angoon, Hoonah	2,908	2,908	2,976	3,008	3,050	3,436	0.00%	-1.85%
City and Borough of Yakutat	628	592	620	636	644	808	5.90%	-2.80%
City and Borough of Juneau	30,661	30,405	30,198	30,822	31,238	30,711	0.84%	-0.02%
WRANGELL								
Wrangell (city)	1,892	1,939	1,940	1,909	1,976	2,308	-2.45%	-2.21%
Wrangell (city and borough)	2,058	2,109	•	•	•	2,451	-2.45%	-1.94%
Wrangell Permanent Funds	2,058	2,090	2,079	2,050	2,095	2,417	-1.54%	-1.79%
Wrangell School Enrollment	325	350	357	373	375	505	-7.41%	-4.90%

Sources: ADOLWD, Revenue, and Education and Early Childhood Development

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



Wrangell Senior Apartments

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

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

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

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

Source: 2009 Community Opinion Survey

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

Table 4-8 Population Projections

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

Source: ADOLWD

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

4.3 Sector by Sector Economic Analysis

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

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

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

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

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

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

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

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

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

4.5 Marine Services

4.5.1 Current Conditions

Regular users of Wrangell’s waterfront, harbors and docks include the local and regional commercial fishing fleet, resident and visitor’s pleasure craft, charter boats and small to large cruise ships, barges, tugs and other working boats. A diverse marine services industry in town has grown to support these fleets and Wrangell has committed to a



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

program of harbor and dock improvements for many years. In the early 2000's the City and Borough of Wrangell and voters upped the level of support and moved to grow this segment of the economy by designating a Marine Service Center on the waterfront, approving an investment in a large commercial haul-out.

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

4.5.2 Concerns and Opportunities

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

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

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

Community	# of Vessels	Market Share
Sitka	550	33%
Juneau	300	18%
Ketchikan	300	18%
Petersburg	250	13%
Wrangell	160	10%
Craig	80	5%
Skagway	65	4%
Total	1,705	100%
<i>Source: Marine Services Plan</i>		

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

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

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

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

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

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

4.6 Commercial Fishing and Seafood Processing

4.6.1 Regional Fisheries Context

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

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

	2006	2007	2008	% of change 06-08
Salmon	\$103,223,000	\$113,359,000	\$116,808,000	13%
Shellfish	18,230,000	23,060,000	2,2490,000	23%
Herring	2,421,080	6,014,300	9,439,400	290%
Area 2C IFQ Halibut	38,877,644	36,953,508	26,445,523	-32%
SE Area IFQ Sablefish	22,363,077	20,010,238	25,157,419	12%
SE State Waters Sablefish	6,584,419	5,156,127	6,091,808	-7%
Region Total	\$191,699,220	\$204,553,173	\$206,432,150	8%
<i>Source: Salmon, shellfish, herring ADF&G. 2008 preliminary data; typically final value is higher. IFQ halibut & sablefish NMFS, SE state-waters sablefish CFEC BIT tables.</i>				

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

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

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

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

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

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

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

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

Southeast Alaska has a wide variety of shellfish fisheries, including Dungeness, Tanner and King crab species, as well as shrimp and dive-harvest species such as sea cucumbers and geoducks. The region-total shellfish value in 2008 was \$22 million, slightly under 11 percent of the region-total ex-vessel value. Region-wide shellfish value was relatively high in both 2007 and 2008, due to strong harvest and price in the Southeast Dungeness crab fishery, which produced an ex-vessel value of \$10 million in both years. Like other high-end seafood products, shellfish are expected to see some downward market-price pressure due to

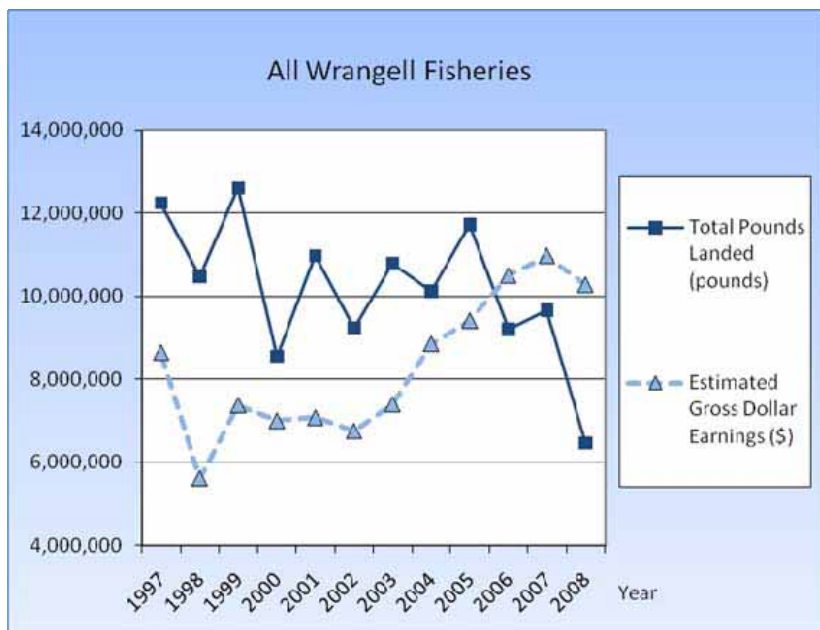
recessionary spending patterns. Dungeness crab prices in the winter fisheries off the West-coast states are considered a good indicator of market condition and suggest that prices in Southeast Alaska will be down significantly from the relative high points of 2007 and 2008. Harvest volume of Southeast Dungeness crab has been relatively strong at 4.8 million pounds in 2007 and 4.5 million in 2008, likely driven to some extent by the above-average price. If price is down substantially in the 2009 season there may be some reduction in landings volume.

4.6.2 Current Conditions in City and Borough of Wrangell Fisheries

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

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

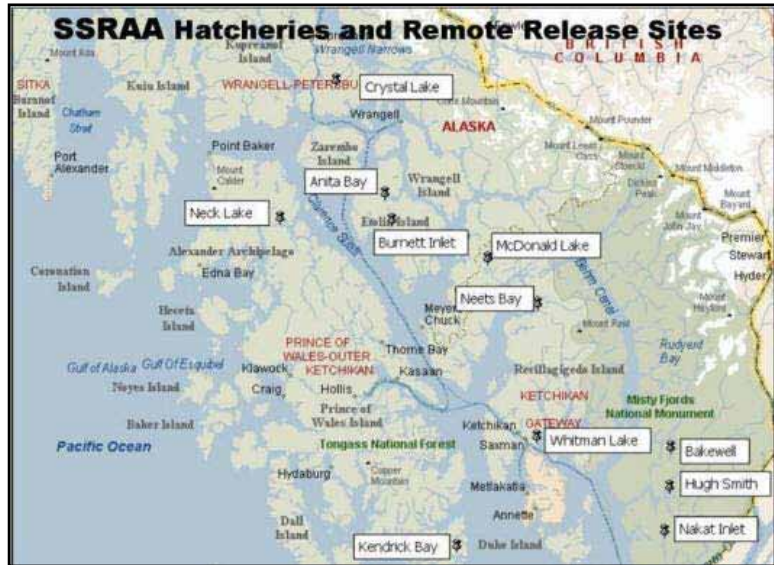
Since 2000, the gross earnings from seafood being landed in Wrangell has increased significantly. Total pounds landed in Wrangell was increasing through 2005-2006 and then dropped as the Wrangell Seafoods plant struggled and eventually closed. The plant was purchased by Trident Seafoods in 2009 and as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



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

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

SSRAA was incorporated in 1976 and began operations in 1978. Today the value to the region of SSRAA’s annual production can exceed \$25 million. SSRAA programs include hatcheries at: Whitman Lake on the Ketchikan road system; Neets Bay, which is a remote site in Behm Canal;



Source: <http://www.ssraa.org>

Burnett Inlet, a remote site in northwest Clarence Strait (within the Wrangell Borough); and, Crystal Lake Hatchery on the Petersburg road system. Fish from these hatcheries are released at a number of remote sites including: Nakat Inlet, Kendrick Bay, Anita Bay (within Wrangell Borough), Bakewell Lake, McDonald Lake and Neck Lake as well as at the hatcheries themselves.

SSRAA projects include all species of Pacific salmon except Pink salmon. In terms of numbers, SSRAA’s primary production in terms of fish numbers involves Chum salmon with an annual release of more than 130 million Chum salmon fry. Commercial fishermen annually harvest between 150,000 and 300,000 SSRAA-produced Coho. Sport anglers also benefited from these fish; in late-season recreational fishery anglers sometimes harvest these fish too. SSRAA has a summer-run “Snow Pass Coho,” that is a very high quality



SSRAA Burnett Hatchery

fish for both the sport and commercial harvester since the fish return to freshwater “bright” and fat. Close to 2.5 million Chinook smolts are released annually.

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

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



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

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

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

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

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

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

4.6.3 Concerns and Opportunities

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

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

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

4.7 Visitor Industry

4.7.1 Current Conditions

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

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

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

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

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



Group Rafting the Stikine River, Summer 2009

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

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

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

Source: 2009 Community Opinion Survey, McDowell Group

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

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

4.7.2 Industry Trends

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

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

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

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

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

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

4.7.2.1 Independent Visitors

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

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

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

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

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

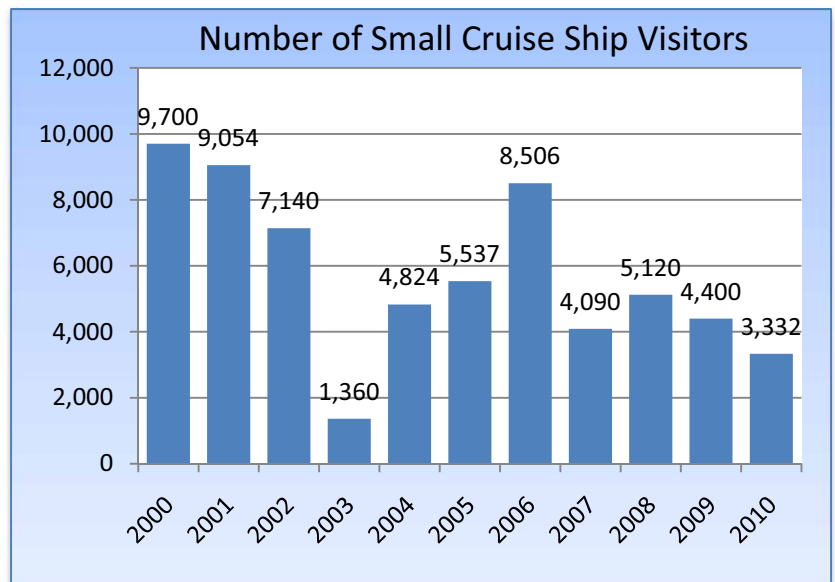
³ Source: Alaska Visitor Statistics Program V, McDowell Group, Summer 2006. Southeast regional market summary published in SEATrails Business and Marketing Plan.

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

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

4.7.2.2 Regional Small Cruise Ship Market

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



Source: City and Borough of Wrangell

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

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

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

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

4.7.2.3 Yachts and Pleasure Craft

Though still very small relative to other components of Alaska's visitor industry, the yacht market has become a meaningful segment of the industry. According to US Customs, 470 pleasure vessels of all sizes crossed the border from Canada into Alaskan waters in 2009⁴ (Table 4-14). This is significantly down from the 11-year average of 605 annual boats. About half of this market is vessels over 50 feet in length. Additionally, there are a very small number of vessels that arrive in Southeast whose port of departure was another US city and therefore were not required to clear customs. According to the Wrangell harbormaster approximately 450 to 500 non-local yachts/pleasure vessels docked in Wrangell in 2008.

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

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

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Number of vessels	657	637	587	617	603	660	566	667	585	611	470
<i>Source: US Custom Office, Ketchikan</i>											

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

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

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

4.7.2.4 Conference and Meeting Visitors

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

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

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

Table 4-15. Use of Nolan Center

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

Source: City and Borough of Wrangell

4.7.3 Concerns and Opportunities

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

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

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

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

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

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

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

4.8 Renewable Energy Development and Transmission⁵

4.8.1 Current Conditions

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

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

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

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

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

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

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

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

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

Table 4-17. 2009 Electrical Rates

Wrangell	¢/kWh	Petersburg	¢/kWh	IPEC**	¢/kWh
Residential		Residential		Residential	
Base Charge (\$/mon)	\$8.00	Base Charge (\$/mon)	\$9.00	Base Charge (\$/mon)	\$10.00
0-300 kWh	12.6	1 st 325 kWh	11.8	Flat rate/kWh	41.77
301-1200 kWh	10.2	2 nd 325 kWh	11.4		
>1200 kWh	8.0	>700 kWh	7.0		
Small Commercial		Small Commercial		Small Commercial	
Base Charge (\$/mon)	\$9.00	Base Charge (\$/mon)	\$9.00	Base Charge (\$/mon)	\$15.00
Flat rate/kWh	11.6	1 st 1500 kWh	11.1	1 st 500 kWh	43.76
		2 nd 1500 kWh	10.9	> 500 kWh	38.35
		>3000 kWh	7.6		
Large Commercial		Large Commercial		Large Commercial	
Base Charge (\$/mon)	\$13.50	Base Charge (\$/mon)	\$78.00	Base Charge (\$/mon)	\$50.00
0-70,000 kWh	10.7	1 st 30,000 kWh	10.8	1 st 1500 kWh	37.49
>70,000	10.3	2 nd 30,000 kWh	10.6	>1500 kWh	37.49
		>60,000 kWh	8.1		
Other		Other		Other	
Electric heat & hot water incentive rate for resid. & comm., install separate meter		Demand charge for large comm. for peak 15 min usage during mon.		Also have demand charge for large commercial of \$11.39 per kWh	
Base Charge	\$4.00	0-50 kWh	\$155		
Unlimited kWh	8.0	> 50kWh	\$3.10 / kWh		
<p>** Does not include Power Cost Equalization (PCE) discharge or fuel surcharge. Sources: Personal communication with Wrangell Light & Power, Petersburg Power & Light, Ketchikan Public Utilities, Inside Passage Electric Cooperative (IPEC) and Sitka Electrical Dept.</p>					

4.8.2 Opportunities

There is large potential for additional hydroelectrical power, with one source estimating there to be 3,000 MW of undeveloped hydropower in Southeast Alaska⁶. More than a dozen sites have been studied in varying degrees of detail and have development potential now. Some would support specific local needs while others would be especially suited for export of power. Wrangell already enjoys low electric power rates and further development of hydropower resources in the region would secure that advantage. Wrangell could also benefit economically from jobs and income as a result of construction of new hydropower facilities and an intertie with Canada (See Figure 4-1).

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

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

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

Table 4-18. Hydroelectric Power Facilities in Southeast Alaska

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

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

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

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

4.9 Mineral Resources

4.9.1 Current Conditions

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

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

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

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

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


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

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



Figure 4-1 (11x17)

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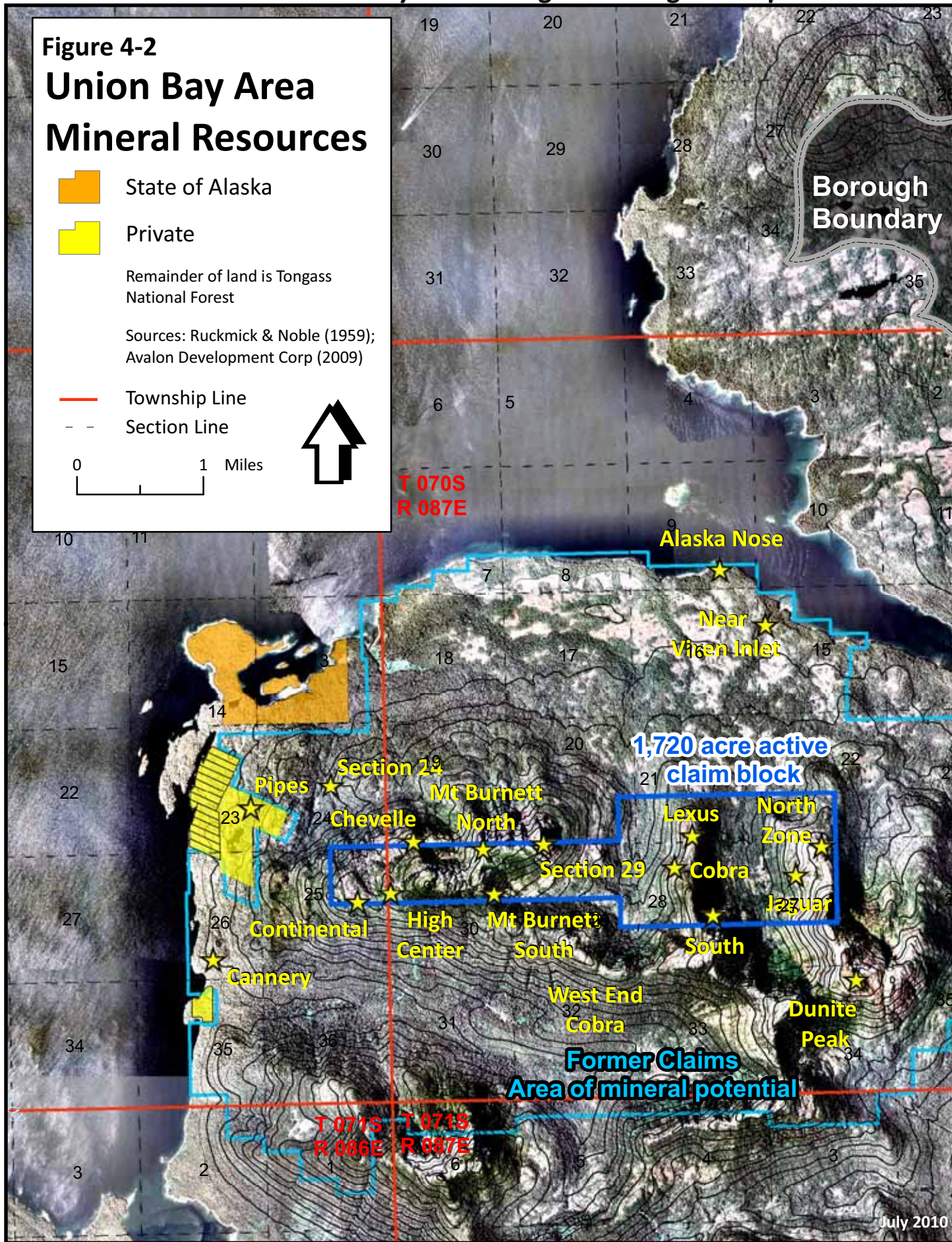
**Figure 4-2
Union Bay Area
Mineral Resources**

-  State of Alaska
-  Private
- Remainder of land is Tongass National Forest

Sources: Ruckmick & Noble (1959);
Avalon Development Corp (2009)

-  Township Line
-  Section Line

0 1 Miles



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



Alaska Map Company LLC
www.akmapco.com



Sheinberg Associates
www.SheinbergAssociates.com

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

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

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

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

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

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

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

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

4.9.2 Opportunities

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

4.10 Bradfield Canal/Iskut River Road

4.10.1 Current Conditions

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

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

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

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

4.10.2 Opportunities

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

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

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



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

4.11 Timber Resources

4.11.1 Current Conditions

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

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

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

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

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

Source: USFS Timber Cut and Sold Report

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

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

4.11.2 Concerns and Opportunities

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

Figure 4-3 (11x17)

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

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

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

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

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

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

A number of private interests continue to examine value-added investment opportunities in Southeast Alaska. The Alaska Forest Association has long pushed the federal government to provide enough timber to support a vertically integrated industry in Southeast. Recent Tongass timber sales have occurred without an economical outlet for the low-grade material that makes up approximately 40 percent of most sales. As a result, under many sales there

simply has not been sufficient value to support the harvesting costs, thus the industry's effort to find a viable use for the lower grade material.

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



Logging Truck on Pat Creek Road, Summer 2009

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

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

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

4.12 Health Care

4.12.1 Current Conditions

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

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

4.12.2 Opportunities

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

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

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

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

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

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

As more health services are offered locally to meet the demand an "import substitution" effect occurs, this is when an increasing share of health care needs are met locally instead of having to go outside for treatment. Statewide health care trends can readily be seen in Wrangell today through the demand to modernize the Wrangell Medical Center, improve

and expand the long term care facility, and through the increasingly available local services through AICS's expansion into new areas.

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

4.13 Education

4.13.1 Current Conditions

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

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



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

A property in Wrangell with past ties to education is the Wrangell Institute. In 1912 the Alaska Native Brotherhood (ANB) was created, thus forming a solid political group whose aim was to achieve political equality for the Native Alaskans. In 1924, successful arguments led to the Natives receiving citizenship and the right to vote. The ANB and Alaska Native Sisterhood further exercised their political power by successfully lobbying the federal Bureau of Indian Affairs to build the first Native boarding school, the Wrangell Institute, in Wrangell in 1932. Native children were brought in from throughout Alaska, not just southeast Alaska, for education of grades Kindergarten through High School. The establishment of the Wrangell Institute is clearly the 'triumph and tragedy' of forced assimilation and government paternalism. While many of the former students feel they were given a golden opportunity

for an education they never would have received in the 'bush'; there are an equal number still scarred by the trauma they faced as small children far from home in a completely different environment and social structure⁸. The facility was closed in the 1960's.



Wrangell Institute, photo from State Library Historical Collection

4.13.2 Concerns and Opportunities

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

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

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

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

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

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

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

4.14 Economic Development Policies and Actions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Transient Yachts Moored at the Downtown Harbor



5 Transportation

GOAL

Provide a safe, convenient, reliable and integrated transportation network to move goods and people to, from and within Wrangell, and, between Wrangell and outlying communities in the Borough.

The City and Borough of Wrangell is comprised of islands and waterways with no links (at this time) to the continental road system, thus, the availability, quality of and cost to move goods and people in and out of the area is critical to the economy and to resident's lifestyle and quality of life. On Wrangell Island, everyone depends on and uses the roads, bridges and sidewalks to get between places and on the availability of a parking space once there. This chapter reviews the current status of transportation infrastructure and facilities and considers how to meet local transportation needs for the next 10-20 years. Transportation to, from and around Wrangell, Wrangell Island – including Wrangell Island East, and remote parts of the Borough is addressed. Transportation issues and needs specific to Meyers Chuck, Union Bay Thoms Place, Olive Cove, and Farm Island are addressed separately in Chapter 10. The condition, use, future needs and improvements for each facility integral to the Wrangell transportation network is reviewed including the:

- Airport
- Ports, Docks and Harbors
- Barges and Freight
- Local Roads, Sidewalks and Parking
- Federal and State Roads and Bridges, including a Link to the Continental Road System

5.1 The Numbers: Traveling To Wrangell

5.1.1 Air Transportation

Between 1990 and 2008 the number of jets serving Wrangell has only varied by about 30 planes, from a low of 674 (1999) to a high of 704 (2007). The number of enplanements (outgoing passengers) has been very slowly growing over the last 20 years. The average number of outbound passengers per flight for 2008 was 16 passengers. Based on patterns of the last 20 years a forecast suggests the number of annual passengers would hover around \pm 11,500 for the next 10 years.



Source: Alaska Airlines to the City and Borough of Wrangell

5.1.2 Marine Transportation

Residents or visitors coming to Wrangell by water arrive by Alaska Marine Highway System (AMHS) ferry, by Inter-Island Ferry Authority ferry (between 2006 and 2008), by small or large cruise ship, and on private boats including fishing and small vessels, yachts and sailboats.

5.1.2.1 Alaska Marine Highway System (AMHS)

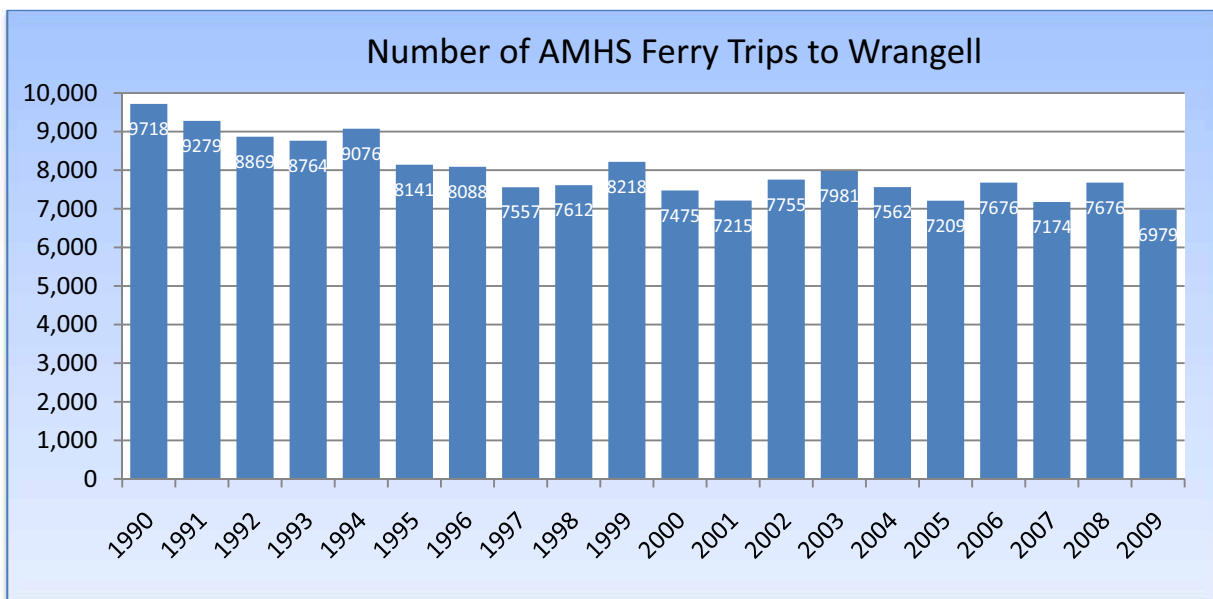
AMHS annual traffic peaked statewide in the early 1990's with a high of almost 425,000 passengers. It has declined since to a low point in 2005 of about 282,000 passengers. Marketing and other factors resulted in an increase each year in the number of passengers using the system in 2008 up to 340,412. In 2009 there was a decline of 6.6 percent back to 317,891 passengers.

Reflecting system-wide trends, the number of passengers and vehicle traffic arriving in Wrangell by AMHS ferry has been dropping since 1990. Since 1999 the average number of passengers arriving in Wrangell was 8,000 annually; with a high in 1999 (8,218 passengers) and a low in 2007 (7,174). The number of AMHS ferries serving Wrangell has varied depending on the AMHS schedule and number of ferries in service each year. Since 2000, the highest number of stops in Wrangell occurred in 2003 and 2006 and as a result there were a higher numbers of passengers those years.

Table 5-1. AMHS Ferry Trips to Wrangell

Year	Number of Port Departures	% change from year before
1998	408	
1999	428	5%
2000	384	-10%
2001	400	4%
2002	471	18%
2003	490	4%
2004	414	-16%
2005	421	2%
2006	470	12%
2007	389	-17%
2008	387	<-1%
2009	361	<-1%

Sources: AMHS Annual Traffic Reports, 2009, 2008 and 2007



Source: AMHS number of Disembarking Passengers

5.1.3 Inter-Island ferry Authority

The Inter-Island Ferry Authority (IFA) was created to develop an efficient and effective network of ferries and related facilities and services to:

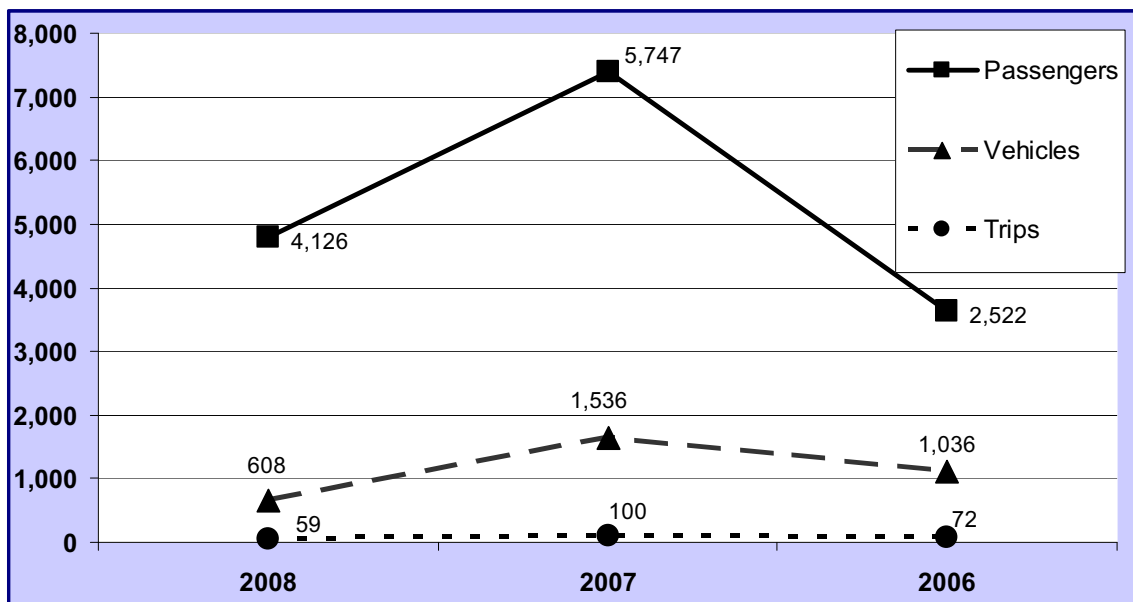
1. Serve the ferry transportation needs for Prince of Wales Island, Wrangell and Petersburg;
2. Develop commerce and industry throughout Prince of Wales Island, Ketchikan, Wrangell and Petersburg; and

- Promote the general health, security and welfare of the residents of Prince of Wales Island, Ketchikan, Wrangell and Petersburg by meeting their various ferry transportation service needs.

There is a seven-member board of directors that includes a seat designated for a Wrangell resident.

The number of trips provided and number of passengers and vehicles served by the IFA between 2006 and 2008 for the northern routes between Coffman Cove and Wrangell and between Wrangell and S. Mitkof Island were far less than forecasted when IFA planning occurred. As a result service to the northern routes was discontinued at the end of September 2008. It cost an estimated \$10,000 per trip to run the northern routes in 2008 (est. was \$8,500 for 2006-2007 when fuel prices were lower) yet the northern route ridership was generating only an average of \$3,146 per trip in 2008. The board felt a financial responsibility to stop providing the service until ways to increase ridership or revenue can be found. The IFA remains committed to finding ways to serve Wrangell.

IFA Northern Routes - Yearly Totals, 2006-2008



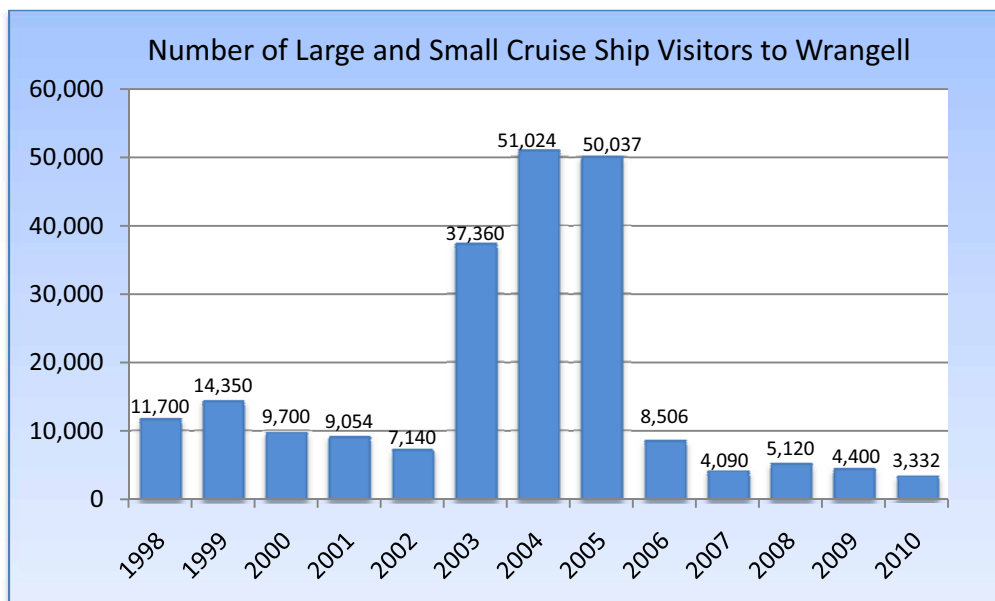
Source: Inter Island Ferry Authority, numbers include Coffman Cove-Wrangell and S.Mitkof-Wrangell routes

Past modeling predicted higher ridership to and from Wrangell if the State AMHS adopted a service model with regularly scheduled dayboat service between Juneau and Petersburg, and Wrangell and Ketchikan, with IFA providing the Petersburg-S Mitkof-Wrangell link. Wrangellites should monitor the developing Southeast Alaska Transportation Plan update for this alternative (draft due out in spring 2010). Higher ridership in and out of Wrangell is also forecast if the Bradfield Canal Road is built.

In 2009 the IFA has done some preliminary assessment for an IFA ferry terminal in Wrangell to be located on the new fill that will be placed in downtown Wrangell adjacent to the Marine Service Center and current barge landing area.

5.1.4 Cruise Ships

Larger cruise ships, such as the Panamax ships, reach 960 feet long and carry from 900 to 2,500 passengers. Small cruise ships carry 400 passengers or less; examples are Spirit of Alaska, with 100 passengers and the Silver Shadow, with 390 passengers. Large cruise ships stopped weekly in Wrangell during the summers from 2003-2005. Small cruise ships have been stopping in Wrangell since 1997. The graph below shows the number of visitors arriving in all types of cruise ships and shows that visitation peaked in the mid-2000's, coincident with large cruise ship stops in town. Visitors from small cruise ships to Wrangell for 2010 are forecast at about 3,300 passengers. Most cruise ships stopping in Wrangell tie up to the outside face of the City Dock. A few of the smaller ships could tie to the Summer Floats on the inside face of City Dock.



Source: City and Borough of Wrangell, data from Cruise Line Agencies and personal interviews with ship captains while in port.

5.1.5 Yachts/Pleasure Craft

Section 4.6 Visitor Industry covers yachts and pleasure craft arrivals in Wrangell. According to US Customs, 470 pleasure vessels of all sizes crossed the border from Canada into Alaskan waters in 2009. This is significantly down from the 11-year average of 605 vessels annually visiting Southeast Alaskan waters and ports. These vessels dock at Wrangell's harbors,

including at the new transient floats at Heritage Harbor that have been developed with many of the amenities high-end boaters seek.

5.2 Wrangell Airport

5.2.1 Current Conditions

A seaplane ramp, constructed in the mid-1950s, was the first airport infrastructure in Wrangell. This was followed by airstrip construction in 1969-1971. Today, the Wrangell Airport, owned and operated by the Alaska Department of Transportation and Public Facilities (ADOT&PF), has a 6,000 foot runway, apron with lease lot and hangars, terminal building (Alaska Airlines) and more. The airport is located about two miles northeast of downtown on the northeast tip of Wrangell Island. Fuel and U.S. customs services are available. In 2008, ADOT&PF upgrades included runway safety area extensions on both sides of the runway, runway resurfacing, improvements to the access road, and installation of a new seaplane ramp to allow seaplane haul-out with access to the apron.

Alaska Airlines provides jet service twice daily, once north to Anchorage and once south to Seattle. Service is subsidized by the federal essential air service (ESA) program. ESA aims to maintain a minimal level of scheduled air service to communities that otherwise would not be profitable. As of May 2009, 153 communities are being served with a subsidy, of which 45 are in Alaska. Alaska Airlines receives an annual subsidy of approximately \$673,000 to serve Wrangell; this agreement expires in April 2011.

Daily jet service is critically important to Wrangell's economic stability. Jet service is a primary transportation lifeline to the larger population centers within Alaska and to Seattle. Local products have timely access to world markets, which is key to the development of products in rural communities. For example, the seafood product shipped via the airport and ESA subsidized jet service is critical to local processors who depend on this reliable, scheduled air service and freight capacity to move their fresh products to world markets.

Other air carriers at the Wrangell Airport are Sunrise Aviation and Temsco Helicopters. At times cargo planes arrive to transport seafood. There are approximately nine lease lots at the airport with hangars, maintenance, weather service, rental cars, an expediter service, etc. The ADOT&PF has five fulltime employees at the airport providing management, maintenance and operations services. The airport manager estimates the other businesses at the airport, including Alaska Airlines, have approximately 23 employees, some of whom are part time or seasonal.

5.2.2 Concerns and Opportunities

There are no more lease lots available at the airport, so the airport is not able to accommodate current demand or future needs. Both the Wrangell airport manager and ADOT&PF airport staff suggest that the remedy is to remove additional rock from the state rock quarry adjacent to the airport to bring it down to grade. This could double the space available for lease lots and the airport. It would also improve airport safety. A new Wrangell Airport Master Plan is needed to incorporate this into future planning and capital improvement program.



State rock quarry that once lowered could provide needed additional lease lot and apron space at Wrangell Airport.

5.3 Harbors and Docks

5.3.1 Current Conditions

The City and Borough of Wrangell operates three harbor facilities that can accommodate small vessels, transient boats and larger commercial vessels including tugs, barges, and commercial fishing boats.

The Downtown or Etolin Harbor includes Inner Harbor, Reliance Harbor, the Standard Oil float and Fish and Game float. Downtown Harbor is adjacent to downtown with 230 slips for small and large vessels plus a transient moorage float and a deep draft vessel float accommodating tugs. Tidal grids, hydraulic hoists, an airplane float, two fuel docks, a work float and a net rack are also located within this harbor. Power, water, waste oil collection and garbage collection is available at each float.

Shoemaker Bay Harbor is located approximately five miles from downtown and has 250 slips for small and large commercial fishing and recreational vessels. There are also tidal grids, a hydraulic hoist, a boat launch and work float located at the harbor. This harbor is part of a larger recreational complex with a park and shelter, tennis courts, playground, tent and RV camping area and trails. Power, restrooms, water, waste oil collection and garbage collection is available.

Heritage Harbor is newly constructed and located one mile from downtown. This harbor can accommodate transient moorage, large yachts and commercial fishing vessels. There are

approximately 165 slips for small and large vessels and two long floats for transients (375 feet and 310 feet) and 100 amp 3-phase power.

The City Dock, also known as the Cruise Ship Dock, is a T-shaped dock located at the north end of downtown. The dock face is 405 feet with a breasting pier head of 565 feet and an additional stern mooring dolphin 225 feet off the northeast end of the dock, allowing accommodation of ships approximately 950 feet long. The inside face permits moorage for smaller cruise ships, yachts, and also contains a u-shaped summer float for charter vessels to load and unload passengers. Cruise ships of larger size can safely anchor in front of the dock and lighter passengers to the summer floats. Water and electricity are available on the City Dock and summer floats.

The City and Borough of Wrangell also maintains public boat launches at Heritage Harbor, Shoemaker Bay Harbor and Downtown Harbor. There is another boat launch (and log transfer facility) owned and maintained by the USFS at Earl West Cove on the east side of Wrangell Island, and one at Pats Creek.

5.3.2 Concerns and Opportunities

The Ports and Harbors department completed a Ports and Harbors Long-Range Plan in 2009 that sets-out a logical sequenced list and ballpark costs for a series of short, mid and long range improvements to current facilities. The list of improvements to the City Dock, Heritage Harbor, Shoemaker Bay Harbor, Marine Service Center and Downtown Harbor area should be accomplished overtime.

A challenge is to integrate this improvement plan, which focuses exclusively on port, harbor and marine service improvements, with other waterfront uses since there are competing needs for some of the space. For example, marine service related improvements such as an expanded or relocated barge yard, more boat storage and repair space, and possibly a new ferry terminal should be carefully located to protect views from and around the Nolan Center, especially in the summer. A walking path to a relocated picnic area and a green space with waterfront views should be provided as part of the development plan. To make this work – and compatibility can be achieved – joint planning by the involved departments, municipal commissions, and affected businesses must occur.

Final Heritage Harbor improvements are being completed in 2010 and there is now high quality moorage available for all sized vessels and transient boaters. However, it is not too soon to identify a site for future harbor development because it takes ten years or more to accomplish the design, permitting, financing and construction. The area south of Shoemaker Bay Harbor and south of Pats Creek are both likely candidates. The positive attributes of Pats Creek are that it is close to the many residences along Zimovia Highway and this area is slated for further residential development offering these residents a nearby harbor facility. Concerns are that it might be too far away from town, that the access road is Forest Service Road 6250 in a permanent easement across State Mental Health Trust land, and the

shoreline is heavily used for picnicking. These concerns might make the Shoemaker Bay sight more favorable. Both are designated for Waterfront Development on the Comprehensive Plan Future Growth Maps. This is discussed in more detail in the Land Use Chapter at section 6.10.

There is a privately-owned lot off Spur Road that is sometimes used as a boat launch by Wrangell East residents and others with the owner's permission. More reliable access to water passages on the east side of the island is needed in this area. See section 6.10 of the Land Use chapter.

5.4 Barges and Freight

5.4.1 Current Conditions

Two companies, Alaska Marine Lines and Northland/Boyer Barge Lines, provide regular barge service to and from Wrangell. Retail goods, class C mail, construction materials, vehicles, household items, and fuel are shipped in to Wrangell. Solid waste heading to the landfill site in Washington and various types of empty tanks and containers are shipped out.

There are two fuel barges a month. As the population of Wrangell has declined, the overall amount of freight being shipped to and from town has also decreased. In recent years, larger scale construction projects at the airport and harbors have added significantly to the amount of freight coming in. The number of containers arriving by barge each week ranges from 30 to 60 depending on the season and local construction projects. Seafood is shipped from Wrangell either by air or in a refrigerated container that is sent by barge or ferry to Seattle or to Prince Rupert by ferry then by truck to Seattle.

Since freight volumes have declined, the two freight companies now share a barge service to Wrangell and on other routes in Southeast. This keeps costs down, which is especially important when business is slow. The barge landing is located on a site that is leased from the Borough Ports and Harbors. There is enough space for the current amount of freight at this location.



Downtown Barge Landing (top) and freight delivery with fork lift along downtown streets (bottom).

5.4.2 Concerns and Opportunities

The location of the downtown barge landing is convenient for quick transport of goods to local businesses; in fact forklifts carrying palletted goods sometimes travel right down Front Street or alleys to deliver goods. On the other hand, it is adjacent to Wrangell's major waterfront hotel and in a part of the downtown waterfront more oriented to water-related tourism and enjoyment activities with a lot of pedestrian traffic. Relocation to a suitable waterfront location that was not in the middle of the town would reduce congestion and help to transition this part of the waterfront, between the city dock/cruise ship dock and the Nolan Center, to a less industrial nature. In the 2009 Community Opinion Survey, residents were asked about their level of support for potential new barge landing locations. The 6-Mile sawmill site was a location that was supported or strongly supported by 66 percent of respondents and a potential site on Spur Road on the waterfront past the golf course was supported by 56 percent of respondents. The advantages of the site at 6-Mile are that it is more centrally located in terms of shipping throughout the region and that it is a location that is protected from the wind. On the other hand, moving the operation would be expensive and the additional distance from downtown would add to the overall cost of shipping in the community.

A future move of the barge landing out of the downtown would open up some space along the downtown waterfront at a key location between the city dock/cruise ship dock and the Nolan Center. This space could be used to expand visitor related opportunities, marine services and provide a southwest-facing public waterfront park. This is discussed in a bit more detail in the Land Use Chapter at section 6.10.

5.5 Road Network

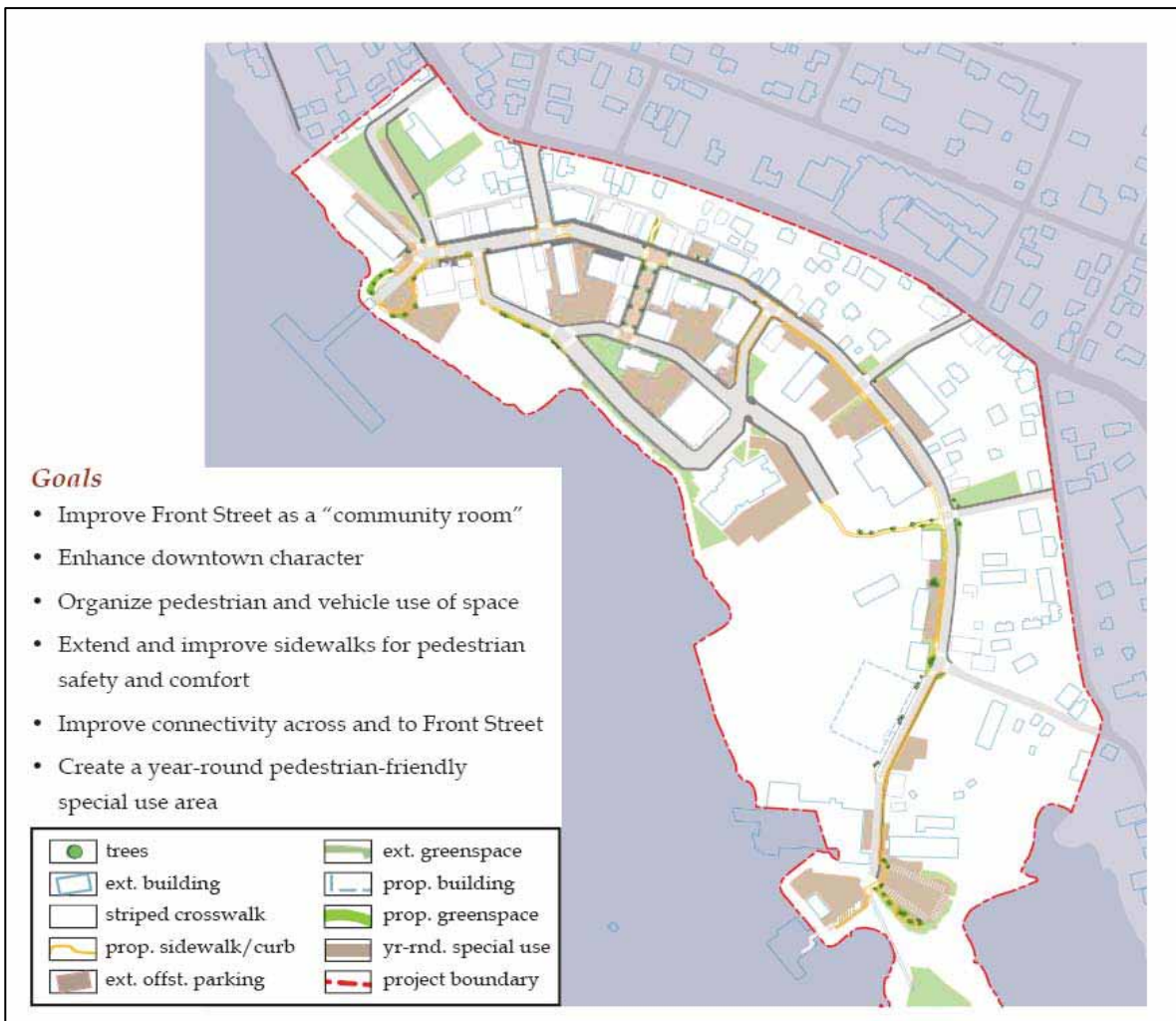
5.5.1 Current Conditions

State-owned and maintained roads in Wrangell are the Airport Road, Ishiyama Drive (Spur Road), Bennett Street, Zimovia Highway south to the National Forest Boundary near McCormacks Creek, and the platted and built roads in the recently acquired Wrangell West subdivision area. The Alaska Department of Transportation and Public Facilities (ADOT&PF) maintenance station is on Airport Road. The crew of six uses a dump/plow truck, loader, motor grader, ice control truck, highway sweeper and a brush cutter to maintain the State-owned roads.

There are 105 miles of USFS roads on Wrangell Island built between the 1960's and 1980's for timber management. Today the road system is used for timber harvest and management, access to recreational sites, and access for subsistence activities, hunting and fishing. Pats Creek Road connects Zimovia Highway with the east side of Wrangell Island. Nemo Loop Road connects from the southern end of Zimovia Highway at the beginning of USFS 6265 and provides access to four recreation sites and other recreational areas along

the Loop. USFS 6265 also provides access to Earl West Cove, Highbush Lake, Long Lake, Fools Inlet and Thoms Creek Campground and is part of the Nemo Loop.

The USFS completed an Access and Travel Management Plan (ATMP) in 2007. The ATMP establishes the future maintenance regime for roads in the Wrangell Ranger District. Its purpose is to provide a forest transportation system that best serves the current and anticipated forest management objectives and public uses within the forest district. Pats Creek Road, the Nemo Loop Road and the road to Earl West Cove will be kept open and maintained to provide access for low-clearance vehicles. Access roads to Thoms Lake campground, Long Lake and Highbush Lake will be kept open and maintained to allow passage of high-clearance vehicles and off-highway vehicles.



Front Street Revitalization Project Goals and Concepts, Excerpted from 2006 Wrangell Downtown Revitalization Report, JYL, McDowell Group, Jones & Jones Architects

The City and Borough of Wrangell owns and maintains most of the roads within the community. Most, but not all, are paved and many roads need repair and resurfacing. There are also several roads that need to be extended in order to provide access to private lots or to new areas that the Borough plans to open to development in the future. This includes expanding the road network and access to the industrial park, the extension of Cassiar Street to meet Meridian Street, an extension of Spring Street to Meridian to access platted land on the north end, and a road off of Wood Street (the reservoir access road) to connect to Etolin Street and provide access to the new Wrangell Medical Center.



Weber Street – Example of a Wrangell Street that needs Paving.

The Front Street Revitalization project is now being funded by ADOT&PF with FHWA funds and a \$1 million grant from the Denali Commission. This project will be carried out in conjunction with Borough-funded utility improvements and includes resurfacing the concrete roadway, sidewalk additions, storm drainage and other utility improvements. These improvements will go from Case Avenue to City Dock, with reconstruction of other streets (Cassiar, Weber, Meridian, Lynch and Shakes) if funding allows. Construction will begin in 2011 and be completed in 2012 or 13 (see map on previous page).



Separated Path along Zimovia Highway

A second road project identified for funding on ADOT&PF's Statewide Transportation Improvement Program (STIP) list is Evergreen Road. This project will rehabilitate and widen the road from the Alaska Marine Highway terminal to the airport along Stikine Avenue and Evergreen Road. Curves would be straightened where possible, electrical services would be redesigned, and curbs, gutter and a sidewalk would be added from the Ferry Terminal to Petroglyph Beach access.

Maintaining Borough streets is a high priority for the public works department. The heavy snow during the winters of 2006 to 2008 created higher than expected snow removal costs including chemicals and overtime. As a result maintenance reserves have been depleted.

5.5.2 Transportation Improvement Projects

Needed transportation improvement projects are listed on Table 5-2, including paving gravel residential streets, reconstructing downtown streets, extending roads to provide access to undeveloped lots or areas, and adding wider sidewalks, shoulder and bike paths in places. Most of these projects are on the ADOT&PF Needs List, but only two projects, Front Street and Evergreen Street, currently have state funding. Possible funding sources include the City and Borough of Wrangell, ADOT&PF, Wrangell Cooperative Association – the area tribal government, Denali Commission, USFS and others. It is especially effective when multiple parties team on a project to pool their funding resources; not only do funders like to see this but different groups are eligible for different funding sources.

The 2009 Community Opinion Survey asked two questions about road construction projects. Connecting Pats Creek Road and the Spur Road on the east side of Wrangell Island was supported by 81% of respondents. This road could provide access to privately-owned residential lots on Wrangell East and could open up new areas for residential development, industrial use, recreational opportunities or timber management. It also provides an alternative route should a slide or hazardous spill block off access to town via Zimovia Highway. A few segments of this road corridor are steep and difficult to navigate; improvements are needed to make the area accessible. Maintenance will be difficult because of the steep terrain.

Because downtown Wrangell is compact, many residents walk and bike to their destinations. There are sidewalks on each side of most streets in the downtown core and on at least one side of some residential streets. There is a separated bike path along Zimovia Highway that extends to City Park, five miles south. As many of Wrangell's streets have a low traffic volume, the conditions for non-motorized transportation are fairly good. The improvements for those traveling on foot are especially important in the downtown core, near Inner Harbor and Heritage Harbor and along key routes to schools. For cyclists, improvements along the routes to major community destinations (schools, parks, commercial areas, etc) are the most important.

Several questions about non-motorized facilities were included in the 2009 Community Opinion Survey. Over 80 percent of Wrangellites support each of the following three improvements: 1) a bike path around the Evergreen Ave-Airport Road loop, 2) improving Evergreen Street from the ferry terminal to the airport and adding a sidewalk, and 3) adding a bike path extending along Zimovia Highway from where it currently ends.

The survey also asked about the Bradfield Canal Road connection to the Stewart Cassiar Highway in British Columbia. Three-quarters (75 percent) support this project. This new road would provide a regional connection for Southeast Alaska, support an electrical intertie, facilitate the economical shipment of freight, and open up new possibilities for economic

development and tourism in Wrangell and the wider area. This project is discussed further in section 4.9 of the Economic Development chapter.

Table 5-2. Wrangell Transportation Improvement Needs/Projects

Project	Description	Economic Justification
Front Street Reconstruction	Funded in STIP. If earmark funding remains, then reconstruct other streets (Cassiar and Weber) and possibly the Meridian Street extension (requires right-of-way) to a turnaround at the end.	Front Street provides access to majority of Wrangell’s offices and businesses. Reconstruction will revitalize entire downtown area.
Medical Center Access Road	Connect and pave Etolin Street and Wood Street.	This road will provide access to new Medical Center/Hospital, other health related offices and residential property.
Evergreen Road Improvements and Pedestrian Access	Design is funded in STIP. Rehabilitate and widen the road from the Alaska Marine Highway terminal to the airport, approximately 1 mile along Stikine Avenue/Evergreen Roads. Straighten curves where able. Construct curbs, gutter and sidewalk from the Ferry Terminal to Petroglyph Beach access. Redesign electrical services. City #1.	Main link between the airport, ferry terminal and downtown. Also provides access to Petroglyph Beach, many residents and is the community’s gateway.
Cassiar Street Reconstruction and Extension	Complete engineering, reconstruct and rehabilitate Cassiar Street to a two-lane road with a sidewalk, correct alignment to address encroachment on private property. Replace sewer and water, and redesign electrical. Extend road approximately 2,125' to meet Meridian, will require rock excavation. City has begun design. City #2, Tribe #3	This new road will provide access to undeveloped residential lots.
Pave Gravel Residential Streets	Pave Council Drive (1050 feet), Zimovia Avenue (650 feet), Wrangell Avenue (750 feet), Shtax Heen Circle (400 feet), Hemlock Street (420 feet). This is on the ADOT&PF STIP List as of 02/09. Tribe #2, City #14	Paving will reduce dust and will benefit public health as well as decrease maintenance costs for the Borough.
Residential Resurfacing on Mission Hill	Resurface residential roads: First Avenue 1,300'; Second Avenue 1,200'; Third Street 1,700', Mission Street 660', Crest Drive 450', St. Michaels Street 380' (measurements approximate). City #13	Resurfacing will improve access for residents and will reduce maintenance costs for the borough.
Weber Street Reconstruction	Engineer and rebuild upgrades to Weber Street, from Zimovia Highway to the cul-de-sac. Widen, address grade and drainage issues, and add pedestrian enhancements if able. Tribe #5, City #12	Reconstruction of this street will improve access for residents and ameliorate drainage problems in the area.
Lynch Street Resurfacing and Improvement	Reconstruct and/or resurface Lynch Street from Front Street to Brueger Street, approximately 0.04 miles. Include road, curbs, sidewalks. Coordinate with utility work. This was originally part of the Downtown Revitalization project but due to cost it was removed. City #16.	Reconstruction will improve access to several businesses and will help to revitalize downtown Wrangell.
Project	Description	Economic Justification
Shakes Street Rehabilitation or Reconstruct	Rehabilitate or reconstruct 700 linear feet of Shakes Street, from the intersection with Front Street to the harbor. Include curb and sidewalk as able, upgrade utilities. This was originally part of	Reconstruction will improve access to several businesses and to Shake’s Island, one of Wrangell’s top cultural and tourism destinations.

	the Downtown Revitalization project but due to cost it was removed. City #9	
School Access Improvements, First and Second Streets Paving	Pave First and Second Streets, 530' each. City #11, Tribe #10,11	Improving access to the elementary school and Head Start will make the area safer and will reduce maintenance costs for the Borough.
Petroglyph Beach Road Improvements	Upgrade the 500 foot access road by providing a paved road surface and sidewalk between Evergreen Avenue and the parking area for the boardwalk to Petroglyph Beach.	Improved access will improve the experience at this important heritage site for both residents and visitors.
Meridian Street Construction	Connect existing Meridian Street to Cassiar Street (if possible) constructing road, curb and sidewalk. Coordinate work with necessary utility work.	This new road will provide access to undeveloped residential lots.
Downtown Resurfacing Campbell Drive and Brueger St	Resurface 500 feet of Brueger Street, and 1,400 feet of Campbell Drive (formerly known as Outer Drive).	Reconstruction will improve access to several businesses and will help to revitalize downtown Wrangell.
Ocean View Drive and Sunset Boulevard Paving	Pave 375 feet on Sunset Boulevard and 525 feet on Ocean View Drive.	Paving will improve access for residents and reduce dust and maintenance costs for the borough.
Industrial Park Road Expansion and Drainage	Develop approximately 1000' of new road access to Wrangell's industrial park, accessed off of Bennet Street. The first road would extend Fifth Avenue from Michael's Street to Bennett. The second one would access Bennett approximately two blocks to the north. Map available through the city: "Amended: Industrial Park Subdivision III."	This new road construction will provide access to the only remaining undeveloped industrial lots in Wrangell.
Zimovia Highway Extension	Widen, realign, reconstruct and pave 19 miles of forest development road and construct approximately 3 miles of new paved road to a terminal site on Fools Inlet.	This would improve access to the varied recreational opportunities on the south end of Wrangell Island and be required if a new ferry terminal was built at this location.
Zimovia Highway: Mill site to Pats Creek Repaving	Upgrade the base by reclaiming. Construct a new pavement 24 feet in width for 4.5 miles. Includes drainage improvements, realignment near MP 7.5 to move the highway away from a slide-prone slope and enhancements at turn-outs.	This upgrade would improve access for residents and would ameliorate drainage problems and could reduce maintenance costs for the state.
Pats Lake Loop Extension	Construct approximately 7 miles of road to join the Spur Road and Pats Creek Road.	This new construction will provide the first road access for lots in Wrangell East.
Non-Motorized Needs		
Airport Road Path Construction	Construct a path from the airport terminal area along Airport Road to Third Avenue, and extend the sidewalk along Bennett Street to Second Avenue. Overall length is almost one mile.	Provide safer non-motorized access along one of the busiest roads. Especially important due to proximity to elementary school.
Airport Road Path Construction Phase I	Construct sidewalk/path from Petroglyph Beach to the Airport along Stikine Ave./Evergreen Ave	Provide safer non-motorized access along one of the community's busiest roads.
Stikine Avenue Sidewalk Extension	Provide a continuous pedestrian route along Stikine Avenue by adding sidewalk from Fort Street to the Second Street entrance to the ferry terminal	Improve pedestrian access and safety for those who arrive by ferry. Could encourage visitors to visit Downtown

	(800ft).	Wrangell.
Zimovia Highway Path Extension, Phase 1	Construct new path on the downhill side from the first junction with Shoemaker Bay Loop to the crossing of the unnamed creek, a distance of about 2,500 feet. (Mile 5 to the Mill at Mile 6.5)	Would provide safer commuter route for those living along Zimovia Hwy (approx. 25% of population). Also important for recreation.
<i>Source: ADOT&PF needs list and City and Borough of Wrangell</i>		

5.6 Parking

In Wrangell, parking is only an issue in the downtown core. Most of the larger stores have parking lots that are large enough to handle the traffic. There is also on-street parallel parking through the downtown. There are no parking meters.

The Front Street Revitalization Project reconfigures some parking elements in downtown such as (with sidewalk bulb-outs or not) enforcing the no parking areas close to intersections for safety and changing perpendicular to angled street parking in front of City Market. Several residents have suggested developing a small downtown parking lot. This is something that the Borough could consider once the revitalization project is completed and demand for parking after improvements can be analyzed.



Section of proposed design for Front Street showing parallel parking and bulb-outs

5.7 Transportation Policies and Actions

Policy 24. Continue to improve land and sea-based aviation facilities.

Action: Make more lease lot space available at the airport. Remove additional rock from the state rock quarry adjacent to the airport to bring it down to grade and designate this area for lease lots. (ADOT&PF, CBW, private sector)

Action: Update the Wrangell Airport Master Plan to schedule added lease lot space and other improvements into the State's future planning and capital improvement program. (ADOT&PF)

Action: Monitor the federal essential air service (ESA) program agreement and advocate for its renewal and funding (current agreement expires April 2011). (CBW)

Policy 25. Maintain ferry access to and from Wrangell.

Action: Advocate for Alaska Marine Highway System and Inter-Island Ferry Authority (IFA) ferry service and funding to and from Wrangell or other private ferry or scheduled transportation system. (CBW)

Action: Monitor and participate in updates to the Southeast Alaska Transportation Plan (SATP) and in the development of annual Alaska Marine Highway System ferry schedules to ensure frequent scheduled service to Wrangell. (CBW, Chamber, WCVB, IFA)

Action: Coordinate with IFA on terminal and upland improvements to support service. (CBW, IFA)

Policy 26. Provide harbor, dock and launch facilities that attract and support commercial and private vessels and provide convenient public access to the ocean.

Action: Locate, develop and maintain a public boat launch to support access to and settlement of Wrangell Island East. (CBW, ADOT&PF, AMHS, USFS)

Action: Complete programmed Heritage Harbor improvements. (CBW)

Action: Determine whether North Shoemaker Bay or Pats Creek is preferred location for future boat harbor development, then designate, and develop design documents. (CBW, ADOT&PF)

Policy 27. Encourage and support development of a road-ferry-bridge network to connect central Southeast Alaska to the continental road system.

Action: Select Borough entitlement land in the Bradfield Canal area. (CBW)

Action: Make Borough land available for lease and take other appropriate actions to encourage development of a port facility in the Bradfield Canal. (CBW)

Policy 28. Develop an integrated barge, road and pedestrian/bike network to safely transport goods and people.

Action: Prioritize needed transportation improvement projects. (CBW, WCA, ADOT&PF)

Action: Complete all downtown Front Street Improvements. (CBW)

Action: Connect Pats Creek Road and the Spur (Ishiyama) Road. *(CBW, ADOT&PF)*

Action: Plan, fund, and build non-motorized facilities (sidewalks, bike lanes and separated paths, accessible lifts and access) in conjunction with road or facility improvements. *(ADOT&PF, CBW, WCA)*

Action: Clearly mark, connect and ensure adequate size of downtown walking routes to encourage safe access and use by all including the shopping, marine service center and commercial area; cultural and visitor destinations sites (Nolan Museum and Visitor Center, Chief Shakes Island, and petroglyphs); and enjoyment of the waterfront and local vistas. *(CBW-multiple departments, CWA)*

Action: Extend the bike path to the end of Zimovia Highway. *(CBW, ADOT&PF, WCA)*

Action: Develop a bike path along the “Loop” (Stikine Avenue-Evergreen Street-Airport Road-Bennett Street) from the ferry terminal to the airport and back to ferry terminal. *(CBW, ADOT&PF, WCA)*

Action: Relocate barge and transshipment activity away from current location in center of downtown waterfront to reduce pallet and goods movement, noise, dust, congestion, and blockage of waterfront views in this area. Preferred location is in vicinity of 6-Mile mill which could accommodate current and increased barge and industrial transshipment activity. Secondary site is Spur Road. *(CBW, private sector)*

Policy 29. Provide year round maintenance for roads and sidewalks, recognizing that the appropriate maintenance level will vary depending on traffic volume.

Action: Team with WCA and others to jointly plan, fund and accomplish street maintenance and improvements. *(CBW, WCA, ADOT&PF)*

Action: Reconstruct and pave Weber and Cassiar Streets. Pave all dirt roads in community. *(CBW, WCA)*

Action: Work with the USFS on road management planning to ensure continued access to areas Wrangellites use for recreation, hunting, fishing and other harvesting activities. *(CBW, USFS, CWA)*



6 Land Use and Future Growth

GOALS

Designate and zone land in appropriate locations to meet current and future commercial, residential, industrial, public and recreational needs of all communities in the Borough.

Revise and update the zoning code and maps to implement the City and Borough of Wrangell Comprehensive Plan.

This chapter describes land ownership in the City and Borough of Wrangell, discusses current conditions, concerns and opportunities, lists goals, policies and implementing actions, and establishes Future Growth Maps to guide land use over the next 10-20 years in an efficient and logical manner. The section includes:

1. The review of historic and current land ownership, management and use;
2. Consideration of future municipal, resident and business land needs;
3. Identification of suitable locations to meet these needs; and
4. The establishment of Future Growth Maps and policies and implementing actions to guide and implement Wrangell's desired future land use.

6.1 A Brief Land Use History

People have lived in the Wrangell area for a long, long time (Figure 6-1). According to clan history, the Tlingit people migrated down the Stikine River during a time when the river still flowed underneath glaciers. The population slowly moved down the river with later

settlements on the coast including Anita Bay, Mill Creek, the site of the Wrangell Institute at Shoemaker Bay, Anan and many others. The petroglyphs found at Petroglyph Beach near Wrangell and throughout the Borough and the shell middens found on Etolin Island are evidence of the long settlement in the area.

The Stikine River has been a trade route to the interior used by the Tlingit since arriving in the area. Tlingits were trading furs with Russians in the area as early as 1811. In 1834, the Russians built a fort near Chief Shakes Tribal House on Shakes Island in the Wrangell Inner Harbor. The fort was later leased to the Hudson's Bay Company and renamed Fort Stikine. By 1849, the sea otter and beaver stocks were depleted and Fort Stikine was abandoned. Fort Stikine remained under British control until the United States purchased Alaska in 1867, when a US military post was established at the site. The gold rushes of 1861, 1874-1877 and 1897 brought many prospectors to the area and the community grew up around the fort.

In 1877, the Presbyterian Church in Alaska was founded near its current location at 220 Church Street. Reverend S. Hall Young was stationed in Wrangell and worked among both miners and the Tlingit. He also established the Fort Wrangell Tlingit Industrial School on a large property south of town to teach young Tlingit men American trades such as printing, boatbuilding and construction. This institution later developed into the Wrangell Institute, a boarding school for Alaska Natives through the mid 20th century.

By the beginning of the 20th century, Wrangell had a population of 850 and the City was incorporated in 1903. Fishing and forestry were growing industries, and four canneries and a cold storage plant were constructed by the late 1920's. In the 1930's, cold packing of crab and shrimp was occurring. Abundant spruce and hemlock resources helped to expand the lumber and wood products industry. With all this activity, Wrangell became firmly established as a trading center in central southeast Alaska.

Front Street was originally constructed of boards placed on pilings over the water. Unfortunately, two devastating fires, one in 1906 and the other in 1952, destroyed most of the historic buildings. Wrangell's population continued to grow slowly, with residential areas growing up on the hills surrounding the harbor. In 1994, the Alaska Pulp Corporation sawmill, Wrangell's largest employer, closed. The past and present economic activities have clearly shaped the Wrangell of today. Downtown Wrangell's busy harbors are still home to many commercial fishermen.

The community has always been a major home to the Tlingit *Kiks.ádi* and *Naanyaa.aayí* clans, as well as the only home of the *Kayaashkiditaan*, *S'iknax.ádi*, *Xook'eidí*, *Kaasx'agweidí*, and *Taalkweidí* clans. Today the Wrangell Cooperative Association, a Tlingit IRA council and the federally recognized tribe for the area, maintains Shakes Island in Wrangell's Inner Harbor, Chief Shakes House and the totem park. Chief Shakes House is a replica of traditional Tlingit houses and was constructed in the 1930's using traditional knowledge and methods. The house is now 80 years old and fundraising is currently underway to replace deteriorating sills and beams.

On May 6, 2008, a local election was held to decide whether to dissolve the City of Wrangell and incorporate as the unified City and Borough of Wrangell, that would include the communities of Meyers Chuck, Union Bay, Thoms Place, Olive Cove and Farm Island and stretch from Cleveland Peninsula on the south end to the Stikine River on the north, and Zarembo and Etolin Islands on the west. Two-third (64 percent) of the area’s residents voted in favor of this proposal and on May 30, 2008, the City and Borough of Wrangell was incorporated. The area and extent of the new borough reflects the long standing connection between Wrangell, its Tlingit territory, and the surrounding land and water; minerals and gravel are extracted from the Stikine and brought into Wrangell, fish caught in surrounding waters are processed in local plants, logs harvested from Etolin, Zarembo and Shrubby Islands and other areas supported the Wrangell mills, residents of the remote areas use Wrangell as a transportation and supply hub, and visitors to Wrangell often travel to the rest of Wrangell Island, the Stikine River and Anan Wildlife Observatory.

6.2 Land Ownership

The City and Borough of Wrangell encompasses 2,582 square miles of land and 883 square miles of water. The federal government is by far the largest landowner in the borough, followed by the State of Alaska (including Alaska Mental Health Trust), the City and Borough of Wrangell and a variety of individual and corporate private sector land owners (Table 6-1). See Figure 6-2.

Table 6-1. City and Borough of Wrangell Land Status

Land Owner	Square Miles	Percent of Total
Federal (all)	1,597,021	97.28%
State	40,713	2.48%
Alaska Mental Health Trust	2,590	0.16%
City and Borough of Wrangell	1,296	0.08%
Private	2,709	0.17%
	1,641,740	100.00%

6.3 Wrangell Municipal Entitlement

State law provides that as cities or boroughs form they are entitled to a grant of State land. Under current law, each new municipality is entitled to receive 10 percent of the maximum total State acreage that is classified as Vacant, Unappropriated, Unreserved (VUU) land within the boundaries of the municipality between the date of its incorporation and two years and six months after that date. However, because there is so little State land in the region this would have resulted in transfer of only about 1900 acres to Wrangell to meet its municipal needs. Therefore, Wrangell worked with its legislators and on June 25, 2010, Senate Bill 273 was adopted that transferred 9,006 acres of State land to the City and

Borough of Wrangell. This land will help to meet future municipal needs and provide land for residential, economic development and recreational use.

There are just under 41,000 acres of State uplands in the Borough. Table 6-2 lists the approximately 25,000 acres of State land that are designated in a manner that make it VUU land and thus available to select as part of the Borough’s municipal entitlement. Lands eligible for municipal selection (VUU land) are shown in black on Figure 6-3.

Table 6-2. State Land within the City and Borough of Wrangell Eligible for Municipal Entitlement Selection (only uplands listed)

State Parcel #	Parcel Name	Designation	Acres
W-01	Crittenden Creek area	Gu	3,410
W-02	St John Harbor (Zarembo Island)	Gu, S	1,679
W-08	Western bank of Eastern Passage (Wrangell Island)	Gu	1,679
W-10	Pats Creek Drainage	Gu	3,061
W-12	Earl Cove West**	Gu	3,564
W-14	Thoms Place (west half)	Gu, S	2,360
W-15	Olive Cove Drainage (Etolin Island)**	Gu, Ru	450
W-19	North bank of Bradfield Canal	Gu	880
W-20	South bank of Bradfield Canal	Gu	574
W-21	Bradfield River floodplain	Gu	2,778
W-23	McHenry Anchorage frontage including Kelp Point and Avon Island (Etolin Island)	Ru	752
W-27	Uplands above coastal plain south of Pat Creek Campground (Wrangell Island)	Gu	694
W-28	West of Thoms Place	Ru	408
C-01	Sunny Bay and Watkins Point frontage and uplands (Cleveland Peninsula)**	Gu	2,514
C-04	Union Park and Vixen Harbor area	Ru, Pr	421
C-05	Small parcel in Meyers Chuck	Sc	1
<p><i>Sources: Alaska DNR Central/Southern Southeast Area Plan, November 2000</i> <i>The data on this table is from the DNR Area Plan and does not reflect any changes since 2000.</i> <i>** Parcels that will go to University if not selected by Borough.</i></p>			

The 2009 Community Opinion Survey asked residents their opinions on different reasons for picking municipal entitlement land (Table 6-3). The reasons with highest support are selecting land to help facilitate an electrical intertie, land with deep-water access and potential for industrial development, land with potential for community recreational use, and ensuring selections do not conflict with existing use by other communities in the Wrangell Borough.

A series of maps now follows that shows Land Status:

- General land ownership in the City and Borough of Wrangell (Figure 6-2)
- State land in the City and Borough of Wrangell that is available to select for Wrangell’s municipal entitlement (Figure 6-3)
- a 9-map series detailing ownership in the former city where most residents live today (Figures 6-4 to 6-12)

Maps showing land ownership for Meyers Chuck, Union Bay, Thoms Place, Olive Cove, Wrangell East and the Farm Island area are found in the Chapter 10.

Table 6-3. Net Support /Opposition on Reasons to Select Land for Municipal Entitlement

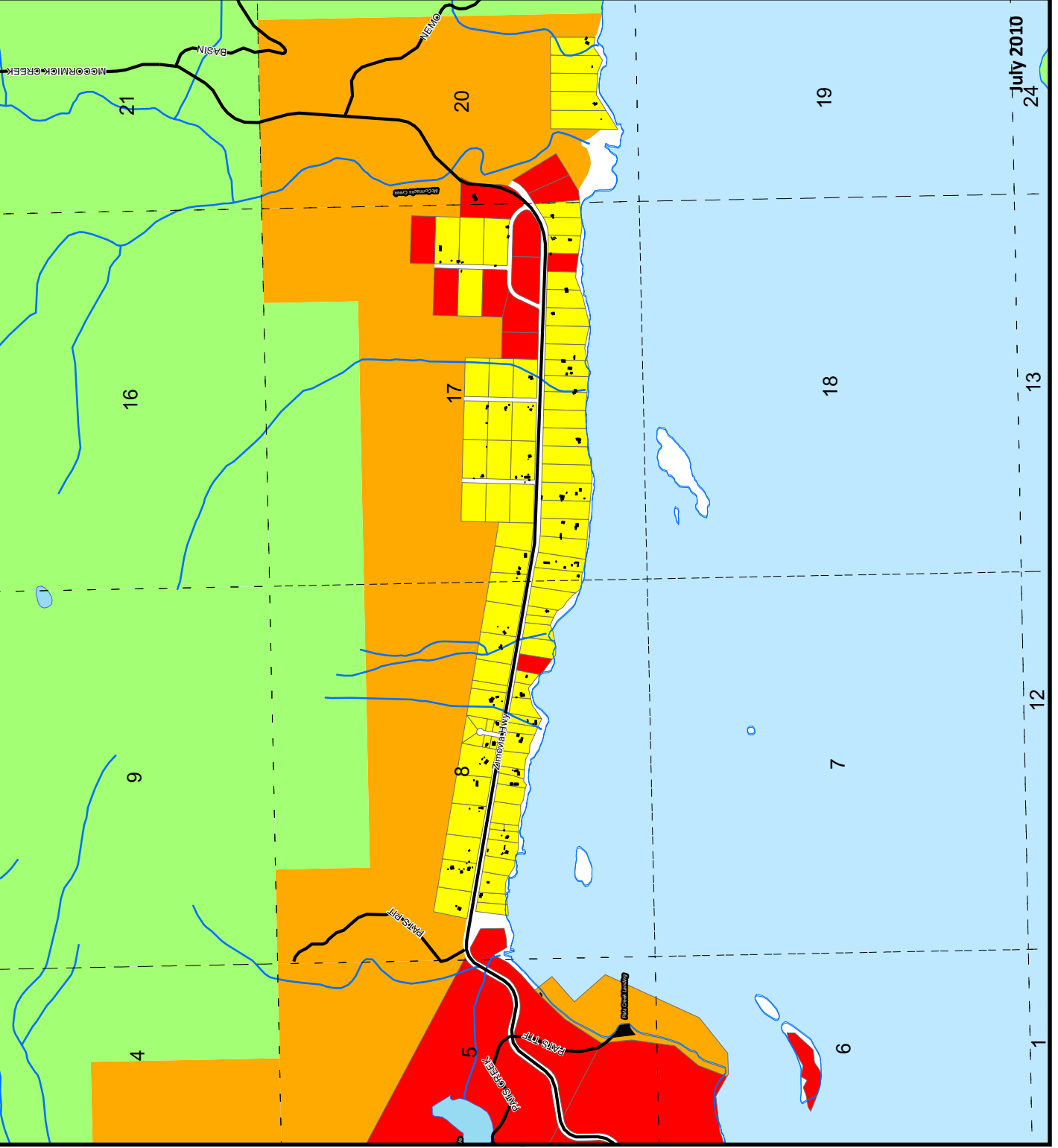
	Net Support	Net Opposition
Would facilitate development of a Southeast electrical intertie	78%	8%
Has deep-water access and potential for industrial development	78%	12%
Has potential for community recreational use	77%	12%
Land that does not conflict with existing use by other communities in the Wrangell Borough	74%	9%
Has potential for remote residential development	68%	21%
Has potential for tourism use	61%	31%
Is suitable for commercial timber harvest	60%	30%
Is adjacent to saltwater with potential for oyster farms and other similar uses	58%	32%
Has historic or cultural significance	56%	28%
Is adjacent to streams with good salmon runs	40%	48%
<i>Source: 2009 Comprehensive Plan Community Opinion Survey</i>		

Figure 6-2 (11x17)

Figure 6-3 (11x17)

City and Borough of Wrangell Comprehensive Plan

Figure: 6-4

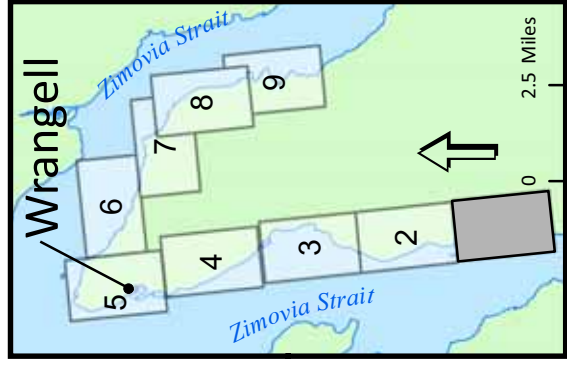


Land Status

Land and Tidelands

- Federal -
- Tongass Nat'l Forest
- State of Alaska
- Alaska Mental Health Trust
- City and Borough of Wrangell
- Private

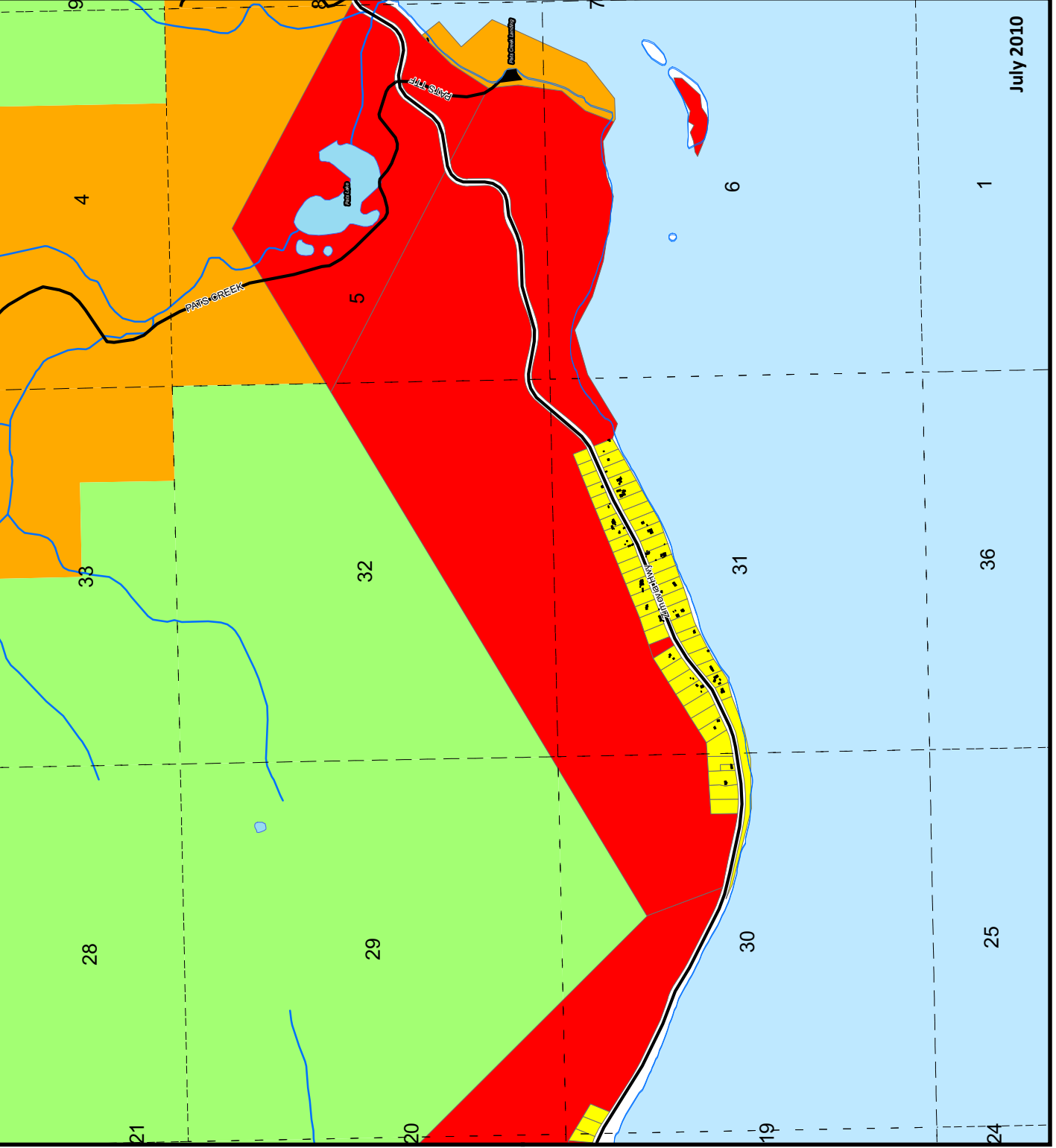
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City and Borough of Wrangell Comprehensive Plan

Figure: 6-5

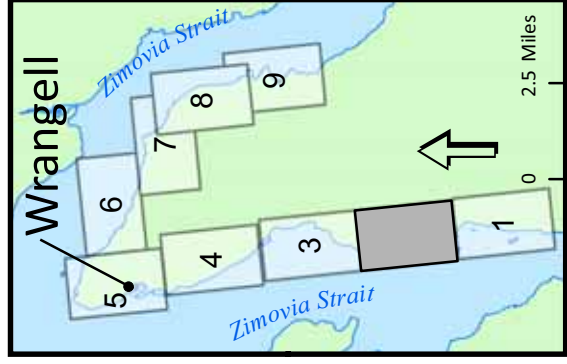


Land Status

Land and Tidelands

- Federal -
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- State of Alaska
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- Private

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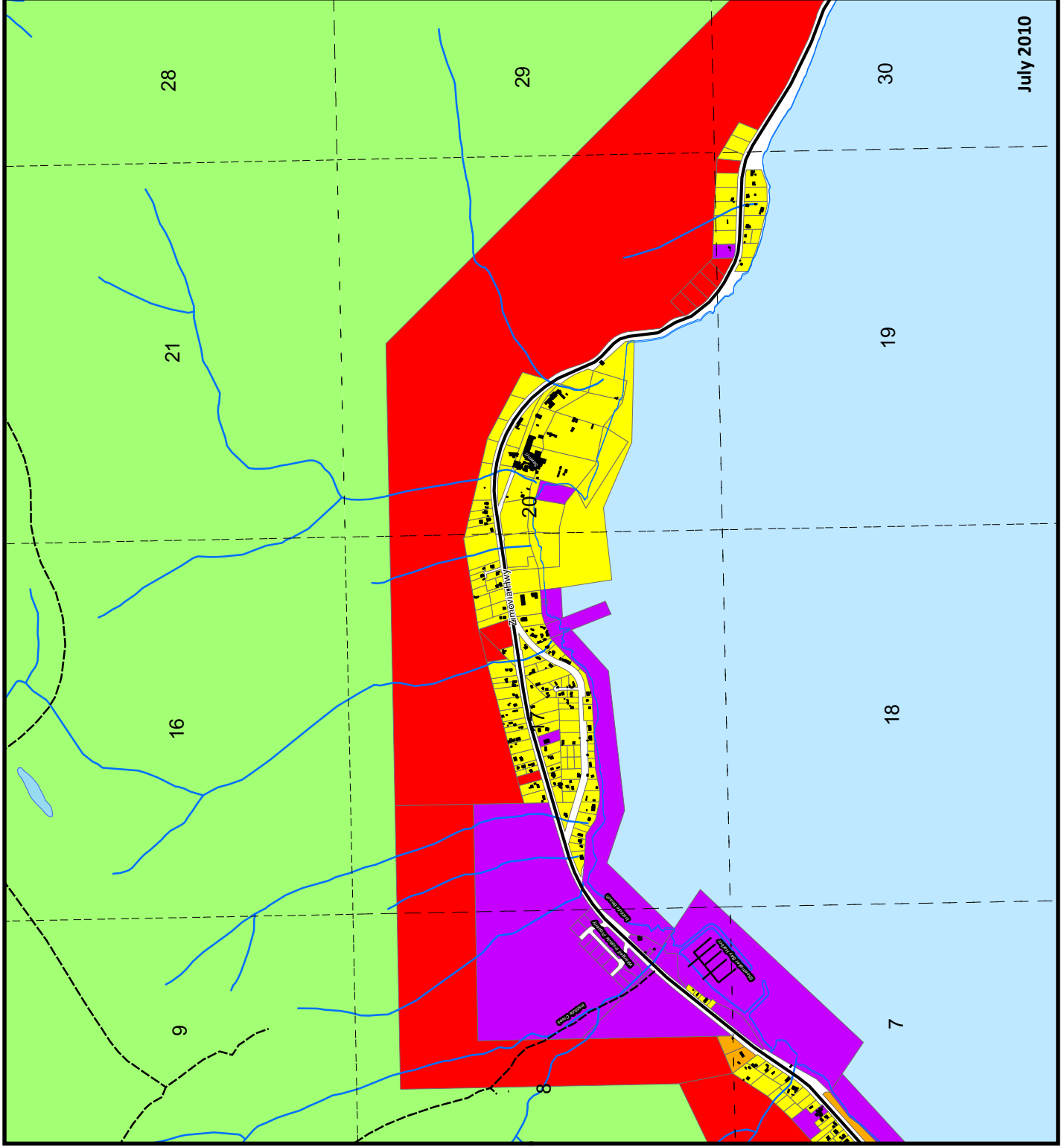


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City and Borough of Wrangell Comprehensive Plan

Figure: 6-6

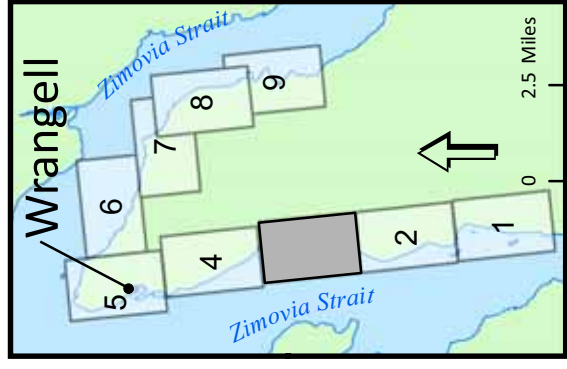


Land Status

Land and Tidelands

- Federal -
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- State of Alaska
- Alaska Mental Health Trust
- City and Borough of Wrangell
- Private

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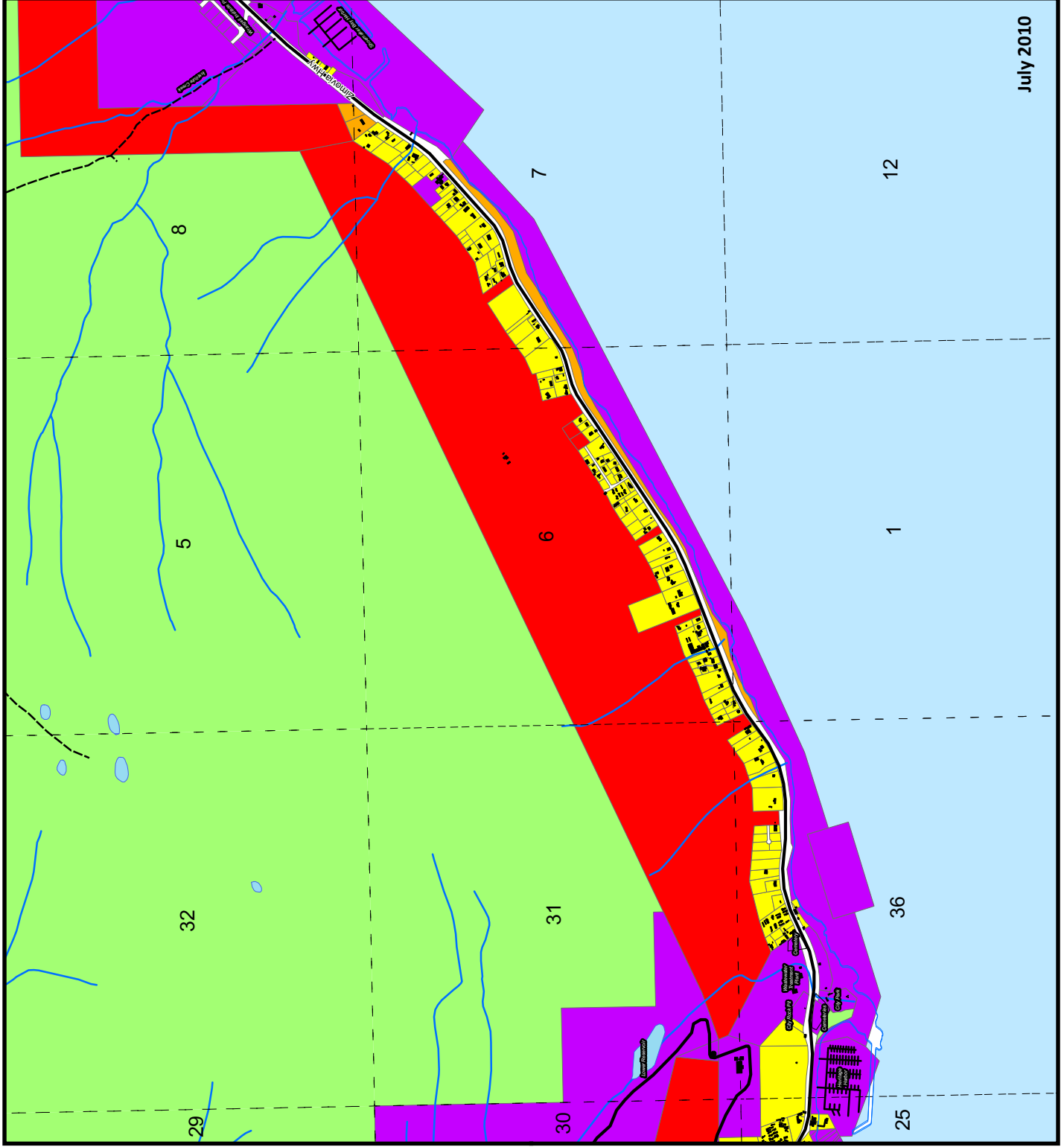
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July 2010

City and Borough of Wrangell Comprehensive Plan

Figure: 6-7

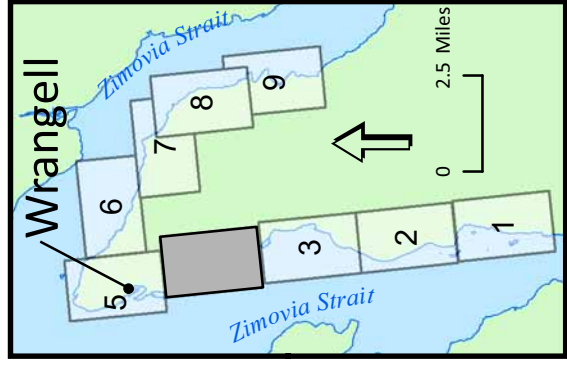


Land Status

Land and Tidelands

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July 2010

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

Figure 6-8 (11x17)

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City and Borough of Wrangell Comprehensive Plan

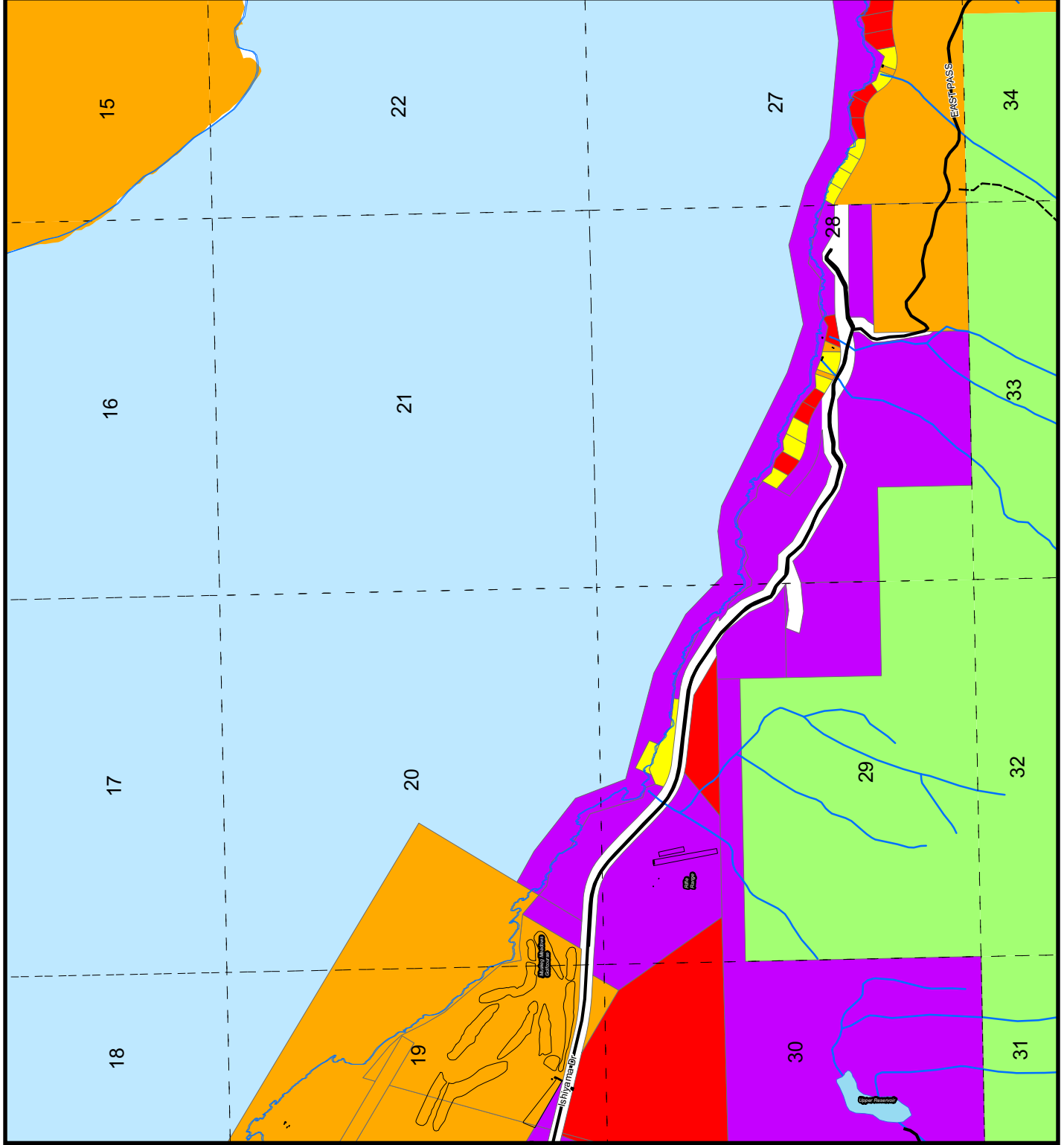
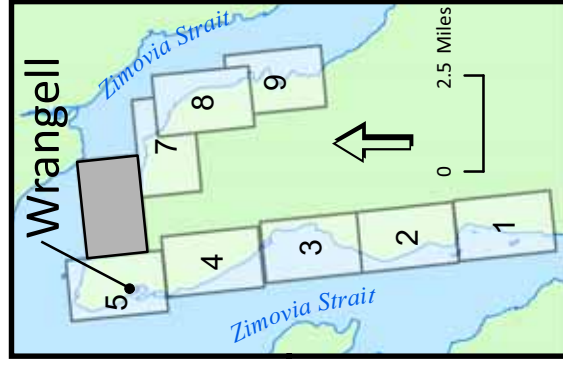
Figure: 6-9

Land Status

Land and Tidelands

- Federal -
- Tongass Nat'l Forest
- State of Alaska
- Alaska Mental Health Trust
- City and Borough of Wrangell
- Private

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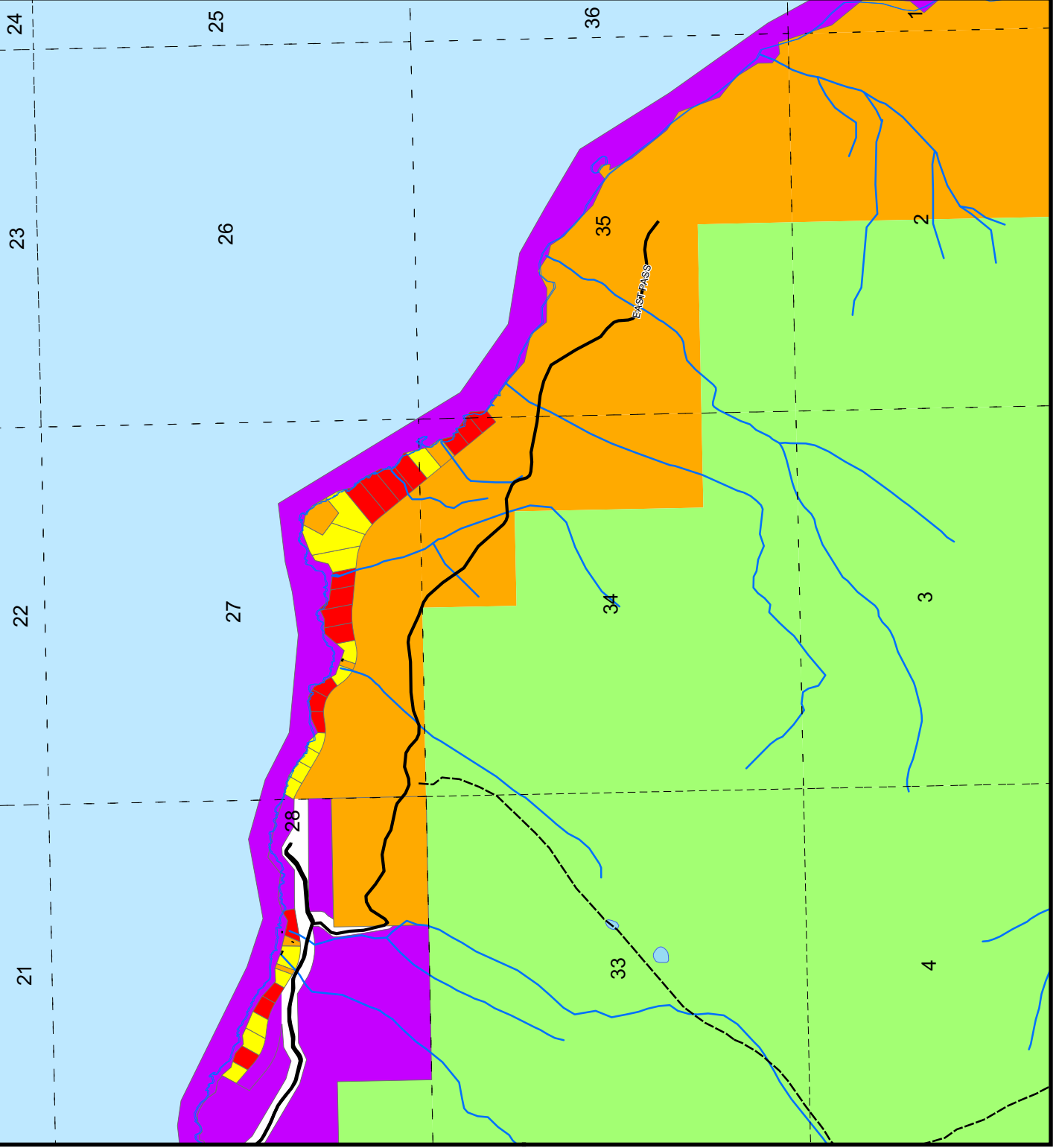
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City and Borough of Wrangell Comprehensive Plan

Figure: 6-10

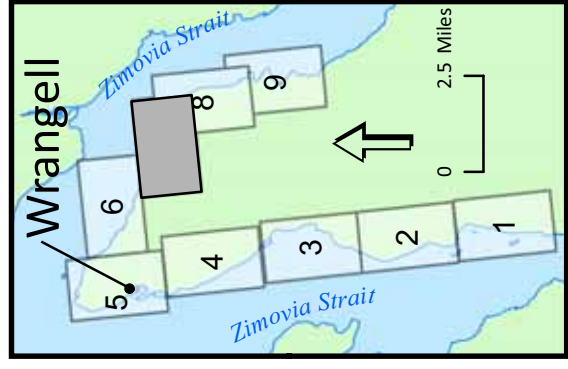


Land Status

Land and Tidelands

- Federal -
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- Private

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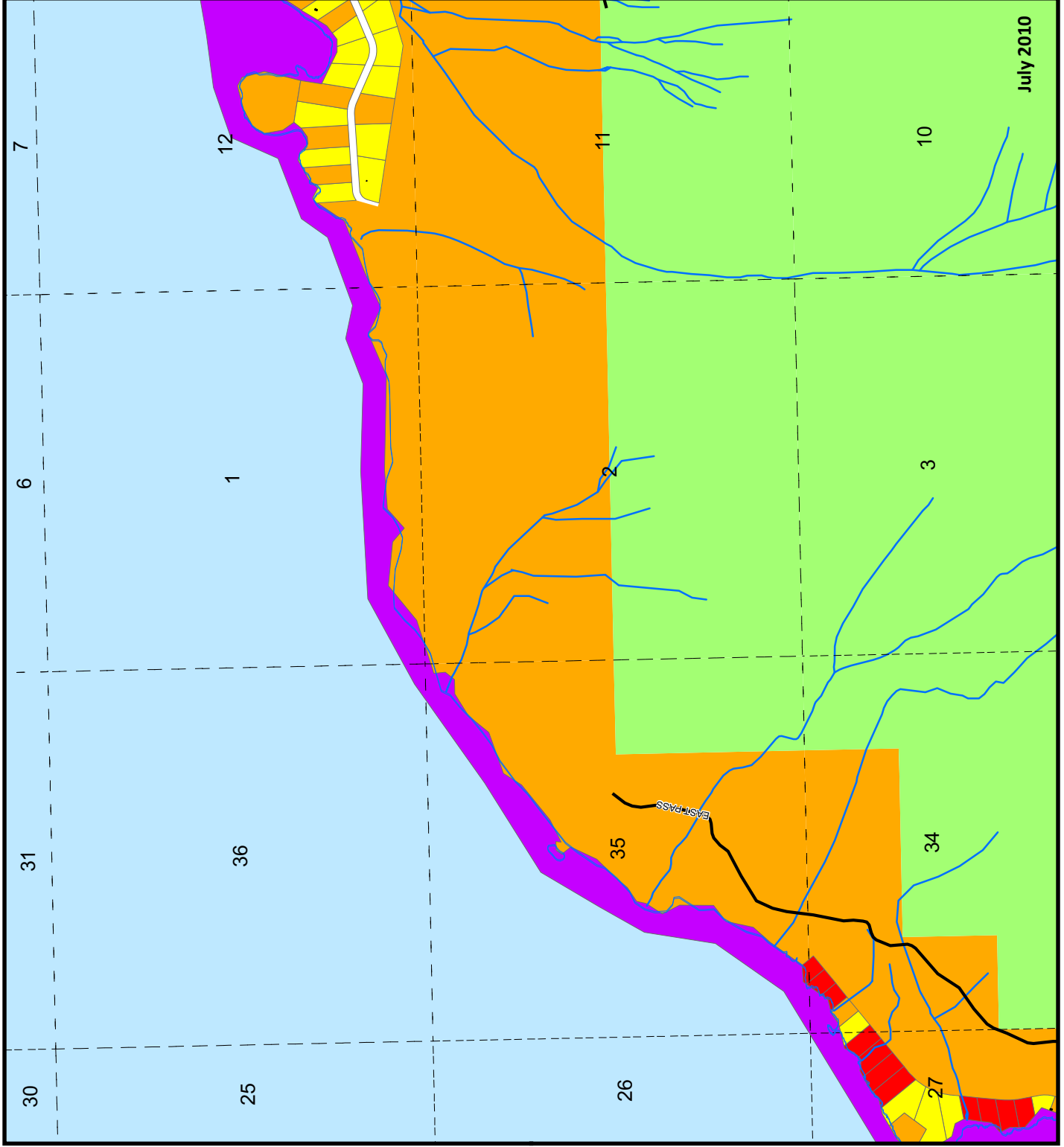


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City and Borough of Wrangell Comprehensive Plan

Figure: 6-11

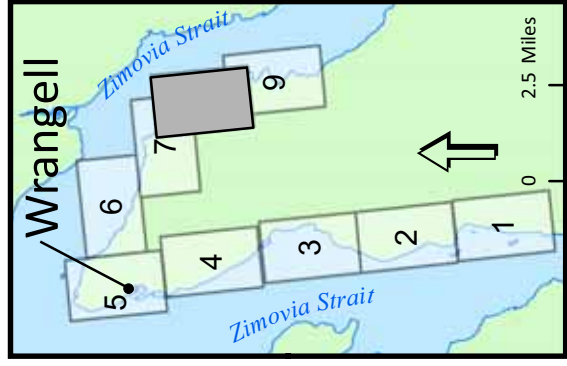


Land Status

Land and Tidelands

-  Federal -
-  Tongass Nat'l Forest
-  State of Alaska
-  Alaska Mental Health Trust
-  City and Borough of Wrangell
-  Private

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City and Borough of Wrangell Comprehensive Plan

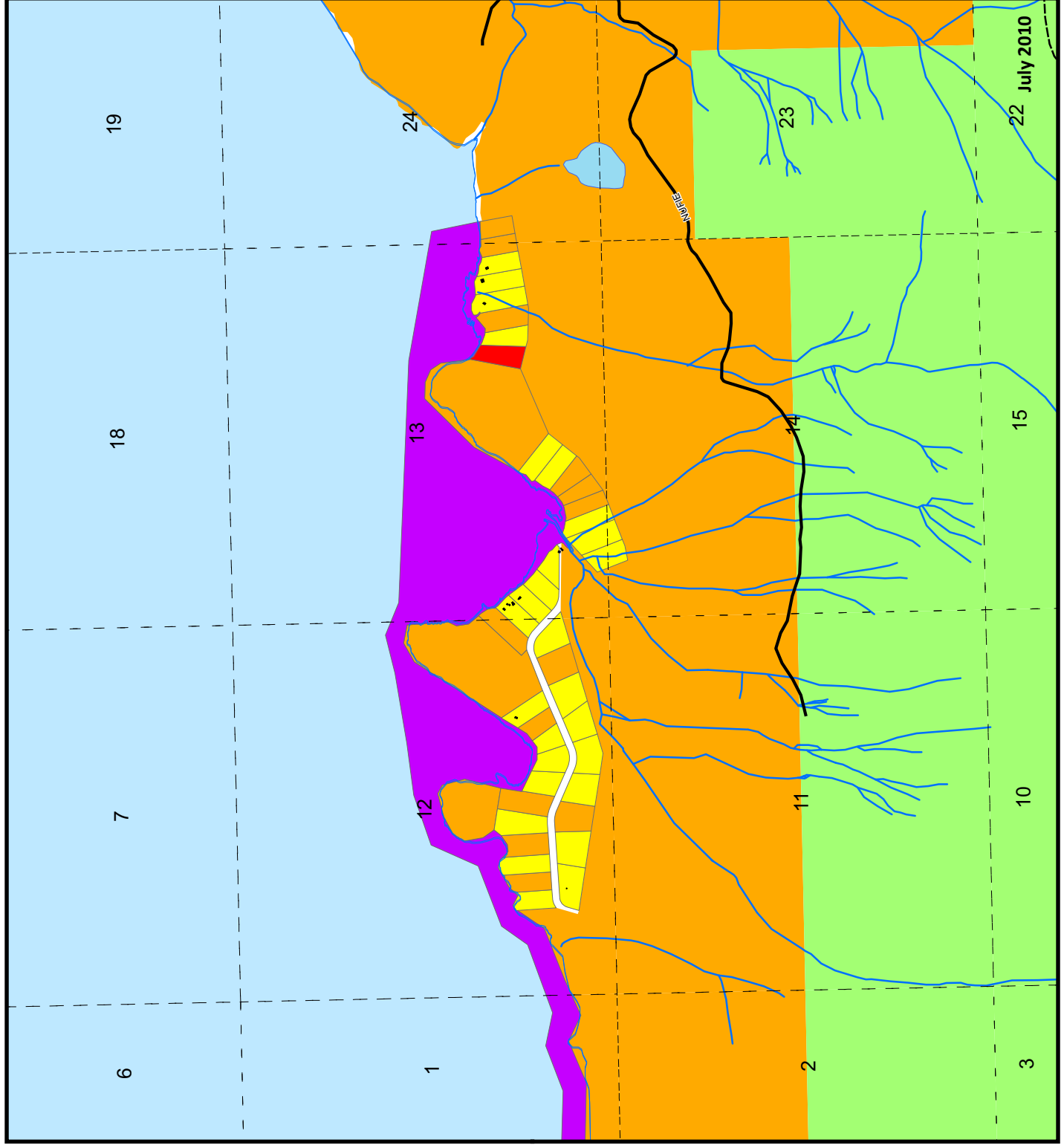
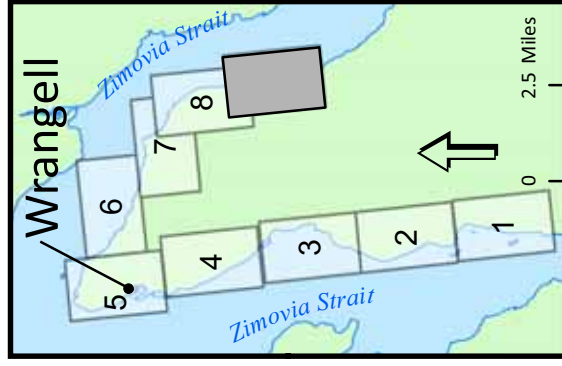
Figure: 6-12

Land Status

Land and Tidelands

- Federal -
- Tongass Nat'l Forest
- State of Alaska
- Alaska Mental Health Trust
- City and Borough of Wrangell
- Private

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6.4 Land Management

Most large landowners have plans that establish direction and intent for use of the land that they manage. When this Comprehensive Plan was developed the City and Borough of Wrangell paid close attention to large landowner’s published intent and maps in order to promote compatible land use and management within the Borough.

6.4.1 U.S. Forest Service

Most of the land within the City and Borough of Wrangell is part of the Tongass National Forest, the nation’s largest national forest. The US Forest Service’s (USFS) management intent is established in the 2008 Tongass Land and Resource Management Plan. There are nine Land Use Designations (LUDs) for USFS land that is within the City and Borough of Wrangell (Figure 6-13).

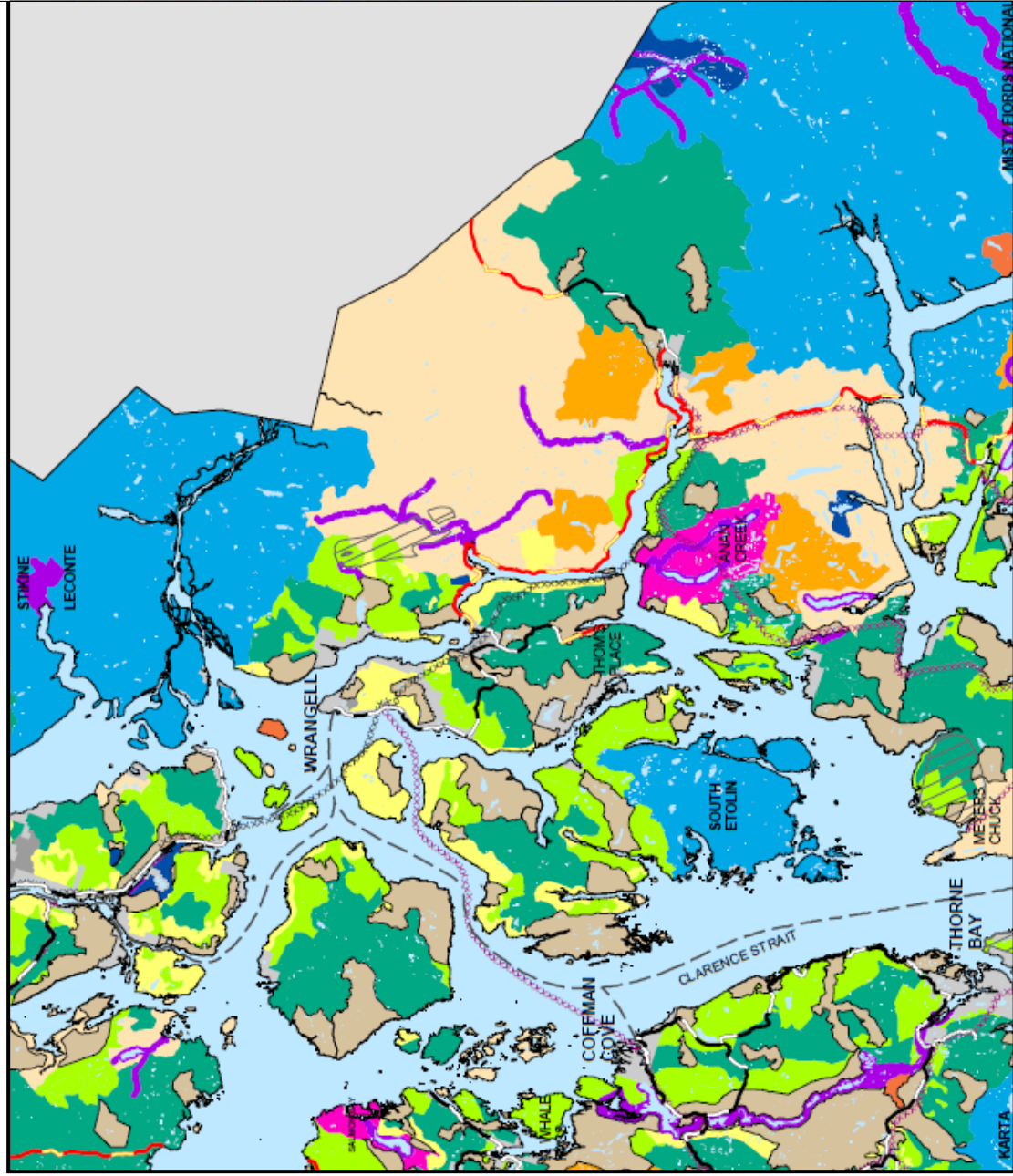
With four exceptions, Wrangell’s Future Growth Map designations are consistent with the USFS LUDs. The USFS LUDs have been grouped into five Wrangell Borough Future Growth Designations as shown on the table below.

Table 6-4. Comparing USFS LUDS and Wrangell Future Growth Map Designations

Wrangell Borough Future Growth Designation	USFS LUD
Parks, Recreation or Open Space	<ul style="list-style-type: none"> • Semi-Remote Recreation • Remote Recreation • Wild-Scenic-Recreational Rivers • Municipal Watershed
Wilderness	<ul style="list-style-type: none"> • Wilderness Areas (the Stikine-LeConte and the South Etolin) • LUD II
Important Habitat/Special Areas	<ul style="list-style-type: none"> • Old Growth Habitat • Research Natural Area • Special Interest Area
Resource Development	<ul style="list-style-type: none"> • Timber Production
Resource Development with Scenic Protection	<ul style="list-style-type: none"> • Scenic Viewshed • Modified Landscape

The four areas where the Wrangell Future Growth Maps differ from the underlying USFS LUD are each described in this land use chapter (two at Olive Cove, one at Nemo, one at Union Bay).

Figure 6-13. Tongass National Forest Land and Resource Management Plan



Land Use Designations

January 2008

Land Use Designations

	WILDERNESS AND NATIONAL MONUMENT Wilderness and Wilderness National Monument. Preserve essentially unmodified areas to provide opportunities for solitude and primitive recreation. Limit motorized access.
	Non-Wilderness National Monument. Facilitate the development of recreational areas in a manner compatible with the National Monument purposes.
	MOSTLY NATURAL SETTING LNU II. Maintain the wildland characteristics of these congressionally-designated unroaded areas. Promote fish and wildlife improvements and primitive recreation facilities.
	Old-Growth Habitat. Maintain old-growth forests in a natural or near-natural condition for wildlife and fish habitat.
	Research Natural Area. Manage areas for research and education and/or to maintain natural diversity on National Forest System Lands.
	Semi-Roadless Recreation. Provide for recreation and tourism in natural-appearing settings where opportunities for solitude and self-reliance are incidental to high.
	Roadless Recreation. Provide for recreation in remote natural areas outside Wilderness, where opportunities for solitude and self-reliance are high.
	Municipal Watershed. Manage municipal watersheds to meet State water quality standards for domestic water supply.
	Special Interest Area. Preserve areas with unique archaeological, historical, scenic, geological, botanical, or zoological values.
	Wild, Scenic, or Recreational River. Maintain and enhance the outstandingly remarkable values of river segments which qualify the river to be classified as a Wild, Scenic, or Recreational River.
	MODERATE DEVELOPMENT Scenic Viewshed. Maintain scenic quality in areas viewed from popular land and marine travel routes, and recreation areas, while permitting timber harvest.
	Modified Landscape. Provide for natural-appearing landscapes while allowing timber harvest.
	Experimental Forest. Provide opportunities for forest practices research and demonstration.
	Experimental Forest - Proposed to be converted to Semi-Roadless Recreation.
	Experimental Forest - Scenic Viewshed Proposed to be converted to Experimental Forest.
	INTENSIVE DEVELOPMENT Timber Production. Manage the area for industrial wood production and for maximum long-term timber production and for maximum long-term timber production.
	OVERLAY LUDS Minerals. Encourage mineral exploration and development of areas with high mineral potential.
	Transportation and Utility System LUD
	Existing State Road Corridor
	Proposed State Road Corridor (Proposed Ferry Routes Not Shown)
	Existing Power Transmission Corridor
	Potential Power Transmission Corridor
	Hydroelectric Project Reserve
	Alaska Marine Highway and Inter-Island Ferry Authority
	Water
	Non-Federal Land
	Glacier Bay National Park
	Heales State Forest
	Koonlik Cold Ruth National Historic Park
	BLM-managed Land

In 2007, the USFS completed an analysis of the road network in the Wrangell District and recommended a future maintenance level for each road. This is the USFS Access and Travel Management Plan. Roads are to be maintained for either high or low clearance vehicle passage, stored and decommissioned. Generally, where future timber harvest is planned, roads will be maintained or stored until they are needed. Where the USFS does not plan to maintain a road, access for recreation and subsistence activities will be more difficult, which in turn will impact potential land use in the area. This is described in more detail and depicted in Chapter 5 – Transportation.

6.4.2 State of Alaska

The Alaska Department of Natural Resources (DNR) manages approximately 41,000 acres of uplands and additional tideland acres within the Borough in accordance with the Central/Southern Southeast Area Plan (November 2000). When this Plan is updated in the future the DNR will have to work with and attempt to maintain compatibility with the Wrangell Comprehensive Plan, as Wrangell has attempted to do herein when preparing its Future Growth Maps.

6.4.2.1 Alaska Mental Health Trust

The Alaska Mental Health Trust (AMHT) manages approximately 2,590 acres of state land in the Borough, with large parcels on Wrangell Island (see Figures 6-4 through 6-12) and near Meyers Chuck. The AMHT also owns smaller parcels in residential subdivisions in Wrangell Island East, Wrangell Island West, Olive Cove, Thoms Place and Meyers Chuck. AMHT has lots available for sale over the counter in Wrangell Island East, Wrangell Island West and Meyers Chuck.

The AMHT was established by Congress in 1956. The Trust Land Office manages AMHT land to generate income to provide revenue that will improve the lives and circumstances of trust beneficiaries with mental illnesses. Thus Trust land is managed to maximize revenue over the long term, protect and enhance the value of the land, and to work in partnership with others to accomplish its mission.

In 2004, the AMHT signed a timber sale agreement with Silver Bay Logging to authorize the sale of 40 million board feet of timber between mile 9.5 and mile 10.3 on Zimovia Highway. The area was logged in 2007 and this proved to be controversial. Some residents were upset as the area was within the direct viewshed of many Wrangell homes, when vegetation was removed on these steep slopes in areas it caused rock falls, tree debris on roadway and impacts to surface water supplies of residences, and the opportunity for public input was deemed insufficient. Other Wrangellites applauded the sale as it generated jobs and kept the mill running.

As this plan goes to print there is an attempt to trade parcels of AMHT land, including much of it on Wrangell Island, for a consolidated block of USFS land elsewhere in Southeast that would be suitable for timber harvest. It is unknown whether this effort will be successful or not. This underscores the importance of this City and Borough of Wrangell Comprehensive Plan because all landowners will need to follow the intent set out on the Future Growth Maps.

6.4.2.2 University of Alaska

In 2005, the University of Alaska was granted approximately 250,000 additional acres of state land. These lands were selected to be added to the University Land Grant Trust for the exclusive use and benefit of the University. The University can develop, lease or sell the lands or resources to generate revenue for the University's Land Grant Trust Fund. Proceeds from the fund are used for scholarships, natural resources related education and research and developing the University's land portfolio.

The majority of the parcels identified in the land grant to be were conveyed to the University on July 1, 2008, however, a successful court challenge stopped this from occurring and as a result a new and almost identical University Lands Bill was proposed during the 2010 Legislative session.

Eight parcels in the Wrangell and Petersburg area were set aside pending borough formation. These parcels cannot be conveyed to the University if the land is included in a borough formed before July 1, 2009 and the land is selected by the Borough as part of its municipal entitlement.

The four parcels that fall within City and Borough of Wrangell are at Earl West Cove, Olive Cove, Thoms Place, and Sunny Bay. They are each marked with a (**) on Table 6-2. The City and Borough of Wrangell is selecting all or part of each of these parcels as part of its municipal entitlement (Figure 6-3).

6.5 Wrangell Municipal Code and Zoning

Wrangell municipal code Title 16 applies to Public Lands, Title 19 to Subdivisions, and Title 20 to Zoning. These sections of the municipal code should follow the vision and direction set out in the Wrangell Comprehensive Plan. Ensuring that this is so, including rezoning as needed and ensuring future development approvals are compatible with the Comprehensive Plan, is one of the major actions to implement the plan.

Prior to borough formation no areas outside the former City of Wrangell had zoning. A separate but related study done at the same time as this Comprehensive Plan was to establish zoning for the entire borough. A new zoning district, Remote Residential Mixed-Use, was recommended as part of this work that would apply to much of the land in the smaller communities or settlements in the Wrangell Borough.

6.6 Current Land Use

Current land use in Wrangell is shown on Figure 6-14. This is not land ownership or zoning, this is literally how land is being used. The map shows subdivided parcels that are undeveloped (which includes approximately 53 acres of privately-owned and 18 acres of Borough-owned land) as well as the actual way land is being used. Current land use is depicted in one of the following categories:

- recreation or open space
- single family, duplex or multi-family residential
- commercial or mixed use commercial/residential
- parking
- storage
- industrial or mixed uses industrial/residential
- public
- undeveloped

Whether developing Future Growth Maps or thinking about zoning issues, a map showing current land use is a good tool. Current land use shows what land is vacant and undeveloped and, when compared to a zoning map, it highlights places where development does and does not match zoning and desired community growth. It is important to step back from time to time and look at current land use as the reality of physical constraints (e.g. too steep, too wet, no access), historic land ownership patterns and local economic conditions traditionally dictate what is built where. The current land use map also shows undeveloped areas and parcels available to meet future community needs.

6.7 Future Growth Plan and Maps - Introduction

This section addresses City and Borough of Wrangell's current residential, commercial, industrial and recreational land use and future needs. The Future Growth Maps are a big picture, long-term vision to provide development in an orderly manner. They were created by taking into account future community needs, economic development opportunities, physical character of the land base, resident's views, and land owner's interests.

The Future Growth Maps and accompanying narrative are to *guide* growth over the next 10-20 years. Proposed development projects should be compatible with and follow the direction set out on the maps and in this Comprehensive Plan. The boundaries between recommended land uses on the Future Growth Maps, however, should be considered 'soft' and site specific review of proposed development projects and conditions is needed and appropriate. The Comprehensive Plan's Future Growth Maps and policies are not enforceable law, but they do establish direction with which future development must be compatible. Municipal zoning and other enforceable codes should be revised over time to implement the vision in this chapter and the Future Growth Maps. Finally, the

Comprehensive Plan should be reviewed and updated every five years or so because conditions change over time and all future challenges and conditions cannot be anticipated.

The Future Growth Maps (Figures 6-16 through 6-20) have 11 designations:

- Residential
- Remote Residential
- Commercial
- Public and Community Facilities
- Industrial/Light Industrial
- Waterfront Development
- Resource Development
- Resource Development with Scenic Protection
- Recreation, Parks or Open Space
- Important Habitat /Special Areas
- Wilderness

Current land use conditions and future growth for residential, commercial, waterfront, industrial and parks, recreation or open space land within the City and Borough of Wrangell is now discussed.

6.8 Residential Growth

6.8.1 Current Conditions

The number of dwelling units in the community of Wrangell grew approximately four percent between 1990 and 2000, from 1,054 dwelling units to 1,098 (US Census). Based on building permits issued, an estimated 120 dwelling units have been constructed since 2000, bringing the total to about 1,220. Approximately three-quarter of Wrangell's homes are north of City Park in town and one-quarter are south of City Park and out Zimovia Highway. Over the last 15 years new housing has primarily been constructed on Etolin Street, Pine Street, Council Drive, and out along Zimovia Highway.

There are also remote residential areas located at Meyers Chuck, Thoms Place, Olive Cove, Union Bay, Farm Island and Wrangell East. About 130 properties have some type of improvement, many of which are residential dwellings. Residential growth in these areas is addressed in Chapter 10.

Much, but not all, of Wrangell north of the City Port that is zoned residential and has water, sewer and road access is already developed. Undeveloped residentially zoned land in town includes 14 vacant lots that have access and are serviced, 13 lots that are borough-owned and adjacent to the landfill, 41 lots that are missing either access, services or both, and 16 parcels that could be serviced and subdivided into smaller residential lots. There are also

Figure 6-14 (11x17)

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approximately 23 dwellings in town that are currently vacant and in a state of disrepair (this does not include houses that are for sale and in good condition).

Approximately two-thirds of Wrangell's current housing stock is single-family dwellings. A June 2009 field survey of town counted 720 total dwelling units of which 473 were single family dwellings including 399 'stick-built' and 74 mobile home units, 18 dwellings in duplexes, 187 units in multi-family buildings, and 42 dwelling units in mixed-use buildings.

Approximately one quarter of Wrangell's population lives south of City Park along Zimovia Highway. These are predominantly single family dwellings on larger lots. Minimum lot size is 10,000 square feet (sf) where city services exist or 15,000 sf lots (four dwelling units per acre) where residences provide their own septic system. City water and sewer services are in place up to the 6-Mile mill site; residences to the south have individual septic systems and rely on rainwater or wells for their water supply.

One residential issue that needs more consideration is whether Wrangell's single family versus multi-family zoning districts are in the right areas, given that residential buildings are often not being constructed at zoned densities. Most land zoned multi-family in town, with the exception of ASHA housing on Cedar Street and the two mobile home parks, is developed with single family homes and a few multi-family homes mixed-in. It is fair to ask whether single versus multi-family zoning districts are desired or needed; it may be that it is the appearance and character of the housing that matters more than the density. The correct zoning district for mobile homes parks should also be considered.

A residential overlay for "Historic Town" or other special zoning is needed to recognize that development is, and will continue to occur on existing small lots in older parts of town. Zoning in this overlay district should allow a broader mix of uses and eliminate the need for variances to dimensional requirements.

As areas along Zimovia Highway become more residential and denser housing enclaves some uses that were appropriate at one time will increasingly detract from residential investments and lifestyles. For example, there are currently about ten small gravel and rock quarries along a ten-mile stretch of road. Over time some pits should be phased out and the few quarries with the best quality and largest volume of rock, ideally located away from denser residential areas, should be promoted.

6.8.2 Future Residential Growth

Strategies to meet the City and Borough of Wrangell's future housing demand include:

- Ensuring that zoning and other municipal codes and policies encourage infill on the undeveloped serviced lots in town;
- Accomplishing select road and utility extensions to provide access and utilities to vacant lots in town;

- Promoting redevelopment of dilapidated vacant homes;
- Developing higher density (condominium style) housing to meet the growing demand for this type of dwelling as baby boomers downsize but wish to stay in Wrangell;
- Allocating land (including municipal entitlement acres) for residential development out Zimovia Highway;
- Promoting higher-density style housing for part of the Wrangell Institute property in conjunction with the desired educational-cultural complex in that area; and
- Selecting municipal entitlement land to have a supply of remote residential and cabin sites available for the future.

The Future Growth Maps (Figures 6-16 to 6-20 and 10-2, 10-4, 10-6, 10-8 and 10-11) allocate land for residential development to accomplish these strategies and meet future needs. There are two broad land use designations to encourage residential development, Residential and Remote Residential.

Residential

The purpose of this designation is to encourage the development of a healthy, safe and pleasant environment for residential living protected from incompatible and disruptive uses. A variety of residential living is encouraged to meet all needs including single-family dwellings, duplexes, townhouses, condominiums, apartments and mobile home parks. Parks, churches and home occupations are expected in these areas. Small pockets of neighborhood commercial development are encouraged in locations that are easily accessible to many residents and where traffic will not create conflict. Higher density residential is desired near to schools, commercial areas or other community destinations. This designation also will have larger-lot residential living outside of downtown where a more rural lifestyle is valued and protected from incompatible and disruptive activities. In more rural areas large lots are needed unless public water and sewer exists. It is important that wastewater discharge occurs in a manner that does not harm neighboring properties or the local environment.

- Areas recommended for future Residential Development are an area east of Etolin Street; portions of the area between Mt Dewey, Stough's Mobile Home Park, Evergreen Road and Airport Loop; portions of the alpine area near where the new Wrangell Medical Center will be built; and select locations along and east of Zimovia Highway.

Remote Residential

The purpose of this designation is to encourage the development of a healthy, safe and pleasant environment for remote residential use. These areas typically are not on a road network nor connected to community utilities. Lots are generally larger to ensure protection of drinking water and ensure sanitary wastewater disposal. Development and land use has a quiet, remote feel for people who want to "get away from it all." Gardening, farming, fishing, hunting and gathering activities as well as small personal-

use sawmills are a common part of the remote lifestyle. Commercial uses and activities are appropriate on some properties and most commonly involve commercial fishing or uses that cater to tourism activities such as lodges, bed and breakfasts, fishing charters, guided hunting, and small supporting business in some places such as art galleries, shops and other home occupations. Commercial uses should not negatively impact residential quality of life.

Areas recommended for future Remote Residential growth are undeveloped lots at Farm Island and Union Bay; undeveloped lots and select adjacent areas along the back side of Wrangell Island, Olive Cove, Thoms Place, Wrangell East, and Meyers Chuck; select areas along the shoreline at Earl West Cove, north of Crittenden Creek, McHenry's Anchorage on Etolin Island (partly to enable and support mariculture development), and St. Johns Harbor area on Zarembo Island.

Three areas designated on the Future Growth Maps for Residential use, for which a more detailed explanation is needed are now reviewed. An area in Olive Cove that requires additional information is covered in Chapter 10 - Remote Areas.

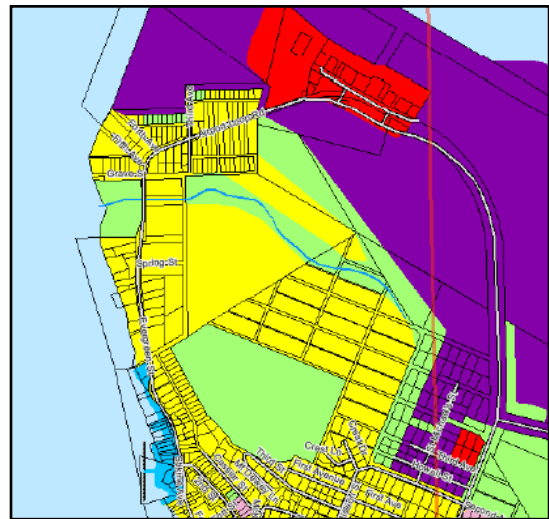
6.8.2.1 Mt Dewey Area

There is a 150 acre undeveloped area located north of Mount Dewey, east (behind) Stough's Mobile Home Park, and between Evergreen Street and the Airport Loop Road. Landowners in this area are the City and Borough of Wrangell, the State and a few individuals.

The area upland from Stough's mobile home park would be a good location for a mix of higher and lower density residential development as it is adjacent to existing residential uses, near to services and relatively close to downtown Wrangell. The current industrial park (by the US Forest Service offices) can be expanded as the current park is nearly full. In the 2009 Community Opinion Survey respondents stated that the area adjacent to the existing industrial park would be the best area for industrial expansion. Wetlands can become open space corridors, ideally with walking trails connecting these areas and Mt. Dewey. Specific boundaries for each of these proposed uses



Excerpt from Future Growth Map of the 150 acre undeveloped area between the industrial park-Mt Dewey and the airport. Yellow= residential, Purple=industrial, Green= open space and recreation.



will need to be based on more detailed planning-level Master Plan for the area to delineate developable versus environmentally constrained areas and show logical access and utility extensions.

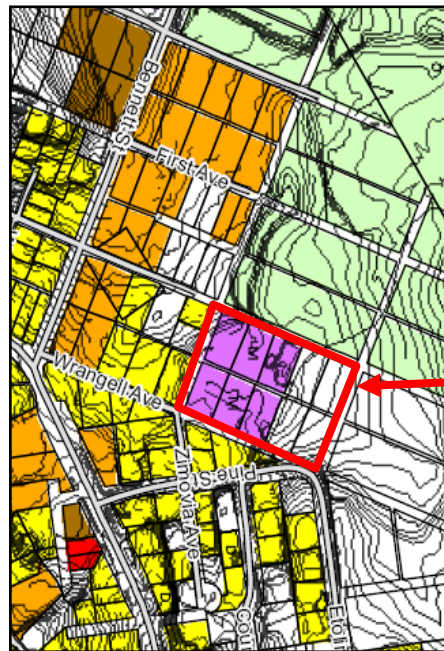
6.8.2.2 Alpine Area by Water Reservoirs and Access Road

This undeveloped area is located between the Borough’s drinking water reservoirs, Zimovia Highway and the residences along Ash Street and is comprised of parcels owned by the Borough, Alaska Mental Health Trust, and private individuals.

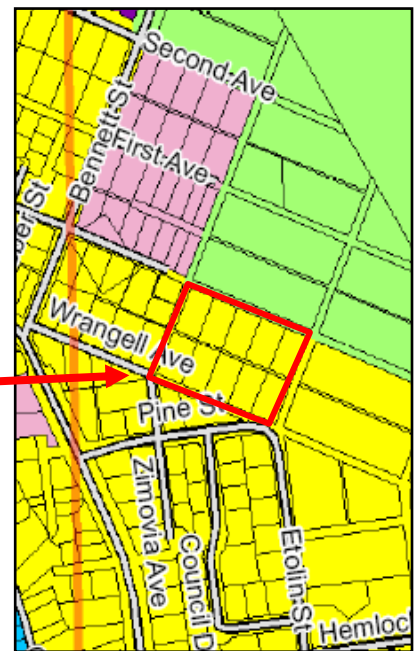
The Borough recently donated land to build a new Wrangell Medical Center complex and a new Alaska Island Community Services (AICS) facility here. Other private sector medical and health related offices and services could be encouraged to (re)locate in the area to develop a medical campus of related uses. As access and utilities are extended, land for residential use will become available. This is a good area for lower density residential development as it is adjacent to existing low density housing and water and sewer services could easily be extended. This is a suitable location for a public facility such as a hospital because it is near where residents live, the public safety building and Zimovia Highway enabling access to the residential areas south of town. Specific boundaries for each of these proposed uses will need to be based on more detailed study. Analysis would include potential access routes, topography, wetlands and soil type, and appropriate buffers between various land uses. Trail connections should also be considered. Protection of the community’s drinking water supply must also be considered.

6.8.2.3 Block between Reid Street and Wrangell Avenue

There are 10 lots (six are privately owned) between Reid Street and Wrangell Avenue, at the end of Zimovia Avenue that are zoned light industrial whose current land use is a mix of light industrial and residential.



Current Land Use is a mix of light industrial (purple) and undeveloped (white). Surrounding use is residential (yellow) and open space (green).



Future Growth Map recommends residential development here.

Surrounding parcels are zoned open space/public or residential (including a large undeveloped area slated for future residential development). There are single family houses

to the south and west of this parcel, vacant lots to the east and an area set aside for wetlands mitigation to the north. The surrounding area is generally residential in nature and expected to continue this way in the future, thus, future residential growth in this area will be most compatible with neighboring land use. Increased light industrial activity here could generate additional noise, dust or traffic could have a negative impact on the quality of life of surrounding residents.

To promote compatibility and encourage a contiguous residential area the Future Growth Maps show residential growth here over time. Current property owners are allowed to continue the current uses on these properties. The Future Growth Map designation will however influence future zoning and development approvals.

6.9 Housing

6.9.1 Current Conditions

Housing is Wrangell’s primary land use. The number of dwelling units grew 4% between 1990 (1054 units) and 2000 (1098 units) according to the US Census. Both census information and a June 2009 field survey show approximately 75% of the population of the Wrangell community lives north of City Park and 25% lives south of City Park along Zimovia Highway.

Housing costs are a key measure of a community’s affordability. Of the areas surveyed by the Alaska Housing Finance Corporation, Wrangell has the lowest average rent in Alaska, along with the highest vacancy rate (12.7 percent). Juneau’s vacancy rate is five percent. The national average is a ten percent vacancy rate.

Table 6-5. Average Rental Prices and Vacancy Rates, 2006

	Average Rent	Vacancy Rate
Wrangell	\$777	12.7%
Anchorage	\$875	6.9
Juneau	\$1,085	4.9
Statewide	\$832	8.2
<i>Source: Alaska Housing Market Indicators, Rental Market Survey 2006</i>		

According to the 2000 US Census, the average owner-occupied house value in Wrangell was \$132,100. This compared to \$144,200 in Alaska, and \$195,100 in Juneau, making Wrangell homes more affordable than in other parts of Alaska. Dwelling type data from the 2000 census showed an increase in the number of multi-family units and in the number of vacant homes, between 1990 and 2000.

Today, Wrangell residents are generally satisfied with the current housing situation.

According to the 2009 Community Opinion Survey, 67 percent of respondents are satisfied with their current housing situation, 30 percent of respondents are somewhat satisfied and only 3 percent are not satisfied. Home owners expressed a higher degree of satisfaction (74 percent were very satisfied), whereas renters tended to be less satisfied

(only 49 percent were very satisfied) with their housing situation. Of the respondents who were not satisfied with their housing situation 67 percent said that it was because the housing was substandard, 21 percent said that it is because their current house is not big enough, and 13 percent said they would like to buy but can't afford it.

Table 6-6. Wrangell Population by Housing Structure Type

Type of Dwelling Unit	2000 Census	1990 Census
Single Family Detached:	626	586
Single Family Attached:	23	10
Duplex:	54	51
Multi-Family Units:	199	158
Trailers/Mobile Homes:	184	185
Boats/Other Types:	12	64
Total	1098	1054
Occupied Housing:	907	942
Vacant Housing:	185	112

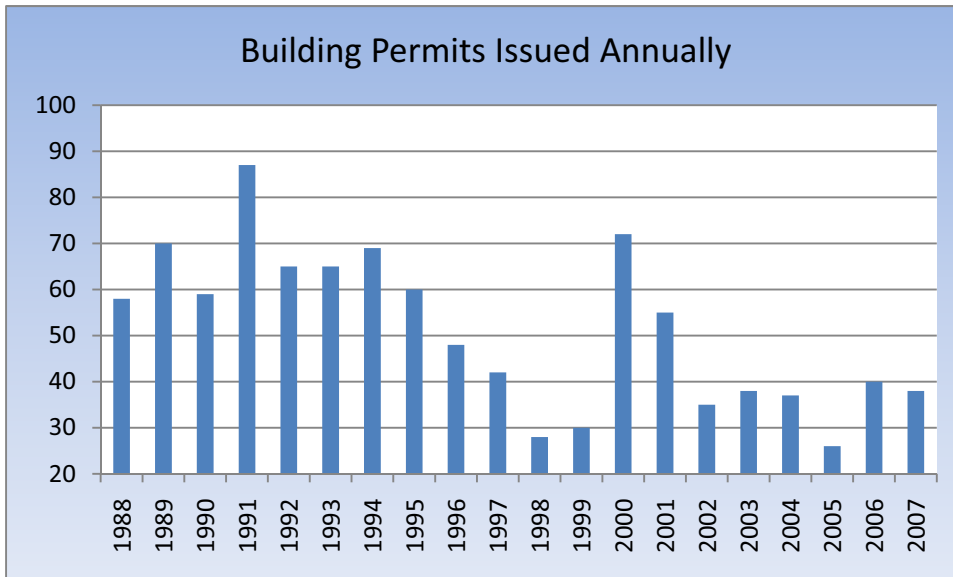
Source: US Census Data, 1990 and 2000

Table 6-7. Overall, are you satisfied, somewhat satisfied, or not satisfied with your current housing situation?

Type of Respondent	% of Total
All Respondents	
Very satisfied	67%
Somewhat satisfied	30%
Not satisfied	3%
Don't know	--
Respondents Who Own Their Home	
Very satisfied	73%
Somewhat satisfied	26%
Not satisfied	2%
Don't know	--
Respondents Who Rent Their Home	
Very satisfied	40%
Somewhat satisfied	49%
Not satisfied	9%
Don't know	2%

Source: 2009 Community Opinion Survey

The Borough Public Works Department requires and issues building permits for new construction or renovation projects. The number of building permits issued annually is shown on the graph on the next page. Five permits for new home construction were issued in 2008 and four in 2007; this is less than the average of 11 annual new home permits issued in the early 1990's before the mill closed.



Source: City and Borough of Wrangell

6.9.2 Concerns and Opportunities

The population of Wrangell is aging and, in order to retain retirees, it is important to provide a range of housing options suitable for seniors. A 23-unit senior housing apartment complex on Bennett Street is usually full. There is one small private assisted living facility in Wrangell. In the 2009 Community Opinion Survey, 55 percent of respondents said the quality of the assisted living facilities in Wrangell was very important in the decision about whether to stay in Wrangell after retirement.

The Public Works Department is not able to provide complete building inspections and building inspectors from elsewhere must be brought in when inspections are required for mortgages. This cost could be eliminated if public works employees had the qualifications and training to conduct these inspections. Permitting fees would need to increase to cover this service. It will be difficult and expensive, and probably not practical to provide building inspection services off the road network in the Borough. Local codes should be changed to address this so that those living in remote communities are not in violation of unrealistic requirements. A check with other boroughs in Alaska with remote residential development areas to see how this is addressed would be appropriate.

There are several vacant homes in Wrangell. Several buildings were identified during the 2009 field survey that are vacant and approximately 23 are in poor and dilapidated condition. Housing stock that sits vacant tends to become run down and can be both unsightly and dangerous. Work with property owners to demolish buildings that are not inhabitable should occur. This may be covered in Section 18.4 Dangerous Buildings, of the Wrangell Municipal Code.

There are approximately 15 subdivided lots in Wrangell that are privately owned, zoned for residential use and currently undeveloped. In some cases, such as on the northern end of

Cassiar Street, the lots cannot be developed until the road and services are extended. In other cases, such as on Council Drive and Etohin Street, there are lots ready for residential development.

There is currently one condominium type development in Wrangell and this is forecast to be increasingly in demand as residents age and no longer wish to own single family homes but want to stay in the community. While development is generally a private sector matter, the Borough can assist by ensuring that appropriate land is available and zoned for higher densities. Land with views and that is close to downtown Wrangell would be ideal.

When the number of privately offered lots or homes is not keeping up with the demand, or the vacancy rate gets very low, it is the Borough's role to make land available that is suitable for housing (multi-family, single family, townhouse, etc). Future residential areas are designated on the Future Growth Maps.

6.10 Commercial and Public/Community Facilities

6.10.1 Current Conditions

Wrangell's core commercial and business area is found along Front Street and Brueger Street. This area contains the majority of the community's stores, offices and services. This concentration of stores and services in one area within easy walking of two of the city's harbors and many of its residences is one of Wrangell's community strengths. Many buildings have mixed-use development with commercial uses on the bottom floor and apartments on upper floors. There were some significant changes in downtown Wrangell in 2009; Trident Seafoods took over operation of the Borough's cold storage and freezer facility and began investing in the adjacent seafood processing plant. In early 2010 an old warehouse was renovated into a bunkhouse facility for its workers. Alaska Island Community Services expanded in 2009 to take over several vacant downtown commercial buildings. There are now approximately five buildings (or parts of buildings) along Front Street that are vacant, used for storage or available for redevelopment. Continued gradual growth will mean that new commercial space will be required over the next 10 to 20 years.

The revitalization of Front Street that will begin in 2011 will improve the environment for pedestrians, make it more attractive for residents and visitors alike, and reinforce Front Street as the business heart of Wrangell. The project's first construction phase is occurring in 2011 and includes new paving, widened sidewalks in areas, landscaping and spots for parallel parking.

There are also a few pockets of smaller commercial service areas outside this core, including the convenience store and gas station on Zimovia Highway, U.S. Forest Service office buildings, and the shuttered hardware store on Evergreen.

Public facility and institutional uses in Wrangell include schools, the Wrangell Medical Center, City Hall, Public Safety Building, Library, Nolan Center, Kadin Building (for state offices) and the federal post office. Most of these facilities are also located in the center of town. Public services that are more industrial in nature (sewage treatment, landfill, etc) are not included in this designation.

6.10.2 Future Commercial and Public/Community Facility Growth

Strategies to meet the City and Borough of Wrangell's future commercial and public/community facility needs include:

- Encouraging commercial (re)development in two areas of town, and rejecting it in other locations in order to keep a compact, walkable commercial core in downtown, one of Wrangell's assets enjoyed by fishermen, residents and visitors alike.
- A Life Long Learning Center at Wrangell Institute with neighborhood scale commercial and higher density housing (including for seniors) integrated into this predominately education-cultural oriented development.

The Future Growth Maps allocate land for commercial and public needs to accomplish these strategies and meet future needs. There are two broad land use designations to encourage this type of growth, Commercial and Public/ Community Facilities, each now described.

Public / Community Facilities

This designation is for institutional and public facilities. This includes schools, colleges, hospitals, libraries, assisted living facilities. These buildings tend to be larger in scale, meet community needs, generate traffic and require parking. When new institutional and public use facilities are built, care should be taken to choose locations that will not have a negative impact on existing land uses.

The two areas that do not already have public facilities which are recommended for a Public/Commercial Facilities designation are the area where the new Wrangell Medical Center and AICS facility will be built, and, a portion of the Wrangell Institute property.

Commercial

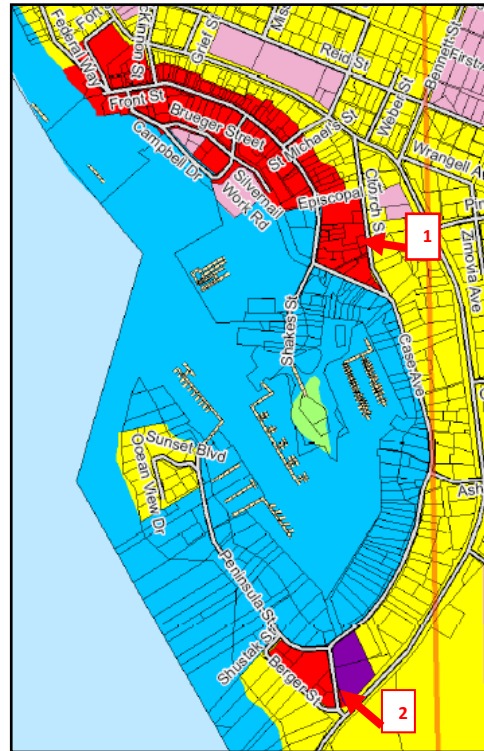
The purpose of the commercial designation is to encourage commercial development including buildings that host retail services, the sale of goods and services, businesses, offices, and hotels and motels. Mixed-use buildings, with residential uses on the upper floors are encouraged. Downtown Wrangell is where most commercial land is found, but, small pockets of neighborhood-scale commercial development are desired too where a convenience store provides services to nearby residential areas so items can be picked up by foot or bike and long vehicle trips can be avoided. Along Front Street, new buildings should be compatible with the historic streetscape.

Areas recommended for future commercial development are an expansion of downtown’s existing commercial area to include the block from Episcopal to Case Streets, between Church and Front Streets; a discrete area between Berger and Peninsula Streets; at a small portion of the Wrangell Institute Property; and medical-related offices (not retail-oriented commercial) in a portion of the “Alpine” area (Figures 6-18 and 6-20). These four areas and a fifth area that is not recommended for commercial development are now reviewed.

6.10.2.1 Town’s Commercial Core

Expansion of town’s existing commercial area from Episcopal to Case Streets, between Church and Front Streets.

Current land use here is a mix of industrial, an older multi-family apartment building complex, Raymes Bar and a mixed-use residential/industrial building. There are several properties in this area that are run down and prime for redevelopment, and the area is immediately adjacent to the existing commercial core. It will also be part of the Front Street Revitalization project which will improve pedestrian access and use, is across the street from the Marine Service Center, and is a walking route that many use to and from Shakes Island. Commercial expansion towards the Public Safety Building should also be considered.



Excerpted from Future Growth Map. Areas in red are for Commercial Growth.

6.10.2.2 Discrete area between Berger and Peninsula Streets

This area is adjacent to the City and Borough of Wrangell public works and light and power facilities. Current land uses include a motel/lodge, industrial uses and storage. Commercial growth is appropriate here because there are already commercial uses (motel, storage), it is located close to high-volume Zimovia Highway and on the route of all who walk back and forth along Case Street to and from Heritage Harbor or SeaLevel Seafoods.

6.10.2.3 Medical related offices but not retail-oriented commercial for parts of the “Alpine” area

This is designated for public/community facility growth and is an appropriate site for the new hospital. While it makes sense for there to be medical and health related offices (commercial use) developed here; this area is not generally recommended for retail style commercial development because it is close enough to the downtown commercial core that it would compete with town by pulling business away.

6.10.2.4 A small portion of the Wrangell Institute Property

This 140 acre parcel of Borough-owned land is located on Zimovia Highway across from Shoemaker Bay Harbor. A 12-acre site that formerly housed buildings has been remediated. The area is immediately adjacent to several well-used recreation sites. The Wrangell Institute property is slated for an Institute of Lifelong Learning (a public/ community facility) with a discrete area for commercial business to provide convenience shopping to adjacent residences (including seniors), and an area for residential development (which could include senior housing). In the 2009 Community Opinion Survey residents were asked their opinion about various development options for this property, and their answers reaffirmed the strong interest in educational related development (Table 6-8).

An Institute for Life Long Learning is envisioned as an education-oriented facility catering to both residents and targeted visitors. It would be an ‘anchor’ tenant in this location. The other anchor tenant is higher density residential development; the views are spectacular from the area and there are harbor and recreation amenities close by. This would be a good location for moderate to higher end townhouses and condominiums, as well as for senior housing desired by the community. Higher density development can be supported by readily available municipal water, sewer and power.

A limited amount of neighborhood-scale, well designed commercial development (not a strip mall) would be appropriate to serve nearby residents and those living farther out Zimovia Highway to the south. A store(s) with items like books and educational items that support studies at the Lifelong Learning Center, groceries for seniors living there and those who live in the homes out Zimovia Highway, fishing gear and similar items would be appropriate.

Several places in the area were considered for neighborhood-scale commercial, including on the north side of the Institute property across the street from Shoemaker Bay Harbor, and adjacent to and on the same side of the street as Shoemaker Bay Harbor. The recommendation is to avoid strip-style development by concentrating neighborhood-scale commercial development in one area, and, ideally integrated as part of a larger Wrangell Institute for Life Long Learning complex.

Table 6-8. Net Support /Opposition Development Concepts Wrangell Institute Property

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

Source: 2009 Wrangell Community Opinion Survey

Motorized and pedestrian/bicycling access to the area and throughout the parcel should be considered.

6.10.2.5 Commercial Growth is Not Recommended for Evergreen Street.

There is a shuttered hardware store on Evergreen Street across from the mobile home park that is zoned commercial. The surrounding area is residential and a continued commercial use in this area is not recommended. Expanded commercial use in this area would add extra traffic in a residential area, is non-conforming with surrounding zoning, is along that part of the Evergreen Street that is being improved to encourage pedestrian access to and from nearby Petroglyph Beach, and would pull business away from the downtown core.

6.11 Waterfront Development

6.11.1 Current Conditions

The waterfront in downtown Wrangell is a busy place with many uses competing for space. Current uses are the Marine Service Center with its haul-out, shipyards and other boat repair facilities; access for a privately owned boat haul-out; Trident Seafood's seafood plant; the Nolan Center, the community's civic and museum facility; barge and shipping yards; private residences; both the City and Borough of Wrangell's dock and the State ferry terminal dock; and an open space with picnic benches and ocean views that is the community's only downtown waterfront park. Well-organized and efficient management of available waterfront space is key to the economic vitality of the community.

There are three Wrangell Borough-owned harbors with boat launches along the waterfront; at the Downtown Harbor, Heritage Harbor, and Shoemaker Bay. There is an unimproved USFS owned boat launch that is a log transfer facility (LTF) at Pats Creek, a privately-owned launch facility off Spur Road that is sometimes used with the owner's permission by Wrangell Island East residents, and a USFS launch (LTF) at Earl Cove West. More detail about harbor facilities is in Chapter 5 -Transportation. A site for a publicly owned boat launch and parking area on the northeast side of Wrangell Island should be identified for Wrangell Island East residents and also to provide easy access to water passages in the area.

Other water-dependent industrial uses include the barge landing and storage yard in downtown; a sand and gravel shipping, crushing and sales operation near the airport; the municipal waste water treatment and disposal operation by the main Borough rock pit just south of Heritage Harbor; SeaLevel Seafoods processing facility at Heritage Harbor, and Breakwater Seafoods facility near the end of Peninsula Road; and the 6-Mile log receiving, shipping and sawmill facility (not currently in operation).

6.11.2 Future Waterfront Development

Connecting central Southeast Alaska to British Columbia through the Bradfield Canal for cultural exchange, recreation, an electrical intertie, transshipment of mining ore, and other purposes has long been of interest to Wrangell. Land is designated on the Future Growth Map, and Wrangell is selecting municipal entitlement land to facilitate this development, which is discussed in more detail in section 4.10 of the chapter on Economy and Economic Development.

In addition there is a high level of interest in locating a regional solid waste facility in the City and Borough of Wrangell. Potential sites for this facility, which would need water access, should be identified.

Strategies to meet the City and Borough of Wrangell’s future waterfront development needs are to follow the guidelines set out in the waterfront future growth definition below, and designate and zone land accordingly. The Future Growth Maps have one designation for Waterfront Development, to:

Waterfront Development

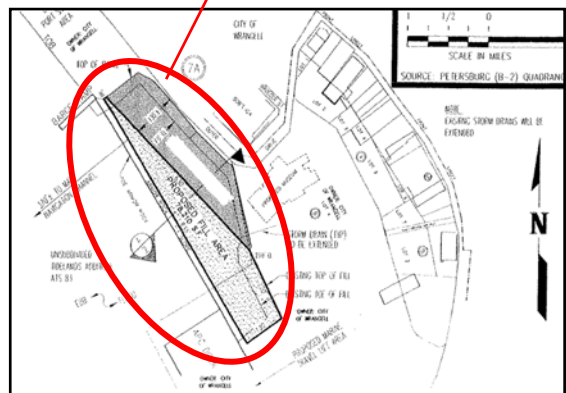
The purpose of this designation is to encourage land uses and activities that are water-dependent, water-oriented or promote enjoyment of the waterfront. Activities are primarily of an industrial or commercial nature; residential uses that are secondary to the water use occur in places.

Five areas designated on the Future Growth Maps for Waterfront Development, for which either an explanation of this designation or the desired use is needed, are now reviewed.

6.11.2.1 Downtown Waterfront Fill Area

The City and Borough of Wrangell has obtained a permit from the Army Corps of Engineers to fill a 3.4 acre intertidal area north of the existing marine services yard and adjacent to the Nolan Center and City Hall. This area is to be used to enhance the port and Marine Service Center.

All agree that expansion of the Marine Service Center and aiding the fishing fleet benefits the economy and can create additional jobs in



Waterfront Fill Area

Wrangell. However, the fill is also adjacent to the Nolan Center and the landscaped picnic area that provides the only place to sit next to the water in downtown Wrangell. Concern has been raised that boat storage, containers and additional industrial uses will block views, access to, and the ability to enjoy the waterfront making the entire area less appealing.

There is enough area here that these uses can co-exist if placement of facilities, directional signage and landscaping/buffering is done well. This is an area valuable both for building the economy and for supporting downtown's vibrant atmosphere. Careful design and placement of buildings, facilities, buffers and walkways is needed in this location to accommodate industrial and marine-service related development; pedestrian use and the water views enjoyed by residents, visitors and downtown workers; provide an opportunity to view and celebrate the working harbor and its importance to town; and ensure the use of and protect the investment in the Nolan Civic and Convention Center.

A simple Waterfront Development Plan is warranted for the fill and surrounding area that the port commission, WCVB, planning commission, and private businesses in the area work on together.

6.11.2.2 Relocation of Downtown Barge Landing

The location of the downtown barge landing is convenient for quick transport of goods to local businesses; in fact forklifts carrying palletted goods sometimes travel right down Front Street or side streets to deliver goods. On the other hand, it is adjacent to Wrangell's major waterfront hotel and in a part of the downtown waterfront more oriented to water-related tourism and enjoyment by visitors and resident with a lot of pedestrian traffic. Relocation to a suitable waterfront location that is not in the middle of the town would reduce congestion and help to transition this part of the waterfront, between the city dock/cruise ship dock and the Nolan Center, to a less industrial nature.

In the 2009 Community Opinion Survey residents were asked about their level of support or opposition for two potential new barge landing locations. Two-third (66 percent) support relocation to the 6-Mile sawmill area while 28 percent oppose this. Just over half (56 percent) supported relocation to a waterfront site off Spur Road two miles past the golf course. Advantages of the 6-Mile area site are that it is more centrally located in terms of shipping throughout the region and it is protected from the wind. Eventual relocation to the 6-Mile mill site vicinity would need a review to ensure that Zimovia Highway is able to handle the increased truck traffic.

6.11.2.3 Residences along the Waterfront

Zoning along the downtown waterfront is oriented toward water-related commercial and industrial use, not residential development. There are homes along the Inner Harbor waterfront though that have either been grandfathered in or were approved arguing that the 1st floor principal use is for marine related activity and the 2nd floor residence is

secondary and incidental. In reality, several larger homes with marine garages on the 1st floor that may only be for personal use have been built. Since people like to live near the water there will likely continue to be pressure to allow housing along the downtown waterfront. To reserve a working waterfront for marine-oriented commercial and industrial use the zoning code may need an overlay district, new zone or change to the zoning district definition to prohibit residential along defined parts of Peninsula-Case Streets.

6.11.2.4 The Next Boat Harbor

Even though Heritage Harbor is just being completed, it is time to identify a harbor area to meet community needs for the next 10-20 years since it takes about ten years to complete planning, design and financing. Two possible locations are at Pats Creek or adjacent to Shoemaker Bay Harbor. An advantage of Pats Creek is that it could serve the growing population out Zimovia Highway. A challenge could be ensuring continued access to the LTF and the fact that the access road and surrounding uplands are owned by the USFS and AMHT respectively. Some argue that this is too far removed from the community's population center and marine service facilities. Only activities and uses that are compatible with surrounding residential uses are appropriate at Pats Creek. For these reasons expansion of the Shoemaker Bay Harbor may be more desirable for meeting future needs.

6.11.2.5 Boat Launch and Parking Area for Wrangell East

There is a privately-owned launch facility off Spur Road that is sometimes used with the owner's permission by Wrangell Island East residents and others. More reliable access for these residents and also to water passages on the east side of the island is needed. On this Plan's Future Growth Map, approximately half of the waterfront between the golf course and Ballards (the private landowners that sometimes allow boat launching from their property) is designated for Waterfront Development; the other half is designated for Remote Residential. The Waterfront Development designation is appropriate for a use like a boat launch. This is an example where flexibility may be called for as closer study may show that a remote residential area is best for a marine launch, and this public need should take precedence.

6.12 Industrial Development

6.12.1 Current Conditions

Industrial land uses typically involve manufacturing and processing, and create noise and odors or use hazardous materials and thus need to be segregated from other uses. Lighter industrial uses do not create the same level of land use conflicts in the normal course of operation and are often located in industrial parks.

Wrangell's industrial properties that do not require direct water access (such as seafood processing facilities and marine repair) are found by the airport including the airport, a state rock quarry, and the municipal landfill; scattered rock pits along and off of Zimovia Highway and USFS roads around the island; smaller sawmills; auto repair and fabrication facilities; oil tanks; and the Wrangell Light and Power and Southeast East Power Agency (SEAPA) facilities and electrical transmission lines throughout the Borough.

Wrangell has an industrial park west of Bennett Street behind the USFS building. Most of these lots have been sold to private entities and developed for industrial use. There are two or three lots left with developed access and utilities. Approximately 20 adjacent lots owned by the Borough are zoned for industrial use but development will be complicated by wetlands.

On Wrangell Island and in other parts of the Borough mining and timber harvest are industrial activities that have and are occurring. Figures 4-1, 4-2 and 4-3 in Chapter 4 – Economic Development, show former mines and current mineralized areas in the Borough and past timber harvest areas and current timber resources.

6.12.1.1 Future Industrial Growth

The Future Growth Maps include three types of industrial growth areas.

Industrial/Light Industrial

This designation is to encourage land uses and activities that are industrial nature such as manufacturing, processing, repairing, assembling, shipping and storing goods. Performance standards or buffers from neighboring uses may be applied to address noise, odors, waste and other impacts. Zoning makes a distinction between light industrial and industrial uses. Sewage treatment facilities, landfills, airports, rock quarries, and light and power facilities are examples of this type of use.

Resource Development

The purpose of this designation is for remote land where resource development and extraction activities occur or are reasonably expected, including uses such as timber harvest, mineral extraction and quarries, electrical generation and transmission lines, and other industrial activity. Resource development should be conducted to maintain critical habitat

areas and the quality of life for any nearby residents. Depending upon the location, it may be important to pay special attention to viewshed protection. Again depending on the area, the viewshed to maintain may be that visible from the water, the road, or from neighboring properties.

Resource Development with Scenic Protection

This is an overlay designation for resource development in areas where activities and uses should pay special attention to viewshed protection and scenic quality. This overlay designation is not prohibiting resource development uses or activities. Depending on the area, the viewshed and scenic qualities that are important to maintain may be those that are visible from the water, the road, or from neighboring properties. Economic viability of any proposed resource development opportunity must be considered when addressing concerns. The Tongass National Forest LUDs *Scenic Viewshed* and *Modified Landscape* areas are included in this future growth designation.

Two areas designated on the Future Growth Maps for Industrial use are reviewed in more detail now.

6.12.1.2 New Industrial Park

The current industrial park (by the USFS offices) is nearly full and can likely be expanded, though some areas are too wet for reasonably priced development. In the 2009 Community Opinion Survey respondents stated that the area adjacent to the existing industrial park would be the best area for industrial expansion. A planning-level Master Plan for the area is needed to delineate developable versus environmentally constrained areas and show logical access and utility extensions.

Table 6-9. Potential New Industrial Park Locations

	Net Support	Net Opposition
Adjacent to the current location near the Forest Service office	80%	13%
At the six mile sawmill site	63%	29%
On Spur Road past the golf course	63%	30%
Across the street from the current industrial park at the corner of the Spur Road and Bennett Street beside the golf course	47%	45%
On a portion of the Wrangell Institute property	36%	57%

Source: 2009 Wrangell Community Opinion Survey

Table 6-10. Level of Support for Wrangell Competing to Establish a Regional Solid Waste facility

	% of Total
Strongly support	47%
Support	39%
Neutral	2%
Oppose	5%
Strongly oppose	1%
Don't know/Refused	6%

Source: 2009 Community Opinion Survey

6.12.1.3 Site for a Regional Solid Waste Facility

There is strong support for locating a regional solid waste facility in the area. While people

often do not equate trash with economic development, a regional facility would create several jobs. Wrangell received federal funding in 2009 to participate in a pilot project to look at compressing household plastic waste to reduce waste volume, and possibly create marketable products. When residents were asked if they supported Wrangell pursuing this kind of small, high-tech industry to reduce solid waste volume, almost all (91 percent) responded they were supportive or very supportive. There is also strong support for recycling; three-quarters of the residents in the 2009 Community Opinion Survey were supportive or strongly supportive of more recycling, even if their garbage fees were increased slightly.

Residents were asked about three possible sites for a regional solid waste facility. Almost three-quarter support a site, “On the Wrangell Island road system outside of town.” Two possible locations that meet these conditions are identified on the Future Growth Maps and labeled for industrial development, one at the 6-Mile mill site and the other at the east end of Pats Creek Road on the backside of Wrangell Island. Both sites are on, or close to, the road system, on or close to power, and have water access. An environmental and economic suitability analysis for both (and other sites in Southeast Alaska) will be needed eventually. The 6-Mile mill site may also be suitable for residential or waterfront development.

Table 6-11. Net Support /Opposition to Potential Regional Solid Waste Facility Locations in Wrangell Borough

	Net Support	Net Opposition
On the Wrangell Island road system outside of town	73%	14%
Off of the Spur road past the golf course	55%	36%
On a remote parcel of land, off the road system not adjacent to Wrangell or another community	55%	34%
<i>Source: 2009 Community Opinion Survey</i>		

6.13 Parks, Recreation or Open Space

6.13.1 Current Conditions

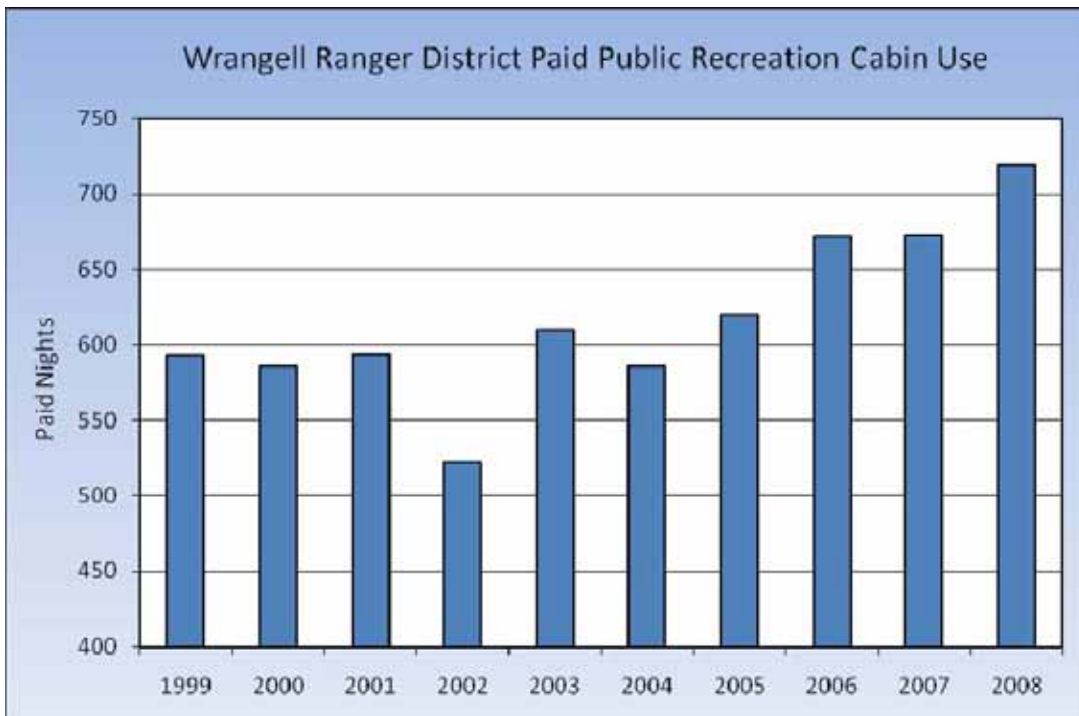
There are a wide variety of easily accessible parks and recreation areas that support a range of activities and opportunities. Local facilities include Volunteer Park, City Park, Kyle Angerman Playground, Mount Dewey, Petroglyph Beach Park, Shoemaker Park, Muskeg Meadows golf course, Wrangell’s rifle range, the Zimovia Highway bike path, Pats Lake, Rainbow Falls and numerous other USFS trails and campgrounds. Indoor recreation facilities include the swimming pool, the community center and the indoor rifle range. These are described in more detail in Chapter 9-Public Services.

Outdoor recreation areas and opportunities are discussed now, followed by a focus on land that is designated for Parks, Recreation or Open Space on the Future Growth Maps. There is a diversity of outdoor recreational opportunities for City and Borough of Wrangell residents

and visitors including, but not limited to hunting, fishing, hiking, biking, camping, sea kayaking, using ATVs and snowmobiles, skiing and viewing wildlife. The USFS maintains 15 trails, several campgrounds, 22 cabins, picnic areas and waysides on Wrangell Island and within the Borough (See Figure 6-15). In 2008, the most popular cabins were Virginia Lake (103 paid nights), Anan Bay (60 paid nights) and Harding River (51 paid nights).

The USFS operates the Anan Wildlife Observatory, located off the south end of Wrangell Island at the mouth of the Bradfield Canal. At the site there is a covered deck area that allows visitors to watch the bears up close, a short trail and a recreation cabin. In the summer, Forest Service staff are on site to provide information to the public. This is a very popular visitor destination and is accessible by boat or plane and between July 5 and August 25, when bears are most active, a permit is required to visit the site. Sixty permits are sold and issued per day. Many permits are granted to commercial tour operators.

The Stikine River in the northeast part of the Borough is the fastest free flowing navigable river in North America. It is 380 miles long with only the last 40 miles in the United States. The portion in the US is within the Tongass National Forest in the Sitkine-LeConte Wilderness Area. The Stikine is world renowned destination and every year hundreds visit either on a multi-day raft trip that generally starts in Telegraph Creek, BC or by jet boat on a day trip from Wrangell. Soaking in the Chief Shakes Hot Springs is another popular activity along the River.



Source: USFS

The Stikine River delta is a significant stopover on the Pacific Flyway for migrating birds. The migration begins in mid-April with over 14,000 snow geese, over 10,000 sandhill cranes and over 1,600 eagles arriving on the Stikine River delta and converging on the area. The concentration of eagles is the largest reported springtime concentration in North America. Toward the end of April and early May, over 100,000 shorebirds begin arriving. Some 123 species are represented at any one time. In addition, the delta swarms with seals and sea lions.

6.13.2 Concerns and Opportunities

The Future Growth Maps include three designations for land that is to receive low intensity use:

Parks, Recreation or Open Space

The purpose of this designation is to promote recreational use and preserve open space. Some places will be undeveloped whereas others will see more intensive recreation use and support commercial visitor-related activities. Municipal drinking water sources and watersheds are included in this designation and must be managed to ensure that any activities with them do not jeopardize the ability to meet State drinking water standards. A range of more and less intensive uses will occur on this land with this designation including:

- Active recreational use such as playgrounds, sports fields and board-walked or paved trails in more urban places;
- More passive recreation activities such as bird and wildlife observation, picnics, walking, canoeing and biking;
- Areas set aside for wetlands mitigation and to protect community drinking water sources; and
- Mostly or completely undeveloped land for hunting, fishing or simply enjoying the view.

This designation includes Tongass National Forest land designated *Semi-Remote Recreation, Remote Recreation, Wild-Scenic or Recreational Rivers, and Municipal Watershed* LUDs to promote compatible land management.

Important Habitat /Special Areas

This designation is for Tongass National Forest designated *Old Growth Habitat, Research Natural Areas and Special Interest Areas*, to promote compatible land management. These are areas where there is unique, important or fragile habitat. Opportunities for remote recreation can be developed, but landscapes should remain essentially unmodified.

Wilderness

This designation is for Tongass National Forest designated *Wilderness and LUD II* land to promote compatible land management. These are areas to preserve essentially

Figure 6-15 (11x17)

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unmodified landscape and provide opportunities for solitude and primitive recreation. Fish and wildlife improvements may be permitted.

Most of the areas with one of the designations above are based on underlying USFS LUDs or else are well-used recreation areas. Places where this is not true, or where there is a new approach or piece of information, are highlighted now.

Five areas designated on the Future Growth Maps for Recreation, Parks or Open Space use, for which a more detailed explanation is needed are now reviewed. Land in Union Bay and Olive Cove that are designated for Recreation, Parks or Open Space are covered in Chapter 10- Remote Areas.

6.13.2.1 Protect Quality of Drinking Water Sources

The municipal watershed that feeds Wrangell's two drinking water reservoirs and dams merits an open space designation to ensure safe drinking water in the future. Any development here must be done in a manner that ensures state drinking water standards can be met. The USFS has designated the portion of this watershed that is on its land as Municipal Watershed. The watershed that feeds the Meyers Chuck public drinking water source must also be protected.

6.13.2.2 Designate Mitigation Areas Required to Remain Undeveloped

Several areas must remain undeveloped as part of the mitigation that was required for wetland development. These areas should be designated for Parks Recreation or Open Space so there is an accurate sense of vacant developable land in town, which these areas are not. One area is adjacent to the industrial park on Bennett Street, another is west of the trail development at Volunteer Park. A third mitigation area is planned south of City Park as part of the fill permit for the Marine Service Center expansion. Consideration should be given to other areas within the Borough that could be set aside for future mitigation activities or as a mitigation land bank.

6.13.2.3 Area between Nemo Loop Road and the shoreline (Figure 6.15)

The area between Nemo Loop Road and the shoreline includes four small campsites/picnic areas (Yunshookuh Loop, Three Sisters View Point, Anita Bay Overlook and Highline). The USFS LUD for this area is Scenic Viewshed, which would correspond on Wrangell's Future Growth Maps to Resource Development with a Scenic Protection overlay. Instead,



*Excerpt from Wrangell's Future Growth Map.
Green is Recreation, Parks or Open Space Designation*

this area is designated on Wrangell's Future Growth map for Parks, Recreation or Open Space. The USFS has invested in several recreation improvements here, as seen on the graphic on the previous page, and the area is well used by both residents and visitors. It is especially important to residents because it is easily accessible from town. There are beautiful vistas of Zimovia Strait and Etolin Island from this area. Wrangell is interested in having the area maintained and enhanced for recreational uses.

6.13.2.4 Pats Lake

The land around Pats Lake is owned by the Alaska Mental Health Trust (AMHT) and slated on the Future Growth Maps for Recreation, Parks or Open Space on the Future Growth Map. Pats Lake is heavily used and highly valued by Wrangell residents for recreation and open space. This is an easy to access, quiet, spiritual kind of place where families hike and picnic, children fish and individuals seek solitude. AMHT proposed timber harvest in the area in 2007-08 and for the reasons just cited Wrangell residents and the City and Borough of Wrangell were opposed. Timber harvest would not be compatible with the Recreation, Parks or Open Space Future Growth designation for this area.



Pats Lake

6.13.2.5 Earl West Cove

The City and Borough of Wrangell will select part or all of this state-owned parcel as part of its municipal entitlement lands. Earl West Cove is at the end of a USFS road that all vehicles, including RVs can use. The area is well used for recreation and an overlook at top of the bluff provides stunning vistas of the Narrows, Channel Island and Eastern Passage. A log transfer facility at the cove provides marine access and there is a picnic area. Regardless of landowner, Wrangell's intent, as shown on the Future Growth Maps, is to see the land managed



View from Overlook above Earl West Cove, looking due north.

for a variety of uses from timber harvest with scenic protection to remote residential to active recreational use (Figure 6-19). The area has a lot of recreation and residential potential, and good road and marine access. This parcel will be acquired by the University if not selected by the Borough.

6.14 Future Growth Maps

A series of maps now follow that show (Figures 6-16 to 6-20):

- Generalized Future Growth Map for the City and Borough of Wrangell (Figure 6-16)
- Future Growth Map for Wrangell Island (Figure 6-17)
- Future Growth Map for north part of Wrangell Island focusing on (former) city (Figure 6-18)
- Future Growth Map for Earl West Cove (Figure 6-19)
- Future Growth Map for Shoemaker Bay - Pats Creek area (Figure 6-20)

Future Growth Maps for Wrangell Island East, Farm Island, Thoms Place, Olive Cove, Union Bay and Meyers Chuck are found in the Chapter 10.

City and Borough of Wrangell's 11 Future Growth Designations

Residential

Encourage the development of a healthy, safe and pleasant environment for residential living protected from incompatible and disruptive uses. A variety of residential living is encouraged to meet all needs including single-family dwellings, duplexes, townhouses, condominiums, apartments and mobile home parks. Parks, churches and home occupations are expected. Small pockets of neighborhood commercial development are encouraged in locations that are easily accessible to many residents and where traffic will not create conflict. Higher density residential is desired near to schools, commercial areas or other community destinations. This designation also will have larger-lot residential living outside of downtown where a more rural lifestyle is valued and protected from incompatible and disruptive activities. In these areas large lots are needed unless public water and sewer exists. It is important that wastewater discharge occurs in a manner that does not harm existing or future neighbors.

Remote Residential

Encourage the development of a healthy, safe and pleasant environment for remote residential use. Areas typically are not on a road network nor connected to community utilities. Lots are generally larger to ensure protection of drinking water and ensure sanitary wastewater disposal. Development and land use has a quiet, remote feel for people who want to "get away from it all." Gardening, farming, fishing, hunting and gathering activities as well as small personal-use sawmills are a common part of the remote lifestyle. Commercial uses and activities are appropriate on some properties and

most commonly involve commercial fishing or uses that cater to tourism activities such as lodges, bed and breakfasts, fishing charters, guided hunting, and small supporting business in some places such as art galleries, small shops and other home occupations. Commercial uses should not negatively impact residential quality of life.

Commercial

Encourage commercial development including retail, the sale of goods and services, businesses, offices, and hotels and motels. Mixed-use buildings, with residential uses on the upper floors are encouraged. Downtown core commercial areas are included with residential units in building top floors (mixed-use) and also much smaller pockets of neighborhood-scale commercial where convenience stores are encouraged to service residential areas so items can be picked-up by foot or bike and avoid long vehicle trips. Along Front Street, new buildings should be compatible with the historic streetscape.

Public and Community Facilities

This designation is for institutional and public facilities. This includes schools, colleges, hospitals, libraries, and assisted living facilities. These buildings tend to be larger in scale, meet community needs, generate traffic and require parking. When new institutional and public use facilities are built, care will be taken to choose locations what will not have a negative impact on existing land uses.

Industrial/Light Industrial

Encourage land uses and activities that are industrial nature such as manufacturing, processing, repairing, assembling, shipping and storing goods. Performance standards or buffers with neighboring uses may be applied to address noise, odors, waste and other impacts. Zoning makes a distinction between light industrial and industrial. Sewage treatment facilities, landfills, airports, rock quarries, and light and power facilities are examples of this type of use.

Waterfront Development

Encourage land uses and activities that are water-dependent, water-oriented or promote enjoyment of the waterfront. Activities are primarily of an industrial or commercial nature; residential uses that are secondary to the water use occur in places.

Resource Development

Purpose is for land where resource development and extraction activities occur or are reasonably expected, including uses such as timber harvest, mineral extraction and quarries, electrical generation and transmission lines, and other industrial activity. The Tongass National Forest LUD *Timber Production* is included in this future growth designation. Resource development should be conducted to maintain critical habitat areas and the quality of life for any nearby residents.

Resource Development with Scenic Protection

This is an overlay designation for resource development in areas where activities and uses should pay special attention to viewshed protection and scenic quality. This overlay designation is not prohibiting resource development uses or activities. Depending on the area, the viewshed and scenic qualities that are important to maintain may be those that are visible from the water, the road, or from neighboring properties. Economic viability of any proposed resource development opportunity must be considered when addressing concerns. The Tongass National Forest LUDs *Scenic Viewshed* and *Modified Landscape* areas are included in this future growth designation.

Recreation, Parks or Open Space

Purpose is to promote recreational use and preserve open space. Some places will be undeveloped whereas others may develop with more intensive recreation use and to support commercial visitor-related activities. Municipal drinking water sources and watersheds also are in this designation and must be managed to ensure that any activities with them do not jeopardize the ability to meet State drinking water standards. A range of more and less intensive uses will occur on this land, depending upon the location, including: 1) Active recreational use such as playgrounds, sports fields and board-walked or paved trails in more urban places; 2) More passive recreation activities such as bird and wildlife observation, picnics, walking, canoeing and biking; 3) Areas set aside for wetlands mitigation and to protect community drinking water sources; and 4) Mostly or completely undeveloped land for hunting, fishing or simply enjoying the view. This designation includes Tongass National Forest land designated *Semi-Remote Recreation*, *Remote Recreation*, *Wild-Scenic* or *Recreational Rivers*, and *Municipal Watershed* LUDs to promote compatible land management.

Important Habitat /Special Areas

This designation is for Tongass National Forest designated Old Growth Habitat, *Research Natural Areas* and *Special Interest Areas*, to promote compatible land management. These are areas where there is unique, important or fragile habitat. Opportunities for remote recreation can be developed, but landscapes should remain essentially unmodified.

Wilderness

This designation is for Tongass National Forest designated *Wilderness* and *LUD II* land to promote compatible land management. These are areas to preserve essentially unmodified landscapes and provide opportunities for solitude and primitive recreation. Fish and wildlife improvements may be permitted.

6.15 Land Use and Future Growth Policies and Actions

Policy 30. Coordinate land planning in the Borough with state and federal agencies and other large landowners.

Action: Exercise formal coordination rights provided per City and Borough of Wrangell Resolution 05-09-1151 and subsequent notification provided to the federal and state government. *(CBW)*

Action: Ensure the City and Borough of Wrangell has an opportunity to engage in coordination and provide timely input by requiring federal and state (including Trust Land Office) government agencies to give advance notice to the municipal manager or clerk of:

- a. Any intent to acquire, sell or exchange land;
- b. Any land management plans, actions, direction or policies being considered, or
- c. Any memorandums of agreement or understanding being signed among landowners or managers within the City and Borough of Wrangell.

(CBW)

Action: Monitor management of federal and state land and water to ensure access for resident fishing, hunting and gathering. *(CBW, CWA)*

Policy 31. Support development of a range of housing types/living arrangements over time in Wrangell, south of town along Zimovia Highway, and in remote areas.

Action: Identify and designate areas for future residential development in town, along Zimovia Highway, and in remote areas, and update zoning as needed.

(CBW)

Action: Make Borough land available for residential development consistent with land use goals. *(CBW)*

Action: Extend the road and utilities on the northern end of Cassiar Street. *(CBW)*

Action: Enact zoning that encourages construction of a diversity of housing types. *(CBW)*

Action: Support development of senior housing, and of an assisted living facility, possibly 'wedding' the two as a unified transitional living center. *(CBW, WMC, Senior Services)*

Policy 32. Designate areas for commercial and industrial development in logical locations to promote economic opportunity and satisfy current and future needs.

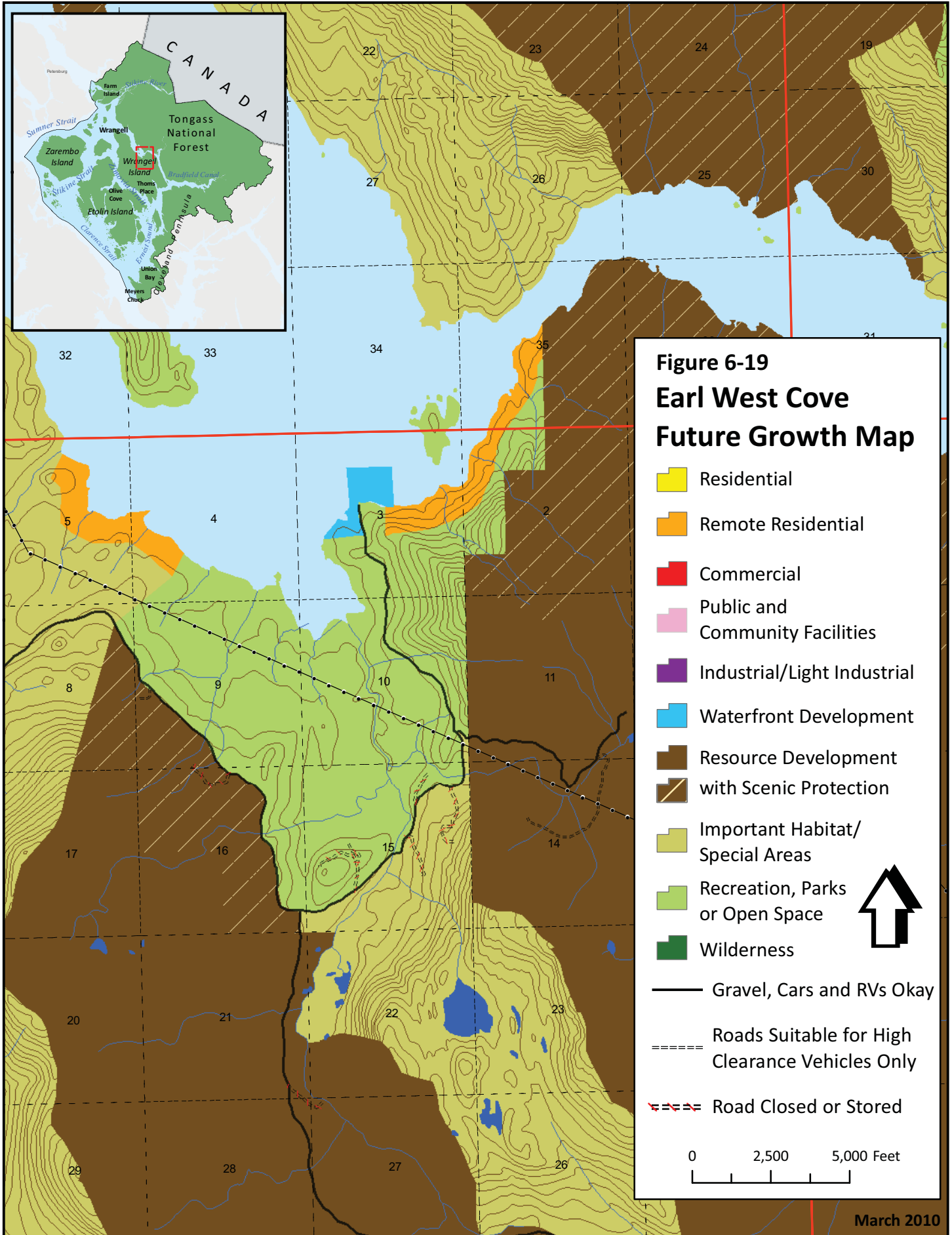
Figure 6-16 (11x17)

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Figure 6-18 (11x17)

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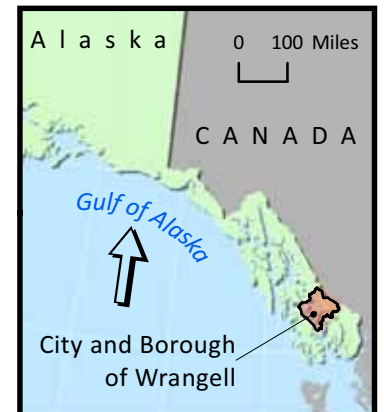
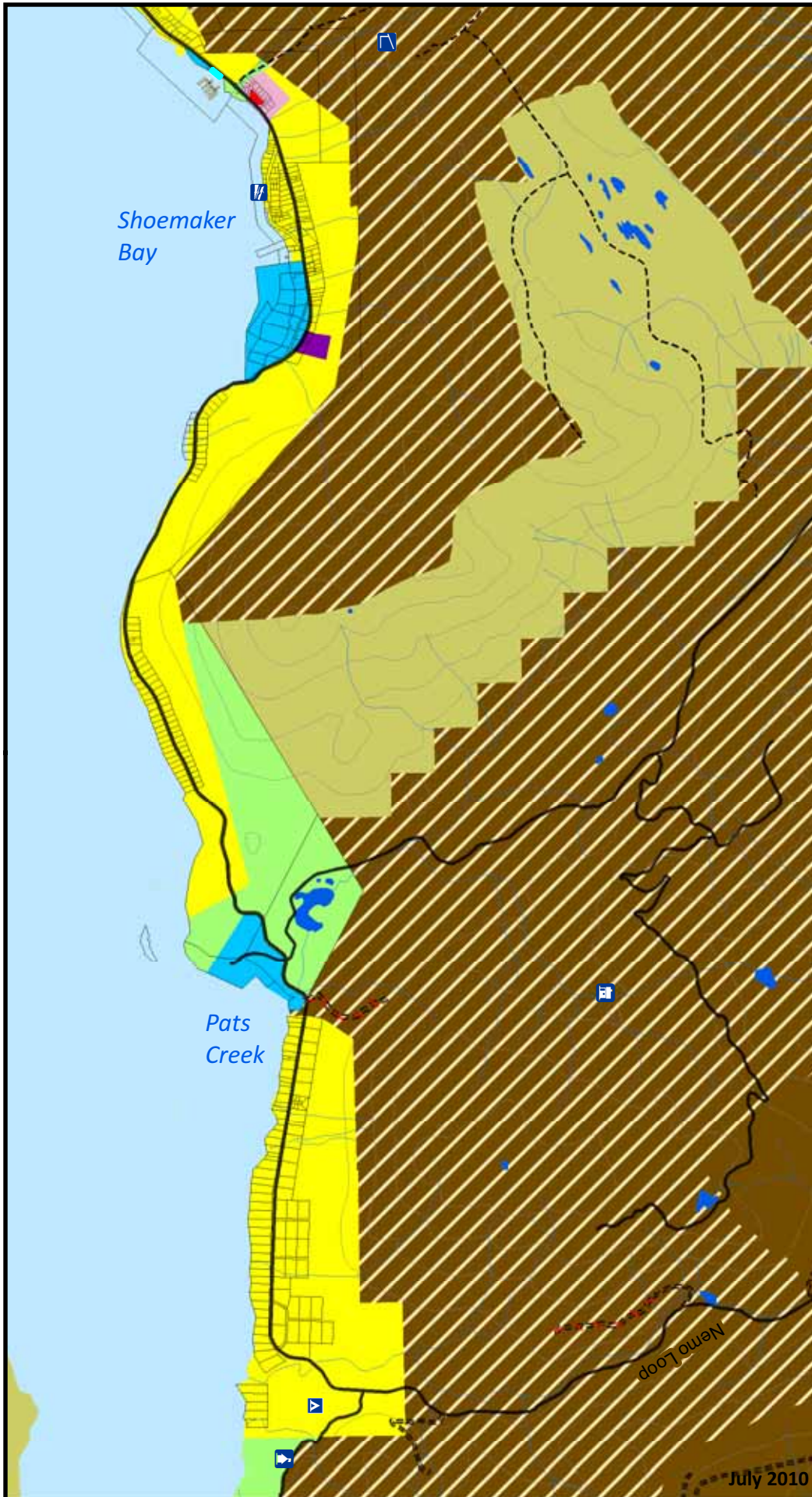
City and Borough of Wrangell Comprehensive Plan



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

Figure: 6-20

Future Growth Map



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

Action: Identify and designate an area for a future Borough rock and gravel source/quarry, as well as appropriate areas for private sources, away from residential development, and as needed update zoning. (CBW)

Action: Identify and designate areas for commercial use and business development, and as needed update zoning. (CBW)

Action: Identify areas suitable for a regional solid waste facility and designate for industrial use, and as needed update zoning. (CBW)

Action: Expand existing Industrial Park. (CBW)

Action: Designate waterfront areas for a future harbor and an east side boat launch ramp and parking. (CBW)

Action: Prepare a Master Development Plan for the 150 acre area 'behind' Mt Dewey, Stoughs Mobile Home Park, Airport, and Bennett Street. It should delineate areas with environmental constraints that impact development feasibility and cost, buildable areas, and propose access to the area. Land uses should be in concert with Future Growth Map Designations and include a mix of housing, commercial or industrial uses and green space that connects walking/hiking paths and protects wetlands. (CBW)

Action: Designate and zone an area for a downtown waterfront park and picnic area where downtown workers, residents and visitors can take a break and enjoy the spectacular vistas. Complete in conjunction with a Waterfront Master Plan. (CBW)

Action: Revisit and redevelop a Master Plan, market and develop the 140 acre Wrangell Institute property for concept that combines three uses: a) an education oriented community facility, possibly with health related uses and services; b) housing, both lower and higher density residential development including for seniors; and c) space for discrete neighborhood-scale commercial businesses that support community uses in the building, the nearby harbor, and that provide convenience shopping for residents in the immediate area and out Zimovia Highway. Motorized and non-motorized access to the area and throughout the parcel should be considered. (CBW, CWA, other partners)

Policy 33. Promote compatibility between adjacent land uses and users.

Action: Require buffers (landscaping, retaining vegetation, setbacks, fences etc.) between differing land uses to promote efficient land use, harmony and good neighbors. *(CBW)*

Action: On the 3+ acre waterfront fill, promote compatibility among users and activities in the area through use of landscaping, defined pedestrian paths, signage, and site design to buffer between differing uses and provide safe motorized and non-motorized movement. Area users are the business-commercial district's shoppers and workers; the working waterfront used by fisherman, the fishing fleet, related businesses, and the seafood industry; and the civic, cultural, public use and facility areas frequented by both residents and visitors. Create simple Waterfront Master Plan for this and adjacent areas to accomplish. *(CBW-multiple departments)*

Action: Over time consolidate or phase-out land uses along Zimovia Highway that conflict with residential use and small pockets of neighborhood commercial. *(CBW, AMHT)*

Action: Design and operate a regional solid waste facility in a manner to protect nearby residences from light, noise or odor impacts. *(CBW)*

Policy 34. Provide and maintain a variety of active and passive outdoor recreation opportunities including dispersed outdoor recreation, picnic areas, parks, trails, and athletic fields to encourage fitness and add to local quality of life. (Indoor recreation facilities and services are covered in the Public Services policies and chapter.)

Action: Improve and add directional signage to help locate trail heads *(CBW, USFS, lodging businesses, Friend of Tongass cabins)*

Action: Upgrade and improve the visibility of trail and other destination signage to interpret local history, culture, natural history and geography. This will add to resident, particularly school children, and visitor's experience. *(CBW, USFS, schools, WCVB, Friend of Tongass Cabins)*

Action: Add exercise stations along the Volunteer Park trails. *(CBW)*

Action: Develop a track and multi-purpose sports field at Volunteer Park. *(CBW)*

Action: Identify a suitable location for a BMX bike course and skateboard park, and construct. *(CBW, schools)*

Action: Develop a picnic area at the floatplane pullout. *(CBW)*

Policy 35. Select new Borough land through the municipal entitlement program to provide diverse economic and residential opportunities.

Action: Select land and assist in its development and use for the following community priorities: southeast electrical intertie, deep-water access and industrial support, community recreational use, remote residential development, tourism opportunities, timber harvest, support for mariculture development. (CBW)

Policy 36. Maintain and improve surface water, groundwater and marine water quality in the City and Borough of Wrangell so that waters are in compliance with federal and state water quality standards.

Action: Ensure that development along anadromous fish streams and in drinking water source areas uses best management practices. These include setbacks to maintain natural water flow and water quality, reduce erosion, and maintain natural vegetation and fish passage and habitat. (CBW)

Policy 37. Support local food agriculture, gardening and food production.

Action: Identify and designate an area(s) suitable for community gardens. (Community Garden Group, CBW, Wrangell Traditional Foods Board)

Action: Encourage public events and business sales of locally produced food of all types. (CBW, Wrangell Traditional Foods Board)

Action: Ensure the zoning code promotes and allows small-scale food production. (CBW)

Policy 38. Support development of or ensure recognition of and protection of cultural and historic resources throughout the Borough. (CBW, CWA, USFS)



7 Public Works and Utilities

GOAL

Provide adequate and cost effective infrastructure and services to enable residential living, economic opportunity and add to the quality of life.

The Wrangell Public Works Department is responsible for the operations and management of the City and Borough of Wrangell's roads, drinking water, wastewater and solid waste, issues building and electrical permits, and maintains the Borough's buildings. The department has 13 fulltime employees with the main operations base located on Case Avenue. This building includes offices, a welding bay, a fleet maintenance shop and storage. The department also stores equipment downtown on Front Street and at Shoemaker Bay. Wrangell Light and Power is responsible for operating and maintaining the local electrical power distribution system. A map of the part of the utility system is at Figure 7-1; water and sewer are available to Mile Six Zimovia Highway and electrical power is available to Mile 12.

7.1 Solid Waste

7.1.1 Current Conditions

The Public Works Department provides solid waste collection service for residential and commercial customers, operates the Wrangell landfill and its recycling program. Wrangell's

landfill is on a six acre property and has a 3.5 acre active landfill site that has been operational for 40 years. For the last ten years, only waste brought to the landfill by individuals has been buried onsite, while solid waste pick up weekly by the Department has been shipped to a landfill in Washington. The Wrangell landfill is now full and is in the process of being closed. Closure will involve grading the area so slopes do not exceed Alaska Department of Environmental Conservation standards, and capping it with rock, a membrane, soil and vegetation. Funding is in place to complete this close out work by fall 2010.

The community's solid waste will still be sorted and shipped from this landfill location at a cost of \$140 a ton. Material is prepared and loaded into containers for shipping in a building. A bailer is being considered to crush, compact and consolidate loose material for shipping.

Residential pick-up is weekly, costs \$36.65 a month for two cans and \$21 a month for one can. This service is provided to all residents on the road system and south on Zimovia Highway to McCormacks Creek. Commercial service is provided at \$140/month for weekly pick-up of a 2-yard dumpster. In 2009, for the first time in several years, solid waste service is breaking even. The current cost of shipping solid waste south is \$140 per ton.



One of the Wrangell's new garbage trucks along with the cans. Photo KSTK News

Table 7-1. Cost to Ship Solid Waste

	2008	2007	2006	2005
Total Annual Net Tons	1196.82	1211.32	1179.6	1257.91
Annual Disposal Costs	\$161,775.73	\$141,040.93	\$139,440.00	\$146,123
Average Cost per Ton	\$135.17	\$116.44	\$118.25	\$116.16
<i>Source: Wrangell Department of Public Works</i>				

Containers to collect recyclables are currently located at the landfill site. Glass is collected, crushed and used as an inert cover for the landfill. Aluminum is collected and shipped out for recycling by the Lion's Club and is the only recyclable with potential to generate revenue that is higher than shipping costs. Scrap metal is stock piled and removed by a private company by barge on an annual basis. Corrugated cardboard is currently burned. Paper, plastics and tin cans are not recycled. Wrangell also collects and burns waste oil from the harbor in a furnace with a special burner to heat the public works building. This system works well and the department uses all waste oil collected. Wrangell has a hazardous waste

Figure 7-1 (11x17)

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program and once a year, a household hazardous waste collection day is advertised and paint, oil and batteries are collected.

SpringBoard, an Alaska based program to find civilian uses for US Department of Defense technology, funded a solid waste pilot project in Wrangell in 2009. The program is evaluating waste management techniques that use heat and pressure to consolidate and compact community solid waste and possibly create marketable products. The study is analyzing the waste composition of 20 Wrangell homes, one commercial location and one office. A final report will recommend solid waste technologies that could work in Wrangell.

The Borough recently purchased two new garbage trucks and new garbage containers and is going to an auto pickup system where it supplies the containers. It is estimated that this new auto pickup system will save both man-hours in the collection portion of the operation and will reduce worker’s compensation claims. With the time saved by current personnel, the department plans to begin a more concentrated recycling effort to reduce waste that it pays to have shipped out as garbage.

7.1.2 Concerns and Opportunities

Since the cost of shipping solid waste will likely continue rising, Wrangell needs to look for ways to minimize the amount of waste shipped south. Increasing the types and volume of material that is recycled will keep costs down. Composting is also an option to reduce the amount of shipped waste that may work in Wrangell. Additional equipment, such as a crusher or grinder, could be used to process recyclable material to make it more valuable. However, this is expensive equipment and a cost/benefit assessment is needed to determine if the investment is warranted. There is strong community support for recycling (Table 7-2).

Table 7-2. Level of Support for Establishing A Recycling Program if Garbage Fees Are Slightly Increased to Support It

	% of Total
Strongly support	39%
Support	36
Neutral	2
Oppose	13
Strongly oppose	3
Don’t know/Refused	7
<i>Source: 2009 Community Opinion Survey</i>	

Many communities in Southeast Alaska are paying to ship solid waste to the lower 48 for disposal and there is work, through Southeast Conference, to develop a regional solid waste authority and facility to manage solid waste within the region. Options could include landfill, incineration, sorting and consolidating waste for shipping, or using a combination of various waste management technologies.

Wrangell residents want to participate, strongly support locating a regional solid waste facility within the Wrangell Borough, and, when queried about possible sites, support one, “On the Wrangell Island road system outside of town.” Two possible locations that meet these conditions are identified on the Future Growth Maps and labeled for industrial development, one east of the 6-Mile mill site and the other at the east end of Pats Creek Road on the backside of Wrangell Island. Both sites are on or close to the road system, on or close to power, and have water access. See section 6.11 in the Land Use chapter for more information.

7.2 Drinking Water

7.2.1 Current Conditions

Wrangell’s drinking water system consists of two small reservoirs that each collect surface water behind an earthen dam. Both the reservoir and dams were built in the early 1900’s and are in critical need of repair. Water enters the upper reservoir through a small stream fed by a steep mountainous watershed. Water is transferred from the upper dam to the lower dam through a spillway and then piped to the treatment facility. Wrangell’s water distribution system extends through downtown Wrangell, around the Airport Loop Road and south to 6-Mile on the Zimovia Highway.

At the treatment plant an ozonization process occurs and water passes through sand filtration. Drinking water was chlorinated prior to installation of the current treatment plant 10 years ago. The current treatment method works slowly, but results in high quality drinking water. The drawbacks are that the system filtration is a slow process and maintenance costs are high.

In 2009, a second 424,000 gallon water storage tank was installed near the first tank, doubling local storage capacity to almost 850,000 gallons. The average monthly water use from summer 2008 to summer 2009 was just under 25 million gallons, with peak monthly use at just over 30 million gallons. The two reservoirs can hold a combined 66 million useable gallons of water, which is roughly a 60-day supply during the peak demand period, assuming no inflow of water. The two reservoirs are in the same drainage basin, which has a catchment area of 0.82 square miles. The average annual flow through the distribution system is 273 million gallons.

In the last ten years water levels in the reservoirs have become low during peak summer demand several times. In 2004, abnormal high temperatures and low rainfall resulted in reservoir levels dropping to 23 million gallons of usable water, just enough to keep up with fish processing needs. This created water quality problems.

The water distribution system is in good condition and does not appear to have significant leaks. The only water quality issues are due to copper and lead found in older home’s

plumbing and are the homeowner’s responsibility. Planned improvements to the water distribution service include new water service on Front Street and Cassiar Street and the extension of water service within the Marine Service Center.

The harbor, fuel docks and fish processing facilities are Wrangell’s largest water users. In 2007, large commercial and industrial water users in Wrangell were metered to charge users more fairly and to encourage conservation. Non-metered commercial users pay a flat rate based on the type of use. Although no water conservation data is available, public works personnel believe that larger users have been conserving water since the meters were installed.

Table 7-3. Wrangell Water Rates

	Monthly Allowance	Base (per month)	Volume Charge (per 1,000 gallons)
Metered Commercial	4,000 gallons	\$20.00	\$1.50
Large Commercial	500,000 gallons	\$300.00	\$0.50
Un-Metered Commercial		Rate depends on the type of use	
Non-Metered Residential per family unit		\$24.36	
<i>Source: Wrangell Department of Public Works</i>			

7.2.2 Concerns and Opportunities

Increasing the community’s water capacity is a priority. The US Army Corps of Engineers completed a study in 2006 to evaluate Wrangell’s options and make recommendations to improve the system. Wrangell has identified a series of short term priorities based on this work including adding a new water line from the reservoir and additional water filtration to address high levels of lead, copper and disinfectant byproducts, and installing a back-up generator, a sand recycler and a fenced settling pond for back flush water. Funding for these needs has not been secured. In 2010, the Borough will install a new water tank with a 424,000 gallon capacity. Both the new and existing water tanks are on Alaska Mental Health Trust land; the Borough should acquire these parcels.

In the long term, the community will have to replace the dam structures to ensure public safety and to increase water storage. At the upper dam, the spillway needs modification, the buttress needs to be larger, and access needs improvement. Access to the lower dam is needed and emergency drawdown capability must be restored. Seismic and inundation studies need to be updated for both dams.

Water treatment costs include electricity, chemicals and a maintenance program and current users fees to not cover annual costs. The Borough is also planning to investigate the options for implementing a new type of water filtration system. Ideally this system would be installed in the existing facility and would be able to treat water more quickly. In 2010, the department will conduct a water rate study and may increase fees as a result.

The water distribution system extends to the mill at 6-Mile Zimovia Highway. Just south of the mill there is a steep and rocky area with low residential density making an extension of the existing system unfeasible. There are two areas further south, between the rocky bluffs beyond the mill and 10-Mile and between Pats Creek and the Tongass National Forest boundary, with higher residential densities. Providing separate small water collection and distribution systems to serve these areas may be appropriate in the future. Currently most households outside the serviced area rely on rain water collection for drinking water, while some of the older homes use wells.

7.3 Wastewater and Stormwater

7.3.1 Current Conditions

Wrangell's wastewater treatment system was completed in 2002 and consists of two ponds, a control building and a filtration system located on Zimovia Highway across from City Park. Solid matter is filtered out and shipped south with the community's solid waste. The wastewater is pumped into an aerated pond where blowers encourage aerobic and anaerobic digestion. It is pumped into a settling pond and discharged into Zimovia Strait through a 1,500 foot effluent pipe according to an Alaska Department of Environmental Conservation wastewater discharge permit. The system works well, is cost effective and requires minimal maintenance. The settling pond will have to be dredged in approximately 10 years. The sewer system extends throughout downtown Wrangell, around Airport Loop Road and south to just before the mill at 6-Mile Zimovia Highway.

In 2008, an average of 10 million gallons of wastewater was treated per month. The highest monthly volumes were treated from October through January (average of 14 million gallons per month), with lower volumes (average of 9 million gallons per month) found for the remainder of the year.

The effluent at the wastewater treatment plant is tested daily to ensure that permit conditions are met. Volumes are also measured to ensure the system does not exceed capacity. The wastewater treatment system works well and problems with the quality of effluent discharge are rare.

Stormwater in Wrangell is either filtered through the ground, is collected in catch basins and enters the stormwater system or enters the wastewater system. Stormwater collection catch basins are on Church Street, Third Street and Reid Street. A stormwater catch basin will be added on Front Street as part of the street reconstruction work in 2010. This will include a sediment catch and oil/water separator to be maintained by the Borough.

7.3.2 Concerns and Opportunities

When there are heavy rains, high volumes of stormwater enter the wastewater system and overwhelm the pumps causing effluent discharge volumes that come close to, and occasionally exceed, permit limits and the treatment capacity of the system. Stormwater enters the wastewater treatment system either through groundwater filtration into pipes or through the many commercial and residential storm drains that are directly connected to the wastewater system.

Property owners whose downspouts connect to the wastewater system need to be identified and disconnected. Commercial businesses on Front Street will disconnect their buildings downspouts and drainage from the wastewater system and connect to the storm drainage system as part of the 2010 street reconstruction work. Once the Borough's stormwater management system is improved, the wastewater treatment capacity should be sufficient to meet the community's needs for the next 10 to 20 years.

7.4 Light and Power

7.4.1 Current Conditions

Wrangell Light and Power (WL&P) provides local electric service by purchasing power from the Tye Lake Hydro Facility, located 40 miles southeast of the community. WL&P also owns and maintains an eight megawatt diesel power generation facility that is capable of meeting the community's needs during scheduled or emergency shut-downs.

WL&P services 1,566 customers; 1,053 residential, 512 small commercial, nine large commercial and one major industrial. Wrangell's distribution system consists of 21 miles of overhead and 1 mile of underground line energized at 12,470 volts. The distribution system runs throughout Wrangell, as far as the golf course on the Spur Road and out to about Mile 12 on Zimovia Highway. The department has six full time employees and the office and diesel generating facility are located on Case Avenue. Electrical permits are required for all new developments and most remodels.

Table 7-4. Wrangell Power Rates

Type of Use and Rate	
Residential	
Base rate	\$8.00 per month
0-300 kWh	\$.114 cents per kWh
300-1200 kWh	\$.092 cents per kWh
1200 kWh and over	\$.08 cents per kWh
Small Commercial	
Base rate	\$9.00
All kWh usage	\$.106 cents per kWh
Large Commercial	
Base rate	\$13.50 per month
0-70,000 kWh	\$.097 cents per kWh
over 70,000 kWh	\$.094 cents per kWh
Industrial	
Negotiated per kWh	
<i>Source: City and Borough of Wrangell</i>	

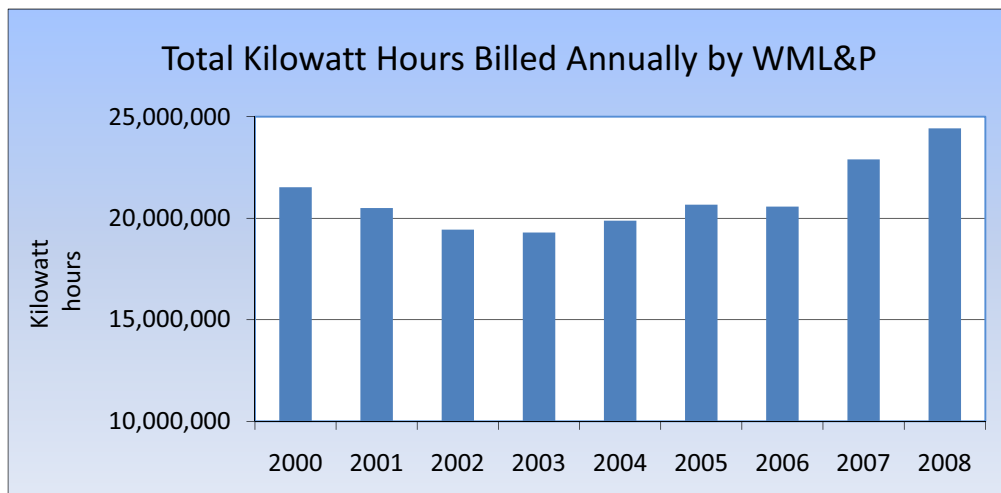
The Tye Lake Facility is operated by the Southeast Alaska Power Authority (SEAPA) and managed by Thomas Bay Power Authority. It sells power to Petersburg, Ketchikan and

Wrangell. The Tyee facility has the capacity to deliver an average of around 130,000 MW annually, while Wrangell and Petersburg only consume an average of 68,000 MW (estimate as of June 2009), leaving an additional 62 MW of capacity. A 57 mile electrical intertie connecting the Tyee Lake facility to Ketchikan and the Swan Lake hydropower source was recently completed and energized during the 09-10 winter. Future extensions to other parts of Southeast Alaska and through the Bradfield Canal could connect this intertie to the Canadian and North American grid. More information on these opportunities is in Section 4.7 of this Plan.

The rates, shown on Table 7-3, have been stable since 2002. In June 2009, a 10% increase for residential users up to 1200 kWh and for all commercial and industrial customers was approved by the Borough. Lower rates can be negotiated for industrial clients who are developing new business or expanding existing ones and several businesses have taken advantage of this opportunity.

7.4.2 Concerns and Opportunities

In 2008, the cost of heating oil rose to over \$5.00/gallon and with electrical heat at half the cost, the electrical department estimates that 165 Wrangell homeowners converted from oil to electric boilers. Since 2008 the price of heating fuel has decreased (Table 4-16) nonetheless the long term trend is cheaper heating by hydro-power generated electricity rather than petroleum based sources. The WL&P superintendent predicts that given this trend and the potential for increased seafood processing, local electrical demand will exceed the current capacity of the system in five to seven years. Sunrise Lake on Woronkofski Island has long been viewed as additional combined hydropower and drinking water source for Wrangell. A feasibility study, and if appropriate, design, licensing and a financing plan should be developed (Figure 4-1). WL&P also plans to research how tidal and wind power generation could be used to add additional capacity to the system. For its part the City and Borough of Wrangell is pursuing conversion to electric heat for its buildings and also increased energy efficiency. Residents and businesses also need to be energy efficient by retrofitting where possible and actively using conservation measures.



Source: Wrangell Municipal Light and Power

WL&P is continuing to upgrade and expand the local electrical distribution system to more efficiently serve existing and add new customers. In 2009 the line was extended south 1.25 mile along Zimovia Highway from the old mill to just past McCormacks Creek and in 2010 the line will be extended nearly a mile along the Spur Road to the concrete batch plant. The latter will allow a boost in local employment at the concrete facility.

WL&P received a \$2,000,000 grant from the Alaska Energy Authority that will be used to upgrade the transmission lines and to switch to electrical boilers in borough buildings. The total cost of this work will be \$3,200,000.

7.5 Public Works Policies and Actions

Policy 39. Manage municipal solid waste in an efficient and cost-effective manner.

Action: Analyze options for long term solid waste disposal and prepare a management plan. (CBW)

Action: Expand recycling opportunities including options for composting, and hazardous waste collection and recycling. Surveys show that residents are willing to pay slightly higher fees for increased recycling. (CBW, businesses, civic groups)

Action: Continue to seek and support Wrangell-based innovative, high-tech or recycling-related efforts such as the current Navy-Springboard investigation to compress portions the municipal solid waste stream into inert, possibly-marketable, products. (CBW, Chamber, Southeast Conference)

Policy 40. Support efforts to construct a regional solid waste facility on the Wrangell Island road.

Action: Identify and designate areas with water access, with or near power, and on the road system for a regional solid waste facility. (CBW)

Action: Actively participate in efforts to develop a regional solid waste authority and facility. (CBW)

Policy 41. Provide a sufficient supply of high quality water to serve domestic, commercial, industrial and fire protection needs.

Action: Short term improvements that are needed include adding a new water line from reservoir to treatment plant, adding additional filtration capacity, and installing a back-up generator and a fenced settling pond for back flush water. (CBW)

Action: Long term improvements needed are replacing the dam structure, strengthening the buttresses, and securing emergency drawdown capacity for the lower dam. (CBW)

Action: Investigate feasibility of alternative water treatment systems. (CBW)

Action: Continue to work with community's largest water users to find ways to conserve water. (CBW, Trident Seafoods, Sea Level Seafoods)

Action: Improve water service to Front Street and Cassiar Street. Extend service within the Marine Service Center and to other locations where it can occur cost effectively. (CBW)

Action: Investigate the costs and resultant utility rates for installation of a secondary water system from past the rocky bluff beyond the 6-Mile mill site to 10-Mile, or between Pats Creek and the Tongass National Forest boundary. This could make denser residential development more feasible. (CBW)

Policy 42. Separate the stormwater and wastewater intake systems.

Action: Disconnect residential and commercial stormwater connections to the waste water system. (CBW)

Action: Develop program to educate property owners about importance of stormwater management. (CBW, schools, civic group)

Action: Develop a stormwater plan for the industrial park expansion, and/or for the entire town. (CBW)

Policy 43. Provide economical, renewable energy to support residents, institutions, businesses and industrial users.

Action: Support and reward Wrangell Light and Power's competitive and incentive-based rate structures. *(CBW, Chamber)*

Action: Support development of small scale and renewable power sources in the City and Borough of Wrangell. Update the land use code as needed to ensure compatibility with neighboring properties. *(CBW)*

Action: Complete a feasibility study, and if appropriate, develop a plan, and obtain licensing and financing to develop Sunrise Lake for both hydropower and a secondary drinking water source. *(CBW)*

Action: Support efforts to conserve energy such as replacement of street lights with LED or lower energy consumption lights, and more. *(CBW, DOT&PF, private sector)*

Action: Develop brochure to educate and encourage more efficient energy consumption by residential and commercial users. *(Chamber, CBW, Schools)*

Policy 44. Systematically extend electrical distribution lines over time to serve residential, commercial and industrial needs. Ensure efficient electric distribution.

Action: Extend power out Spur Road to facilitate waterfront and industrial development. *(CBW)*

Action: Extend electric lines to along 2nd Avenue, extend feeder three to new hospital area behind Alpine Minimart on Wood Street, and upgrade Mission Street *(CBW)*

Policy 45. Provide City and Borough of Wrangell building inspection services to assist residents in their financing and building needs.

Action: Allocate time and funding to train Borough employees so they are certified to provide building inspections. *(CBW)*

Action: Research other municipal fees and set equitable rates for building inspection services. *(CBW)*

Action: If inspection services cannot be reliably provided in remote areas of the Borough, adopt ordinance or code language to provide legal exceptions. *(CBW)*

Policy 46. Plan and budget for routine and unexpected equipment needs.

Action: Maintain an adequately funded equipment reserve account for both planned and unexpected equipment needs. (CBW)

Policy 47. Base utility rates on an equitable and true assessment of the costs to operate, maintain and upgrade to meet future needs.

Action: Study current rates and costs; update fees as appropriate. (CBW)



8 Public Safety

GOALS

Provide effective public safety services to residents and visitors.

Place a high value on the safe low-crime environment that exists for adults, children and seniors.

The City and Borough of Wrangell provides public safety services including fire protection, emergency medical services, search and rescue, fire and medical training, and law enforcement. The Fire Department and the Police Department are both housed in a public safety building, located on Zimovia Highway near the intersection with Church Street in downtown Wrangell. The building was constructed in 1988 and also houses the Alaska State court offices, a Youth Court, a public shooting range and the State Motor Vehicle office run by the Police Department. The public safety building allows the Fire and Police departments to efficiently share services, such as the dispatch system.

The Wrangell Fire and Police Departments have a good shared communication system. The 911 dispatch system is staffed 24 hours a day by Police Department corrections staff and all police and fire personnel and volunteers carry a two-way radio. In 2009, the communication system was expanded to the substation at 12-Mile Zimovia Highway and now provides

better coverage to the south. An additional repeater tower was built on Crystal Mountain in 2009 that increased radio coverage to outlying areas. Also, in 2009, departments obtained five satellite phones to assist with communication beyond the area served by radio.

8.1 Fire, Emergency Medical, and Search and Rescue Services

8.1.1 Current Conditions

The members of the Wrangell Volunteer Fire Department provide fire protection, emergency medical services (EMS), and search and rescue. As the Borough's first responders, the Department is also prepared to help with oil spills, hazmat incident, or other emergencies until other appropriate agency is on site. The department also participates in emergency preparedness exercises.

Fire protection services are provided using pumper trucks, a foam pumper truck and a tanker truck. Equipment is located at the public safety building and at substations at 5-Mile and 12-Mile on the Zimovia Highway. Fire hydrants are located throughout Wrangell and to 6-Mile on Zimovia Highway. The Department has mutual aid agreements with the Alaska Department of Transportation and Public Facilities to provide fire protection at the Wrangell Airport, the USFS and the Alaska Wildland Fire Management to allow the fire protection agencies to assist each other.



Ready to Respond

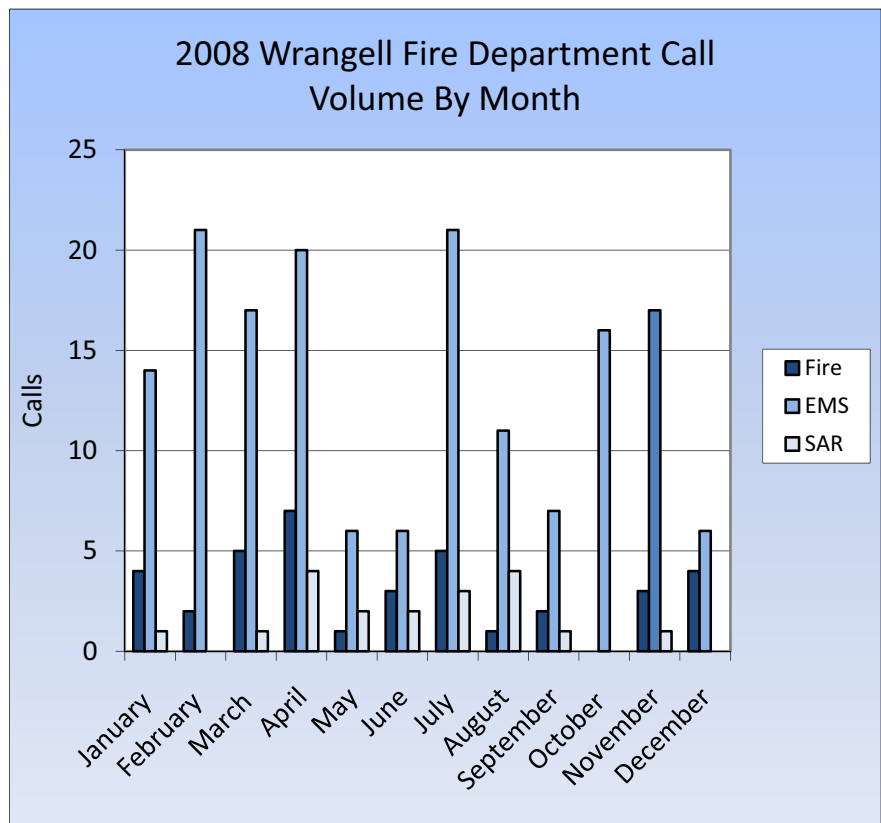
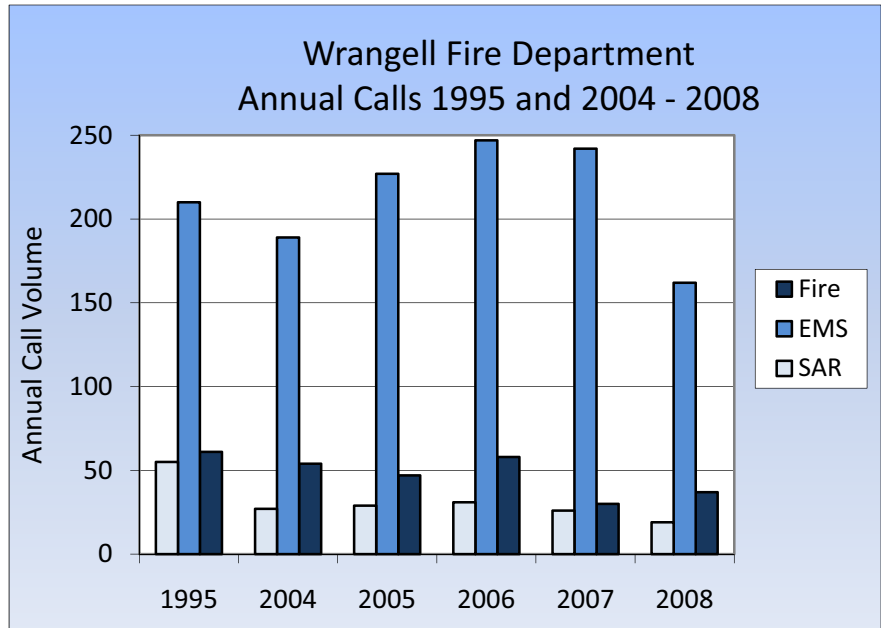
The majority of calls the Department receives are for EMS. Two fully equipped ambulances are located at the public safety building to respond to these calls. Wrangell's search and rescue program is prepared to provide immediate assistance to protect life and property and is equipped to boat, fly, dive or climb to emergency situations in the waters and wilderness in the Borough, which is busy with commercial and recreational activity. The harsh and changeable weather conditions mean that survival depends on proper gear, preparation and effective emergency response.

The Fire Department has a part time fire chief and a full time firefighter employee who provides training, administrative support and organizes community and school outreach. The Department has 37 active volunteers and 30 reserve members including 16 Emergency Medical Technician-1's, 11 Emergency Medical Technician-2's, 7 Emergency Trauma Technicians, 10 dive rescuers and 10 mountaineering rescuers. There are volunteer instructors who teach first aid, CPR and emergency medical training to the Department members and residents. They train three nights a month through mostly certified in-house instructors. The Fire Department is improving its capabilities over time with equipment

upgrades and ongoing training. The Department is accredited by the International Fire Service Accreditation Congress to provide Firefighter 1 training and 20 members have completed this training. Wrangell's fire protection insurance rating issued by the Insurance Services Office (ISO), determines local insurance rates. These rates are based on the availability and training of personnel, capacity of water service, water storage, and firefighting equipment. The ISO rating for most of Wrangell is Class 3; only a few Alaskan communities rate higher.

The call volume for fire, EMS and search and rescue varies throughout the year, but does not follow seasonal trends. Search and rescue calls are highest in April at the start of fishing season and in late summer and early fall at the start of hunting season.

Although Wrangell's population is lower now than in the past, there has not been a reduction in call volume. The number of EMS calls varies significantly from year to year; over the last decade it ranging from 247 in 2006 to 162 in 2008.



Source: Wrangell Fire Department

The Wrangell Fire Department has equipment at three locations; the public safety building and substations at 5-Mile and 12-Mile Zimovia Highway (Table 8-1).

Table 8-1. Wrangell Fire Department Equipment

Location	Equipment
Public safety building	<ul style="list-style-type: none"> • main operations base, offices and training room • 2002 pumper foam truck • two pumpers – a 1997 pumper with a 1250 Gallon Per Minute (GPM) pump and 1988 pumper with a 1500 GPM • utility vehicle • tanker truck • pick-up truck for staff use • two identical Advanced Life Support equipped ambulances – one is brand new and one is five years old • flash-over trailer for training that can be loaned to other communities (used to simulate simultaneous ignition of all combustible material in an enclosed area)
Substation at 5-Mile Zimovia Highway	<ul style="list-style-type: none"> • building 40 by 80 feet with living quarters upstairs • staffed by live-in volunteer firefighter • full size pumper truck • crash fire truck • pick-up truck with medical supplies • fire prevention trailer for schools and training – also can be used as incident command trailer
Substation at 12-Mile Zimovia Highway	<ul style="list-style-type: none"> • substation under development, now on private property • Code Red compressed air foam system • four-wheeler on loan from the police department and that can be used to pull with code red trailer
<i>Source: Wrangell Fire Department</i>	

8.1.2 Concerns and Opportunities

In general, it is expected that EMS calls will continue to increase over time as the population continues to age. Unless there is a change in population, fire, search and rescue numbers are expected to remain steady.

The Borough is responsible for providing fire protection services within the serviced area on Wrangell Island. Providing service to the larger area now part of the City and Borough of Wrangell is an ongoing concern the department is addressing. Search and rescue services have always been provided outside the (former City of) Wrangell limits in conjunction with the Alaska State Troopers, so the area of coverage in a sense did not change with Borough formation.

Increasing the fire-fighting equipment at the substation at 12-Mile Zimovia Highway will bolster fire fighting capabilities in outlying communities south of Wrangell. The Department plans to acquire property at this location and to construct a building to house the crash truck currently located at the substation at 5-Mile Zimovia Highway.

If there is a fire off the road system, department volunteers use their own boats to access the area with pumps and hoses. This is challenging, but works for areas that are not too far away, for example in Wrangell East and Thoms Place. If the Alaska State Troopers Office issues a case number, then volunteers are covered by workers compensation and reimbursed for their fuel. An additional asset could be use of Borough Public Safety Boat if it was housed in a manner to make it readily accessible (like the ADF&G boat is now) and with appropriate equipment pre-located.

Meyers Chuck residents will mount their own fire response if needed. To assist, the Wrangell Fire Department added to fire-fighting equipment that Meyers Chuck residents had purchased to help protect the community. Added capacity here could be provided by locating a Code Red compressed air foam trailer in the community at a central location and by making volunteer training available.

The Department would like to establish a vehicle/equipment replacement fund to purchase a new pumper every seven years, so that pumpers would be retired before they are 30 years old. Service charges and grants have been sufficient to fund the equipment and training for the EMS programs.

Reporting requirements set by the Alaska Department of Health and Social Services have recently increased and it is now difficult to complete this work at current staffing levels. The Department would like to hire a half-time employee to help complete the required reporting, compile data and perform other administrative tasks.

8.2 Law Enforcement Services

8.2.1 Current Conditions

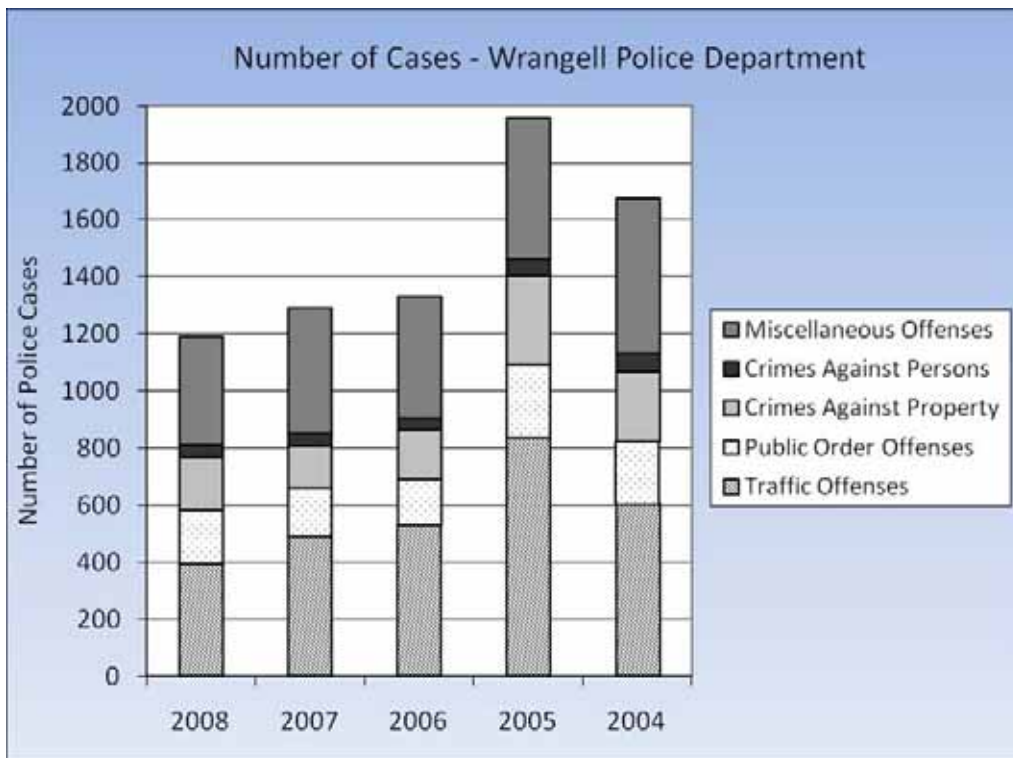
Law enforcement in Wrangell is provided by the Wrangell Police Department. The Department operates under a community oriented policing philosophy and strives to maintain positive relationships with the community's youth, adults and seniors. Officers participate in the annual bike rodeo, sponsor a youth fishing derby and teach the DARE program and hunter safety/firearms safety classes in the schools.

The Department has 14 personnel, including two administrative staff, five correctional/dispatch staff and seven sworn officers. Sworn officers are also commissioned by the Alaska State Troopers. The cost of providing one police officer is funded through the US Transportation Security Administration contract. There is also one Alaska State Trooper stationed in Wrangell whose work is focused on fish and game enforcement.

The Wrangell Police Department is contracted by the State of Alaska to provide corrections services. The Wrangell public safety building houses a jail with five jail cells and a total of 12

beds. There are typically 4 to 5 prisoners a day incarcerated, often including prisoners from other communities. Wrangell also operates a youth court that provides alternative sentencing for the community's young people. The Police Department vehicle fleet is in fairly good condition; current inventory includes seven police vehicles (two trucks and five cars), and a 30-foot and 19-foot jet boat.

The graph below shows the number of cases the Wrangell Police Department responded to each year between 2004 and 2008. The majority of the cases each year are traffic offenses, followed by miscellaneous offenses. Overall, the number of cases has been declining since the mid-1990's when the mill closed. Generally, the number of cases is dropping as the population ages.



Source: Wrangell Police Department

8.2.2 Concerns and Opportunities

The Police Department responds to incidents on the road system, and occasionally off the road system when the public safety vessel or helicopters are used. It must be more clearly defined if and how police response will be provided within the Borough as much of the area is accessible by air or water only. Several remote areas have year-round residents and many areas have considerable seasonal recreational use. The Department is determining the level of law enforcement presence and type of service and response the public can expect in these more remote locations. Responses to remote areas would require that two officers respond to each call making service expensive to provide. The Department is evaluating the

impact of a two-person remote response on day to day staffing, a seasonal officer to increase law enforcement presence in remote areas, service sharing with USFS and US Fish and Wildlife Service and clarifying Alaska State Trooper mutual assistance areas. A map with the police service area should be prepared so it is clear that areas outside this boundary are where the Alaska State Troopers are the primary responders. Development in remote areas and in municipal entitlement land will also impact future demand for law enforcement services.

Current equipment is sufficient and in good shape. The Public Safety Building should meet the Department's needs for the next 5-15 years if the roof and siding can be repaired or replaced. However, there is a need for additional covered storage for vehicles and equipment. In the near-term an equipment fund is also needed to begin systematic replacement of vehicles.

8.3 Public Safety Policies and Actions

Policy 48. Identify an appropriate and realistic level of service for fire fighting, EMS, search and rescue and law enforcement service for remote communities and areas of the Borough off the road system, and take action to provide it.

Action: Team with Alaska State Troopers, Borough staff and others as needed to discuss and prepare a short report and map showing areas of the Borough where Wrangell public safety personnel will be the primary first responders (areas may differ depending on service); the location and nature of Borough-maintained equipment caches; (any) training opportunities the Borough will make available or assist with providing; and the areas where the Alaska State Troopers or others will continue to be the primary first responders. Identify any needed improvements and allocate funding or pursue grants to achieve. *(CBW, rural community representatives, Alaska State Troopers)*

Action: Ensure any ordinances or permissions needed are in place to protect Borough public safety employees and volunteers responding to incidents off the road system. *(CBW)*

Action: Pursue grant opportunities to enhance public safety equipment and training in and for rural Borough residents. *(CBW)*

Action: Implement house numbering system to facilitate faster response for emergency response. *(CBW)*

Policy 49. Increase indoor storage space for police equipment in order to maintain it in good condition and extend its service life.

Action: Identify a location, acquire funding and construct covered and secure storage for vehicles and equipment. *(CBW)*

Policy 50. Expand equipment capacity at 12-Mile substation to improve service to the south end of Zimovia Highway, and also establish equipment needs for Thoms Place and Olive Cove. (CBW, Thoms Place and Olive Cove residents)

Action: Acquire control of land at 12-Mile (purchase, long-term lease). *(CBW)*

Policy 51. Stay current with changing regulations and continue to provide compliant fire protection, EMS and Search and Rescue services.

Action: Determine if additional staff is needed to comply with changing regulations and increased reporting requirements. *(CBW)*

Policy 52. Plan and budget for routine and unexpected equipment needs.

Action: Maintain an adequately funded equipment reserve account for both planned and unexpected equipment needs. *(CBW)*



9 Public Services

GOAL

Provide adequate and cost effective services to enable residential living, economic opportunity and add to the quality of life.

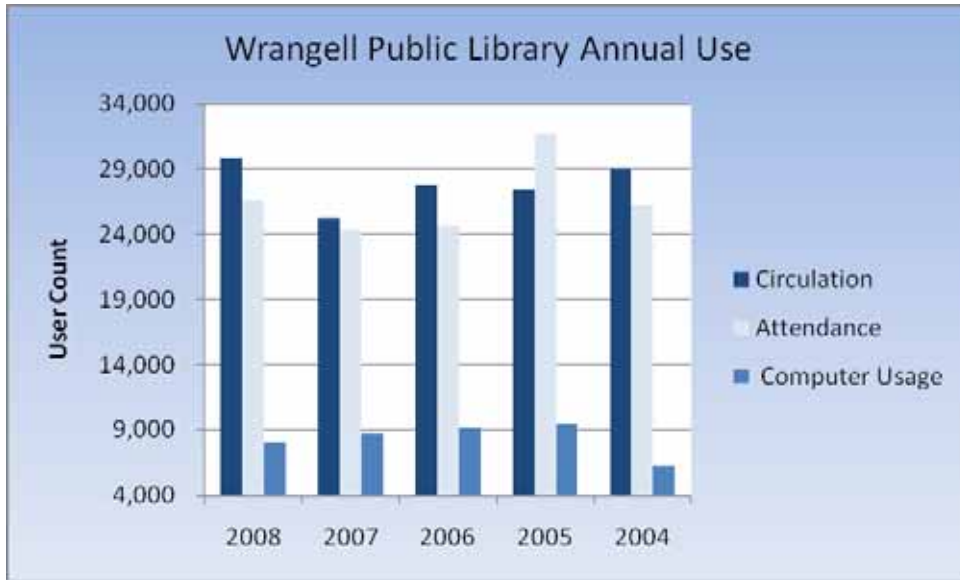
A large variety of facilities and organizations in Wrangell offer services and together create a rich and vibrant civic life. Festivals, winter Chautauqua talk series, movies and community celebrations, lectures, sports events and derbies all contribute to Wrangell's quality of life. This chapter reviews the facilities (library, museum, civic center) and services (recreation facilities and programs) that the City and Borough of Wrangell offers, as well as highlighting Chief Shakes Island and Tribal House. These are but a few of the diverse opportunities the many clubs, organizations, churches and groups in the community make happen. Health and education related services are often addressed in the Public Services chapter as well, but in this plan they are covered in Chapter 4 – Economic Development, as they are so linked to economic opportunity in Wrangell.

9.1 Irene Ingle Public Library

9.1.1 Current Conditions

Wrangell's library was built in 1974 and a large addition was completed in 1993. There is a meeting/study room that accommodates ten people and the large window seat area for parents and children to share reading time.

The library houses a collection of 28,000 books, which is large for a town Wrangell's size. Four computers are available for public use and can be reserved for one hour sessions. Currently, the library subscribes to 76 magazines and newspapers and purchases books throughout the year taking into consideration book reviews, best seller lists, patron suggestions, and needs of the general collection. The library has an extensive collection of books that focus on local and state history, Wrangell High School Yearbooks dating back to 1956 and Wrangell Institute Yearbooks. In 1986 the Wrangell library was chosen as one of the 50 outstanding US public libraries by the University of Illinois Graduate School of Library and Information Science and the 50 State Librarians.



Source: Wrangell Public Library

The current space is sufficient to meet the community's needs. There is a small park adjacent to the library where a bike rack and covered shelter are located. This is Borough property and is reserved for library expansion should that be required in the future. The library is staffed by a director and two part-time staff.

The library is well used by the community; during the 2007-2008 fiscal year over 26,500 people came into the library, borrowed almost 30,000 items and used library computers 8,000 times. Library use numbers have remained fairly steady over the last five years.

The library runs several programs for children. This includes a weekly morning story time in spring and fall, and a special story time at Christmas that is very popular. The summer reading program is the most popular program, with over 100 elementary and middle school children completing the program and significant financial contribution from the community each year. Computers with reading tests are set up in the library and library staff collects prizes from individuals and businesses to reward those who meet reading goals. This partnership between the school and the library works well.

Programs offered for adults include occasional visits from authors, writing workshops or other classes. Computer literacy courses are held for adults when requested. Library staff members proctor exams two to six times a month for students working on correspondence classes.



Directional Sign to Some of Wrangell's Attractions

The Friends of the Library holds an annual fundraiser and is able to contribute to a range of library enhancements. Each year the specific enhancements that receive funding are selected from a list of needs compiled by library staff. Examples of past contributions by the Friends of the Library include maintaining the outdoor landscaping, purchasing magazine subscriptions and audio books. This support is very important to the library.

Library staff have a good relationship with the state librarians and receive funding, training, technical support and advice. The state provides funding to help cover the cost of borrowing books from other libraries around the state. The library also collaborates with the Wrangell Cooperative Association which provides funding for specific programs.

Residents across the Borough have the same borrowing privileges, but those from outlying areas can borrow items for longer than the standard two weeks if desired. The library can also periodically send boxes of books that are not part of the circulating collection to remote areas, with specific services tailored to meet resident's needs.

9.1.2 Concerns and Opportunities

The library currently does not have an automated check-out system and a card catalogue is used to perform searches. Library staff members are considering software options for

automated systems. Switching to an automated system will be time consuming. Many libraries in small communities that have made this switch have found that the new automated system requires additional maintenance and that technical support provided by software companies is not always sufficient. Library staff already spend significant time and resources maintaining computers and fixing technical problems since there is no City and Borough of Wrangell in-house technical support. Thus, if the library does automate it will be important to ensure that that operating costs and resources to maintain the system are available.

The future direction of the library is directed in part by changes in community demographics and the associated changing needs of library users. The library upgraded its internet service in 2009 and now provides wireless access, a wireless printer and a new seating area for laptop users. To better serve Wrangell's aging population the library is devoting more resources to audio books and large print books.

The library is interested in expanding its opening hours, but to accomplish this and provide sufficient time for staff training an additional part-time employee would be needed. The cost of magazines and journals subscriptions is rising due to increased shipping costs. These are very popular with the public, and the library will have to come up with creative solutions to be able to continue providing the full range of library services to which people have become accustomed.

9.2 James and Elsie Nolan Center

9.2.1 Current Conditions

The James and Elsie Nolan Center opened in 2004 and houses the Wrangell Museum, the visitor center and the convention center. The building construction and most of the operating costs are funded through the James and Elsie Nolan Foundation. The Nolan Center is managed by the Borough, with guidance from a volunteer board of directors. The Center is located on Outer Drive on the Wrangell waterfront and is a hub for community cultural and civic activities.



Nolan Center

The Wrangell Museum includes a gift shop, archiving room, climate controlled collections room, intake area, restoration room and an office for the director. The museum features exhibits on the natural environment, native culture, fur trade, gold rush, the Wrangell Institute and the local military presence with exhibits that are changed annually. Collection highlights are the native basket collection and over 7,000 photos. The museum has a large collection and many items are in storage either at the Nolan Center or in a substandard storage space below the school gym.

Museum employees include a director/curator, part-time position in the gift shop and an occasional helper. Funding to operate the museum is provided through the James and Elsie Nolan Trust Fund. Additional revenue is generated from the gift shop sales and admission fees. A Rasmusen Foundation grant is providing funding for staff to scan and catalogue the museum's photo collection. This work, to be completed by August 2010, will result in a database providing efficient access to the collection for staff and visitors. Programs and services provided by the museum include topical research, a photo duplication service and other speaker presentations. Annual visitation for the museum is from 6,500 to 10,500.

The Nolan Center also houses the convention center and visitor center. Related facilities include a 20-seat theatre, classroom, lobby area which can be used for displays and receptions, community space with a 200-person capacity, kitchen, office space and separate storage building for tables and chairs. The civic center has a full time director and a part-time employee.

The visitor center supports the Wrangell Convention and Visitors Bureau by answering phone calls, mailing the vacation planner and attending trade shows to promote Wrangell. In the summer, space is provided for a USFS employee, maps and displays that providing information on the area's natural environment and recreation opportunities.

A range of functions are held in the convention center including conferences, meetings, private wedding and birthday parties, borough functions, community events and lectures. The center also hosts a series of first run movies, with profits going to the high school. The facility regularly draws a number of events and meetings to the community. Table 4-15 in the Economic Development chapter gives more detail, but since it opened in 2004 just under 300 events have been hosted, of which 60 were out-of-town meetings or gatherings.

9.2.2 Concerns and Opportunities

Collection management is a priority for the Museum. All items in storage need to be assessed to determine if they should remain in the collection. The museum's entire collection needs to be re-catalogued; someone could be hired on a two-year contract to carry out this work. Items stored below the school gym need to be moved to a permanent location with controlled environment.

Visitation numbers and revenue at the Nolan Center are higher when cruise ships stop in Wrangell. When large cruise ships visited, the civic center generated approximately \$10,000 in revenue by serving lunch to visitors. Revenue from both museum admissions and the gift shop are lower when cruise ship traffic is down (see Table 4-15).

The civic center generates revenue by renting space for events. Revenue for the first four years of operation averaged about \$35,000 annually. Revenues were down in 2009 (closer to \$30,000) due to a combination of travel budget cuts by state and federal governments and the national recession. The civic center can accommodate events with 200 people, but large events with out of town participants is limited because there are only 80 rooms in hotels and bed and breakfasts in Wrangell. Targeting marketing of the civic center to groups of between 50 and 70 may work in increase bookings.

9.3 Chief Shakes Island and Tribal House

9.3.1 Current Conditions

Chief Shakes Island is in the middle of Wrangell Harbor is accessed by a pile supported walkway. This is not a City and Borough of Wrangell owned site, but it is so integral to the spirit of town that it is included in the Plan. The Wrangell Cooperative Association (the local native IRA Council) is custodian of the land.

Chief Shakes Island, the site of Chief Shakes Tribal House, is on the National Register as an historic monument. The Tribal House was constructed in 1939 under a Civilian Conservation Corps program. Carved replicas of the Shakes Clan houseposts adorn the interior of the structure. The original houseposts, over 200 years old, can be viewed in the Museum, on loan from the Wrangell Cooperative Association.



Shakes Island Totems

The Island is open at all times for walking and experiencing the peaceful setting, and to view the intricately carved totems surrounding the hand hewn Community House. The Community House is open to the public at designated times scheduled each summer or for prearranged groups.

9.3.2 Concerns and Opportunities

Restoration of the Tribal House is a community project. A partnership between the Wrangell Cooperative Association, Alaska Native Brotherhood, and the Shakes Island Tribal House/Carving SHED co-committees has led to funding by community members via dinners,

a grant from Rasmuson Foundation, a First Bank donation, and ANB volunteers to start the project. The complete package of landscaping, parking and a carving shed is estimated to cost \$700,000. Collaboration among Wrangell’s many organizations and citizens will be needed to complete the project.

9.4 Local Recreation

Remote recreation opportunities including, hiking, camping, shelters and more around Wrangell Island are addressed in the Chapter 6- Land Use and Future Growth. This section focuses on City and Borough of Wrangell recreation facilities and programs.

9.4.1 Current Conditions

The Wrangell Parks and Recreation Department offers a large variety of recreation opportunities given its small size. Recreation facilities operated and maintained by the Department include a swimming pool, community center, indoor shooting range, outdoor rifle range, baseball diamonds, tennis courts, playgrounds, basketball courts, campgrounds, trails and public restrooms. Table 9-1 lists the indoor and outdoor facilities operated by the Wrangell Parks and Recreation Department.

Table 9-1. Wrangell Parks and Recreation Facilities

Indoor Facilities	
<i>Swimming Pool</i>	Pool built in 1986, includes change rooms, a weight room, cardio equipment on the pool deck and a racquet ball court.
<i>Community Center</i>	Includes a gym, teen center, multi-purpose room and a kitchen. This gym used to be part of the school and is available for indoor sports and programs.
<i>Indoor Shooting Range</i>	Located in the basement of the Public Safety Building.
Outdoor Facilities	
<i>Volunteer Park</i>	Wrangell’s main park, includes two ball diamonds, tennis court, a batting cage, public bathrooms and a T-ball field. There are also two gravel surface walking trail loops, each approximately half a mile long, with benches and interpretive signage.
<i>City Park</i>	Located on the Zimovia Highway and has four picnic shelters with fire pits, a community garden and a small playground. The picnic shelters can be booked for private events and limited camping (tents only) is allowed.
<i>Kyle Angerman Playground</i>	Downtown park with play equipment and an uncovered basketball court.
<i>Four Public Restrooms</i>	These are located at City Park, Volunteer Park, Shoemaker Park and near City Hall downtown. They are cleaned and maintained by the Parks and Recreation Department.
<i>Covered Basketball Court</i>	This covered court is located beside the elementary school and is used for school programs and for play outside school hours.
<i>Outdoor Shooting Range</i>	Outdoor shooting range with a rifle range 300 yards long and a pistol range 100 yards long. At each range there is a covered shooting structure.
<i>Shoemaker Bay Park</i>	Park has a picnic shelter, playground and tennis court. An archery range wood course is available across from Shoemaker Bay parking lot.

<i>Mount Dewey Trail</i>	A 0.35 mile trail, with a trail head on Third Street.
<i>Shoemaker Bay RV Park</i>	Located before the harbor in the Shoemaker Bay Recreation Area, has 16 sites for RV and trailer camping. Most sites have picnic tables, fireplace units, electricity, but no running water. A dump station, water spigot and restrooms are in the adjacent harbor parking area.
<i>Shoemaker Bay Tent Camping</i>	Across the highway from the Rainbow Falls Trailhead and includes a camping area, picnic tables and restrooms.
<i>Rainbow Falls Trail</i>	A 0.7 mile trail that is maintained by the USFS.

The Department continually upgrades its indoor and outdoor facilities. A new trail was added in 2008 at Volunteer Park. A Wrangell resident has been working to privately fund construction of a new picnic shelter. The new 36 x 48 foot shelter will have a fire pit and be built by volunteers. Funding (\$26,000) from the USFS Resource Advisory Committee will be used to add a new picnic area with fire pits, improve parking, construct bollards and complete shoreline stabilization work.

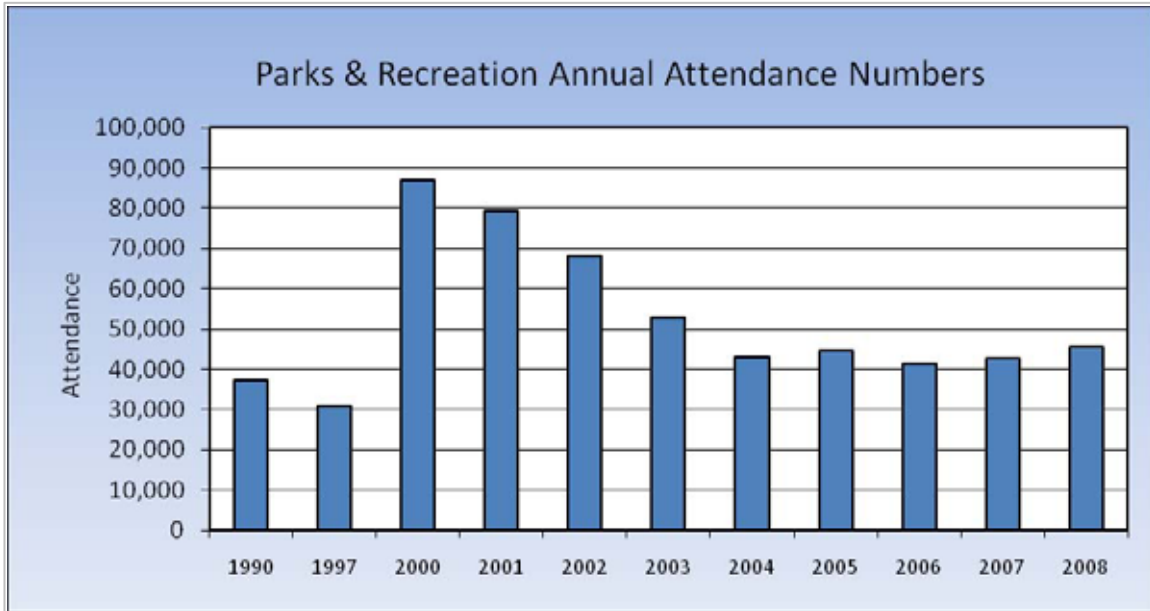
The Department offers a broad range of recreation programs for adults and children. Some programs are led by parks and recreation staff and others are offered through the community contracting program, a partnership with local fitness instructors that allows them to teach fitness classes and split administrative support and fees with the Parks and Recreation Department. There are more programs being offered now in Wrangell than ever before, partly due to the many volunteers who contribute their time. Table 9-2 lists current year round and seasonal recreation programs.

Table 9-2. Current Recreation Programs

Program	Description
<i>Swimming</i>	Programs include summer lessons for kids, scheduled lap swim, deep and shallow water aerobics, arthritis water program for seniors and free classes for school kids K-5 during the school year.
<i>Hiking Club</i>	A schedule of group hikes is posted and hikes are led by Department staff most weekends in the summer. This program started in 2008 and has been well attended.
<i>Summer Recreation Program</i>	Daily activities for kids ages 6 to 11 offered from 10 am until noon and 1 pm until 3 pm.
<i>Co-ed Adult Softball League</i>	Summer program, usually 4 teams.
<i>Open Gym Program</i>	Scheduled open basketball and volleyball time. Open to all.
<i>Youth Programs</i>	Youth basketball has two programs; one for K-2 and one for grades 3-6. Youth wrestling is offered for K-5. The coaches and referees are volunteers.
<i>Community Contracting Programs</i>	Currently yoga, strong and fit for seniors and tai chi arthritis are being offered. Classes are taught by a local instructor and held at various locations including the schools and senior's center.

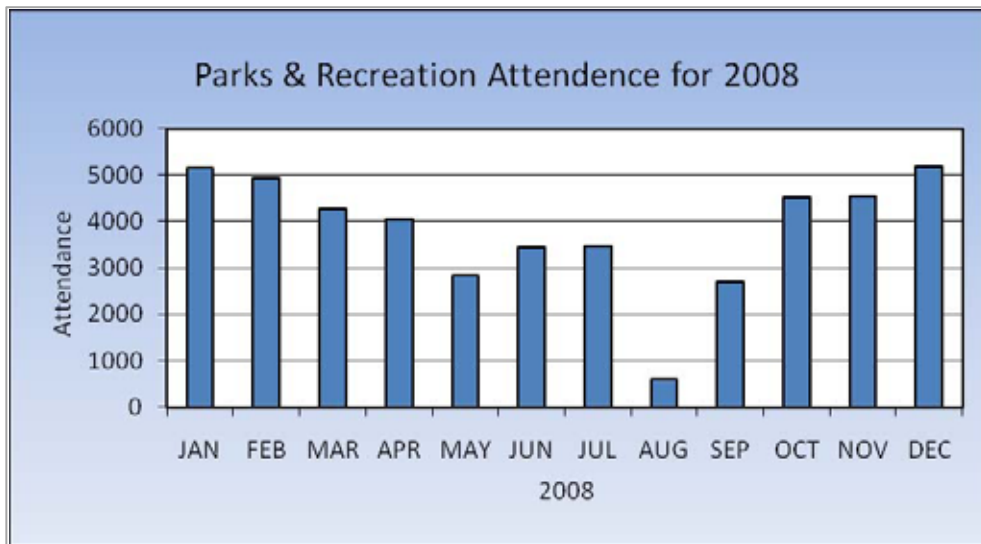
The following graph shows monthly use numbers at all indoor facilities combined. Use is highest from October to April and lowest in August when facilities close for maintenance and many residents are on vacation and enjoying other outdoor activities.

The total annual Parks and Recreation attendance numbers have varied over time, but have been steady since 2004 (see figure below). Parks use increased between 1997 and 2000 due to the addition of new facilities including the RV Park and others.



Source: Wrangell Parks & Recreation

Current staff includes full-time manager, part-time recreation coordinator, half-time maintenance person, three summer workers and 15 to 20 part-time life guards. Parks and Recreation staff takes care of all the indoor and outdoor facilities and programs and mowing the lawn at the cemetery. Revenue from user fees from the recreation programs do not cover the cost of running the programs, paying staff and maintaining the facilities.



Source: Wrangell Parks & Recreation

In addition to these Borough facilities other key recreational destinations in town include the Muskeg Meadows Golf Course and Petroglyph Beach State Historic Park.

Muskeg Meadows is a 9-hole golf course operated by the Wrangell Golf Club, a local non-profit organization with over 600 members. The facility includes a 250-yard driving range, a practice putting green, a club house and pro shop. The Wrangell Golf Club has many active volunteers and has received several grants since opening in 1998.

Petroglyph Beach in Wrangell has the highest concentration of petroglyphs in Southeast and has recently been designated a State Historic Park. Access to the beach was improved in the year 2000. There is an accessible boardwalk to a deck overlooking Petroglyph Beach, the Stikine River and Zimovia Straits. The park has detailed interpretive signage, replicas of Petroglyphs and direct access to the beach.

Mt. Dewey trailhead, Shoemaker Bay RV Park and Covered Basketball Court



9.4.2 Concerns and Opportunities

Parks and recreation facilities require ongoing maintenance. The swimming pool is a Borough maintenance priority as it is 20 years old and needs a new roof, new pumps, and upgrades to the heating, sprinkler, air handling and salt water chlorine systems. The City Park also needs new restrooms, picnic tables and fire rings.

A City and Borough of Wrangell priority for new facility development is a multi-purpose sports field and running track by the elementary school. This project will involve filling and re-grading the existing field, adding the track and solving drainage problems. Other desired improvements are to develop a picnic area at the floatplane pullout at Mile 4.5 Zimovia Highway and to identify a location and build a BMX course and a skateboard park for community youth.

Use of the community's trail system is increasing. Priorities to add to the network

are extending the paved bike path farther south (from 4.5 mile) along Zimovia Highway and adding a bike lane around the Airport Loop Road. The department would also like to add exercise stations along the Volunteer Park trails. Wrangell’s population is aging and it will become increasingly important to expand programs enjoyed by seniors, such as the special fitness classes that are held at the senior’s center.

As a result of Borough formation, there may be interest in providing recreation facilities elsewhere on Wrangell Island and in outlying areas. Partners with the federal or state government or remote communities would be needed to maintain recreation facilities in remote locations.

Residents support development of a sports field and running track at Volunteer Park and the continued development of trails and bike paths.

Table 9-3. Net Support/Opposition for Potential Recreation Projects

	Net Support	Net Opposed
Development of a bike path along the loop road from the ferry terminal to the airport and back to town	85%	10%
Improving Evergreen Street and adding a sidewalk from the ferry terminal to the airport	85	11
Continuing the bike path farther along Zimovia Highway	81	14
Building a running track and sports field on the flat area by the elementary school	80	13
<i>Source: 2009 Community Opinion Survey</i>		

9.5 Public Services Policies and Actions

Library

Policy 53. Provide library programs that meet the changing needs of residents.

Action: Target new programs to families and services for older community members. *(CBW, Friends of Library)*

Policy 54. Efficiently manage the library’s collection.

Action: Research options and implement one to automate the circulation system and support internet-based searches and requests for library resources. *(CBW)*

Policy 55. Provide appropriate library services to residents in outlying areas.

Action: Determine the level of interest in a traveling library collection, or remote request & check-out/delivery of library resources. (*Friends of Library, CBW*)

Civic, Convention, Cultural and Historic

Policy 56. Use the James and Elsie Nolan Museum, Visitor and Convention Center to full capacity as a community resource.

Action: Make the Nolan Center outdoor space more usable by finishing the landscaping, building a gazebo or outdoor gathering area, and accomplishing other improvements over time. (*CBW, Friends of Museum, Nolan Center Board*)

Action: Upgrade the kitchen equipment so that it can be used for catering. (*CBW*)

Action: Target Nolan Center marketing to attract events with 50 to 75 participants. (*WCVB, CBW*)

Action: Use Nolan Center Museum lab for research opportunities and activities that generate revenue. (*CBW, WCVB, School District, Friends of the Wrangell Museum, USFS*)

Action: Increase awareness of the convention center by marketing it to outside entities. (*WCVB, Chamber*)

Policy 57. Improve management of the James and Elsie Nolan Museum, Visitor and Convention Center's museum's collection.

Action: Sort and re-catalogue the Museum's collection. (*CBW, Friends of Wrangell Museum*)

Action: Identify Wrangell's (city, tribal, state, federal) needs for controlled climate storage. Consider options for joint use and funding of the needed space. (*CBW, CWA, USFS, Friends of the Wrangell Museum, other*)

Policy 58. Preserve Chief Shakes Tribal House and develop a Carving Shed.

Action: Support work and funding on Tribal House restoration and development of a permanent carving shed. (*WCA, CBW, ANB, others*)

Policy 59. Protect and improve public access to Petroglyph Beach State Historic Park.

Action: Support State's effort to acquire adjacent land to expand the park. (*CBW*)

Action: Develop safer pedestrian access by improving Evergreen Avenue with sidewalks to the beach from town. (CBW, DOT&PF)

Policy 60. Recognize that festivals, competitions, movies, lectures, entertainment and shows all promote a lively atmosphere, healthier lifestyles and town spirit.

Action: Support arts, cultural and sporting events and activities in town, particularly in the winter months. (CBW, Friends of the Museum, USFS, newly formed Wrangell Arts Council, WCA, civic groups, School District, Chamber, HWC)

Indoor Recreation and Facilities

Policy 61. Increase recreation opportunities for Wrangell's population, specifically targeting seniors and youth. (Outdoor recreation facilities and services are addressed in the Land Use policies and chapter.)

Action: Continue to expand fitness programs for seniors. (CBW, Parks and Recreation and Youth Board)

Action: Keep existing recreation facilities in good repair and develop additional facilities over time to meet community needs and interests. (CBW)

Action: Keep current on swimming pool maintenance. (CBW)

Action: Complete the bottom floor of the community center so it can be used for recreation. Remove asbestos pipe, replace roof, and install fire doors, upgrade electrical system. (CBW)

Action: Identify a site and build a BMX bike course and skateboard park. (CBW, Schools)



An Old Fashioned Fourth, photos courtesy of Wrangell CVB for story by Greg McCormack for July 2009 Country Extra



10 Remote Communities

The State of Alaska estimates in 2009 that 166 people were living in the City and Borough of Wrangell outside the limits of the former city. While many of these people live on Wrangell Island quite near to town, there are about 20-30 full time or close to full time residents living in Wrangell Island East, Farm Island, Thoms Place, Olive Cove, Union Bay or Meyers Chuck. Another 100 have made improvements to their privately owned properties and are there part time, seasonally or occasionally. There are about 400 subdivided properties in these remote areas of which 130 have some type of improvement.

Numbers don't begin to explain these places. Each is unique, well loved and highly valued by residents and property owners. Those that are there only part time or for vacation often wish that circumstances would allow them to be there more frequently. Life in these beautiful and remote spots is lived "off the grid" but many have micro-hydro power wind or solar powered electricity. People here are highly self-sufficient. Most of those without cellphone service though generally desire it for the combination of safety and the ability it would bring to more easily make a living from their land. The end of the marine operator era left some of these remote citizens without a lifeline. Nonetheless it was clear from the visits conducted as part of this plan's development that residents living in the remote parts of the City and Borough of Wrangell have no interest in trading their independence or lifestyle.

Following now is an overview of each of these remote places. For each place, Wrangell Island East, Farm Island, Olive Cove, Thoms Place, Union Bay and Meyers Chuck, the chapter includes a:

- Overview of the settlement and lifestyle
- Map with land ownership

- Description of current services and infrastructure
- Review of opinions that residents and property owners who participated in plan development, and
- Future Growth Plan and Map for the community is offered.

The purpose of the Future Growth Map is to guide growth over the next 10 to 20 years. It is not an enforceable law, it is a guide. It is also not expected that there would be development to “fill-in” everything shown on the map. The map is a big-picture long-term vision to guide future growth in an orderly manner that takes into account resident’s views, future community needs, and land owners interests.

When Borough and other decision-makers are asked about development projects and permits, they will use the Future Growth Map and this Plan to determine whether the proposed project is consistent and compatible with the vision on the Future Growth Map and in this Comprehensive Plan. If it is not consistent and compatible, this is a legal basis for the Wrangell Planning and Zoning Commission and Assembly, with advice from residents and property owners in the area, to reject a permit or to recommend its denial or modification to a state or federal agency.

Remote community residents and property owners and the Wrangell Planning and Zoning Commission and Assembly will use the Future Growth Map and Designations to guide future land use and development, including zoning and permitting decisions.

10.1 Wrangell Island East

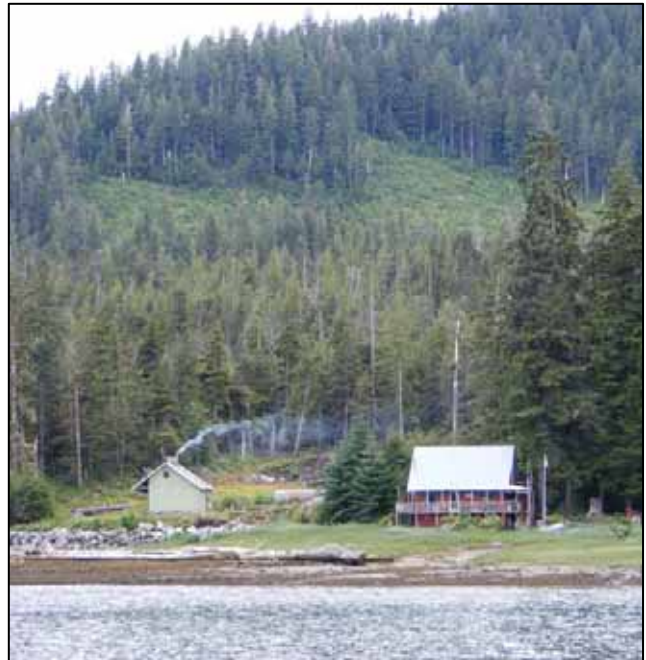
GOAL

Promote a healthy, safe and pleasant environment for remote residential living in Wrangell East.

History, Culture and Demographics

Wrangell Island East, also called 'Back Channel' is located along the northeast side of Wrangell Island. Wrangell East offers a remote and private location that is easily accessible from Wrangell by boat. A state land subdivision and sale in 1983 created 80 residential lots, in small pockets over a five mile stretch of shoreline. The majority of the lots are between one and five acres in size and have shore frontage. Over half are privately owned, with the remaining lots belonging to the State or the Alaska Mental Health Trust (AMHT) and many are for sale. Privately owned property is assessed at values ranging between \$9,400 and \$113,500, though some value is exempted from taxation because the owners are seniors and living there full time. There are currently five people living in Wrangell East full time and approximately 16 properties have some improvements, about 10 homes or cabins in all.

Wrangell East property owners value living in a remote area that is so close to both the services and amenities of Wrangell and to the exceptional fishing, hunting and recreational opportunities in the area.



Wrangell East Homes

Public Facilities and Utilities

There are no community water, sewer or electrical distribution systems. Drinking water is collected from either rainwater or catchment systems; domestic wastewater is disposed of in individual septic systems and outhouses. There is no community power supply and many residents use a gas or diesel generator. Most homes are heated with wood. Residents individually dispose of personal refuse or sometimes use the Wrangell landfill

Economy and Transportation

Wrangell East is accessed by boat. There is no public dock; at least one resident parks their vehicle on a privately owned property near the end of the Borough owned section of Spur Road in Block 1 of the Wrangell East Subdivision. Other landowners indicated they have used the same property to launch boats to access their lots. Several of the lots in Block 1 of Wrangell East can be accessed via an unmaintained portion of the Spur Road. Other lots in this area have the potential to connect to this access road. The state periodically maintains Spur Road (renamed Ishiyama Drive), only to the gravel extension. Approximately the first mile of the extension is Borough-owned then State owned to access timber harvest areas. The extension is not maintained in the winter by either the Borough or state.

A USFS road that heads north from Pats Creek could be connected to the Spur Road extension to create a loop. This connection could provide future benefits to the Borough to access to state and Borough land, enhance public safety by providing alternative access for the community to and from town and the airport and ferry terminal, and also create new recreation and tourism opportunities.

Land Ownership, Use and Management

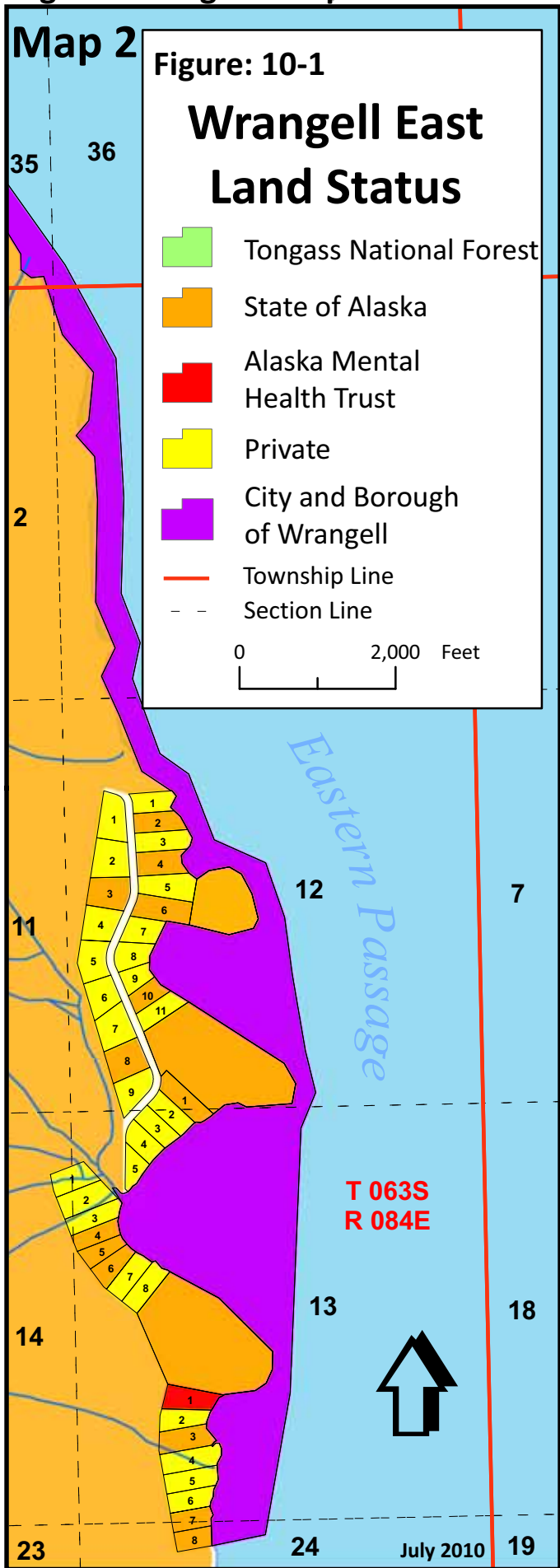
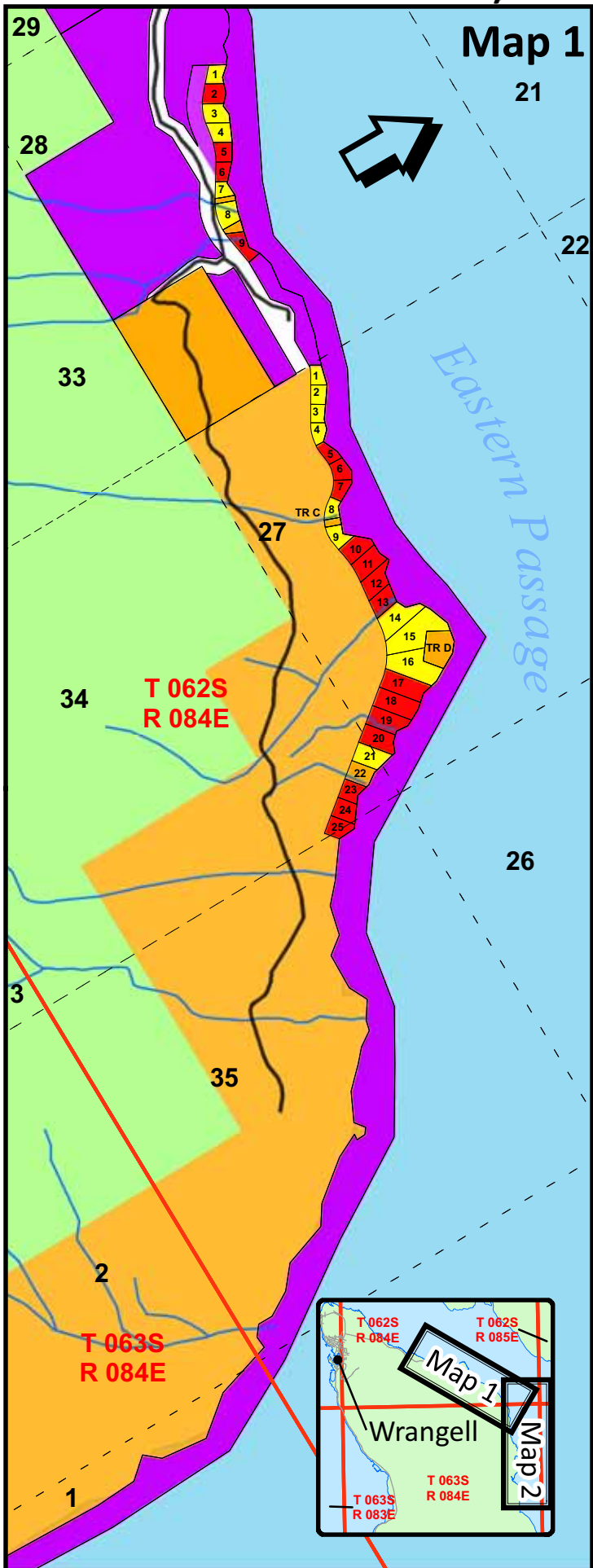
Land status in the area is depicted on Figure 10-1. Of approximately 80 surveyed and subdivided properties half are privately owned, and of these about ten have residential dwelling units. The AMHT still owns several subdivided lots in the Wrangell east area. AMHT had five residential lots listed for sale in August 2009. There is no indication of when the remaining AMHT or State owned residential lots will be sold.

The residential lots in Wrangell East are directly adjacent to a 1,679 acre state-owned parcel of land. There has been a significant amount of timber harvest in this area. Management of this parcel is described in the 2000 state Central Southern Southeast Area Plan for multiple uses including habitat, settlement, dispersed recreation, and current and future forest values. Timber harvest is not allowed within 500 feet of the coastline.

Community Opinions

A questionnaire and map to mark-up were sent to each of the approximately 40 property owners in Wrangell East in June 2009 as part of the process to prepare this Comprehensive Development Plan. Five written responses to the survey were received (representing the views of eight individuals). The planning team also visited Wrangell East in June and met with five residents to talk about the planning process and to hear their concerns.

Following are the key concerns expressed that are important to future growth, land use, zoning and services.



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

Future Growth, Land Use, and Zoning

Some Wrangell residents and a few landowners in Wrangell East expressed interest in the road extending to reach all lots in Wrangell East. This road could connect Pats Road and the Spur Road, forming a loop that would open additional areas for development. This road extension may come with an obligation for year round maintenance, which could be expensive for the Borough.

There are currently no commercial or tourism ventures in Wrangell East. The current five year round residents would prefer to see it remain this way, although one year round resident and other area landowners indicated they might be open to potential developments, especially projects that would generate jobs in the area.

The Spur Road extension is located uphill from the Wrangell East private properties. Owners of the developed properties and residents have indicated that people shooting above and near to homes has been a problem and on-going concern. The extension of the Spur Road and increased development in this area will have a continued impact on Wrangell East properties.

All lots are now zoned Timber Management, which allows residential uses only for cabins as a conditional use. Zoning should be updated.

Services

Wrangell and Wrangell East residents have cited a need to locate and develop a public boat launch and parking area near the end of the Spur Road. A public facility will mean landowners will not have to use private property for launching and will eliminate the need to make the trip around the northern end of Wrangell Island by boat which is often dangerous in winter.



*Community Meeting Wrangell East Style.
Economic Development Director Carol Rushmore
hears concerns of residents
Dan and Teresa McIntyre.*

Residents have no consistent way of communicating in case of an emergency. Providing a full time resident with a radio to contact 911 dispatch would help minimize this problem. Residents and landowners were mixed in their desire to see power and the road extended to the Wrangell East properties.

Future Growth Plan

Goals

1. Promote a healthy, safe and pleasant environment for remote residential use in Wrangell East.
2. Find a suitable location for a public boat launch.

3. Work with residents to improve emergency communication in Wrangell East.

The Future Growth Designations in Wrangell Island East, defined below, recognize current land use and development patterns and will guide future development (Figure 10-2).

Remote Residential

The purpose of this designation is to encourage the development of a healthy, safe and pleasant environment for remote residential use. Areas typically are not on a road network nor connected to community utilities. Lots are generally larger to ensure protection of drinking water and ensure sanitary wastewater disposal. Development and land use has a quiet, remote feel for people who want to “get away from it all.” Gardening, farming, fishing, hunting and gathering activities as well as small personal-use sawmills are a common part of the remote lifestyle. Commercial uses and activities are appropriate on some properties and most commonly involve commercial fishing or uses that cater to tourism activities such as lodges, bed and breakfasts, fishing charters, guided hunting, and small supporting business in some places such as art galleries, small shops and other home occupations. Commercial uses should not negatively impact residential quality of life.

Industrial/Light Industrial

The purpose of this designation is to encourage land uses and activities that are industrial nature such as manufacturing, processing, repairing, assembling, shipping and storing goods. Performance standards or buffers with neighboring uses may be applied to address noise, odors, waste and other impacts. Zoning makes a distinction between light industrial and industrial. Sewage treatment facilities, landfills, airports, rock quarries, and light and power facilities are examples of this type of use.

Waterfront Development

The purpose of this designation is to encourage land uses and activities that are water-dependent, water-oriented or promote enjoyment of the waterfront. Activities are primarily of an industrial or commercial nature; residential uses that are secondary to the water use occur in places.

Resource Development

This designation is for land where resource development and extraction activities occur or are reasonably expected, including uses such as timber harvest, mineral extraction and quarries, electrical generation and transmission lines, and other industrial activity. The Tongass National Forest LUD *Timber Production* is included in this future growth designation. Resource development should be conducted to maintain critical habitat areas and the quality of life for any nearby residents.

Resource Development with Scenic Protection

This is an overlay designation for resource development in areas where activities and uses should pay special attention to viewshed protection and scenic quality. This overlay designation is not prohibiting resource development uses or activities. Depending on the area, the viewshed and scenic qualities that are important to maintain may be those that are visible from the water, the road, or from neighboring properties. Economic viability of any proposed resource development opportunity should be considered. The Tongass National Forest LUDs *Scenic Viewshed* and *Modified Landscape* areas are included in this future growth designation.

Recreation, Parks or Open Space

The purpose of this designation is to promote recreational use and preserve open space. Some places will be undeveloped whereas others may develop with more intensive recreation use and to support commercial visitor-related activities. Municipal drinking water sources and watersheds also are in this designation and must be managed to ensure that any activities with them do not jeopardize the ability to meet State drinking water standards. A range of more and less intensive uses will occur on this land, depending upon the location, including: 1) Active recreational use such as playgrounds, sports fields and board-walked or paved trails in more urban places; 2) More passive recreation activities such as bird and wildlife observation, picnics, walking, canoeing and biking; 3) Areas set aside for wetlands mitigation and to protect community drinking water sources; and 4) Mostly or completely undeveloped land for hunting, fishing or simply enjoying the view. This designation includes Tongass National Forest land designated *Semi-Remote Recreation*, *Remote Recreation*, *Wild-Scenic* or *Recreational Rivers*, and *Municipal Watershed* LUDs to promote compatible land management.

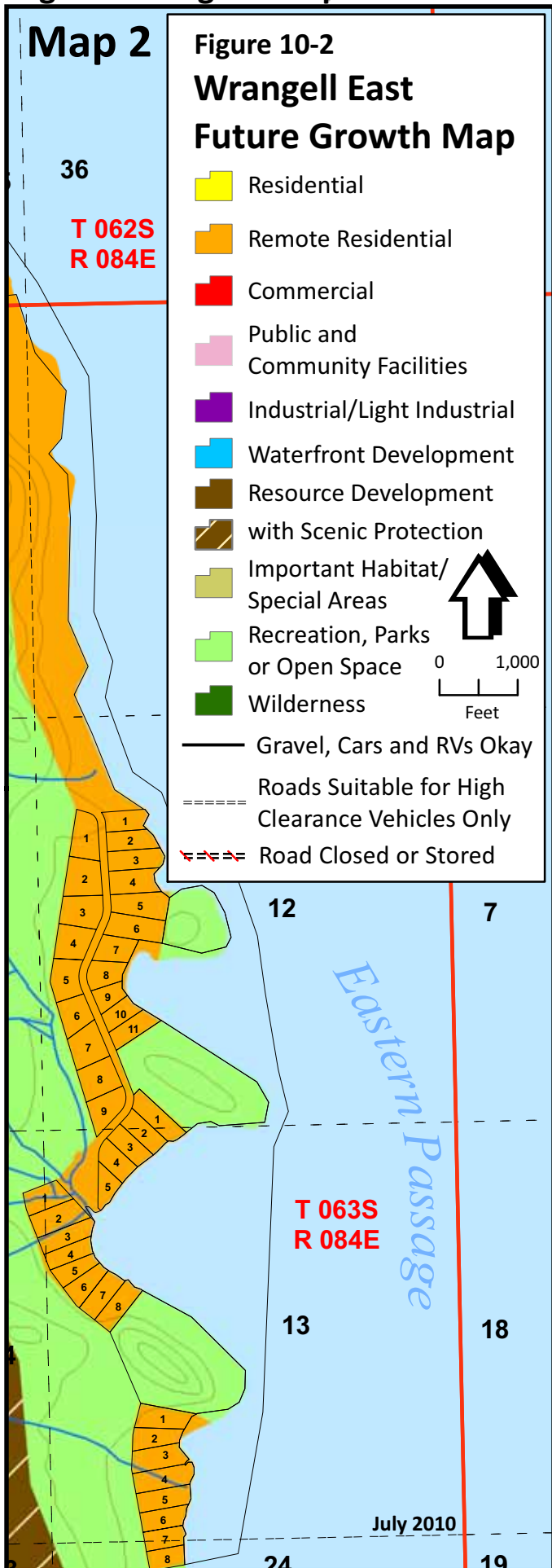
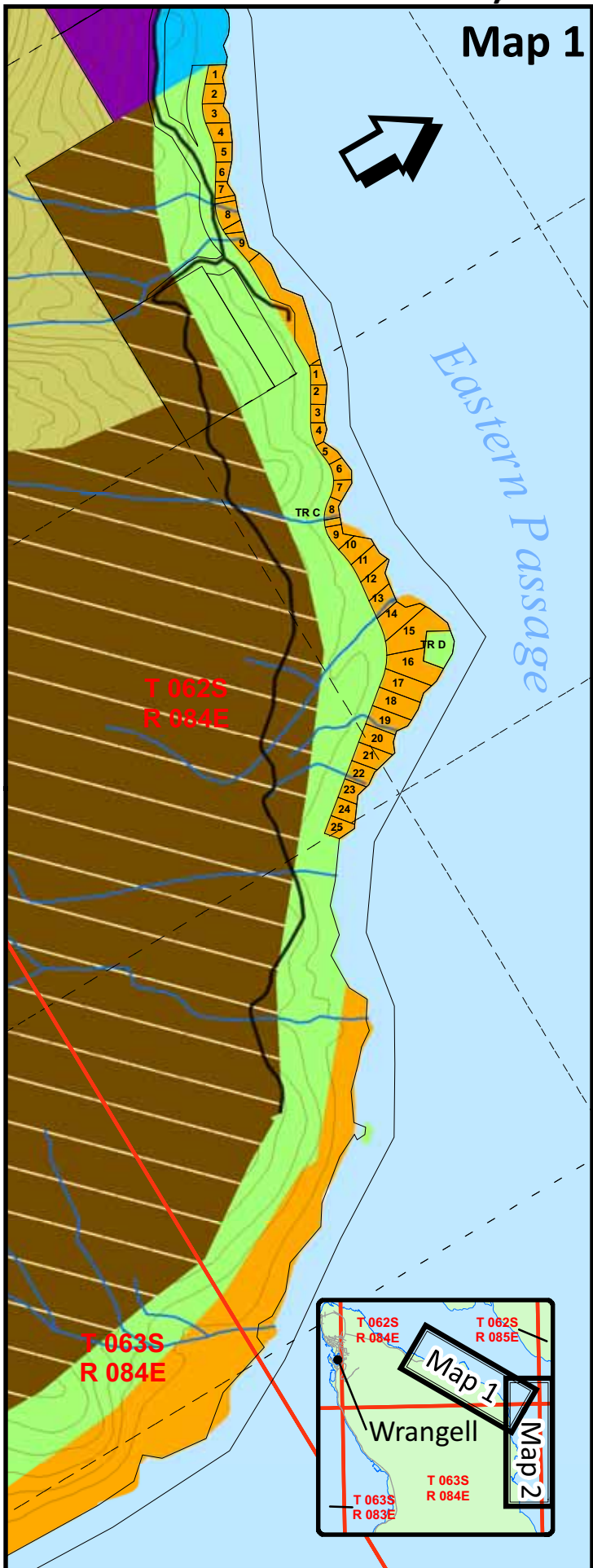
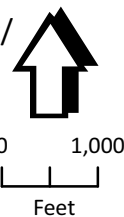


Figure 10-2

**Wrangell East
Future Growth Map**

- Residential
- Remote Residential
- Commercial
- Public and Community Facilities
- Industrial/Light Industrial
- Waterfront Development
- Resource Development
- with Scenic Protection
- Important Habitat/Special Areas
- Recreation, Parks or Open Space
- Wilderness
- Gravel, Cars and RVs Okay
- Roads Suitable for High Clearance Vehicles Only
- Road Closed or Stored



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

10.2 Farm Island and the Mouth of the Stikine River

GOAL

Maintain a healthy, safe and pleasant environment for remote residential living at the mouth of the Stikine River.

History, Culture and Demographics

Farm Island is located at the northern edge of the Stikine River delta approximately five miles north of Wrangell across Sumner Strait. The island has been built up as river sediment was deposited over time resulting in fertile rich soil suitable for agriculture. Original patents from the federal government were for agricultural purposes. Tlingit use of the Stikine River corridor and area is documented in the Wrangell Land Use chapter. At Farm, Sergief and Dry Island there has been over a century of settlement due to the flat, rich soil and proximity to the river.

The mouth of the Stikine River, including Sergief, Farm Island and others hosted tent cities of gold seekers when gold was discovered in the Cassiar and then later in the Klondike. Many miners camped there waiting for the river to freeze to head to the Klondike. By the 1930's, area islands were home to gardens, herds of cattle, hayfields that supplied winter feed for Wrangell dairies and a mule station. The first aircraft to land in Alaska landed near Sergief Island on a New York-Nome flight in the 1920's. Since these times, the area has seen a wide range of uses and activities including farming, sawmills, trapping, a small store, tourism activities, and bed and breakfasts.

Over time, larger properties obtained as patented farm land were subdivided and sold. There are over 100 privately owned parcels that range in size from one to over 150 acres. The Borough's 2009 property tax roll shows over 20 properties with improvements, most with cabins or homes, and assessed property values ranging from \$2,000 to about \$200,000. On nearby Sergif Island there are five privately owned parcels, one of which with a dwelling.



Family photos adorn a home wall in Farm Island documenting years and years of settlement.



Farm Island Greenhouse

Currently Farm Island has two full time residents and many recreational property owners that spend all or part of the summer there. The natural beauty of the river and its recreation opportunities and the proximity to Wrangell made these lots very appealing to both Wrangell and Petersburg residents. Residents of Farm Island value being close to the river and wildlife, the chance to get away from it all and ability to develop their properties with minimal interference. The Stikine River continues to shape Farm Island, Sergief Island and the access for Green Point; erosion related to flooding and ice and the deposition of new materials means that the landscape is constantly changing and that shoreline protection is important to property owners.

Public Facilities and Utilities

There are no community water, sewer or electricity distribution systems. Cell phone coverage on Farm Island is good. Drinking water is collected from either rainwater or local streams and domestic wastewater is disposed of by individual septic systems or leach-fields. Most residents use a gas or diesel generator, though a few depend on solar or supplement with solar or wind-based power. Most homes are heated with wood. Residents individually dispose of their refuse with some using the landfill in Wrangell or Petersburg,



Boardwalk on Farm Island

Economy and Transportation

Farm Island, Sergief Island and Green Point are accessed by boat from either Petersburg or Wrangell. There is no public moorage. Properties on Farm Island that do not have water access are connected by boardwalks generally constructed on subdivision rights-of-way by adjacent property owners and privately maintained. There is at least one bed and breakfast business, there have been small stores or galleries and some owners enjoy regular stops by commercial river tours. There are no residents that are employed locally in the Farm Island area.

Land Ownership, Use and Management

The private lots on Farm Island are surrounded by the Stikine-LeConte Wilderness Area in the Tongass National Forest. Because the existing lots are surrounded by a wilderness area, there will be no additional land for residential or other development. Larger existing lots could be subdivided and sold. Lots in the Northern Farm Island (Dave Ellis) Subdivision have covenants that restrict the types of acceptable uses and set detailed development guidelines (Figure 10-3).

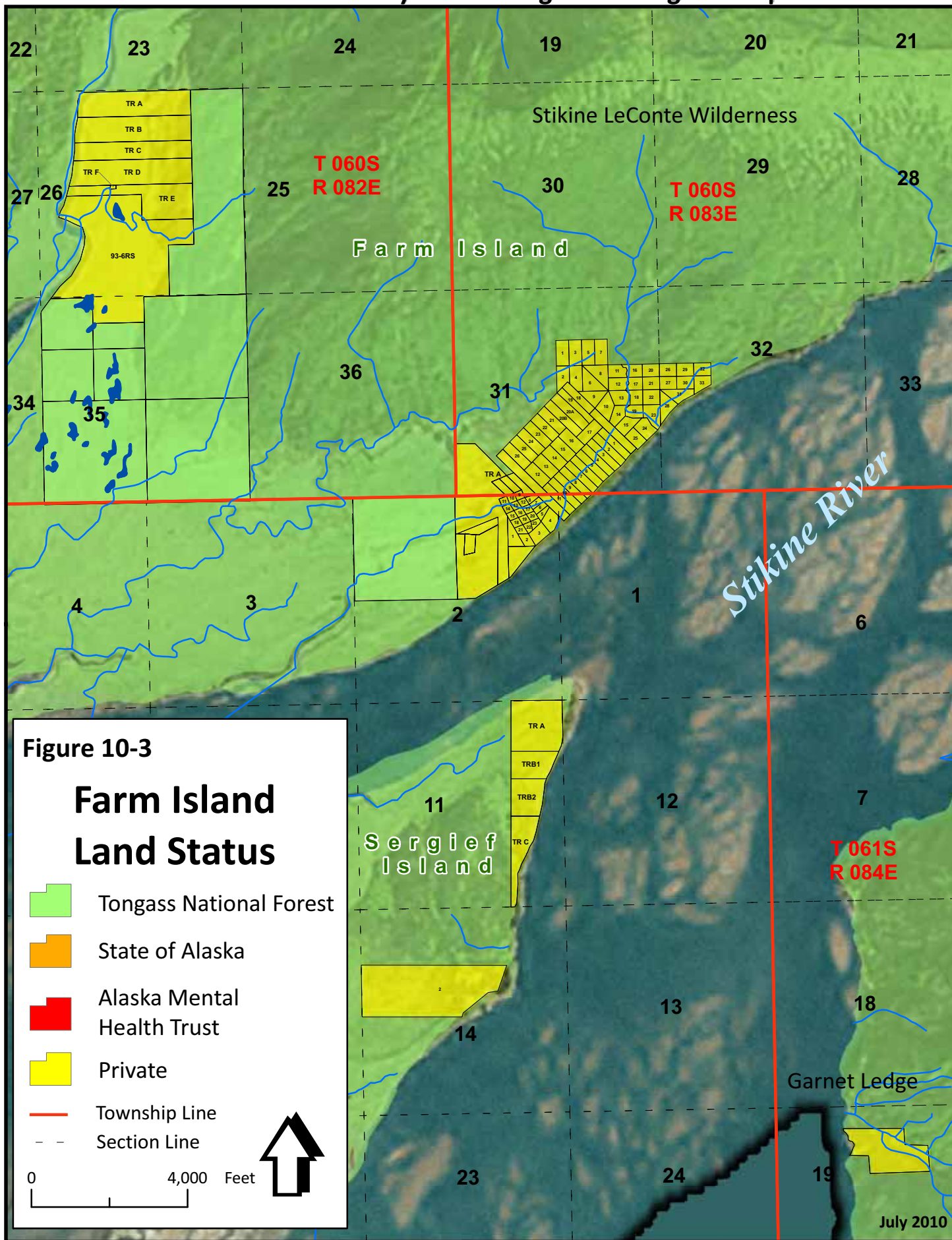


Figure 10-3

Farm Island Land Status

- Tongass National Forest
- State of Alaska
- Alaska Mental Health Trust
- Private
- Township Line
- Section Line

0 4,000 Feet





Typical of the many Farm Island homes

Community Opinions

A questionnaire and map were sent to each of over 50 property owners on Farm Island, Sergief Island and Green Point in June 2009 as part of the process to prepare this Comprehensive Development Plan. Seven property owners completed questionnaires or sent letters. The planning team also visited Farm and Sergief Islands in June and had the opportunity to talk with nine property owners.

The following are key concerns expressed that are important to future growth, land use, zoning and services.

Future Growth, Land Use, and Zoning

Historically, Farm Island has seen a wide range of land uses and commercial activities and many residents support a ‘live and let live’ attitude towards new development. Some residents are concerned that larger scale tourism or commercial development would have a negative impact on their lifestyle.

Most residents would like to see minimal government regulation. Some feel that zoning should set minimum lot size at one acre. Zoning should not limit number of buildings on a lot. Some residents do not wish to see zoning regulation of any kind. Covenants apply to the northern Farm Island Subdivision; these set out detailed development guidelines and are not impacted by zoning. Virtually everyone commented on the interest in retaining the right to

farm; it is important to not alter any rights obtained because the land was originally patented farm land.

Services

Residents would like a fire equipment cache at a central location. A map for fire fighters and EMS should be created showing trails and properties.

Future Growth Plan

Goals

1. Maintain a healthy, safe and pleasant environment for remote residential use at the mouth of the Stikine River.
2. Develop a fire equipment cache at a central location.
3. Reflect the history of the area by continuing to allow agricultural and farming, and a wide mix of lighter intensity commercial use oriented toward visitors on the river that doesn't interfere with recreational property owners desire to enjoy a remote "get away from it all" retreat where they hunt, fish and relax.

The Future Growth Designations in Farm Island, defined below, recognize current land use and development patterns and will guide future development (Figure 10-4).

Remote Residential

The purpose of this designation is to encourage the development of a healthy, safe and pleasant environment for remote residential use. Areas typically are not on a road network nor connected to community utilities. Lots are generally larger to ensure protection of drinking water and ensure sanitary wastewater disposal. Development and land use has a quiet, remote feel for people who want to "get away from it all." Gardening, farming, fishing, hunting and gathering activities as well as small personal-use sawmills are a common part of the remote lifestyle. Commercial uses and activities are appropriate on some properties and most commonly involve commercial fishing or uses that cater to tourism activities such as lodges, bed and breakfasts, fishing charters, guided hunting, and small supporting business in some places such as art galleries, small shops and other home occupations. Commercial uses should not negatively impact residential quality of life.

Resource Development

This designation is for land where resource development and extraction activities occur or are reasonably expected, including uses such as timber harvest, mineral extraction and quarries, electrical generation and transmission lines, and other industrial activity. The Tongass National Forest LUD *Timber Production* is included in this future growth designation. Resource development should be conducted to maintain critical habitat areas and the quality of life for any nearby residents.

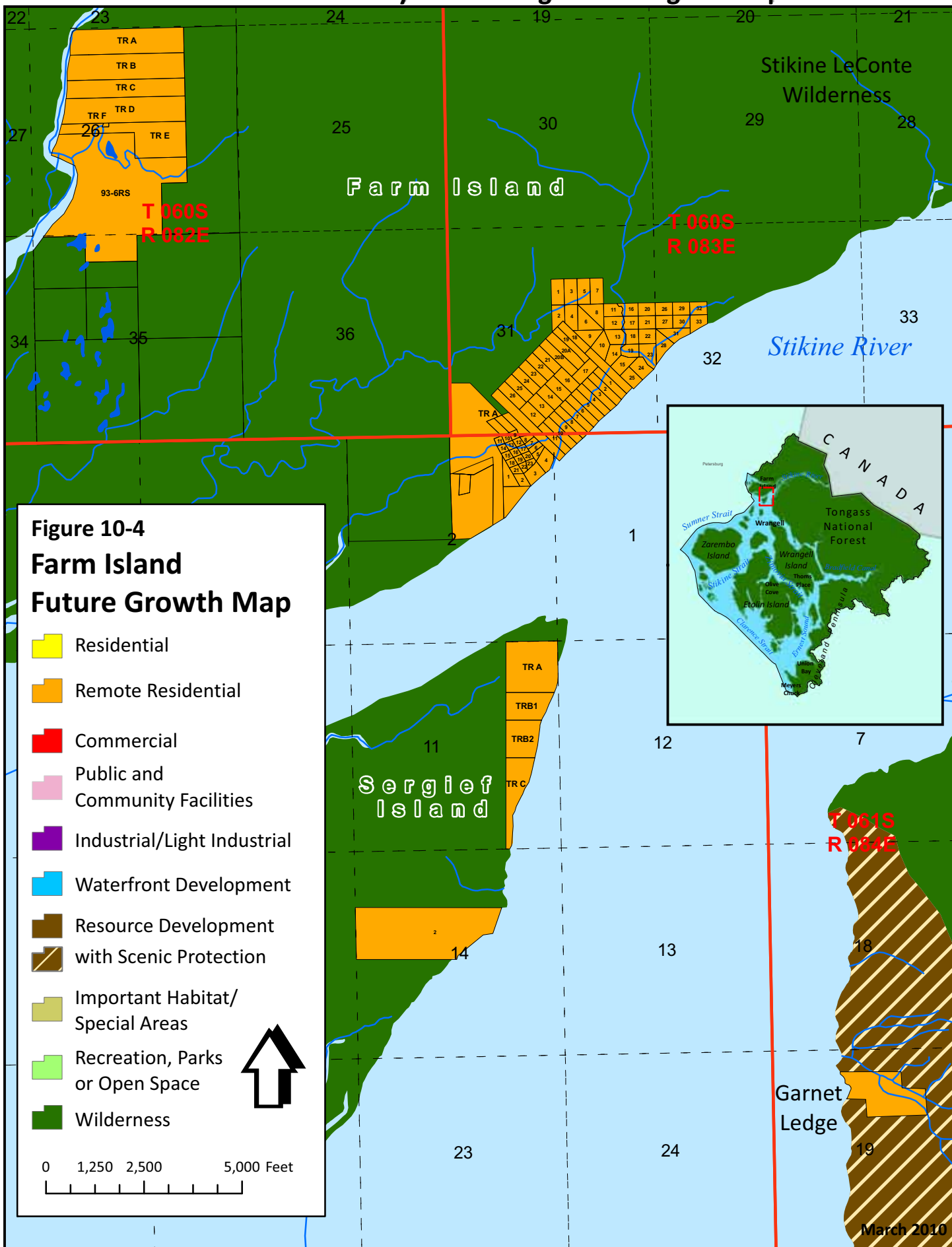
Resource Development with Scenic Protection

This is an overlay designation for resource development in areas where activities and uses should pay special attention to viewshed protection and scenic quality. This overlay designation is not prohibiting resource development uses or activities. Depending on the area, the viewshed and scenic qualities that are important to maintain may be those that are visible from the water, the road, or from neighboring properties. Economic viability of any proposed resource development opportunity must be considered when addressing concerns. The Tongass National Forest LUDs *Scenic Viewshed* and *Modified Landscape* areas are included in this future growth designation.

Wilderness

This designation is for Tongass National Forest designated *Wilderness* and *LUD II* land to promote compatible land management. These are areas to preserve essentially unmodified landscapes and provide opportunities for solitude and primitive recreation. Fish and wildlife improvements may be permitted.

City and Borough of Wrangell Comprehensive Plan



**Figure 10-4
Farm Island
Future Growth Map**

- Residential
- Remote Residential
- Commercial
- Public and Community Facilities
- Industrial/Light Industrial
- Waterfront Development
- Resource Development with Scenic Protection
- Important Habitat/Special Areas
- Recreation, Parks or Open Space
- Wilderness



0 1,250 2,500 5,000 Feet

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

10.3 Olive Cove

GOAL

Maintain a healthy, safe and pleasant environment for remote residential living in Olive Cove.

History, Culture and Demographics

Olive Cove is located on eastern side of Etolin Island, off Zimovia Strait. Some residents have owned property and frequented the area since the 1950's or 60's; most obtained property as part of the state homesite subdivision program in the 1980's.

Today there are approximately 27 subdivided properties, two of which are owned by the Alaska Mental Health Trust (AMHT). Parcels range in size from 0.75 to 4.7 acres, with most between two and four acres. Property was recently assessed for tax purposes at values ranging from \$12,600 to just under \$100,000 (with an average assessed value of \$37,000). Homes or cabins are built on about half of the lots. There are four full time residents, other property owners come for most of the summer, and others visit only occasionally.

Olive Cove residents love the peace, serenity and wilderness of Olive Cove and come to the area to get away from it all. In fact, property owners and residents rarely visit, preferring to enjoy the solitude. The Snake River and its watershed is especially important to Olive Cove property owners as well as to those who utilize the cove's commercial salmon and crab fisheries. Snake River is a healthy anadromous stream and the surrounding watershed is important habitat for salmon, steelhead and migratory birds, supplies nutrients that sustain the cove's commercial, sport and subsistence fish and crab harvests, and is used by local residents for recreation and subsistence hunting and fishing. At head of cove there is an old mill that made box lumber for salmon canneries years ago. Pre-statehood the slough was blocked off and fish traps harvested salmon.

Public Facilities and Utilities

There are no community water, sewer or electrical distribution systems. Drinking water is collected from either rainwater or local streams and domestic wastewater is disposed of by individual septic systems, outhouses or marine outfall. There is no community power supply in Olive Cove and residents use a gas or diesel



Gayle Gross and Holly Bashelier offer greetings from Olive Cove dock.

generators. Most homes are heated with wood. There is some cell phone coverage in Olive Cove and residents use VHF radio to communicate. There is no school. The nearest health services are found at the Wrangell Medical Center; Alaska Island Community Services occasionally visits to provide services.

Economy and Transportation

Olive Cove is accessed by boat. There are individual docks built and maintained by property owners and no community dock. When the residential subdivision was completed, a road right-of-way was included to access the lots without waterfront access, which is now a walking-ORV trail. USFS roads built to access timber harvesting areas provide ORV-type access in the area though in 2008 three bridges were decommissioned. Subsistence food is locally important and there are no local jobs.

Land Ownership, Use and Management

Area land status is seen on Figure 10-5. The residential lots in Olive Cove are surrounded by a 450 acre parcel of state land whose management intent is set out in the state's Central/Southern Southeast Area Plan. Land immediately adjacent to Olive Cove is managed for the protection of habitat and wildlife in the estuary. The remainder of the state parcel is managed for general use, including recreational and residential uses. Timber harvest or other development activities are not authorized adjacent to the estuary. This state owned parcel may be transferred to the University if it is not selected as part of the Borough's municipal entitlement.

Surrounding the state land is the Tongass National Forest. The US Forest Service has designated most of the land in the area as *Modified Landscape* which allows timber harvest while providing a natural appearing landscape. Several timber stands west of the Cove have been heavily harvested. To the southwest of the state owned land is Tongass Forest that is designated as *Old-Growth Habitat*.

Community Opinions

A questionnaire and map to mark-up were sent to each property owner (about 25) in Olive Cove in June 2009 as part of the process to prepare this Comprehensive Development Plan. Completed questionnaires or letters with opinions of four property owners were received. A community meeting also occurred in June that about eight property owners attended, to discuss land use and other issues and hear resident's opinions.

Following are key concerns expressed that are important to future growth, land use, zoning and services.

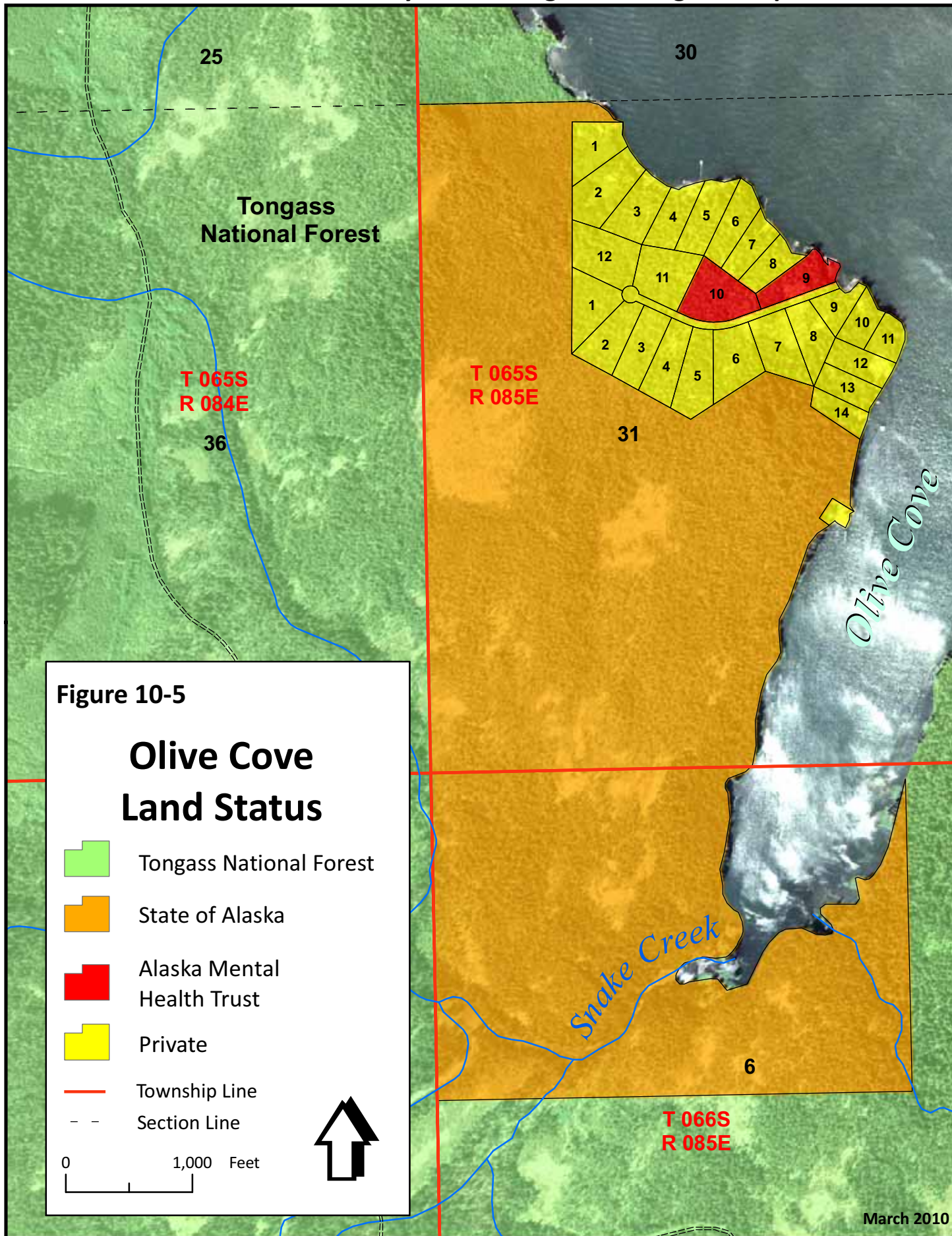


Figure 10-5

Olive Cove Land Status

- Tongass National Forest
- State of Alaska
- Alaska Mental Health Trust
- Private
- Township Line
- Section Line

0 1,000 Feet



March 2010

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

Future Growth, Land Use, and Zoning

The Olive Cove community grew up around the Snake River and further development of this area would have a significant impact on local the lifestyle. Most residents are not opposed to commercial operations, as long as the Snake River area is protected. The specific area to be protected should be delineated.

Etolin Island has seen significant logging in the past; residents would like to have a better understanding of USFS plans for the area.

The state retained a 50 foot public access easement along shoreline. Some residents don't like this because a stranger can legally picnic on front yards.

Simple zoning would be acceptable to some residents. Some residents do not think that any new residential lots should be created by land disposal or subdividing existing lots.

Services

Some residents feel that no services are necessary and others feel that a fire fighting equipment cache and training would be an asset to the community.

Future Growth Plan

Goals

1. Maintain a healthy, safe and pleasant environment for remote residential use in Olive Cove.
2. Protect the Snake River and surrounding watershed to maintain the vitality of the subsistence and commercial fisheries as well as wildlife and recreational use it supports.

The Future Growth Designations in Olive Cove, defined below, recognize current land use and development patterns and will guide future development (Figure 10-6).

Remote Residential

The purpose of this designation is to encourage the development of a healthy, safe and pleasant environment for remote residential use. Areas typically are not on a road network nor connected to community utilities. Lots therefore generally need to be larger to ensure protection of drinking water and ensure sanitary wastewater disposal. Development and land use has a quiet, remote feel for people who want to "get away from it all." Commercial uses and activities are appropriate on some properties and most commonly involve commercial fishing or uses that cater to tourism activities such as lodges, bed and breakfasts, fishing charters as well as supporting business such as art galleries, small shops and other home occupations. Commercial uses should not negatively impact residential quality of life.

There are several residences and cabins along the northwest shore and inland of Olive Cove. Across the cove on the east shore is land that also would be suitable for remote residential development. The USFS designates this area as *Modified Landscape* which is primarily for timber harvest and potentially not compatible with remote residential use. The Wrangell Future Growth Plan designated this area for Remote Residential use (Figure 10-6). A subdivision here would be sufficiently separated from the existing private lots, have waterfront access and is close enough to be easily accessed from Wrangell.

Recreation, Parks or Open Space

The purpose of this designation is to promote recreational use and preserve open space. Some places will be undeveloped whereas others may develop with more intensive recreation use and to support commercial visitor-related activities. Municipal drinking water sources and watersheds also are in this designation. They must be managed to ensure that any activities with them do not jeopardize the ability to meet state drinking water standards. A range of more and less intensive uses will occur on this land, depending upon the location, including:

1. Active recreational use such as playgrounds, sports fields and board-walked or paved trails in more urban places;
2. More passive recreation activities such as bird and wildlife observation, picnics, walking, canoeing and biking;
3. Areas set aside for wetlands mitigation and to protect community drinking water sources; and
4. Mostly or completely undeveloped land for hunting, fishing or simply enjoying the view. This designation includes Tongass National Forest land designated *Semi-Remote Recreation*, *Remote Recreation*, *Wild-Scenic-Recreational Rivers*, and *Municipal Watershed* LUDS to promote compatible land management.

Snake River feeding Olive Cove is a healthy anadromous stream and the surrounding watershed is important habitat for salmon, steelhead and migratory birds; supplies nutrients that sustain the cove's commercial, sport and subsistence fish and crab harvests; and is used by local residents for recreation and subsistence hunting and fishing. Ongoing protection of this habitat is very important to Olive Cove property owners as well as to those who utilize the cove's commercial salmon and crab fisheries. For these reasons the river and immediately surrounding watershed up to Olive Cove are thus slated on Wrangell's Future Growth Map for Recreation, Parks or Open Space. The USFS LUD here is *Modified Landscape* which is primarily for timber harvest. Depending upon how timber harvest was proposed, this could conflict with the Wrangell's Future Growth Map designation.

Resource Development

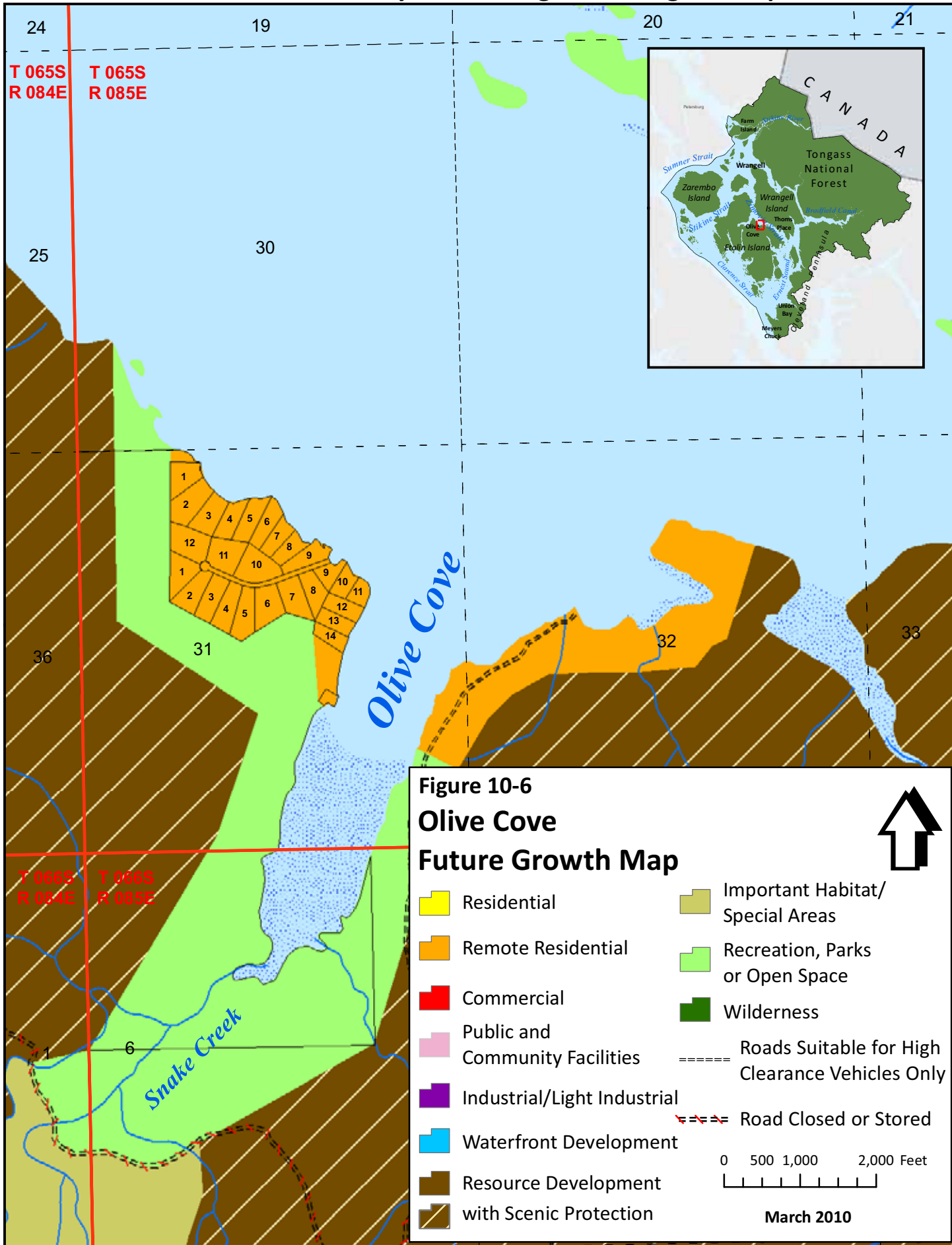
This designation is for land where resource development and extraction activities occur or are reasonably expected, including uses such as timber harvest, mineral extraction

and quarries, electrical generation and transmission lines, and other industrial activity. The Tongass National Forest LUD *Timber Production* is included in this future growth designation. Resource development should be conducted to maintain critical habitat areas and the quality of life for any nearby residents.

Resource Development with Scenic Protection

This is an overlay designation for resource development in areas where activities and uses should pay special attention to viewshed protection and scenic quality. This overlay designation is not prohibiting resource development uses or activities. Depending on the area, the viewshed and scenic qualities that are important to maintain may be those that are visible from the water, the road, or from neighboring properties. Economic viability of any proposed resource development opportunity must be considered when addressing concerns. The Tongass National Forest LUDs *Scenic Viewshed* and *Modified Landscape* areas are included in this future growth designation.

City and Borough of Wrangell Comprehensive Plan



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10.4 Thoms Place

GOALS

Maintain a healthy, safe and pleasant environment for remote residential living in Thoms Place.

Most important to local quality of life is semi-dependence on a subsistence lifestyle.

History, Culture and Demographics

Thoms Place is located on Zimovia Strait at the south end of Wrangell Island and is rich in natural resources. Local residents today follow the path Alaska Natives set thousands of years ago with ongoing seal, deer and bird hunting, salmon harvest, clam digging and gathering materials from local forests. Shell middens and overgrown scars on red cedar trees attest to the long time use of the area (Thoms Place Community Action Plan, 1999).

Through the late 19th and early 20th century, Tlingits used the area for fish camps, trappers harvested animals, homesteaders settled and hand loggers harvested timber. However, by 1950, there were no permanent residents left in the area. In the late 1970's, the first modern era clearcut timber harvest occurred in the Thoms Creek valley as the USFS put in a road, a rock quarry and a bridge across Thoms Creek, two miles above the estuary. This also opened up new fishing opportunities for Wrangell Island residents.

In 1983 the state surveyed and subdivided the area into 82 residential lots and created the Thoms Place State Marine Park. Residential properties are located on two salt chucks and the peninsula in between and most have waterfront access. A lottery was held in Wrangell and 17 lots sold under the homesite program. The homesite lots required 3.5 years residency and construction of at least a 200 square foot dwelling. The remaining lots later sold for between \$5,000 and \$30,000. The Thoms Place Homeowners Association was automatically created with the power to create binding covenants in the subdivision, but was dissolved due to inactivity several years later. Many homes were built during the 1980's and by 1989, there were 13 families living at Thoms Place.

The Thoms Place Community Association (TPCA) was formed in the late 1990's so that the community could have more input on land use decisions affecting them. The TPCA worked with residents to develop the Thoms Place Community Action Plan in 1999. This Plan describes the history and current conditions in Thoms Place and proposed actions for near term and longer term desired by the community. Plan information and recommendations are still relevant today and incorporated into this chapter.



Thoms Place residences. Full time resident Nancy McQueen shows primroses and iris in her garden in full bloom. Photos: S Siegel

The 2000 US Census showed the population of Thoms Place as 22, with 13.6% of Alaska Native or part Native and all residents over the age of 35. In 2009, Thoms Place had five full time residents, including two children; the rest are recreational properties or homes that are occupied on a part time basis. According to the 2009 Borough property tax roll, there are approximately 90 subdivided parcels in the area, of which 10 are owned by the state and four by AMHT. Assessed property value ranges from \$8,700 to \$213,000, with an average value of \$42,000. Twenty-five properties are improved, most with a home or cabin. Privately owned subdivided lots range in size from 1.3 to 4.9 acres. The state-owned lots are

generally tracts retained for public recreation or habitat and together total just over 60 acres.

Both the full time and seasonal residents of Thoms Place value the remote lifestyle, lack of road access, the undeveloped surrounding area and the opportunities for subsistence activities. Residents would like to see development in the area that allows more people to make a living locally as long as the rich natural resource and way of life are not undermined.

Public Facilities and Utilities

In Thoms Place there is no public water or sewer system; drinking water is collected from either rainwater or local streams and domestic wastewater is disposed of by individual septic systems, outhouses, or marine outfalls. According to the 2000 U.S. census, one-third of the homes have complete plumbing. There is no community power supply and most residents use a gas or diesel generator. Most homes are heated with wood. Residents individually dispose of their refuse and sometimes use the landfill in Wrangell. There is no cell phone service or other dependable communication.

There is no school in the community; full-time families home school their children. Wrangell School District is investigating offering a correspondence/home school option as a result of borough formation. The nearest health services are found at the Wrangell Medical Center Emergency services use boats or floatplanes to reach the community.

Economy and Transportation

Thoms Place is accessible only by floatplane or boat; with most property owners travel to the community by boat from Wrangell. Thoms Creek Road, a USFS road, comes within half a mile of the community, but does not provide vehicle access to the community.

When the area was subdivided two road rights-of-way were included, but neither has been developed for vehicle access. Transportation within the subdivisions is by walking or by kayak, rowboat, canoe or skiff. There is no community dock; docks are built and maintained by property owners. There is some interest in identifying a suitable anchorage for small marina or community dock.

The 2000 U.S. Census data shows no residents as employed. At that time, the unemployment rate was 0 percent and 100 percent of adults were not in the work force. The median household income was \$28,750, per capita. Several of the community's full time residents are retired. The cash-producing local jobs now are related to tourism, commercial fishing, or consulting services. Subsistence harvest is also important to the local economy.

Land Ownership, Use and Management

Land status is depicted on Figure 10-7. There are approximately 85 privately-owned subdivided parcels in the area. The land surrounding the residential area in Thoms Place is also state owned with land management direction is established in the state's 2000 Central/Southern Southeast Area Plan. Directly east of the community is Thoms Place State Marine Park which is managed for dispersed and marine-related recreation, the protection

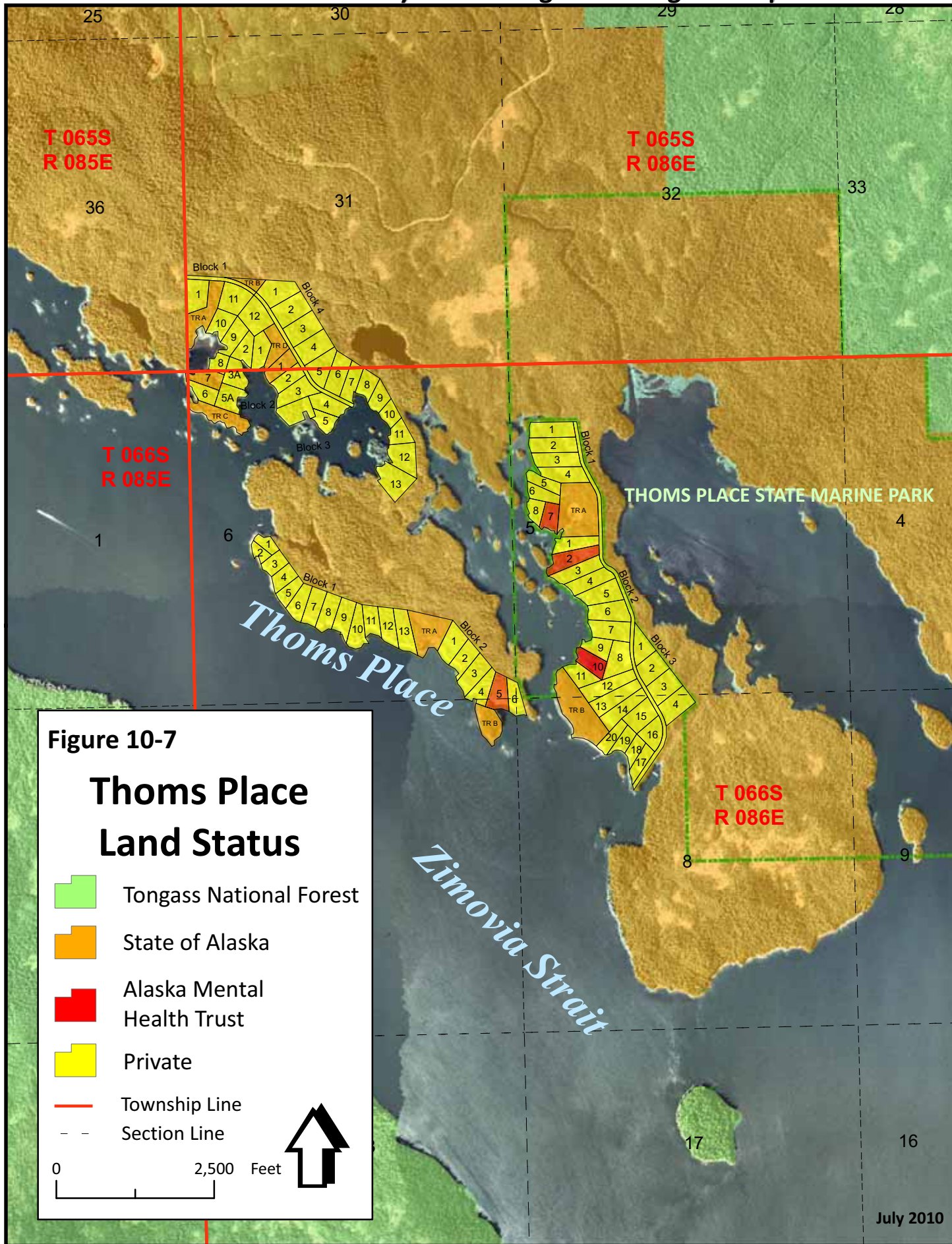








Figure 10-7

Thoms Place Land Status

-  Tongass National Forest
-  State of Alaska
-  Alaska Mental Health Trust
-  Private
-  Township Line
-  Section Line

0 2,500 Feet



July 2010

of its many anadromous streams and its scenic qualities. The area directly adjacent to the residential areas on the two peninsulas is retained as a buffer between the existing subdivision and the adjacent marine park. The parcel surrounding Thoms Creek, northeast of the settlement, is managed to protect the important local fisheries and the associated habitat and wildlife. To the west is a parcel that is managed for residential land disposal and associated uses; this parcel will be transferred from the State to the University of Alaska if it is not selected by the borough.

Community Opinions

A questionnaire and map to mark-up was sent to each of the approximately 70 property owners in Thoms Place in June 2009 as part of the process to prepare this Comprehensive Development Plan. Twelve property owners completed questionnaires or sent letters. A community meeting also occurred in June that eight residents or property owners attended to discuss land use and other issues.

Following are key concerns expressed that are important to future growth, land use, zoning and services.



Thoms Place Community Meeting June 2009. Planning Commissioner Betty Keegan listening to opinions of residents.

Future Growth, Land Use, and Zoning

Some residents feel that the area surrounding Thoms Place should be left undeveloped and that logging, industrial development and new residential development should be prohibited. Protecting the surrounding natural areas and habitat is a priority for many Thoms Place property owners as remote recreation, hunting, fishing and wildlife viewing are vital to the local lifestyle.

Residents sharing opinions are not opposed to commercial operations (such as a lodge) in the area, as long as concerns about loss of privacy, noise and impacts on the areas wilderness and resources are addressed at the outset. Some property owners would welcome small scale commercial businesses if it meant more opportunity to make a living in Thoms Place and thus stay there year round. Some residents, however, are opposed to all commercial development.

Some residents feel that zoning will help reduce potential conflict, protect property values and the lifestyle of the current residents. Also, zoning should follow or compliment existing guidelines set by the homeowners association. Residential and small commercial uses (like bed and breakfasts) should be allowed outright whereas larger commercial should include

an opportunity for public comment and mitigation of concerns. Zoning for the back chucks may need to be different because lots are closer together, noise travels over the water between homes and the houses are not visually separated.

Services

Improved cell phone coverage is a priority for many in the community. Improved communication would allow residents to call for help during emergencies and may make it possible for more people to make a living locally via internet access.

Some residents would like to build a road or four-wheeler trail to improve access to the upland lots. Most residents expressing opinions however, did not support a road network that connects to the USFS road network.

A community dock and fire fighting equipment cache would be welcomed by some residents. Other residents feel that public services in Thoms Place are adequate and do not want additional utilities or services from the borough especially if they come with higher tax rates.

Future Growth Plan

Goals

1. Maintain a healthy, safe and pleasant environment for remote residential use.
2. Develop an affordable and reliable communication system (cell phone or other) so that Thoms Place residents can communicate with the outside world.
3. Allow home occupations and low-intensity commercial development in Thoms Place so more property owners can earn a living locally while not undermining the remote subsistence lifestyle.

The Future Growth Designations in Thoms Place, defined below, recognize current land use and development patterns and will guide future development. The Future Growth Map shows areas where future remote residential development may be appropriate (Figure 10-8).

Remote Residential

The purpose of this designation is to encourage the development of a healthy, safe and pleasant environment for remote residential use. Areas typically are not on a road network nor connected to community utilities. Lots are generally larger to ensure protection of drinking water and ensure sanitary wastewater disposal. Development and land use has a quiet, remote feel for people who want to “get away from it all.” Gardening, farming, fishing, hunting and gathering activities as well as small personal-use sawmills are a common part of the remote lifestyle. Commercial uses and activities are appropriate on some properties and most commonly involve commercial fishing or

uses that cater to tourism activities such as lodges, bed and breakfasts, fishing charters, guided hunting, and small supporting business in some places such as art galleries, small shops and other home occupations. Commercial uses should not negatively impact residential quality of life.

Resource Development

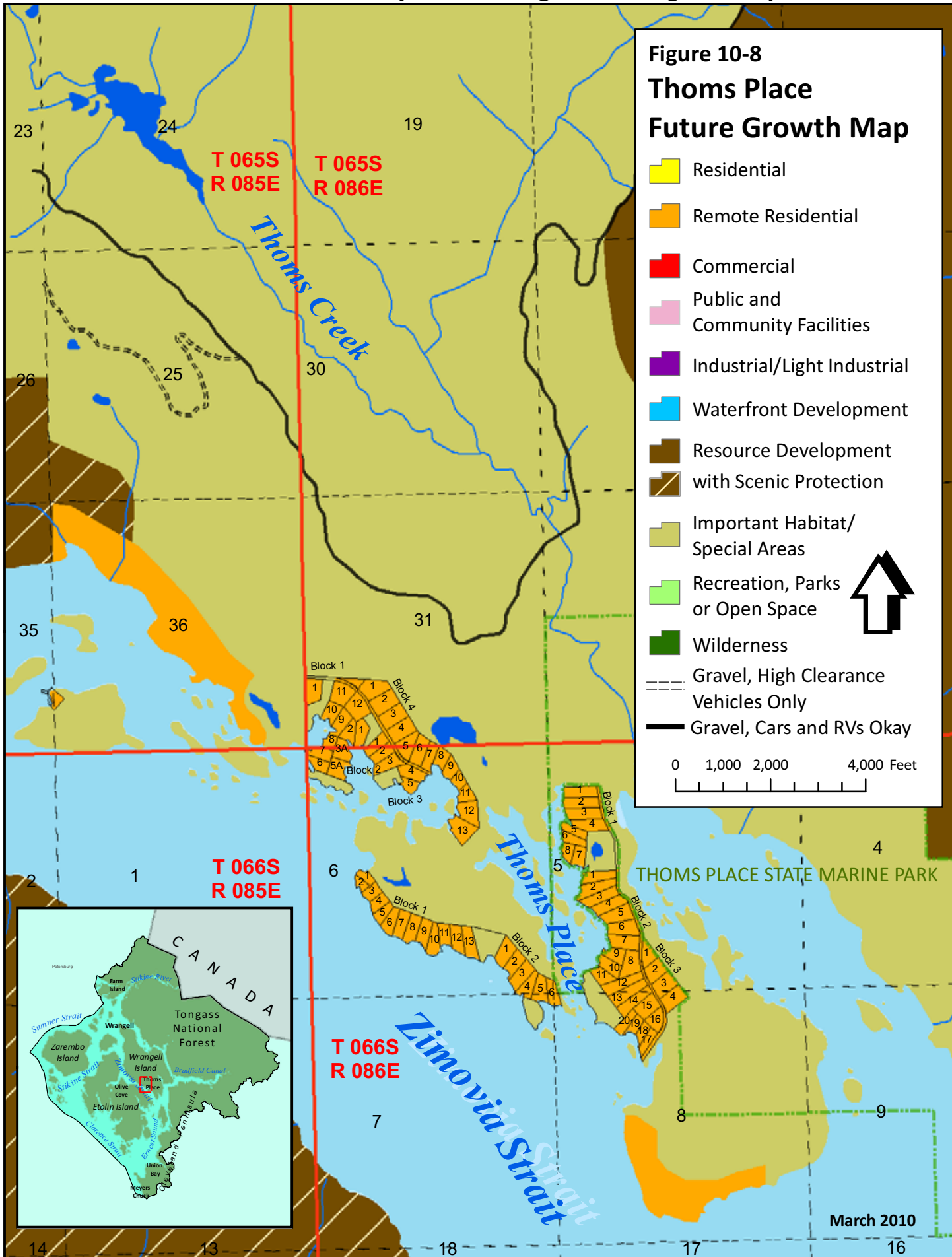
This designation is for land where resource development and extraction activities occur or are reasonably expected, including uses such as timber harvest, mineral extraction and quarries, electrical generation and transmission lines, and other industrial activity. The Tongass National Forest LUD *Timber Production* is included in this future growth designation. Resource development should be conducted to maintain critical habitat areas and the quality of life for any nearby residents.

Resource Development with Scenic Protection

This is an overlay designation for resource development in areas where activities and uses should pay special attention to viewshed protection and scenic quality. This overlay designation is not prohibiting resource development uses or activities. Depending on the area, the viewshed and scenic qualities that are important to maintain may be those that are visible from the water, the road, or from neighboring properties. Economic viability of any proposed resource development opportunity should be considered. The Tongass National Forest LUDs *Scenic Viewshed* and *Modified Landscape* areas are included in this future growth designation.

Important Habitat /Special Areas

This designation is for Tongass National Forest designated Old Growth Habitat, *Research Natural Areas* and *Special Interest Areas*, to promote compatible land management. These are areas where there is unique, important or fragile habitat. Opportunities for remote recreation can be developed, but landscapes should remain essentially unmodified.



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



Alaska Map Company LLC
www.akmapco.com



Sheinberg Associates
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10.5 Union Bay

GOAL

Maintain a healthy, safe and pleasant environment for remote residential large lot living in Union Bay.

History, Culture and Demographics

The community of Union Bay is located on Ernest Sound on the Cleveland Peninsula. The Union Bay Cannery which operated from 1916 until a fire destroyed it in 1945, was located nearby and provided income and employment that helped settle this and nearby Meyers Chuck. There are 15 subdivided lots in Union Bay, ranging in size from just under 2 to 10 acres. According to the 2009 borough property tax roll assessed property values range from \$20,700 to \$144,400, with an average value of \$47,500. Six properties are improved with cabins or dwelling units. All or most visit the area on a seasonal or part time basis. Union Bay properties owners value the remote and peaceful feel of the area.

Public Facilities and Utilities

There are no community water, sewer or electrical distribution systems. Drinking water is collected from either rainwater or local catchment. In Union Bay domestic wastewater is allowed by non-water carried closed systems such as sealed vault privies, or by permitted marine outfall or individual treatment systems. There is no community power supply in Union Bay and residents use individual generators, solar or wind power.

Economy and Transportation

Union Bay is accessed by boat. There are individual, privately maintained docks but no community dock. Residents live a subsistence lifestyle, commercial fish or have other support; there is no local employment.



Above: Looking down on Union Bay from air, winter 2009. Below: Union Bay home.



Land Ownership, Use and Management

Land status in the area is depicted on Figure 10-9. There are placer and lode mining claims immediately north and east of Union Bay. One property owner has obtained surface water rights from the state. Figure 4-2 in Chapter 4 - Economic Development, shows the mineral prospects and mining claims in the area.

The 15 residential lots in Union Bay are surrounding by Tongass National Forest land that is designated as *Modified Landscape* by the US Forest Service. This designation allows timber harvest while maintaining natural looking landscapes.

North of the subdivided area is a 421 acre state owned parcel at Vixen Cove. This parcel is managed for dispersed recreation and was recommended for inclusion in the state marine park system. No development is authorized expect that which is associated with marine and dispersed recreation.

Community Opinions

A questionnaire and map to mark-up were sent to each property owner in Union Bay in June 2009 as part of the process to prepare this Comprehensive Development Plan. Three written responses to the survey were received. Several Union Bay property owners also attended a community meeting in Meyers Chuck.

Following are key concerns expressed that are important to future growth, land use, zoning and services.






Future Growth, Land Use, and Zoning

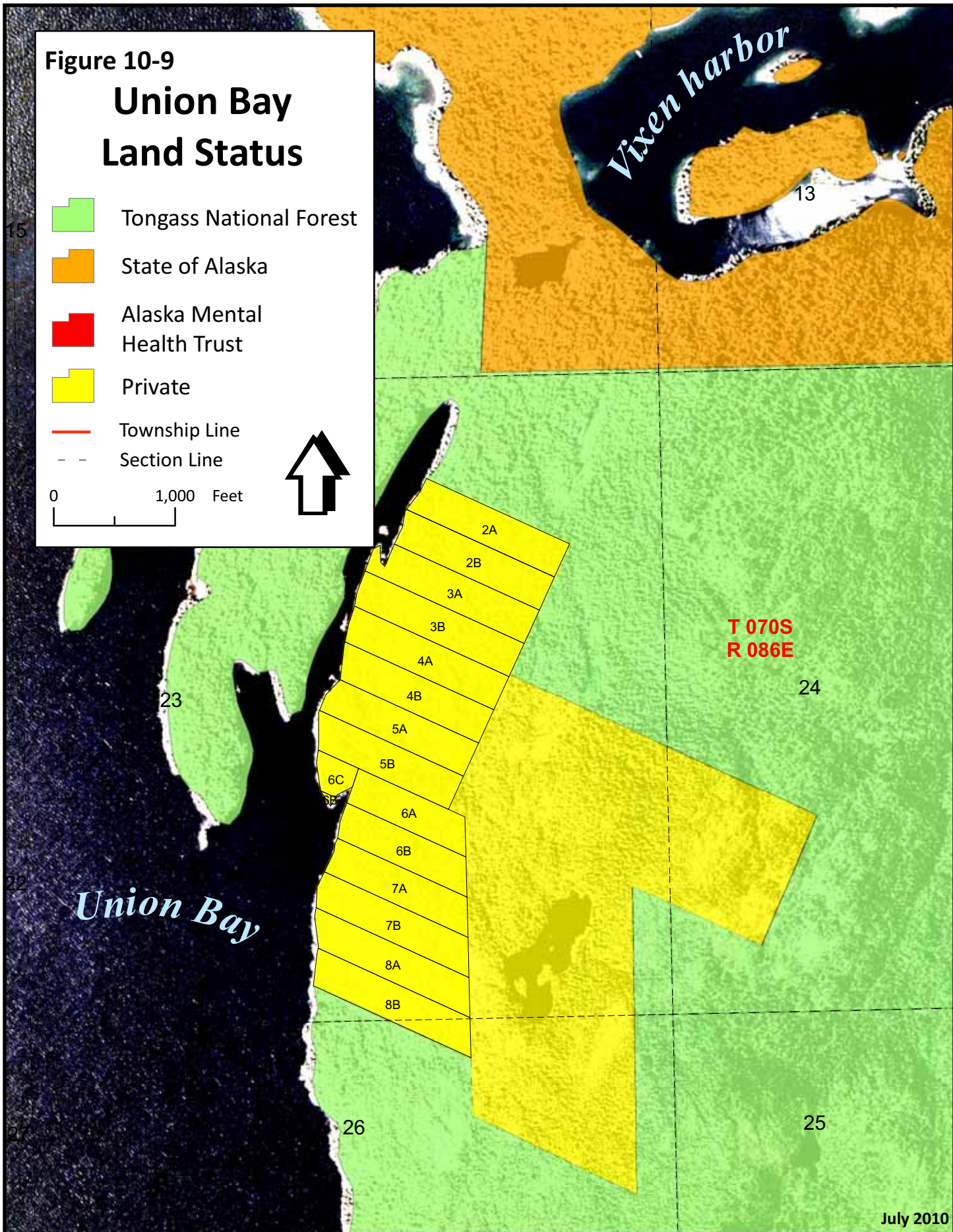
Union Bay properties are restricted by subdivision covenants. Residents feel that these regulations are comprehensive and that additional zoning is not required. The covenants state that:

1. No parcel shall be subdivided;
2. All improvements and sewage retention and disposal systems must comply with all safety, sanitary and clean water regulations and acts either municipal, state or federal;
3. Use is restricted to residential and no commercial enterprise within the subdivision; and
4. Only one house or cabin allowed within 200 feet of the high tide line, a maximum of three houses are allowed per property and no mobile homes are allowed.

Figure 10-9

Union Bay Land Status

-  Tongass National Forest
 -  State of Alaska
 -  Alaska Mental Health Trust
 -  Private
 - Township Line
 - Section Line
- 0 1,000 Feet
- 



July 2010

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

Services

Residents would like Union Bay to remain as unchanged as possible and do not foresee need for borough services.

Future Growth Plan

Goals

1. Maintain a healthy, safe and pleasant environment for remote residential use in Union Bay.

The Future Growth Designations in Union Bay, defined below, recognize current land use and development patterns and will guide future development (Figure 10-11 is the Future Growth map for both Union Bay and Meyers Chuck).

Remote Residential

The purpose of this designation is to encourage the development of a healthy, safe and pleasant environment for remote residential use. Areas typically are not on a road network nor connected to community utilities. Lots are generally larger to ensure protection of drinking water and ensure sanitary wastewater disposal. Development and land use has a quiet, remote feel for people who want to “get away from it all.” Gardening, farming, fishing, hunting and gathering activities as well as small personal-use sawmills are a common part of the remote lifestyle. Commercial uses and activities are appropriate on some properties and most commonly involve commercial fishing or uses that cater to tourism activities such as lodges, bed and breakfasts, fishing charters, guided hunting, and small supporting business in some places such as art galleries, small shops and other home occupations. Commercial uses should not negatively impact residential quality of life.

Resource Development

This designation is for land where resource development and extraction activities occur or are reasonably expected, including uses such as timber harvest, mineral extraction and quarries, electrical generation and transmission lines, and other industrial activity. The Tongass National Forest LUD *Timber Production* is included in this future growth designation. Resource development should be conducted to maintain critical habitat areas and the quality of life for any nearby residents.

Resource Development with Scenic Protection

This is an overlay designation for resource development in areas where activities and uses should pay special attention to viewshed protection and scenic quality. This overlay designation is not prohibiting resource development uses or activities. Depending on the area, the viewshed and scenic qualities that are important to maintain may be those that are visible from the water, the road, or from neighboring properties. Economic viability of any proposed resource development opportunity must be considered when

addressing concerns. The Tongass National Forest LUDs *Scenic Viewshed* and *Modified Landscape* areas are included in this future growth designation.

Recreation, Parks or Open Space

The purpose of this designation is to promote recreational use and preserve open space. Some places will be undeveloped whereas others may develop with more intensive recreation use and to support commercial visitor-related activities. Municipal drinking water sources and watersheds also are in this designation and must be managed to ensure that any activities with them do not jeopardize the ability to meet State drinking water standards. A range of more and less intensive uses will occur on this land, depending upon the location, including: 1) Active recreational use such as playgrounds, sports fields and board-walked or paved trails in more urban places; 2) More passive recreation activities such as bird and wildlife observation, picnics, walking, canoeing and biking; 3) Areas set aside for wetlands mitigation and to protect community drinking water sources; and 4) Mostly or completely undeveloped land for hunting, fishing or simply enjoying the view. This designation includes Tongass National Forest land designated *Semi-Remote Recreation*, *Remote Recreation*, *Wild-Scenic* or *Recreational Rivers*, and *Municipal Watershed* LUDs to promote compatible land management.

The peninsula immediately west of Union Bay as well as an area adjacent to the privately owned residential lots and between them and the State-owned parcel is in a USFS Scenic Viewshed LUD. This would correspond on Wrangell's Future Growth Maps to Resource Development with a Scenic Protection overlay. However, the peninsula immediately west and in the viewshed of Union Bay, the land immediately behind/uphill from it, and the land between Union Bay's residential lots and the State's Vixen Harbor parcel, is designated on Wrangell's Future Growth Map for Parks, Recreation or Open Space. The 420 acre State parcel that runs along Vixen Bay is to be managed for dispersed recreation and is recommended for inclusion in the state marine park system (DNR Central/Southern Southeast Area Land Plan). This additional area will provide a buffer for Union Bay residents between their homes and potential mineral development or timber harvest. All area mineral prospects except "Pipes", all active claims, and all former claims except for approximately 14 out of over 500 are designated by Wrangell either as Resource Development or Resource Development with Scenic Protection, both of which allow mineral development. See Figures 4-2 and 10-11.

Important Habitat /Special Areas

This designation is for Tongass National Forest designated Old Growth Habitat, *Research Natural Areas* and *Special Interest Areas*, to promote compatible land management. These are areas where there is unique, important or fragile habitat. Opportunities for remote recreation can be developed, but landscapes should remain essentially unmodified.

10.6 Meyers Chuck

GOAL

Maintain a healthy, safe and pleasant environment for remote residential living in Meyers Chuck.

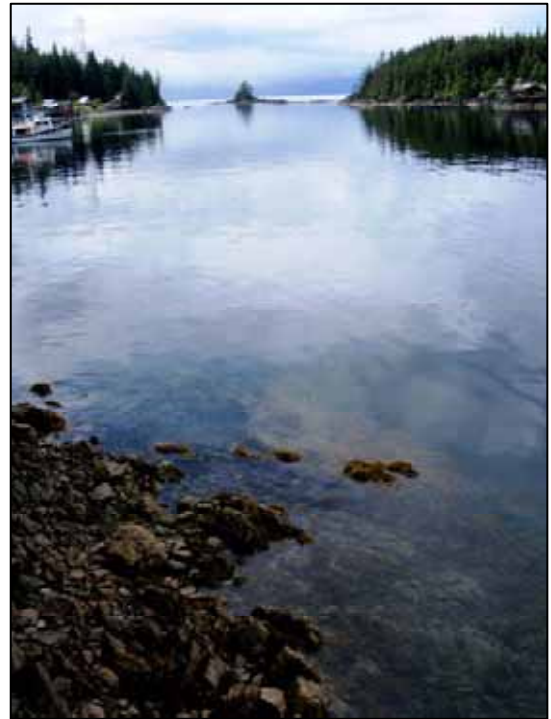
History, Culture and Demographics

Meyers Chuck is a close-knit community located on the northwest tip of Cleveland Peninsula off Clarence Strait. It is in the southern part of the City and Borough of Wrangell (Figure 10-10). The natural, well protected harbor has long been shelter for fishing boats caught in the stormy waters of Clarence Strait. Settlers began living year-round at Meyers Chuck by the late 1800's.

In 1916, a cannery was established at nearby Union Bay. From 1916 to 1945, local fishermen sold their catch to Union Bay Cannery, which in turn, sold in bulk to Japan. In the 1920's, a saltery produced mild-cured king salmon. A floating clam cannery and a herring reduction plant were also present in the area during this time. A post office, store, machine shop, barber shop, bakery and bar developed to support residents around 1922. By 1939, population peaked with 107 residents living in Meyers Chuck.

When fish runs began to decline in the 1940's, many people left the community to join the armed forces or to work at war-time production jobs in the Lower 48. The Union Bay cannery burned down in 1947. In 1977, five residents donated funds to establish a fish hatchery.

The Meyers Chuck community is not an incorporated city and its residents are proud to be self-governing. A Community Association has been active for several years and is an effective forum for decision making on local issues. The residents of Meyers Chuck value their close-knit and collaborative community, the



Above: Narrow passage to Meyers Chuck protects the area. Below: Post Office.



quiet rural lifestyle, the rich fish and wildlife in the area, and the wilderness that surrounds their homes.

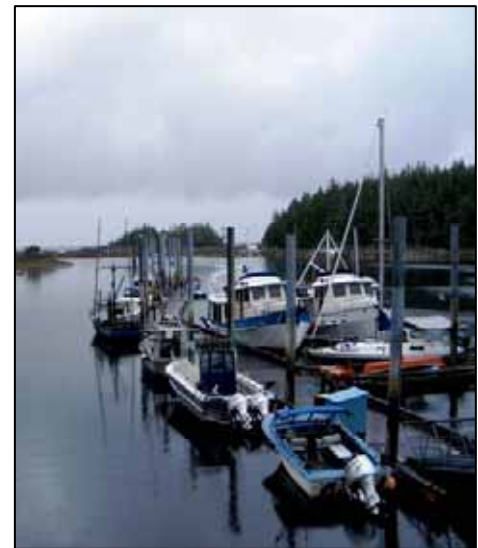
Meyers Chuck is a fishing community, and home to many of retirement age seeking the tranquility that this remote location affords. Many residents live in the community only seasonally.

According to the 2000 US Census the population is 21 with 1% all or part Native Alaskan. In 2008, 24 individuals that listed Meyers Chuck as their residence received an Alaska permanent fund dividend. The US Census showed 34 housing units in 1990 and 48 in 2000. In 2000, 9 homes were occupied year round and 39 were used only seasonally.

Public Facilities and Utilities

A piped water system serves some homes and the remaining properties have individual wells or rainwater catchment systems. The water system was built in 1983 and is on USFS land. Homes dispose of their domestic wastewater by individual septic systems, leachfields or use a marine outfall. There is no central electric system; individual generators supply power, with a few residents supplementing with solar or wind power.

Public facilities include a state-owned dock and community-owned and maintained fire-fighting equipment that was purchased after two major fires. It is stored in a cache on private property.



Meyers Chuck Dock

A school was built in 1983 but closed in 1996 because there were less than 10 students. Since then any Meyers Chuck children have been home schooled. The school was subsequently sold to a private party.

Economy and Transportation

Commercial fishing is the basis of the local economy; 12 residents held 19 commercial fishing permits in 2008 and eight actually fished. Residents participated in the halibut longline, ling cod, shrimp, sea cucumber and salmon drift gillnet and hand and power troll fisheries. Almost 194,000 pounds of product was harvested with a gross estimated value of close to \$384,000 in 2008.

Other employment and income comes from small commercial businesses including rental cabins, providing consulting services (mostly to clients outside of Meyers Chuck), an art gallery, post office, catering, guiding and other home occupations and stores. There was a lodge in Meyers Chuck that was destroyed by fire in 2005. Many depend on subsistence activities to supplement the relatively few cash opportunities. Deer and fish provide the majority of meat in the local diet.

Year 2000 U.S. Census data listed 3 residents as employed. The unemployment rate at that time was 0 percent, although 77 percent of all adults were not in the work force. The median household income was \$64,375, per capita income was \$31,660, and no residents were living below the poverty level.

Meyers Chuck is accessible only by float plane or boat. A State-owned seaplane base is available. With the exception of the mail plane, there are no scheduled flights. Ketchikan and Wrangell based charter services and barge transport are available. A State-owned boat dock in very poor condition provides 650 feet of moorage, and the site is a natural sheltered harbor. Residents use skiffs for local travel; a few boardwalks and trails connect homes.







Land Ownership, Use and Management

Land status is depicted on Figure 10-10. Land was patented to local residents between 1965 and 69, and the community was withdrawn from the Tongass National Forest. A State land disposal sale was offered in 1986. There are currently about 90 subdivided lots in Meyers Chuck that range in size from a 0.04 acre to 232 acres (AMHT), with a median lot size of 0.7 acre (the average lot size of 3.7 acre). These parcels were recently assessed for tax purposes and values ranged from \$5,800 to \$203,500 with an average assessed value of approximately \$66,800.

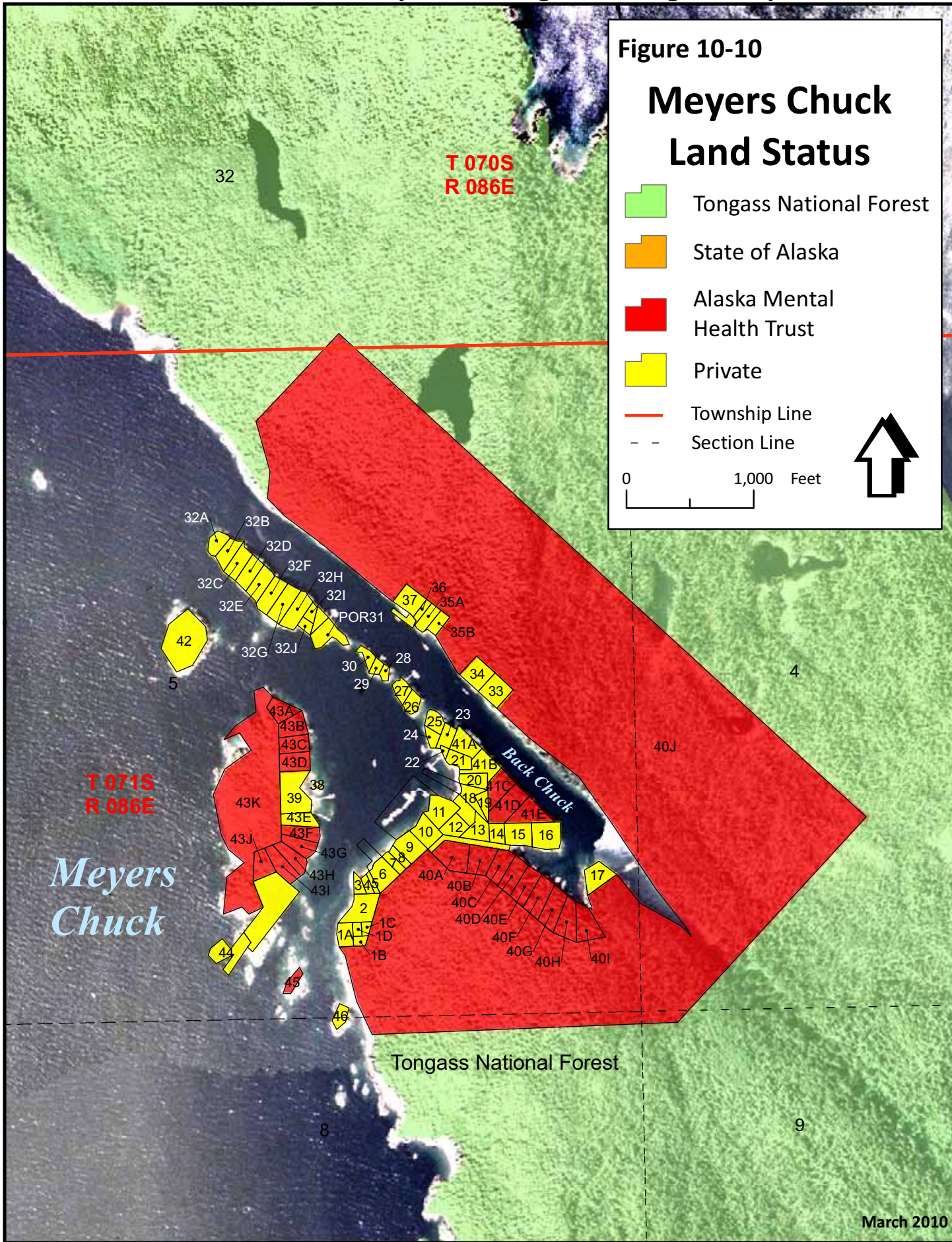
Meyers Chuck is surrounded by Tongass National Forest land, that is designated in the January 2008 Management Plan for *Semi-Remote Recreation* to provide for recreation and tourism in natural-appearing settings where opportunities for solitude and self-reliance are moderate to high. Surrounding the developed community is property owned by the AMHT who generally manages its land to generate revenue to support mental health programs in the state. Several subdivided lots owned by AMHT off the Back Chuck are being offered for sale as this plan goes to print. There are no published plans for AMHT land management in this area.

Figure 10-10

Meyers Chuck Land Status

-  Tongass National Forest
-  State of Alaska
-  Alaska Mental Health Trust
-  Private
-  Township Line
-  Section Line

0 1,000 Feet



March 2010

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



Alaska Map Company LLC
www.akmapco.com



Sheinberg Associates
www.SheinbergAssociates.com

Community Opinions

A questionnaire and map to mark-up were sent to each unique property owner (about 40) in Meyers Chuck in June 2009 as part of the process to prepare this Comprehensive Development Plan. Eight completed questionnaires or letters were submitted. A community meeting also occurred in June to discuss land use and other issues and hear resident's opinions.

Following are key concerns expressed that are important to future growth, land use, zoning and services.

Future Growth, Land Use, and Zoning

- Residents want realistic building codes for a rural remote area and low permit fees.
- Residents want simple zoning regulations. Some residents want no changes; most do not want rules on minimum lot sizes or setbacks.
- Some residents suggested that development that existed at the time of borough formation should be allowed to continue.
- Residents are concerned about larger scale development. Lodges with lots of boats, planes, needs for a fuel barge, and lots of guests would result in disturbance of local lifestyle and compete for local resources. Some residents are against manufacturing facilities.
- Cottage industry is okay and important. Many things can be considered cottage, consider no more than 6 guests at one time, or use the number of employees as the limiting factor. (A resident notes that she has 3 cabins and has had 9 guests at once, and this level of visitation has not been a problem locally.) Some residents suggest setting specific limits on what is allowed. Renting a cabin is okay, that is different from a lodge.
- An issue is when there are too many guests and there is competition for local resources and no regard for local use and sensibilities. Lodges that are not desired bring boats, airplanes and fuel barges, have clients that party late and disturb local peace and lifestyles.
- Residents value the intimate community feel. A criterion for businesses that are acceptable might be if the business, clients give back or add to the community.
- There is concern about trespassing and exploitation of resources. Visitors have eaten berries from local properties and close-in areas, hiked over private land and through yards without permission, eaten from local gardens, and let dogs poop on local trails without cleaning up.
- Some residents think there should be no shooting a mile from locally used trails through the community to eliminate public danger; others disagree with this idea and do not want to limit firearm discharge.

- Meyers Chuck would like to see the development of small-scale local business so that more residents can earn a living in Meyers Chuck, but do not want to see the unique community lost. If larger scale tourism/commercial developments are proposed, residents should have the opportunity to discuss the proposal and set reasonable limits based on the impact on local boat, foot and plane traffic, noise, impact on local natural resources.
- Residents value the community association and would like to develop a system where the Borough can use/incorporate/respecting input from the association.
- Processes for zoning, subdivision, building permits need to be inexpensive, simple and practical. For development in remote areas, the public hearing input phase needs to be longer than 10 days. A 30 day comment period is more reasonable if it is something that will directly affect the community. Email would be much better than mail for notification for many.
- Concerns one resident expressed are: a) future timber harvest or other large commercial operations affecting the area; b) non-residential or multifamily residential development in the chuck itself should have a higher level of scrutiny; c) carefully scrutinize any development affecting the lake supplying Meyer Chuck's drinking water source; and d) ensure that boat/cruising use doesn't become excessive and degrade privacy and quality of life in the outer chuck.

Services

- There is concern about people from outside Alaska buying summer homes here and coming in for a short time and bringing expectations for services (filtered water, garbage pick-up) that are not realistic or cost too much to provide.
- Better maintenance of the State dock is strongly desired. Residents currently do not pay any moorage fees because its state owned; it would be good if Borough maintained it but residents do not want additional fees.

Future Growth Plan

Goals

1. Maintain a healthy, safe and pleasant environment for remote residential living in Meyers Chuck.

The Future Growth Designations in Meyers Chuck, defined below, recognize current land use and development patterns and will guide future development (Figure 10-11 is the Future Growth map for both Union Bay and Meyers Chuck).

Remote Residential

The purpose of this designation is to encourage the development of a healthy, safe and pleasant environment for remote residential use. Areas typically are not on a road network nor connected to community utilities. Lots are generally larger to ensure

protection of drinking water and ensure sanitary wastewater disposal. Development and land use has a quiet, remote feel for people who want to “get away from it all.” Gardening, farming, fishing, hunting and gathering activities as well as small personal-use sawmills are a common part of the remote lifestyle. Commercial uses and activities are appropriate on some properties and most commonly involve commercial fishing or uses that cater to tourism activities such as lodges, bed and breakfasts, fishing charters, guided hunting, and small supporting business in some places such as art galleries, small shops and other home occupations. Commercial uses should not negatively impact residential quality of life.

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Important Habitat /Special Areas

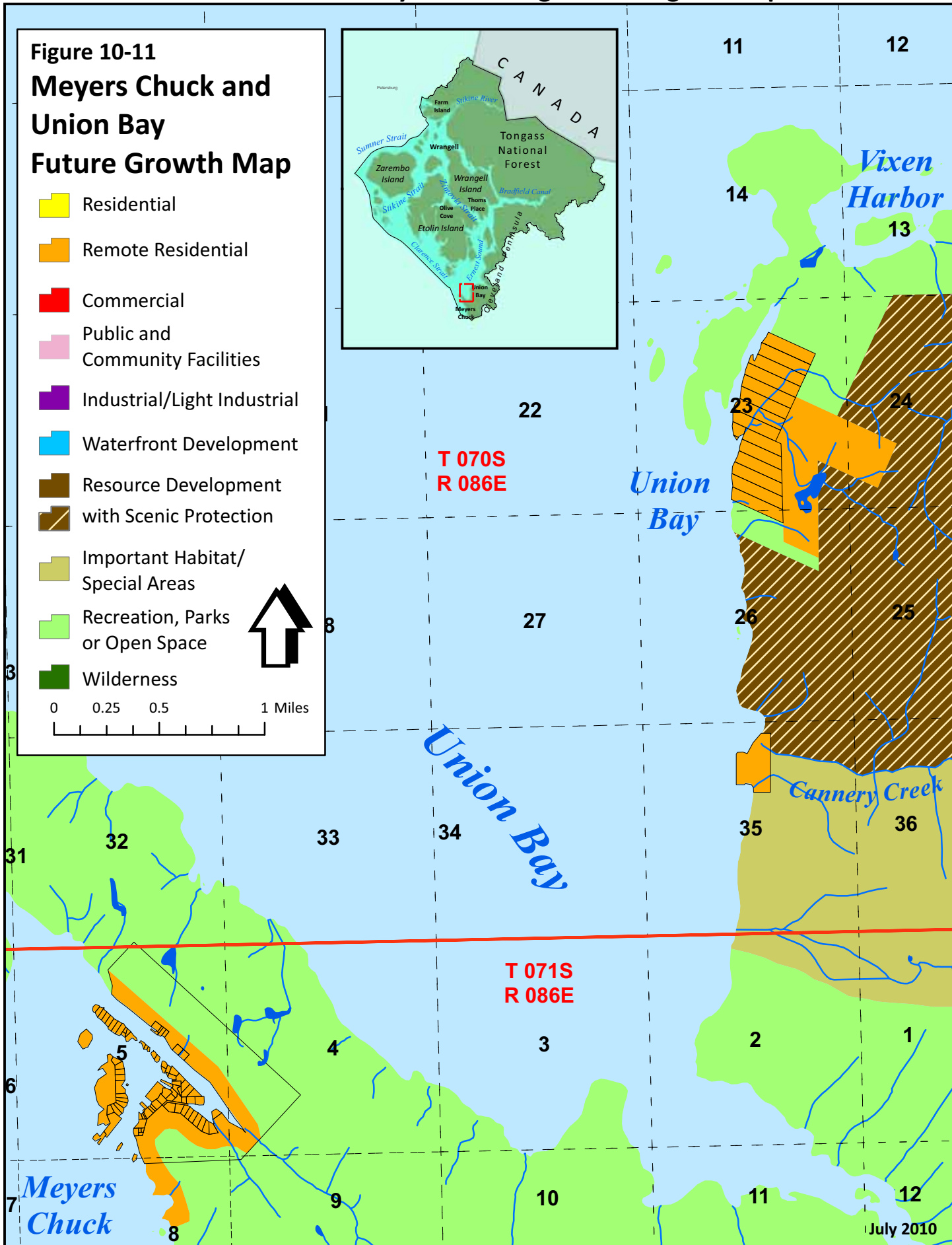
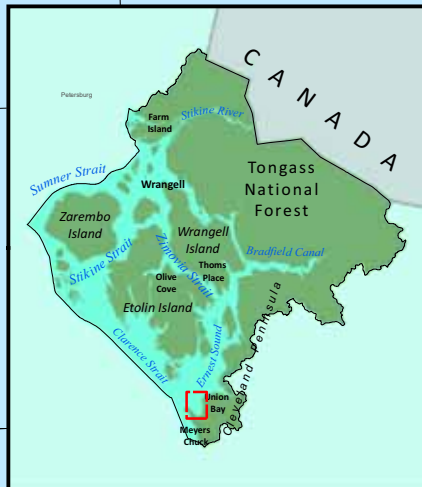
This designation is for Tongass National Forest designated Old Growth Habitat, *Research Natural Areas* and *Special Interest Areas*, to promote compatible land management. These are areas where there is unique, important or fragile habitat. Opportunities for remote recreation can be developed, but landscapes should remain essentially unmodified.

**Figure 10-11
Meyers Chuck and
Union Bay
Future Growth Map**

-  Residential
-  Remote Residential
-  Commercial
-  Public and Community Facilities
-  Industrial/Light Industrial
-  Waterfront Development
-  Resource Development with Scenic Protection
-  Important Habitat/Special Areas
-  Recreation, Parks or Open Space
-  Wilderness



0 0.25 0.5 1 Miles



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

Appendix One - 2009 Community Opinion Survey

Wrangell Household Opinion Survey

*Prepared for:
Sheinberg Associates*



Research-Based Consulting

Juneau
Anchorage

July 2009

Wrangell Household Opinion Survey

*Prepared for:
Sheinberg Associates*

PREPARED BY:



Juneau • Anchorage

July 2009

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Summary of Key Findings

Key Findings

Employment and the Economy

Wrangell residents leading concerns were employment and the economy. The need for more jobs was mentioned as the top issue facing Wrangell in the next five years and as the number one issue when asked what could be done to improve residents' quality of life. Having a better economy in Wrangell was the second most often mentioned issue and factor that could increase the quality of life for residents.

A majority of residents supported increasing the number of small cruise ship visitors, independent air and ferry visitors, and visitors arriving by private boats and yachts. Large cruise ship visitation was supported by a significant majority of Wrangell residents.

Residents expressed strong support for recycling, reducing solid waste volume and for Wrangell competing to site a regional solid waste facility in the Borough. They also supported most development ideas concerning the Wrangell Institute property; with development of a Life Long Learning Institute and senior housing as the top two. There was strong support for establishing a new industrial park adjacent to the current location.

Two of the top-rated borough land selection criteria were for lands that would facilitate a Southeast electrical intertie and land that has deep-water access and potential for industrial development, reinforcing residents' message of a desire for increased economic development and more employment.

Quality of Life

The majority of Wrangell residents rated their quality of life good to very good. Residents under the age of 35, however, rated their quality of life lower than older residents, with an average rating of 6.7 compared to 8.0 for those over age 35. Twice as many residents thought their quality of life would be better in five years than those who thought it would be worse.

Transportation and Recreation

There was strong support for nearly all recreation and transportation projects, with the exception of construction of a ferry terminal at Fool's Inlet, which was opposed by one-third of residents.

Residency

A majority of Wrangell residents plan to remain in the community well into the future. More than half plan to live in Wrangell for the rest of their lives. A majority of residents approaching retirement stated they are likely to remain in the community. The greatest influence on retirement planning and making the decision where to retire is the presence of family and friends in the community. The quality of available health care, including long term care, also was rated important by a majority of near-retirees.

Introduction and Methodology

Introduction

As part of the City and Borough of Wrangell Comprehensive Plan update, Sheinberg Associates hired McDowell Group to conduct a *Wrangell Household Opinion Survey*. Comprehensive plans are used by communities to guide community growth and planning for the next 10 to 20 years. The survey covered a variety of topics, including quality of life, retirement issues, visitor industry issues, economic development, transportation, location for future industrial land, recreation and other land issues, including Wrangell Institute land use. Survey responses will be used to guide planning efforts.

Methodology

The survey was conducted with a random sample of Wrangell residents by telephone from May 7 through May 10. A total of 227 surveys were completed and an additional six incomplete surveys were included in the final analysis for a total base of 234 surveys. The sample was derived from the most recently updated listing of community phone numbers. The phone list was cleaned to remove businesses and duplicate listings. A small number of independently gathered cell phone listings were included in the sample. The cleaned list was randomly sorted using Excel.

Multiple attempts during daytime, evening, and weekend hours were made to contact the randomly selected households before a replacement listing was selected. Once contact was made with a household, the respondents were screened to ensure they were Wrangell residents and 18 years of age or older.

The maximum margin of error at the 95 percent confidence level for a sample of 234 surveys for a population the size of Wrangell is ± 6.1 percent. This means that if the survey were repeated 100 times, survey results would have a maximum variance of ± 6.1 percent 95 out of 100 times. The survey was designed by the Wrangell Planning Commission Steering Committee with professional assistance from McDowell Group and Sheinberg Associates.

Random sample surveys usually generate data that requires a “weighting” process, where secondary data is used to adjust sample characteristics to better reflect the actual demographic profile of the community. For example, females are often over-represented in random sample telephone surveys because they are more likely to answer the phone and more likely to elect to participate in the survey than males. When this is the case, census or other demographic data can be used to appropriately balance the mix of males and females in the analysis of survey results. This was the case in the Wrangell survey, where the random sample selection process produced a gender split of 59 percent women and 41 percent men. Alaska Department of Labor data¹ was used to weight the survey results to the appropriate balance of 47 percent women and 53 percent men.

¹ Alaska Department of Labor & Workforce Development, Borough and Census area population estimates, July 1, 2008.
<http://laborstats.alaska.gov/?PAGEID=67&SUBID=171>

Age is another demographic characteristic that often requires weighting. Older residents are more likely to be at home and available to participate in surveys than younger, more active residents. The results of the Wrangell survey do have somewhat of an age bias, with an average survey respondent age of 57 years, compared to a community average of about 50 years (among residents over 18 years of age). The study team elected not to re-weight based on age, however, because the number of surveys conducted with younger residents (those 18 to 34 years of age) was too low to confidently adjust the entire survey data set. The low number of surveys collected from residents aged 18 to 34 (18 surveys total) resulted in a high margin of error for that age group (maximum margin of error of over 20 percent) and could have increased the overall margin of error to an unacceptable level.

Because the survey results presented in this report represent a slightly older cross section of the Wrangell population, the study team has identified several areas where differences in the opinions of younger residents compared to older residents appear significant. However, readers should use caution when interpreting the results of small sample sizes.

Resident Quality of Life

The majority of Wrangell residents thought their quality of life was good to very good, with an average rating of 7.9 on a scale of 1-to-10, with 1 being very poor and 10 being very good. The majority (70 percent) rated their quality of life as 8 or higher. Slightly more than one-quarter (27 percent) gave a middling rating of 4 to 7, and 3 percent rated their quality of life as poor to very poor.

How would you rate your quality of life in Wrangell using a scale of 1 – 10 where 1 means “very poor” and 10 means “very good?”

Base=233	% of Total
Top rating (8 to 10)	70%
Middle rating (4 to 7)	27
Low rating (1 to 3)	3

There were divergent quality of life ratings between those 35 and over and those under age 35. While 72 percent of those age 35 and older rated their quality of life an 8, 9, or 10, only 49 percent of those under age 35 did so. The average rating given by those under age 35 (6.7) also was lower than the average rating for those age 35 and older (8.0).

Home-owners reported a higher quality of life, with an average rating of 8.2 versus renters, whose average rating was 6.6.

Average Quality of Life Ratings by Age Group

Base=233	Average Rating
18-34	6.7
35 and older	8.0
Average rating	7.9

Future Quality of Life

More than half of Wrangell residents expect their quality of life to be about the same five years from now. One-quarter expected it will be better, and one-in-ten expect it will be worse. Only 1 percent stated they will not be living in Wrangell in five years. (Interestingly, when asked later in the survey if they thought they would be living in Wrangell five years from now, 6 percent said no.)

Those 35 and older were more likely to feel that their quality of life would be about the same in five years than those under age 35 (59 percent versus 36 percent).

Residents with children in the household and households with incomes under \$25,000 were more optimistic, with 32 percent and 36 percent, respectively, stating they expected a better quality of life five years from now.

When you think of Wrangell five years from now, do you think your quality of life will be...?

Base=234	% of Total
Worse	11%
About the same	57
Better	25
Will not be living in Wrangell in 5 years	1
Don't know/Refused	5

When asked what would make their quality of life better, residents most often mentioned *more jobs* and *better economy*. Roughly, one in ten residents stated that *lower cost of living*, *better health care*, *better/cheaper transportation*, *get the mill working* and *more activities* would improve their quality of life.

One in ten said their quality of life was very good and nothing could make it better. The average rating for the quality of life for those who said nothing could make their life better was 9.5 out of 10.

What two things would make your quality of life in Wrangell better?

Base=234	% of Total
More jobs	31%
Better economy	23
Lower cost of living	13
Better health care	11
Better/cheaper transportation to/from Wrangell	9
Nothing could make it better	9
Get the mill working	7
More activities/hiking trails/parks and recreation	6
More businesses	4
Lower fuel prices	4
Better fishing	3
Better weather	3
Better shopping and store variety, better grocery store variety	3
Lower municipal spending, lower taxes	2
More tourism	2
Too much trash and garbage around town	2
More civility, less arguing, more communication by leaders	2
More people in town	2
More/improved infrastructure/roads and sidewalks	2
Build/control electric intertie	1
Utility improvements needed	1
Better services for seniors	1
Better housing	1
Other responses	6
Don't know/Refused	6

Multiple responses were accepted so percentages total more than 100 percent. A complete list of other responses is included in the appendix.

Future of Wrangell Residency

When asked a series of questions concerning how long they may continue to live in Wrangell, a majority of residents (60 percent) stated their intention to remain in Wrangell for the rest of their lives. Nearly all planned to be living in Wrangell in one year.

Less than 1 percent firmly stated they would not be living in Wrangell in one year. The number planning to leave Wrangell increased to 15 percent when asked if they intended to stay in Wrangell for the rest of their lives. Those age 35 and older were much more likely to state that they planned to live in Wrangell for the rest of their lives than those age 18-34 (64 percent versus 19 percent).

When thinking about how long you may continue to live in Wrangell, do you think you will be living in Wrangell in...?

Base=234	One year	Five years	Ten years	For the rest of your life
Yes	93%	83%	69%	60%
No	<1	6	11	15
Maybe	4	8	13	17
Don't know/Refused	3	3	7	8

Ownership

The majority of residents participating in the survey (81 percent) were home owners. Those who owned their homes were substantially more satisfied with their housing situation than those who rented (73 percent versus 40 percent very satisfied).

Do you own or rent a residence in Wrangell?

Base=234	% of Total
Own	81%
Rent	17
Other housing situation	2

Overall, are you very satisfied, somewhat satisfied, or not satisfied with your current housing situation?

	Base=186 % of Owners	Base=42 % of Renters	Base=234 % of Total
Very satisfied	73%	40%	67%
Somewhat satisfied	26	49	30
Not satisfied	2	9	3
Don't know/Refused	<1	<1	<1

Of the small number of residents (6 residents, or 3 percent of the total survey sample) who stated they were not satisfied with their housing situation, four most mentioned that some physical aspect of their home was substandard.

Retired/Intend to Retire

Residents were asked if they were retired or if they planned to retire in the next 10 years. Approximately one-third of survey respondents stated they were currently retired. When asked about future retirement plans, 37 percent of those not currently retired said they planned to retire in the next ten years.

Are you currently retired?

Base=234	% of Total
Yes	36%
No	64

Do you expect to retire within the next ten years?

(Base: those who are not currently retired)

Base=150	% of Base
Yes	37%
No	62
Don't know/Refused	2

Likelihood of Retiring in Wrangell

Residents who said they were likely to retire in the next ten years were asked how likely they were to retire in Wrangell. A majority (75 percent) said they were likely or very likely to retire in Wrangell while only 12 percent said they were unlikely or very unlikely to do so.

Home-owners and residents age 60 and older were more likely to state they plan to retire in Wrangell.

Are you very likely, likely, unlikely, or very unlikely to retire in Wrangell?

(Base: those who are not currently retired, but plan to retire within the next ten years)

Base=55	% of Base
Very likely	50%
Likely	25
Unlikely	6
Very unlikely	6
Don't know/Refused	13

Influence of Selected Factors

Those who were retired or planned to retire in the next ten years were asked a series of questions about factors that could influence their decision to stay in Wrangell as they age. The most important factors were *presence of friends/family in the community* (74 percent), *quality of health care services* (67 percent), *quality of emergency room care* (67 percent), and *quality of assisted living facilities* (55 percent).

Factors that at least one-quarter of respondents stated were not important were, *quality of adult education programs*, (31 percent), *quality of senior meal services* (25 percent), *availability of senior van services* (25 percent) and *connections to a church* (25 percent).

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

Importance of factors that could influence residents' decision to stay in Wrangell as they grow older

(Base: those who are currently retired or planning to retire in the next ten years)

Base=130	Very Important	Somewhat Important	Not Important	Don't know/ref.
Presence of family/friends in the community	74%	21%	4%	1%
Quality of health care services	67	25	8	-
Quality of emergency room care	67	23	7	3
Quality of assisted living facilities	55	22	19	4
Connections to a church	48	26	25	1
Quality of long-term nursing care	47	32	17	4
Availability of senior van services	44	30	25	1
Quality of senior meal services	40	34	25	1
Quality of adult education programs	24	41	31	4

Large Cruise Ship Visits

Residents were asked their opinion about the optimal number of large cruise ships visiting Wrangell during any given summer week. Large cruise ships were defined as those carrying 900 to 2,500 passengers. A large majority (85 percent) thought that at least one cruise ship visit per week was acceptable. Slightly more than half felt that one to two large cruise ship visits per week was optimal.

Support for five or more ships and opposition to any ships, had similar levels of support, with each being the preferred option for one in ten residents.

Residents age 34 and younger were much more supportive of having large cruise ships visit Wrangell. Even though the sample size was small, it is worth noting that no one in the 18 to 34 age group was opposed to large cruise ship visits. In comparison, 13 percent of the 35 and older group thought there should not be any large cruise ship visits.

**Considering both the benefits and impacts of large cruise ship tourism,
in your opinion, what is the optimal number of large cruise ships
per week visiting Wrangell in the summer**

Base=233	% of Total
# of Ships	
0	12%
1 – 2	52
3 – 4`	22
5 or more	11
Don't know/Refused	3

Reasons for Opposing Large Cruise Ship Visits

The 12 percent of residents who opposed any large cruise ship visitation were asked why. Thirty-nine percent said they just don't like visitors in town, one-third thought that tourism does not provide financial or economic benefits to the community, and one-quarter mentioned pedestrian crowding as an issue.

Why are you opposed to large cruise ships visiting Wrangell? (Base: those who oppose large cruise ship tourism)

Base=29	% of Base
Don't like visitors in town	39%
Tourism doesn't provide financial benefits/help economy	32
Pedestrian congestion	27
Attracts outside tour operators	19
Illness (colds/flu etc. transmitted by passengers and crew)	7
Air pollution	5
Vehicle congestion	3
Water pollution	3
Other	3
Don't know/Refused	7

Multiple responses were accepted so percentages total more than 100 percent.

Desired Level of Visitors

Residents were asked if they thought the level of visitors should be increased, decreased, or maintained for each of four visitor types. The majority thought that all four types of visitors should be increased. The strongest support was for independent visitors (air, ferry, and private boats/yachts). While two-thirds of Wrangell residents thought that small cruise ship visitors should be increased, one-quarter thought that they should be maintained at current levels. Few residents felt that any of the four types of visitors should be reduced.

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

Base=234	Increased	Maintained	Reduced	Don't know/ref.
Independent visitors arriving by air	79%	15%	1%	4%
Independent visitors arriving by ferry	78	16	2	4
Private boat and yacht visitors	77	17	1	5
Small cruise ship visitors	68	25	3	3

Cooperative Destination Marketing Efforts

The vast majority (81 percent) of residents were supportive or strongly supportive of engaging in cooperative marketing efforts with Petersburg and Prince of Wales Island (POW) communities to attract independent and adventure visitors to central Southeast. Approximately one in ten was opposed or strongly opposed.

Do you strongly support, support, oppose, or strongly oppose Wrangell partnering with Petersburg and Prince of Wales Island communities to jointly market central Southeast Alaska as a destination for independent and adventure travelers?

Base=234	% of Total
Strongly support	33%
Support	48
Neutral	3
Oppose	7
Strongly oppose	1
Don't know/Refused	8

Solid Waste/Recycling

Recycling

When asked to consider a recycling program in Wrangell, three-quarters of the residents were supportive or strongly supportive even if garbage fees were increased slightly. Sixteen percent stated they were opposed or strongly opposed to establishing to the idea.

Do you strongly support, support, oppose, or strongly oppose establishing a recycling program in Wrangell if garbage fees are slightly increased to support the program?

Base=234	% of Total
Strongly support	39%
Support	36
Neutral	2
Oppose	13
Strongly oppose	3
Don't know/Refused	7

Regional Solid Waste Facility

When asked if they supported or opposed Wrangell competing with other communities to establish a regional solid waste facility in the Borough, the vast majority of residents (87 percent) were either supportive or very supportive.

Do you strongly support, support, oppose, or strongly oppose Wrangell competing to establish a regional solid waste facility in the Borough?

Base=234	% of Total
Strongly support	47%
Support	39
Neutral	2
Oppose	5
Strongly oppose	1
Don't know/Refused	6

Regional Solid Waste Facility Potential Locations

When asked about their level of support or opposition for potential regional solid waste facility locations in the Borough, the highest level of support was for *on the Wrangell Island road system* (73 percent net support). While there was majority support for two other locations, one-third of residents opposed locating a regional facility either *off Spur Road past the golf course* or *on a remote parcel of land not adjacent to any community*.

One in ten residents thought they did not know enough about the locations or project to be supportive or opposed.

Level of Support for Potential Locations for a Regional Solid Waste Facility in the Wrangell Borough

Base=234	Strongly Support	Support	Neutral	Oppose	Strongly Oppose	Don't know/ref.
On the Wrangell Island road system outside of town	18%	55%	2%	11%	3%	10%
Off of Spur Road past the golf course	15	40	2	27	6	10
On a remote parcel of land, off the road system, not adjacent to Wrangell or another community	15	40	2	31	2	9

Reduction of Solid Waste Volume

Wrangell received federal funding to participate in a pilot project to look at compressing household plastic waste to reduce waste volume, and possibly create marketable products. When residents were asked if they supported Wrangell pursuing this kind of small, high-tech industry to reduce solid waste volume, almost all (91 percent) responded they were supportive or very supportive.

Level of Support/Opposition for Pursuing Small, High-Tech Solid Waste Reduction Opportunities.

Base=234	% of Total
Strongly support	44%
Support	47
Neutral	-
Oppose	3
Strongly oppose	1
Don't know/Refused	6

Economic Development Planning

Wrangell Institute Property

Residents were asked about a variety of potential development ideas for the Wrangell Institute property. The table below shows net support (combined percentage of those who were supportive and very supportive) and net opposition (those who were opposed and very opposed to each idea). An *Institute of Life Long learning* and *senior housing development* were each supported by three-quarters of the residents.

More than half of residents were supportive of all of the ideas with the exception of *tourism and visitor-oriented development* where responses were relatively evenly split (49 percent supportive versus 46 percent opposed).

**Net Support/Opposition for Potential Development Ideas
for the Wrangell Institute Property***

Base=234	Net Support	Net Opposed
Development of an Institute for Life Long Learning, that would provide educational and cultural learning opportunities	77%	16%
Development of senior housing	73	21
Medical services-related development	65	29
Commercial harvest of timber on the property	62	30
Residential development with compatible commercial pockets	56	35
Subdivide the property into various size lots and make them available for sale or lease and allow a mixture of uses	55	37
Tourism and visitor-oriented development	49	46

*Percentages may differ slightly from the more detailed table on page 18 due to rounding.

When asked which idea was most appropriate for the Borough to pursue concerning the Wrangell Institute property, the top two responses were *senior housing* and *Institute for Life Long Learning* with both mentioned by two-of-five residents. One-third thought that *medical services-related development* was most appropriate. The ideas deemed least appropriate were *residential development*, *tourism and visitor oriented development* and *commercial timber harvest*.

More women than men thought that development of an *Institute for Life Long Learning* was most appropriate (50 percent versus 33 percent). Residents with household incomes of \$25,000 and less were more likely to think that senior housing development was the most appropriate idea.

Most Appropriate Wrangell Institute Property Development Ideas

Base=234	% of Total
Development of senior housing	43%
Development of an Institute for Life Long Learning, that would provide educational and cultural learning opportunities	41
Medical services-related development	35
Subdivide the property into various size lots and make them available for sale or lease and allow a mixture of uses	20
Residential development with compatible commercial pockets	17
Tourism and visitor-oriented development	15
Commercial harvest of timber on the property	13
None	2
Don't know/Refused	4

The table below shows detailed results for the Wrangell Institute property development question.

Detailed Level of Support for Potential Development Ideas for the Wrangell Institute Property

Base=234	Strongly Support	Support	Neutral	Oppose	Strongly Oppose	Don't know/ref.
Development of an Institute for Life Long Learning, that would provide educational and cultural learning opportunities	27%	49%	2%	13%	3%	5%
Medical services-related development	25	40	3	23	6	3
Development of senior housing	19	55	2	19	2	3
Commercial harvest of timber on the property	16	46	2	24	6	6
Tourism and visitor-oriented development	12	37	2	39	6	3
Subdivide the property into various size lots and make them available for sale or lease and allow a mixture of uses	12	43	2	31	6	5
Residential development with compatible commercial pockets	7	49	3	30	5	6

New Industrial Park Development

Wrangell's existing industrial park is almost full. Residents were asked for their level of support or opposition for five potential new locations. The highest level of support was for the site *adjacent to the current location near the Forest Service office* (80 percent were supportive). Two other sites received support from more than half of residents, *at the six mile sawmill site* and *on Spur Road past the golf course* (both with 63 percent net support).

The highest level of opposition was expressed for locating a new industrial park *on a portion of the Wrangell Institute property* (57 percent opposed) and *across the street from the current industrial park at the corner of Spur and Bennett Street* (45 percent opposed).

Net Support/Opposition for Potential New Industrial Park Locations

Base=234	Net Support	Net Opposed
Adjacent to the current location near the Forest Service office	80%	13%
At the six mile sawmill site	63	29
On Spur Road past the golf course	63	30
Across the street from the current industrial park, at the corner of Spur Road and Bennett Street, on the same side of the golf course	47	45
On a portion of the Wrangell Institute property	36	57

The table below shows detailed results for the industrial park development question.

Detailed Level of Support for Potential New Industrial Park Locations

Base=234	Strongly Support	Support	Neutral	Oppose	Strongly Oppose	Don't know/ref.
Adjacent to the current location near the Forest Service office	20%	60%	1%	11%	2%	6%
At the six mile sawmill site	12	51	3	25	3	5
On Spur Road past the golf course	11	51	2	26	4	5
Across the street from the current industrial park, at the corner of Spur and Bennett Street, on the same side of the golf course	8	39	2	39	6	6
On a portion of the Wrangell Institute property	4	32	2	45	12	5

New Barge Landing Locations

Residents preferred the six mile sawmill site (66 percent net support) followed by off Spur Road (56 percent net support). Approximately one-quarter of residents expressed opposition (net) to the six mile site, while about one-third opposed the Spur Road site.

Level of Support for Potential Barge Landing Locations

Base=234	Strongly Support	Support	Neutral	Oppose	Strongly Oppose	Don't know/ref.
At the six mile sawmill site	16%	50%	1%	22%	6%	4%
On Spur Road, along the waterfront approximately two miles past the golf course	8	48	3	27	9	5

Potential Recreation and Transportation Projects

Residents were asked their level of support or opposition to a series of recreation and transportation projects that are anticipated to be paid for mostly with state or federal dollars.

A majority of residents supported all of the potential projects except for *construction of a ferry terminal at Fools Inlet* which received support from less than half of the residents and was opposed by one-third. Sixteen percent, however, stated they did not know enough about the Fool's Inlet project to express support or opposition.

Respondents age 34 and younger were more likely to support a running track than those age 35 and older (96 percent supportive versus 79 percent supportive).

Net Support/Opposition for Potential Recreation and Transportation Projects

Base=234	Net Support	Net Opposed
Development of a bike path along the loop road from the ferry terminal to the airport and back to town	85%	10%
Improving Evergreen Street and adding a sidewalk from the ferry terminal to the airport	85	11
Connecting Pat's Creek Road and the Spur Road on the east side of the Island	81	9
Continuing the bike path farther along Zimovia Highway	81	14
Building a running track and sports field on the flat area by the elementary school	80	13
Construction of the Bradfield Canal Road	75	13
Construction of a ferry terminal at Fool's Inlet	44	32

The table below shows detailed results for the recreation and transportation questions.

Detailed Level of Support for Potential Recreation and Transportations Projects

Base=234	Strongly Support	Support	Neutral	Oppose	Strongly Oppose	Don't know/ref.
Development of a bike path along the loop road from the ferry terminal to the airport and back to town	42%	43%	2%	10%	-%	3%
Improving Evergreen Street and adding a sidewalk from the ferry terminal to the airport	37	48	1	9	3	3
Connecting Pat's Creek Road and the Spur Road on the east side of the Island	31	50	3	8	1	7
Construction of the Bradfield Canal Road	30	45	5	10	3	7
Continuing the bike path farther along Zimovia Highway	28	53	2	13	1	3
Building a running track and sports field on the flat area by the elementary school	26	54	2	11	2	5
Construction of a ferry terminal at Fool's Inlet	10	34	6	24	8	18

Borough Land Selection

Borough Land Selection Criteria

When asked for their level of support or opposition for a variety of reasons that could potentially guide selection of new Borough lands, residents were most supportive of selecting lands that *would facilitate development of a Southeast electrical intertie* (78 percent), *have deep-water access and potential for industrial development* (78 percent), *have potential for community recreational use* (77 percent) and for *land that does not conflict with existing use by other communities in the Wrangell Borough* (74 percent).

The only criteria not supported by a majority of residents was selection of lands *adjacent to streams with good salmon runs* (48 percent opposed).

Net Support/Opposition for Reasons to Select Borough Land

Base=234	Net Support	Net Opposed
Would facilitate development of a Southeast electrical intertie	78%	8%
Has deep-water access and potential for industrial development	78	12
Has potential for community recreational use	77	12
Land that does not conflict with existing use by other communities in the Wrangell Borough	74	9
Has potential for remote residential development	68	21
Has potential for tourism use	61	31
Is suitable for commercial timber harvest	60	30
Is adjacent to saltwater with potential for oyster farms and other similar uses	58	32
Has historic or cultural significance	56	28
Is adjacent to streams with good salmon runs	40	48

A review of survey results showed that those under age 35 expressed differences in their level of support for many of the criteria for Borough land selection when compared to those age 35 and older. The following table shows the net level of support for each criteria by age group.

Net Support for Reasons to Select Borough Land by Age Group

	Net Support	
	Base=18 <Age 35	Base=215 Age 35+
Would facilitate development of a Southeast electrical intertie	78%	78%
Has deep water access and potential for industrial development	78	78
Has potential for community recreational use	87	77
Land that does not conflict with existing use by other communities in the Wrangell Borough	70	75
Has potential for remote residential development	91	66
Has potential for tourism use	82	60
Is suitable for commercial timber harvest	78	58
Is adjacent to saltwater with potential for oyster farms and other similar uses	87	56
Has historic or cultural significance	70	55
Is adjacent to streams with good salmon runs	68	38

The table below shows detailed results for the Borough land selection criteria questions.

Detailed Level of Support/Opposition for Reasons to Select Borough Land

Base=234	Strongly Support	Support	Neutral	Oppose	Strongly Oppose	Don't know/ref.
Would facilitate development of a Southeast electrical intertie	18%	60%	2%	8%	-%	12%
Has deep-water access and potential for industrial development	16	62	3	11	1	8
Is suitable for commercial timber harvest	12	48	2	25	5	9
Has historic or cultural significance	12	44	5	26	2	11
Has potential for community recreational use	11	67	4	11	1	7
Has potential for tourism use	10	51	3	28	3	5
Has potential for remote residential development	10	58	5	20	2	6
Is adjacent to saltwater with potential for oyster farms and other similar uses	7	51	1	30	3	8
Land that does not conflict with existing use by other communities in the Wrangell Borough	7	67	3	9	-	13
Is adjacent to streams with good salmon runs	5	36	2	43	6	9

Most Important Issue Facing Wrangell

Residents were asked what they thought was the most important issue facing the City and Borough of Wrangell in the next five years. A majority of responses were related to jobs and economic development. The *need for more jobs in town* was specifically mentioned by residents most often.

A *better economy* and other aspects of economic development such as, *energy development, increased tourism, Bradfield Canal road, get the sawmill, timber and wood products industries going, Wrangell Institute property development, revitalize downtown* and *new industries* when combined, were mentioned by 42 percent of residents.

Issues also mentioned as most important included *improve medical facilities/services* (4 percent), *utility improvements (water, electrical system, solid waste)* (3 percent), and *reduce municipal spending/fair taxation* (2 percent).

Most Important Issue Facing Wrangell in the Next Five Years

Base=233	% of Total
Need more jobs in town	26%
Better economy	13
Energy development	10
Visitor industry (support for increased tourism)	6
Bradfield Canal road	4
Improve medical facilities or services	4
Get the sawmill, timber and wood products industries going	3
Utility improvements (water, electrical system, solid waste)	3
Need more people/increase population	2
Reduce municipal spending/fair taxation	2
Wrangell Institute property development	2
Revitalize downtown	2
New industries	2
Other issues	12
Don't know/Refused	9

A complete list of other issues (12 percent) is included in the appendix of this document, as well as a list of additional comments residents provided for this question.

Demographics

In general, survey respondents were very familiar with Wrangell, having an average length of residency of 31 years. Half of respondents had lived in Wrangell for less than 30 years and one-fifth had lived in Wrangell less than 10 years. One in five had lived in the community for more than 50 years.

Length of Residency in Wrangell?

Base=234	% of Total
<10 years	16%
10 – 19 years	16
20 – 29 years	21
30 – 39 years	11
40 – 49 years	13
50+ years	21
Refused	3
Average # of years in Wrangell	31 years

The majority of respondent households (72 percent) did not have children. The average number of children per household, in those that had them, was 2.3.

Number of Children Living in the Household*

Base=234	% of Total
0	72%
1	9
2	9
3+	8
Don't know/Refused	3
Average # of children in households with children	2.3 children

*Children age 18 and under who lived in the household for at least nine months of the year.

The average age of respondents was 57.4 years. Survey data was statistically weighted by gender using the latest Alaska Department of Labor estimates (53 percent male and 47 percent female) to more closely reflect the community's gender proportions.

Three out of ten respondents were high school graduates or had received a GED. One-quarter of the respondents had received an associate's or bachelor's degree. Six percent had received an advanced degree (master's or Ph.D). The average household income of respondents was \$59,900. Twenty percent of households had incomes of less than \$25,000 and 15 percent had incomes of more than \$100,000.

Demographics
(weighted by gender)

Base=234	% of Total
Age	
18-24	2%
25-34	5
35-44	12
45-59	38
60+	43
Average age	57.4 years
Gender	
Male	53%
Female	47
Education	
Less than high school	4%
High school grad/GED	29
Vocational/tech cert.	5
Some college	31
Associate's degree	8
Bachelor's degree	15
Master's degree	6
Ph.D	<1
Other	-
Don't know/Refused	3
Income	
Less than \$15,000	7%
\$15,001-\$25,000	13
\$25,001-\$50,000	22
\$50,001-\$75,000	19
\$75,001-\$100,000	11
\$100,001-\$125,000	9
\$125,000+	6
Don't know/Refused	12
Average household income	\$59,900

OTHER RESPONSES TO “WHAT TWO THINGS WOULD MAKE YOUR QUALITY OF LIFE IN WRANGELL BETTER?”

What two things would make your quality of life in Wrangell better?

Base=234	% of Total
More jobs	31%
Better economy	23
Lower cost of living	13
Better health care	11
Better/cheaper transportation to/from Wrangell	9
Get the mill working	7
More activities/hiking trails/parks and recreation	6
More businesses	4
Lower fuel prices	4
Better fishing	3
Better weather	3
Better shopping and store variety, better grocery store variety	3
Lower municipal spending, lower taxes	2
More tourism	2
Too much trash and garbage around town	2
More civility, less arguing, more communication by leaders	2
More people in town	2
More/improved infrastructure/roads and sidewalks	2
Build/control electric intertie	1
Utility improvements needed	1
Better services for seniors	1
Better housing	1
Other responses	6
Nothing	9
Don't know/Refused	6

The following responses were included in the 6 percent “other responses” in the table above.

Recycling

A recycle center

If my family lived here

Having family here

Open oil reserves

More spending money to buy the things I want

More liberty/freedom

More cooperation with Petersburg and Kake

Less cutting down trees

Land ownership pattern (Federal government has too much control)

I plan on helping the community by becoming a firefighter

Better work ethic

Better educational opportunities
 Less tourism
 A good woman
 A fishing boat

OTHER ISSUES MENTIONED WHEN ASKED "WHAT IS THE MOST IMPORTANT ISSUE FACING WRANGELL IN THE NEXT FIVE YEARS"

Most Important Issue Facing Wrangell in the Next Five Years

Base=233	% of Total
Need more jobs in town	26%
Better economy	13
Energy development	10
Visitor industry (support for increased tourism)	6
Bradfield Canal road	4
Improve medical facilities or services	4
Get the sawmill, timber and wood products industries going	3
Utility improvements (water, electrical system, solid waste)	3
Need more people/increase population	2
Reduce municipal spending/fair taxation	2
Wrangell Institute property development	2
Revitalize downtown	2
New industries	2
Other issues	12
Don't know/Refused	9

The following responses were included in the 12 percent "other issues" in the table above.

Price of living is too high
 The selection of the Borough manager
 Need more medical housing
 Not living in the past
 Development of companies with competent management for light industries like Trident Seafoods
 Affordable health care
 Wrangell is fine the way it is
 Keep elderly people here
 People in out laying areas need to be heard about development decisions, more than being taxed but having no voice
 Bigger businesses, catch up with world
 Housing for seniors
 Fix the roads in residential areas in town
 Better port facility
 More remote settlements is a good thing
 Better transportation (more ferries)
 More ferry service
 Provide job training to increase employment

Better education system
More kids recreation
Recreation for kids, have a skate park/ new arcade
Wrangell needs a recreational type park for the kids
Not enough freshwater supply
Moving the barge landing
Taking care of the aging population
Meeting the issues of retirement community

Additional Comments Concerning the Most Important Issue Facing Wrangell

When asked what they considered the most important issue facing the City and Borough of Wrangell in the next five years some residents provided additional comments concerning their choice of most important issue. If the respondent stated that more jobs was the most important issue, and mentioned what type of job, that response was recorded. For example; of those who thought that more jobs was the most important issue, twenty-five people mentioned that any type of job was fine and two people mentioned tourism jobs.

More jobs

Any jobs x 25
Timber, sawmill related x 10
Seafood, fishing related x 3
Electrical intertie or power related x 2
Tourism x 2
Other types of jobs with one mention included: Recreational facilities for think tanks for companies, cottage industries, solid waste, and any industrial development that will create jobs

Better economy

Create more jobs (any type) and encourage small businesses
Creating one (economy)
Develop a processing industry and more tourism
Develop any kind of an industry
Getting industry here
Make the economy stronger
Through tourism development
Economy needs to improve; we are losing too many people

Visitor industry

Increase tourism x 10
Get the cruise ships back x 2
Attract independent tourists
More fish in the streams for tourism as well as for locals

Wrangell Institute property

Develop the property x 2

Do something with the institute property that would create jobs and revenue

Do something with the property

Need medical development on the land

Energy development

Develop the intertie x 7

Hydroelectric projects x 2

More electrical capacity for community use and expansion

Team up with Petersburg to capture Ruth Lake hydro

Wrangell Household Opinion Survey

PHONE # _____

SURVEY # _____

INTERVIEWER NAME _____

DATE _____

Hi, this is _____ with the McDowell Group, an Alaska research firm. The City and Borough of Wrangell is preparing a comprehensive plan to guide growth in the area over the next 10 years. We would like to better understand the priorities and issues of community residents. I'd like to ask you some questions.

1. **In what year were you born? 19_____** (If 1991 or after, request someone over 18 years old. If none available thank and end survey)
01 Refused (thank and end survey)

2. **Are you a Wrangell resident?**

- 01 Yes 03 Don't know (Thank and end survey)
02 No (Thank and end survey) 04 Refused (Thank and end survey)

[Read] I am going to ask you some questions about your quality of life in Wrangell. Quality of life can mean different things to different people. Usually it's a combination of factors that contribute to your sense of well being and happiness.

3. **Overall, how would you rate your quality of life in Wrangell using a scale of 1 – 10, where 1 means "very poor" and 10 means "very good"?** (Circle answer)

Very Poor												Very Good
1	2	3	4	5	6	7	8	9	10	99	DK/Ref.	

4. **When you think of Wrangell five years from now, do you think your quality of life will be...**(Read 1-3)

- 1 Worse 04 Will not be living in Wrangell in 5 years
2 About the same 05 Don't know
3 Better 06 Refused

5. **Can you tell me two things that would make your quality of life in Wrangell better?**

(Do not read, check all that apply, probe for second response)

- | | | |
|--|---|--|
| 01 <input type="checkbox"/> Lower cost of living | 06 <input type="checkbox"/> Better/cheaper transportation to/from WRG | 11 <input type="checkbox"/> Better fishing |
| 02 <input type="checkbox"/> More/better activities | 07 <input type="checkbox"/> Better economy | 12 <input type="checkbox"/> Don't know |
| 03 <input type="checkbox"/> Better education | 08 <input type="checkbox"/> Get the mill working | 13 <input type="checkbox"/> Refused |
| 04 <input type="checkbox"/> More jobs _____ | 09 <input type="checkbox"/> Faster Internet | 14 <input type="checkbox"/> Nothing |
| 05 <input type="checkbox"/> Better health care | 10 <input type="checkbox"/> Other _____ | |

[Read] Next, I am going to ask you some questions about housing.

6. **Do you own or rent a residence in Wrangell?**

- 1 Own 03 Other housing situation _____
2 Rent 04 Refused

7. **Overall, are you very satisfied, somewhat satisfied or not satisfied with your current housing situation?**

- 01 Very satisfied (skip to Q8)
02 Somewhat satisfied (skip to Q8) 04 Don't know (skip to Q8)
03 Not satisfied 05 Refused (skip to Q8)

7a. Why aren't you satisfied with your housing situation? (Do not read, check all that apply)

- 01 Substandard housing (plumb, elec., roof, etc.) 06 Want to own and can't afford to buy 9 Don't know
 02 Don't like communal living 07 Too small/not big enough 10 Refused
 03 Too far from work
 04 Too expensive 08 Other _____
 05 Want to own and can't find a place to buy

8. Now I would like to ask you about retirement. Are you currently retired?

- 01 Yes (skip to Q9) 03 Don't know
 02 No 04 Refused

8a. Do you expect to retire within the next ten years?

- 01 Yes 03 Don't know (skip to Q9)
 02 No (skip to Q10) 04 Refused (skip to Q9)

8b. Are you very likely, likely, unlikely or very unlikely to retire in Wrangell?

- 01 Very likely 03 Unlikely 05 Don't Know
 02 Likely 04 Very unlikely 06 Refused

9. I am going to ask you about some factors that could influence your decision to stay in Wrangell as you grow older. Please tell me whether each of the following factors are very important, somewhat important or not important in your decision concerning where to live when retired.

(READ LIST – ROTATE LIST)	01 <i>Very important</i>	02 <i>Somewhat important</i>	03 <i>Not important</i>	04 <i>Don't know</i>	05 <i>Refused</i>
a. Quality of health care services.	01	02	03	04	05
b. Quality of emergency room care.	01	02	03	04	05
c. Quality of long term nursing care.	01	02	03	04	05
d. Quality of assisted living facilities.	01	02	03	04	05
e. Availability of senior van services.	01	02	03	04	05
f. Quality of senior meal services.	01	02	03	04	05
g. Quality of adult education programs.	01	02	03	04	05
h. Presence of family and friends in the community.	01	02	03	04	05
i. Connections to a church.	01	02	03	04	05

[Read] Now I am going to ask you some questions about visitors to Wrangell. In the past, Wrangell has hosted visitors arriving on large cruise ships. Large cruise ships carry from 900 to 2,500 passengers.

10. Considering both the benefits and impacts of large cruise ship tourism, in your opinion, would the optimal number of large cruise ships visiting Wrangell during the summer, be zero per week, 1 to 2 per week, 3 to 4 per week, or 5 or more per week?

- 01 Zero
- 02 1 to 2 (skip to read before Q11)
- 03 3 to 4 (skip to read before Q11)
- 04 5 or more (skip to read before Q11)
- 04 Don't know (skip to read before Q11)
- 05 Refused (skip to read before Q11)

10a. Why are you opposed to large cruise ships visiting Wrangell? (Do not read, check all that apply)

- 01 Pedestrian congestion
- 06 Water pollution
- 11 Don't know
- 02 Vehicle congestion
- 07 Outside tour operators
- 12 Refused
- 03 Noise
- 08 Uncertainty of future schedules
- 04 Illness
- 09 Don't like visitors in town
- 05 Air pollution
- 10 Other _____

[Read] Currently, visitors to Wrangell include passengers arriving on small cruise ships, which are ships with 400 passengers or less. Examples of small cruise ships include the Spirit of Alaska, which carries about 100 passengers, and the Silver Shadow, which carries about 390 passengers. Wrangell visitors also include people arriving on private pleasure boats and yachts, and independent travelers who arrive by air and ferry.

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

	01 <i>Increased</i>	02 <i>Maintained</i>	03 <i>Reduced</i>	04 <i>Don't know</i>	05 <i>Refused</i>
a. Small cruise ship visitors.	01	02	03	04	05
b. Private boat and yacht visitors.	01	02	03	04	05
c. Independent visitors arriving by air.	01	02	03	04	05
d. Independent visitors arriving by ferry.	01	02	03	04	05

12. Do you strongly support, support, oppose or strongly oppose Wrangell partnering with Petersburg and Prince of Wales Island communities to jointly market central Southeast Alaska as a destination for independent and adventure travelers?

- 01 Strongly support
- 03 Neutral
- 04 Oppose
- 06 Don't Know
- 02 Support
- 05 Strongly oppose
- 07 Refused

[Read] next, I am going to ask you about solid waste and recycling. The Wrangell landfill is at capacity and is now being closed. Wrangell and several other Southeast towns currently pay to ship trash out of state for disposal.

13. Do you strongly support, support, oppose or strongly oppose establishing a recycling program in Wrangell if garbage fees are slightly increased to support the program?

- 01 Strongly support 03 Neutral 04 Oppose 06 Don't Know
 02 Support 05 Strongly oppose 07 Refused

14. Currently, several communities in Southeast are exploring the possibility of developing a regional solid waste disposal facility. A regional facility would create new jobs. Do you strongly support, support, oppose or strongly oppose Wrangell competing to establish a regional solid waste facility in the borough?

- 01 Strongly support 03 Neutral 04 Oppose 06 Don't Know
 02 Support 05 Strongly oppose 07 Refused

15. Now I am going to ask you about your level of support for three potential locations for a regional solid waste facility in the Wrangell Borough. Please tell me if you strongly support, support, oppose or strongly oppose each of the following potential locations.

	01 <i>Strongly Support</i>	02 <i>Support</i>	03 <i>Neutral</i>	04 <i>Oppose</i>	05 <i>Strongly Oppose</i>	06 <i>Don't know</i>	07 <i>Refused</i>
a. On the Wrangell Island road system outside of town.	01	02	03	04	05	06	07
b. Off of Spur Road past the golf course.	01	02	03	04	05	06	07
c. On a remote parcel of land, off the road system, not adjacent to Wrangell or another community.	01	02	03	04	05	06	07

16. Wrangell has received federal funding to participate in a small pilot project to look at compressing household plastic waste to reduce its volume and possibly create marketable products. Do you strongly support, support, oppose or strongly oppose Wrangell pursuing small, high tech industry opportunities like this?

- 01 Strongly support 03 Neutral 04 Oppose 06 Don't Know
 02 Support 05 Strongly oppose 07 Refused

[Read] Now I would like to ask you some questions about recreation and transportation.

17. Please tell me if you strongly support, support, oppose or strongly oppose the following potential recreation and transportation projects. It is anticipated that these project would be paid for mostly with state or federal funding.

	01 <i>Strongly Support</i>	02 <i>Support</i>	03 <i>Neutral</i>	04 <i>Oppose</i>	05 <i>Strongly Oppose</i>	06 <i>Don't know</i>	07 <i>Refused</i>
a. Development of a bike path along the loop road from the ferry terminal to the airport and back to town.	01	02	03	04	05	06	07
b. Continuing the bike path farther along Zimovia Highway.	01	02	03	04	05	06	07
c. Building a running track and sports field on the flat area by the elementary school.	01	02	03	04	05	06	07
d. Improving Evergreen Street and adding a sidewalk from the ferry terminal to the airport.	01	02	03	04	05	06	07
e. Connecting Pat's Creek Road and the Spur Road on the east side of the Island.	01	02	03	04	05	06	07
f. Construction of a ferry terminal at Fools Inlet.	01	02	03	04	05	06	07
g. Construction of the Bradfield Canal Road.	01	02	03	04	05	06	07

[Read] Next I am going to ask you some questions about future land use.

18. The City and Borough of Wrangell owns a parcel of land known as the Wrangell Institute property. The property is located about 5 miles south of town along the Zimovia Highway and consists of 134 acres. Please tell me whether you strongly support, support, oppose or strongly oppose each of the following potential development ideas for the Wrangell Institute property.

(READ LIST – ROTATE LIST)	01 <i>Strongly Support</i>	02 <i>Support</i>	03 <i>Neutral</i>	04 <i>Oppose</i>	05 <i>Strongly Oppose</i>	06 <i>Don't know</i>	07 <i>Refused</i>
a. Medical services related development.	01	02	03	04	05	06	07
b. Tourism and visitor oriented development.	01	02	03	04	05	06	07
c. Residential development with compatible commercial pockets.	01	02	03	04	05	06	07
d. Development of an Institute for Life Long Learning, that would provide educational and cultural learning opportunities.	01	02	03	04	05	06	07
e. Commercial harvest of timber on the property.	01	02	03	04	05	06	07
f. Subdivide the property into various size lots and make them available for sale or lease and allow a mixture of uses.	01	02	03	04	05	06	07
g. Development of senior housing.	01	02	03	04	05	06	07

19. Of the uses for the Wrangell Institute Property that I just mentioned which do feel are the two most appropriate for the Borough to pursue? I can re-read the list if you like.

(Circle letter above, prompt for two)

00 None

98 Don't know/Ref

20. Wrangell's existing industrial park, located on Bennett Street behind the Forest Service office, is almost full. In the future, Wrangell will need more industrial land on the road system. I am going to read you a description of several potential new industrial park locations. Please tell me whether you strongly support, support, oppose or strongly oppose developing a new industrial park at each location.

	01 <i>Strongly Support</i>	02 <i>Support</i>	03 <i>Neutral</i>	04 <i>Oppose</i>	05 <i>Strongly Oppose</i>	06 <i>Don't know</i>	07 <i>Refused</i>
a. Adjacent to the current location near the Forest Service office.	01	02	03	04	05	06	07
b. Across the street from the current industrial park, at the corner of Spur and Bennett Street, on the same side of the road as the golf course.	01	02	03	04	05	06	07
c. On Spur Road past the golf course.	01	02	03	04	05	06	07
d. At the six mile sawmill site.	01	02	03	04	05	06	07
e. On a portion of the Wrangell Institute property.	01	02	03	04	05	06	07

21. The idea of relocating the downtown barge landing, during the next ten years, has come up in community meetings. Please tell me whether you strongly support, support, oppose or strongly oppose the following two potential barge landing locations.

	01 <i>Strongly Support</i>	02 <i>Support</i>	03 <i>Neutral</i>	04 <i>Oppose</i>	05 <i>Strongly Oppose</i>	06 <i>Don't know</i>	07 <i>Refused</i>
a. On Spur Road, along the waterfront, approximately two miles past the golf course.	01	02	03	04	05	06	07
b. At the six mile sawmill site.	01	02	03	04	05	06	07

22. As a result of borough formation, Wrangell is entitled to select approximately 2,400 acres of remote land in the new Borough. There are a variety of reasons that could guide which land to select. Please tell me whether you strongly support, support, oppose or strongly oppose each of the following possible reasons for Borough land selection.

(READ LIST – ROTATE LIST)	01 <i>Strongly Support</i>	02 <i>Support</i>	03 <i>Neutral</i>	04 <i>Oppose</i>	05 <i>Strongly Oppose</i>	06 <i>Don't know</i>	07 <i>Refused</i>
a. has potential for community recreational use.	01	02	03	04	05	06	07
b. has potential for tourism use.	01	02	03	04	05	06	07
c. has potential for remote residential development.	01	02	03	04	05	06	07
d. is adjacent to streams with good salmon runs.	01	02	03	04	05	06	07
e. is adjacent to saltwater with potential for oyster farms and other similar uses.	01	02	03	04	05	06	07
f. is suitable for commercial timber harvest.	01	02	03	04	05	06	07
g. land that does not conflict with existing use by other communities in the Wrangell Borough.	01	02	03	04	05	06	07
h. has deep water access and potential for industrial development.	01	02	03	04	05	06	07
i. has historic or cultural significance.	01	02	03	04	05	06	07
j. would facilitate development of a southeast electrical intertie.	01	02	03	04	05	06	07

23. Please tell me what you think is the most important issue facing the City and Borough of Wrangell in the next five years. The issue could be one of the things we have talked about or any other issue you think is important. (Do not read, **CHECK ONLY ONE**)

01 <input type="checkbox"/>	Poor quality of life	12 <input type="checkbox"/>	Need a running track
02 <input type="checkbox"/>	Unsatisfactory housing	13 <input type="checkbox"/>	Wrangell institute_____
03 <input type="checkbox"/>	Retirement issue_____	14 <input type="checkbox"/>	Industrial park issue_____
04 <input type="checkbox"/>	Visitor industry issue_____	15 <input type="checkbox"/>	Barge landing issue_____
05 <input type="checkbox"/>	Solid waste issue_____	16 <input type="checkbox"/>	Boro land selection issue_____
06 <input type="checkbox"/>	Need more/better bike paths	17 <input type="checkbox"/>	Energy development_____
07 <input type="checkbox"/>	Connecting Pat's Creek and Spur road	18 <input type="checkbox"/>	Need more people/increase population
08 <input type="checkbox"/>	Revitalize downtown	19 <input type="checkbox"/>	Need more jobs in town_____
09 <input type="checkbox"/>	Bradfield canal road	20 <input type="checkbox"/>	Better economy
10 <input type="checkbox"/>	Evergreen st. widening/sidewalks	21 <input type="checkbox"/>	Don't know
		22 <input type="checkbox"/>	Refused
11 <input type="checkbox"/>	Other_____		

[Read] I have just a few more questions for demographic purposes. The information you provide will be kept confidential and only reported as group totals.

24. How long have you lived in Wrangell? _____ years 00 Less than one year
 01 Don't know 02 Refused

25. When thinking about how long you may continue to live in Wrangell, do think you will be living in Wrangell in.....(Read a-d)

	01 Yes	02 No	03 Maybe	04 Don't know	05 Refused
a. One year?	01	02	03	04	05
b. Five years?	01	02	03	04	05
c. Ten years?	01	02	03	04	05
d. for the rest of your life?	01	02	03	04	05

26. How many children 18 years of age and under live in your household for at least nine months of the year?

_____ # of children 01 Refused

27. What is the highest level of education you have had the opportunity to complete? (Do not read)

- 01 Less than HS diploma
- 02 HS diploma/GED
- 03 Vocational/Tech Cert.
- 04 Some college
- 05 AA (Associate's Degree)
- 06 BA (Bachelor's Degree)
- 07 MA (Master's Degree)
- 08 PhD (Doctorate)
- 09 Other _____
- 10 Don't know
- 11 Refused

28. Please stop me at the category that best describes your total combined household income before taxes for 2008.

- 01 Less than \$15,000
- 02 \$15,001 to \$25,000
- 03 \$25,001 to \$50,000
- 04 \$50,001 to \$75,000
- 05 \$75,001 to \$100,000
- 06 \$100,001 to \$125,000
- 07 Over \$125,000
- 08 Don't know
- 09 Refused

Thank and end survey

29. Gender (Don't ask) 01 Male 02 Female 03 Don't know

Appendix Two - List of Goals, Policies and Actions

These are the policies, goals and actions the City and Borough of Wrangell will strive to accomplish over the next 10 years and beyond.

Each topic has one or two overarching Goals to set the direction for Borough policies and actions.

The Policies are the desired future the City and Borough of Wrangell and its citizens are working to achieve over time.

The Actions chart a path to help achieve the goals.

The group(s) listed (*in parentheses*) at the end of each action are parties that will be involved in implementing the action.

Like all actions, the level of funding available over time will help determine what is able to be accomplished.

Abbreviations Used in Actions

ADOT&PF	Alaska Department of Transportation and Public Facilities
AICS	Alaska Island Community Services
AMHS	Alaska Marine Highway System
AP&T, AT&T, GCI	Communications providers
CBW	City and Borough of Wrangell
Chamber	Wrangell Chamber of Commerce
Civic Organizations	Churches, Elks Club, Lions Club, Cub Scouts, Girl Scouts, etc
FWHA	Federal Highway Administration
HWC	Healthy Wrangell Coalition
IFA	InterIsland ferry Authority
KSTK	KSTK Public Radio
Private sector	the many privately owned businesses
Sentinel	Wrangell Sentinel Newspaper
USFS	US Forest Service
WCA	Wrangell Cooperative Association
WCVB	Wrangell Convention and Visitors Bureau
WMC	Wrangell Medical Center
WPS	Wrangell Public Schools

Quality of Life

GOALS

CELEBRATE WRANGELL'S EXCELLENT QUALITY OF LIFE.

RECOGNIZE THAT QUALITY OF LIFE IS PART OF WHAT KEEPS CURRENT RESIDENTS' LIVING HERE AND DRAWS POTENTIAL BUSINESSES AND RESIDENTS TO THE AREA.

Policy 1. Achieve a healthy year-round economy that makes it possible for individuals and families in the City and Borough of Wrangell to live securely and comfortably.

Policy 2. Maintain the friendly and close-knit community that makes Wrangell a great place to live and a safe, affordable place to raise a family.

Policy 3. Encourage, enhance and support social, physical, and cultural environments that sustain healthy lifestyles.

Policy 4. Continue to recognize the value of a quality education and students' healthy life.

Action: Support and encourage the school district's efforts to provide environments that promote and protect children's health, well being, and ability to learn by supporting healthy eating and physical activity (WPS).

Policy 5. Encourage growth and development in the City and Borough of Wrangell in a manner that:

- Protects and enhances the health, safety and well-being of residents;
- Recognizes and respects the 'can-do' attitude of Wrangellites;
- Both protects and takes advantage of the area's natural beauty, clean air and water;
- Maintains the easy access to and wealth of fish, wildlife and recreation resources;
- Celebrates our rich and diverse history and culture;
- Sustains the high achievement levels in our schools;
- Maintains our low crime rate; and
- Continues to expand the diversity of health services that are locally available.

Action: Implementing the policies and actions in the Wrangell Comprehensive Plan will help accomplish the five Quality of Life policies.

Municipal Government

GOALS

MAINTAIN A BALANCED MUNICIPAL BUDGET.

CONDUCT GOVERNMENT POLICY AND BUDGET PROCESSES IN AN OPEN MANNER THAT WELCOMES PUBLIC PARTICIPATION.

Policy 6. Conduct annual budget and capital improvement processes in a transparent manner that encourages participation by interested organizations and residents.

Action: Provide public notice to all Borough residents in a timely manner. Recognize that extra outreach and added timing may be necessary when communicating with residents living off the road system. (CBW)

Action: Encourage radio, TV and print media coverage of Borough meetings. (CBW, KSTK, Sentinel, other)

Action: Keep Borough website up-to-date with Assembly, Planning Commission and other commission meeting notices, agendas and minutes. (CBW)

Policy 7. Recognize the government-to-government relationship with Wrangell Cooperative Association.

Action: Periodically have joint meetings on planning and project development needs and priorities. Seek opportunities to team on project funding as municipal and tribal government have access to different funding. (CBW, WCA)

Policy 8. Work with federal and state agencies to advance the interests of the City and Borough of Wrangell and its citizens.

Action: Assert coordination rights with federal agencies. (CBW)

Policy 9. Assist local organizations in obtaining funding for community services and facilities. (CBW)

Action: Keep websites up-to-date with latest documents, information, statistics and data so others have easy access for use in grant writing and other funding opportunities. (CBW)

Economic Development

GOALS

MAINTAIN CURRENT JOBS AND SUPPORT EXISTING BUSINESSES.

PURSUE NEW DEVELOPMENT THAT WILL PROVIDE YEAR ROUND JOBS, BUILD ON LOCAL ASSETS, AND PROVIDE NEEDED GOODS AND SERVICES.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Transportation

GOAL

PROVIDE A SAFE, CONVENIENT, RELIABLE AND INTEGRATED TRANSPORTATION NETWORK TO MOVE GOODS AND PEOPLE TO, FROM AND WITHIN WRANGELL, AND, BETWEEN WRANGELL AND OUTLYING COMMUNITIES IN THE BOROUGH.

Policy 24. Continue to improve land and sea-based aviation facilities.

Action: Make more lease lot space available at the airport. Remove additional rock from the state rock quarry adjacent to the airport to bring it down to grade and designate this area for lease lots. *(ADOT&PF, CBW, private sector)*

Action: Update the Wrangell Airport Master Plan to schedule added lease lot space and other improvements into the State's future planning and capital improvement program. *(ADOT&PF)*

Action: Monitor the federal essential air service (ESA) program agreement and advocate for its renewal and funding (current agreement expires April 2011). *(CBW)*

Policy 25. Maintain ferry access to and from Wrangell.

Action: Advocate for Alaska Marine Highway System and Inter-Island Ferry Authority (IFA) ferry service and funding to and from Wrangell or other private ferry or scheduled transportation system. *(CBW)*

Action: Monitor and participate in updates to the Southeast Alaska Transportation Plan (SATP) and in the development of annual Alaska Marine Highway System ferry schedules to ensure frequent scheduled service to Wrangell. *(CBW, Chamber, WCVB, IFA)*

Action: Coordinate with IFA on terminal and upland improvements to support service. *(CBW, IFA)*

Policy 26. Provide harbor, dock and launch facilities that attract and support commercial and private vessels and provide convenient public access to the ocean.

Action: Locate, develop and maintain a public boat launch to support access to and settlement of Wrangell Island East. *(CBW, ADOT&PF, AMHS, USFS)*

Action: Complete programmed Heritage Harbor improvements *(CBW)*.

Action: Determine whether North Shoemaker Bay or Pats Creek is preferred location for future boat harbor development, then designate, and develop design documents. *(CBW, ADOT&PF)*

Policy 27. Encourage and support development of a road-ferry-bridge network to connect central Southeast Alaska to the continental road system.

Action: Select Borough entitlement land in the Bradfield Canal area. *(CBW)*

Action: Make Borough land available for lease and take other appropriate actions to encourage development of a port facility in the Bradfield Canal. *(CBW)*

Policy 28. Develop an integrated barge, road and pedestrian/bike network to safely transport goods and people.

Action: Prioritize needed transportation improvement projects. *(CBW, WCA, ADOT&PF)*.

Action: Complete all downtown Front Street Improvements. *(CBW)*

Action: Connect Pats Creek Road and the Spur (Ishiyama) Road. *(CBW, ADOT&PF)*

Action: Plan, fund, and build non-motorized facilities (sidewalks, bike lanes and separated paths, accessible lifts and access) in conjunction with road or facility improvements. *(ADOT&PF, CBW, WCA)*

Action: Clearly mark, connect and ensure adequate size of downtown walking routes to encourage safe access and use by all including the shopping, marine service center and commercial area; cultural and visitor destinations sites (Nolan Museum and Visitor Center, Chief Shakes Island, and petroglyphs); and enjoyment of the waterfront and local vistas. *(CBW-multiple departments, CWA)*

Action: Extend the bike path to the end of Zimovia Highway. *(CBW, ADOT&PF, WCA)*

Action: Develop a bike path along the “Loop” (Stikine Avenue-Evergreen Street-Airport Road-Bennett Street) from the ferry terminal to the airport and back to ferry terminal. *(CBW, ADOT&PF, WCA)*

Action: Relocate barge and transshipment activity away from current location in center of downtown waterfront to reduce pallet and goods movement, noise, dust, congestion, and blockage of waterfront views in this area. Preferred location is in vicinity of 6-Mile mill which could accommodate current and increased barge and industrial transshipment activity. Secondary site is Spur Road. *(CBW, private sector)*

Policy 29. Provide year round maintenance for roads and sidewalks, recognizing that the appropriate maintenance level will vary depending on traffic volume.

Action: Team with Wrangell Cooperate Association and others to jointly plan, fund and accomplish street maintenance and improvements. (CBW, WCA, ADOT&PF)

Action: Reconstruct and pave Weber and Cassiar Streets. Pave all dirt roads in community. (CBW, WCA)

Action: Work with the USFS on road management planning to ensure continued access to areas Wrangellites use for recreation, hunting, fishing and other harvesting activities. (CBW, USFS, CWA)

Land Use

GOALS

DESIGNATE AND ZONE LAND IN APPROPRIATE LOCATIONS TO MEET CURRENT AND FUTURE COMMERCIAL, RESIDENTIAL, INDUSTRIAL, PUBLIC AND RECREATIONAL NEEDS OF ALL COMMUNITIES IN THE BOROUGH.

REVISE AND UPDATE THE ZONING CODE AND MAPS TO IMPLEMENT THE CITY AND BOROUGH OF WRANGELL COMPREHENSIVE PLAN.

Policy 30. Coordinate land planning in the Borough with state and federal agencies and other large landowners.

Action: Exercise formal coordination rights provided per City and Borough of Wrangell Resolution 05-09-1151 and subsequent notification provided to the federal and state government. (CBW)

Action: Ensure the City and Borough of Wrangell has an opportunity to engage in coordination and provide timely input by requiring federal and state (including Trust Land Office) government agencies to give advance notice to the municipal manager or clerk of:

- a. Any intent to acquire, sell or exchange land;
- b. Any land management plans, actions, direction or policies being considered, or
- c. Any memorandums of agreement or understanding being signed among landowners or managers within the City and Borough of Wrangell.

(CBW)

Action: Monitor management of federal and state land and water to ensure access for resident fishing, hunting and gathering. (CBW, CWA)

Policy 31. Support development of a range of housing types/living arrangements over time in Wrangell, south of town along Zimovia Highway, and in remote areas.

Action: Identify and designate areas for future residential development in town, along Zimovia Highway, and in remote areas, and update zoning as needed. (CBW)

Action: Make Borough land available for residential development consistent with land use goals. (CBW)

Action: Extend the road and utilities on the northern end of Cassiar Street. (CBW)

Action: Enact zoning that encourages construction of a diversity of housing types. (CBW)

Action: Support development of senior housing, and of an assisted living facility, possibly 'wedding' the two as a unified transitional living center. (CBW, WMC, Senior Services)

Policy 32. Designate areas for commercial and industrial development in logical locations to promote economic opportunity and satisfy current and future needs.

Action: Identify and designate an area for a future Borough rock and gravel source/quarry, as well as appropriate areas for private sources, away from residential development, and as needed update zoning. (CBW)

Action: Identify and designate areas for commercial use and business development, and as needed update zoning. (CBW)

Action: Identify areas suitable for a regional solid waste facility and designate for industrial use, and as needed update zoning. (CBW)

Action: Expand existing Industrial Park. (CBW)

Action: Designate waterfront areas for a future harbor and an east side boat launch ramp and parking. (CBW)

Action: Prepare a Master Development Plan for the 150 acre area 'behind' Mt Dewey, Stoughs Mobile Home Park, Airport, and Bennett Road. It should delineate areas with environmental constraints that impact development feasibility and cost, buildable areas, and propose access to the area. Land uses should be in concert with Future Growth Map Designations and include a mix of housing, commercial or

industrial uses and green space that connects walking/hiking paths and protects wetlands. *(CBW)*

Action: Designate and zone an area for a downtown waterfront park and picnic area where downtown workers, residents and visitors can take a break and enjoy the spectacular vistas. Complete in conjunction with a Waterfront Master Plan. *(CBW)*

Action: Revisit and redevelop a Master Plan, market and develop the 140 acre Wrangell Institute property for concept that combines three uses: a) an education oriented community facility, possibly with health related uses and services; b) housing, both lower and higher density residential development including for seniors; and c) space for discrete neighborhood-scale commercial businesses that support community uses in the building, the nearby harbor, and that provide convenience shopping for residents in the immediate area and out Zimovia Highway. Motorized and non-motorized access to the area and throughout the parcel should be considered. *(CBW, CWA, other partners)*

Policy 33. Promote compatibility between adjacent land uses and users.

Action: Require buffers (landscaping, retaining vegetation, setbacks, fences etc.) between differing land uses to promote efficient land use, harmony and good neighbors. *(CBW)*

Action: On the 3+ acre waterfront fill, promote compatibility among users and activities in the area through use of landscaping, defined pedestrian paths, signage, and site design to buffer between differing uses and provide safe motorized and non-motorized movement. Area users are the business-commercial district's shoppers and workers; the working waterfront used by fisherman, the fishing fleet, related businesses, and the seafood industry; and the civic, cultural, public use and facility areas frequented by both residents and visitors. Create simple Waterfront Master Plan for this and adjacent areas to accomplish. *(CBW-multiple departments)*

Action: Over time consolidate or phase-out land uses along Zimovia Highway that conflict with residential use and small pockets of neighborhood commercial. *(CBW, AMHT)*

Action: Design and operate a regional solid waste facility in a manner to protect nearby residences from light, noise or odor impacts. *(CBW)*

Policy 34. Provide and maintain a variety of active and passive outdoor recreation opportunities including dispersed outdoor recreation, picnic areas, parks, trails, and athletic fields to encourage fitness and add to local quality of life. (Indoor

recreation facilities and services are covered in the Public Services policies and chapter.)

Action: Improve and add directional signage to help locate trail heads *(CBW, USFS, lodging businesses, Friend of Tongass cabins)*

Action: Upgrade and improve the visibility of trail and other destination signage to interpret local history, culture, natural history and geography. This will add to resident - particularly school children - and visitor's experience. *(CBW, USFS, schools, WCVB, Friend of Tongass Cabins)*

Action: Add exercise stations along the Volunteer Park trails. *(CBW)*

Action: Develop a track and multi-purpose sports field at Volunteer Park. *(CBW)*

Action: Identify a suitable location for a BMX bike course and skateboard park, and construct. *(CBW, schools)*

Action: Develop a picnic area at the floatplane pullout. *(CBW)*

Policy 35. Select new Borough land through the municipal entitlement program to provide diverse economic and residential opportunities.

Action: Select land and assist in its development and use for the following community priorities: southeast electrical intertie, deep-water access and industrial support, community recreational use, remote residential development, tourism opportunities, timber harvest, support for mariculture development. *(CBW)*

Policy 36. Maintain and improve surface water, groundwater and marine water quality in the City and Borough of Wrangell so that waters are in compliance with federal and state water quality standards.

Action: Ensure that development along anadromous fish streams and in drinking water source areas uses best management practices. These include setbacks to maintain natural water flow and water quality, reduce erosion, and maintain natural vegetation and fish passage and habitat. *(CBW)*

Policy 37. Support local food agriculture, gardening and food production.

Action: Identify and designate an area(s) suitable for community gardens. *(Community Garden Group, CBW, Wrangell Traditional Foods Board)*

Action: Encourage public events and business sales of locally produced food of all types. *(CBW, Wrangell Traditional Foods Board)*

Action: Ensure the zoning code promotes and allows small-scale food production. (CBW)

Policy 38. Support development of or ensure recognition of and protection of cultural and historic resources throughout the Borough. (CBW, CWA, USFS)

Public Works and Utilities

GOAL

PROVIDE ADEQUATE AND COST EFFECTIVE INFRASTRUCTURE AND SERVICES TO ENABLE RESIDENTIAL LIVING, ECONOMIC OPPORTUNITY AND ADD TO THE QUALITY OF LIFE.

Policy 39. Manage municipal solid waste in an efficient and cost-effective manner.

Action: Analyze options for long term solid waste disposal and prepare a management plan. (CBW)

Action: Expand recycling opportunities including options for composting, and hazardous waste collection and recycling. Surveys show that residents are willing to pay slightly higher fees for increased recycling. (CBW, businesses, civic groups)

Action: Continue to seek and support Wrangell-based innovative, high-tech or recycling-related efforts such as the current Navy-Springboard investigation to compress portions the municipal solid waste stream into inert, possibly-marketable, products. (CBW, Chamber, Southeast Conference)

Policy 40. Support efforts to construct a regional solid waste facility on the Wrangell Island road.

Action: Identify and designate areas with water access, with or near power, and on the road system for a regional solid waste facility. (CBW)

Action: Actively participate in efforts to develop a regional solid waste authority and facility. (CBW)

Policy 41. Provide a sufficient supply of high quality water to serve domestic, commercial, industrial and fire protection needs.

Action: Short term improvements that are needed include adding a new water line from reservoir to treatment plant, adding additional filtration capacity, and installing a back-up generator and a fenced settling pond for back flush water. (CBW)

Action: Long term improvements needed are replacing the dam structure, strengthening the buttresses, and securing emergency drawdown capacity for the lower dam. (CBW)

Action: Investigate feasibility of alternative water treatment systems. (CBW)

Action: Continue to work with community's largest water users to find ways to conserve water. (CBW, Trident Seafoods, Sea Level Seafoods)

Action: Improve water service to Front Street and Cassiar Street. Extend service within the Marine Service Center and to other locations where it can occur cost effectively. (CBW)

Action: Investigate the costs and resultant utility rates for installation of a secondary water system from past the rocky bluff beyond the 6-Mile mill site to 10-Mile, or between Pats Creek and the Tongass National Forest boundary. This could make denser residential development more feasible. (CBW)

Policy 42. Separate the stormwater and wastewater intake systems.

Action: Disconnect residential and commercial stormwater connections to the waste water system. (CBW)

Action: Develop program to educate property owners about importance of stormwater management. (CBW, schools, civic group)

Action: Develop a stormwater plan for the industrial park expansion, and/or for the entire town.

Policy 43. Provide economical, renewable energy to support residents, institutions, businesses and industrial users.

Action: Support and reward Wrangell Light and Power's competitive and incentive-based rate structures. (CBW, Chamber)

Action: Support development of small scale and renewable power sources in the City and Borough of Wrangell. Update the land use code as needed to ensure compatibility with neighboring properties. (CBW)

Action: Complete a feasibility study, and if appropriate, develop a plan, and obtain licensing and financing to develop Sunrise Lake for both hydropower and a secondary drinking water source. (CBW)

Action: Support efforts to conserve energy such as replacement of street lights with LED or lower energy consumption lights, and more. *(CBW, DOT&PF, private sector)*

Action: Develop brochure to educate and encourage more efficient energy consumption by residential and commercial users. *(Chamber, CBW, Schools)*

Policy 44. Systematically extend electrical distribution lines over time to serve residential, commercial and industrial needs. Ensure efficient electric distribution.

Action: Extend power out Spur Road to facilitate waterfront and industrial development. *(CBW)*

Action: Extend electric lines to along 2nd Avenue, extend feeder three to new hospital area behind Alpine Minimart on Wood Street, and upgrade Mission Street *(CBW)*

Policy 45. Provide City and Borough of Wrangell building inspection services to assist residents in their financing and building needs.

Action: Allocate time and funding to train Borough employees so they are certified to provide building inspections. *(CBW)*

Action: Research other municipal fees and set equitable rates for building inspection services. *(CBW)*

Action: If inspection services cannot be reliably provided in remote areas of the Borough, adopt ordinance or code language to provide legal exceptions. *(CBW)*

Policy 46. Plan and budget for routine and unexpected equipment needs.

Action: Maintain an adequately funded equipment reserve account for both planned and unexpected equipment needs. *(CBW)*

Policy 47. Base utility rates on an equitable and true assessment of the costs to operate, maintain and upgrade to meet future needs.

Action: Study current rates and costs; update fees as appropriate. *(CBW)*

Public Safety

GOALS

PROVIDE EFFECTIVE PUBLIC SAFETY SERVICES TO RESIDENTS AND VISITORS.

PLACE A HIGH VALUE ON THE SAFE LOW-CRIME ENVIRONMENT THAT EXISTS FOR ADULTS, CHILDREN AND SENIORS.

Policy 48. Identify an appropriate and realistic level of service for fire fighting, EMS, search and rescue and law enforcement service for remote communities and areas of the Borough off the road system, and take action to provide it.

Action: Team with Alaska State Troopers, Borough staff and others as needed to discuss and prepare a short report and map showing areas of the Borough where Wrangell public safety personnel will be the primary first responders (areas may differ depending on service); the location and nature of Borough-maintained equipment caches; (any) training opportunities the Borough will make available or assist with providing; and the areas where the Alaska State Troopers or others will continue to be the primary first responders. Identify any needed improvements and allocate funding or pursue grants to achieve. *(CBW, rural community representatives, Alaska State Troopers)*

Action: Ensure any ordinances or permissions needed are in place to protect Borough public safety employees and volunteers responding to incidents off the road system. *(CBW)*

Action: Pursue grant opportunities to enhance public safety equipment and training in and for rural Borough residents. *(CBW)*

Action: Implement house numbering system to facilitate faster response for emergency response. *(CBW)*

Policy 49. Increase indoor storage space for police equipment in order to maintain it in good condition and extend its service life.

Action: Identify a location, acquire funding and construct covered and secure storage for vehicles and equipment. *(CBW)*

Policy 50. Expand equipment capacity at 12-Mile substation to improve service to the south end of Zimovia Highway, and also establish equipment needs for Thoms Place and Olive Cove. *(CBW, Thoms Place and Olive Cove residents)*

Action: Acquire control of land at 12-Mile (purchase, long-term lease). *(CBW)*

Policy 51. Stay current with changing regulations and continue to provide compliant fire protection, EMS and Search and Rescue services.

Action: Determine if additional staff is needed to comply with changing regulations and increased reporting requirements. *(CBW)*

Policy 52. Plan and budget for routine and unexpected equipment needs.

Action: Maintain an adequately funded equipment reserve account for both planned and unexpected equipment needs. *(CBW)*

Public Services

GOAL

PROVIDE ADEQUATE AND COST EFFECTIVE SERVICES TO ENABLE RESIDENTIAL LIVING, ECONOMIC OPPORTUNITY AND ADD TO THE QUALITY OF LIFE.

Policy 53. Provide library programs that meet the changing needs of residents.

Action: Target new programs to families and services for older community members. *(CBW, Friends of Library)*

Policy 54. Efficiently manage the library's collection.

Action: Research options and implement one to automate the circulation system and support internet-based searches and requests for library resources. *(CBW)*

Policy 55. Provide appropriate library services to residents in outlying areas.

Action: Determine the level of interest in a traveling library collection, or remote request & check-out/delivery of library resources. *(Friends of Library, CBW)*

Policy 56. Use the James and Elsie Nolan Museum, Visitor and Convention Center to full capacity as a community resource.

Action: Make the Nolan Center outdoor space more usable by finishing the landscaping, building a gazebo or outdoor gathering area, and accomplishing other improvements over time. *(CBW, Friends of Museum, Nolan Center Board)*

Action: Upgrade the kitchen equipment so that it can be used for catering. *(CBW)*

Action: Target Nolan Center marketing to attract events with 50 to 75 participants. *(WCVB, CBW)*

Action: Use Nolan Center Museum lab for research opportunities and activities that generate revenue. *(CBW, WCVB, School District, Friends of the Wrangell Museum, USFS)*

Action: Increase awareness of the convention center by marketing it to outside entities. (WCVB, Chamber)

Policy 57. Improve management of the James and Elsie Nolan Museum, Visitor and Convention Center's museum's collection.

Action: Sort and re-catalogue the Museum's collection. (CBW, Friends of Wrangell Museum)

Action: Identify Wrangell's (city, tribal, state, federal) needs for controlled climate storage. Consider options for joint use and funding of the needed space. (CBW, CWA, USFS, Friends of the Wrangell Museum, other)

Policy 58. Preserve Chief Shakes Tribal House and develop a Carving Shed.

Action: Support work and funding on Tribal House restoration and development of a permanent carving shed. (WCA, CBW, ANB, others)

Policy 59. Protect and improve public access to Petroglyph Beach State Historic Park.

Action: Support State's effort to acquire adjacent land to expand the park. (CBW)

Action: Develop safer pedestrian access by improving Evergreen Avenue with sidewalks to the beach from town. (CBW, DOT&PF)

Policy 60. Recognize that festivals, competitions, movies, lectures, entertainment and shows all promote a lively atmosphere, healthier lifestyles and town spirit.

Action: Support arts, cultural and sporting events and activities in town, particularly in the winter months. (CBW, Friends of the Museum, USFS, newly formed Wrangell Arts Council, WCA, civic groups, School District, Chamber, HWC)

Policy 61. Increase recreation opportunities for Wrangell's population, specifically targeting seniors and youth. (Outdoor recreation facilities and services are addressed in the Land Use policies and chapter.)

Action: Continue to expand fitness programs for seniors. (CBW, Parks and Recreation and Youth Board)

Action: Keep existing recreation facilities in good repair and develop additional facilities over time to meet community needs and interests. (CBW)

Action: Keep current on swimming pool maintenance. (CBW)

Action: Complete the bottom floor of the community center so it can be used for recreation. Remove asbestos pipe, replace roof, and install fire doors, upgrade electrical system. (CBW)

Action: Identify a site and build a BMX bike course and skateboard park. (CBW, Schools)