



City and Borough of Wrangell
Planning and Zoning Commission
AMENDED AGENDA

Thursday, October 13, 2022
6:00 PM

Location: Borough Assembly Chambers
City Hall

PZ Meeting 10/13/22
6:00 PM

A. CALL TO ORDER / ROLL CALL

B. AMENDMENTS TO THE AGENDA

C. CONFLICTS OF INTEREST

D. ELECTION OF CHAIR AND VICE-CHAIR

E. APPROVAL OF MINUTES

1. Approval of minutes from the regular meeting of September 8, 2022 (unavailable)

F. PERSONS TO BE HEARD

G. CORRESPONDENCE

1. Letter from the Corps of Engineers to State Historic Preservation Office regarding Section 106 Concurrence for the Institute Property Dated September 19, 2022
2. Senator Murkowski Notice of Working Waterfronts Framework

H. NEW BUSINESS

1. Discussion of Accessory Dwelling code
2. Discussion of Comprehensive Plan Updates - Chapter 5 Transportation and Chapter 6 Land Use
3. Update and discussion of the 6 mile deep water industrial site (former mill site)

I. OLD BUSINESS

J. PUBLIC COMMENT

K. COMMISSIONERS' REPORTS AND ANNOUNCEMENTS

L. ADJOURNMENT



DEPARTMENT OF THE ARMY
ALASKA DISTRICT, U.S. ARMY CORPS OF ENGINEERS
REGULATORY DIVISION
P.O. BOX 6898
JBER, AK 99506-0898

September 19, 2022

Regulatory Division
POA-2021-00196

Ms. Judith Bittner
Office of History and Archaeology
550 W. 7th Avenue, Suite 1380
Anchorage, Alaska 99501-3561

Dear Ms. Bittner:

This letter is in regard to our review of an application submitted by the City and Borough of Wrangell for a Department of the Army (DA) permit to discharge clean fill material into wetlands to construct a subdivision road that would provide access to single family residential lots. A sidewalk, water lines, fire hydrants, sewer lines, manholes, and 20 wood power poles would also be constructed and installed. The proposed project would impact 3.36 acres of wetlands and discharge up to 11,400 cubic yards of clean fill in order to construct residential roads for a subdivision. It has been assigned file number POA-2021-00196, which should be referred to in all future correspondence with this office. The project site is located on Wrangell Island in Southeast Alaska, approximately five miles south of the City of Wrangell, Alaska at Latitude 56.4160° N., Longitude 132.3423° W.

This letter constitutes consultation pursuant to Section 106 of the National Historic Preservation Act (NHPA) and 33 CFR 325 Appendix C. The U.S. Army Corps of Engineers (Corps) has defined the undertaking as all portions of the proposed project described above which require a DA permit. The Corps has defined the permit area as the footprint of the discharge of fill in jurisdictional wetlands and the platted residential lots which could only be accessed but for the discharge of fill in jurisdictional wetlands, as shown on the enclosed map.

The permit area contains the remains of the Wrangell Institute, which has been previously designated Alaska Heritage Resource Survey Number PET-00039. It was the first government-operated school in Wrangell and one of the earliest Native boarding schools in Alaska. According to archival research, the school was in operation from 1932 to 1975. A determination of eligibility for inclusion to the National Register of Historic Places (NRHP) has yet to be made for PET-00039. For the purposes of this consultation, it is being treated as eligible for the NRHP.

The City and Borough of Wrangell hired a qualified consultant to perform an archaeological survey of the project area. The consultant also surveyed for any evidence of burials and/or graves. The survey was performed in early April 2022, and the corresponding technical report documenting its findings was provided to the Corps in June 2022. The Corps has reviewed the report in its entirety, which notes that the survey found three features associated with the former site of the Wrangell Institute in the survey area and no evidence of burials and/or graves. The three features identified include the remains of a structural foundation, a trash dump, and a storm water drainage. It should also be noted that both oral history and previous research suggest that the Red Alder Village Site could be at this location. However, no archaeological remains associated with this site have been identified to date.

On May 27, 2021, letters were sent to federally recognized Tribes as well as Alaska Native Villages and Regional Corporations to provide information regarding the Corps' review of the DA permit application. We also provided a weblink to our public notice webpage and an invitation to have government-to-government consultation and to participate in consultation under Section 106 of the NHPA. No responses were received.

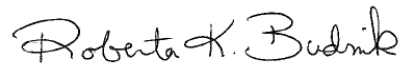
On July 14, 2022, a second letter was sent to Tribes to provide a summary of the findings from the cultural resource survey and again invite them to participate in the Section 106 process or to request government-to-government consultation. We received one response to this letter from Chickaloon Village Traditional Council (CVTC) stating their desire to participate in the Section 106 consultation. On July 25, 2022, the archaeological survey report was provided to CVTC for their review and comment. To date, no comments from CVTC have been received.

Based on the results of the survey and recommendations presented in the report, and in consideration of the level of disturbance at the project site from both the demolition of the Wrangell Institute and subsequent removal of contaminants, the Corps has determined that no historic properties would be adversely affected by the proposed project. The Corps also agrees with the report's recommendation that archaeological monitoring should occur during project construction at the locations of the three identified features. As such, the Corps will include special conditions within the permit, if issued, requiring the submittal and implementation of a monitoring plan.

We are hereby seeking your concurrence with our determination of no adverse effect to historic properties from the proposed undertaking. Please provide your response within 30 days from the date of this letter.

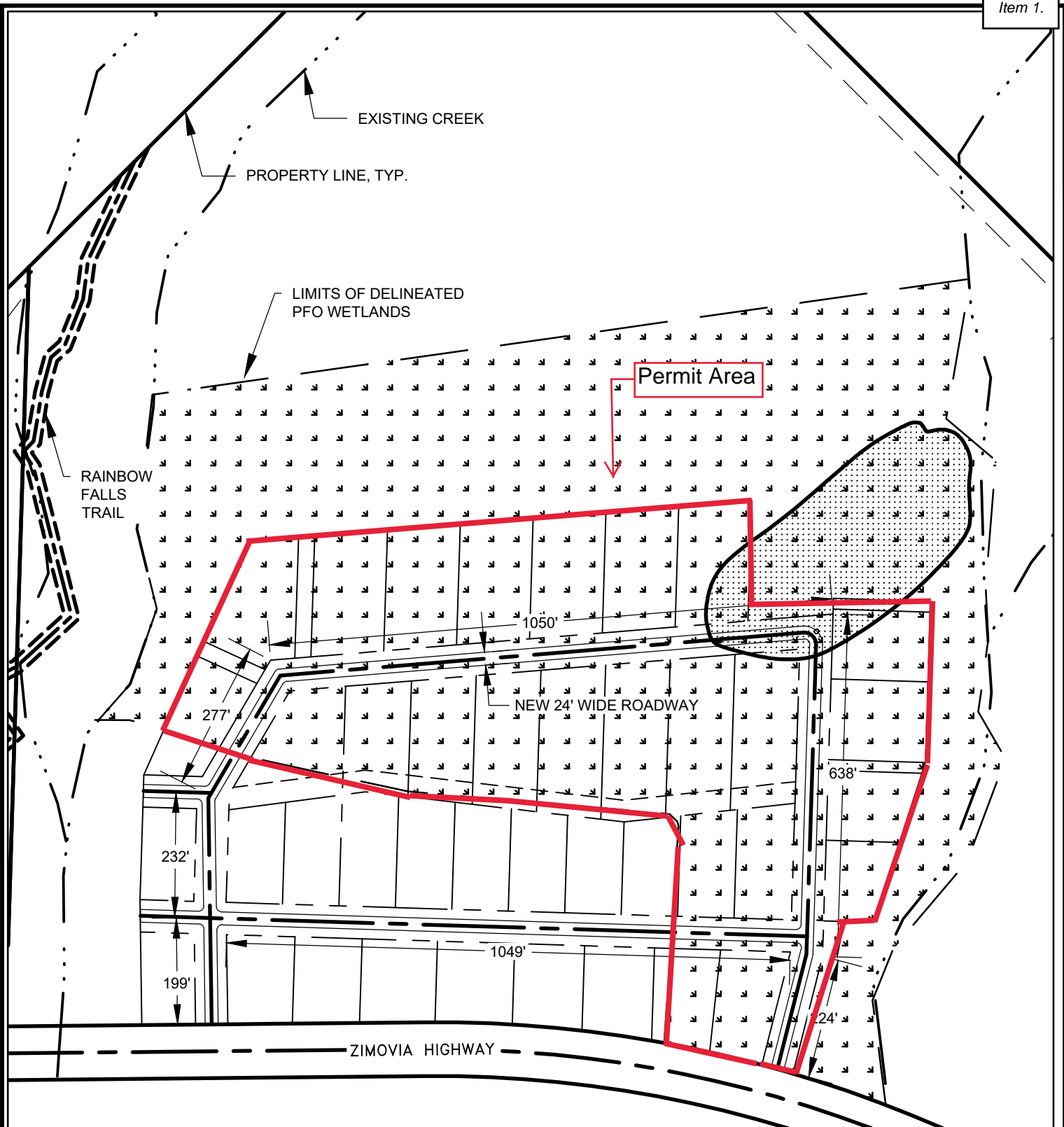
Please contact me by phone at (907) 753-2785 or via email at roberta.k.budnik@usace.army.mil.

Sincerely,

A handwritten signature in black ink that reads "Roberta K. Budnik". The signature is written in a cursive style with a large, stylized 'B'.

Roberta K. Budnik
Project Manager

Enclosure



PROJECT QUANTITIES

4.0 AC PROJECT AREA
3.0 AC WETLANDS IMPACTED

SITE PLAN

APPLICATION BY: CITY AND
BOROUGH OF WRANGELL;
205 BRUEGER STREET
WRANGELL, AK 99929

WRANGELL INSTITUTE DEVELOP.

AT: LOT 26, USS 3403, WRANGELL
LOCATED IN: T.63S., R.84E., SECTION 8&17
Lat 56.416006N, Long. 132.342288W

DATE: 4-12-21

SHEET **3**



Working Waterfronts Framework

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

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

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

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

- *Are there ideas in the Framework that you particularly like and have suggestions to improve?*
- *Are there ideas in the Framework that you disagree with?*
- *Do you have other ideas that the Senator should add to her Framework?*

Framework Components

Young Fishermen – Alaska’s young fishermen contend with barriers to entry that previous generations did not face. The costs of gear, access, and fishing platforms continue to increase while climate change, pollution, and geopolitical disagreements inject further uncertainty into their chosen livelihood. The ‘graying of the fleet’ is a challenge to the industry, but also an opportunity for mentorship and workforce development. Senator Murkowski cosponsored the Young Fishermen’s Development Act (YFDA), which established the first-ever federal workforce development program for young fishermen and authorized \$2 million per year for the education and training of young and rising fishermen. She has also appropriated funds to stand up the YFDA in FY22 and FY23. The Senator proposes renewing the YFDA beyond 2026, increasing its authorization level to \$20 million, and including young mariculturists to promote diverse opportunities in our working waterfronts.

Domestic Seafood Marketing and Promotion – The majority of seafood *caught* in the U.S. is exported, while the majority of seafood *consumed* in the U.S. is imported from other countries. One avenue to correct this is to bolster marketing and promotion efforts for U.S. seafood. The Saltonstall-Kennedy (S.K.) Promotion and Development account was created for this purpose. However, only a small percentage of S.K. account funds support marketing and promotion of U.S. seafood, while the lion’s share support science and research at NOAA. The Senator proposes to increase the percentage of funds that are used for marketing of domestic seafood by amending the Saltonstall-Kennedy Act of 1954.

Small-Scale Community Processing – The Senator proposes to increase support for community infrastructure such as cold storage, cooperative processing facilities, and mariculture/seaweed processing facilities and equipment. She would do this through competitive grants and cooperative agreements for pilot projects for new seafood and mariculture processing infrastructure that would be offered the Department of Commerce and the Department of Agriculture.

Crop-Insurance for Fisheries – The fisheries disaster process is not working for anyone. Commercial, recreational, and subsistence users are not able to access relief funding for years after disaster strikes. The multi-year process is nearly useless for fishermen and communities experiencing a stock collapse as federal relief comes too little, too late to save vulnerable fishing operations. The Senator proposes to look at the federal crop insurance process used by the agricultural sector as a model to develop a new approach to fisheries disaster relief.

Accounting for Subsistence Users in the Fisheries Disaster Process: Existing fisheries disaster recovery programs do not adequately address the impacts on families that rely on subsistence fishing for food security, and those programs also fail to account for impacts on traditional practices and culture. The current fisheries disaster process ties relief to economic losses in the commercial fishery and does not attend to the unique needs of subsistence users. Many impacted communities are paying more for food than ever before and are unable to operate the subsistence economies on which their communities and culture depend. Subsistence users may be eligible to receive assistance, if Congress appropriates funds, under Section 312 of the Magnuson-Stevens Act (MSA) if they are part of the affected fishing community or under MSA

Section 315, which explicitly allows for other parts of the fishing community beyond commercial fisheries to receive assistance if a catastrophic regional fishery disaster is determined by the Secretary. It is time that subsistence users be qualified for fisheries disaster assistance in their own right. The Senator proposes language to create a statutory change to ensure relief for subsistence users.

USDA Loan Guarantees for Fishing and Mariculture Businesses: Young fishermen and fledgling to mid-size processors face significant barriers to entry into fisheries and mariculture, in part because of a lack of infrastructure to support new businesses. USDA implements loan programs for meat and poultry producers and food supply chain infrastructure. Opening those programs to fishing and mariculture businesses would improve access to needed food security and economic opportunities for coastal residents and businesses.

Shellfish Mariculture: Alaskans have subsisted on shellfish for millennia but changing ocean conditions make hazards like paralytic shellfish poisoning more prevalent each year. The Senator proposes to increase shellfish testing capacity to support shellfish mariculture and expand access for subsistence and recreational harvesters. This would be accomplished through competitive grant funding for innovative methods that increase the efficiency and effectiveness of shellfish testing in rural and remote areas. She also proposes to provide grant opportunities for hatchery water treatment to remediate ocean and coastal acidification impacts on production, and for the development of local and climate-resilient broodstock.

Coastal Vegetation Inventory and Pilot Program: The Senator has heard from Alaskans that the last seaweed inventory in the state was done by rowboat in the early 1900s. It is time for an update. She proposes a nationwide inventory of coastal vegetation and a pilot program to investigate uses of coastal vegetation for erosion control and carbon sequestration.

Ocean and Coastal Acidification Research and Monitoring: As our oceans warm, acidification of our waters presents an additional challenge for marine life. The Senator proposes to provide research and monitoring funds for local, Tribal, and regional ocean and coastal acidification work, including low-cost observing tools for community science and mariculture operations.

Coastal Energy: Coastal renewable energy can be a catalyst for economic growth in rural and remote communities that currently depend on expensive diesel generation. More affordable energy can bring down costs and enable new businesses to operate and grow. The Senator proposes grant support for technologies like hydro, tidal, and transmission infrastructure.

Workforce Development for Maritime Trades: There is a nationwide workforce shortage and the impacts are strongly felt in coastal Alaska, where maritime businesses have shared that they need for reliable, skilled labor in the marine trades sector. Federal support to train those who are interested in the maritime trades – including welders, fabricators, electricians and mechanics – is currently lacking outside of the traditional maritime academy pipeline. At present, there is not a coordinated federal/state approach to the maritime workforce pipeline and as a result, fewer training opportunities are available to people who want to enter these trades. The Senator proposes to modify the Maritime Administration’s Center of Excellence program designation for

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

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

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

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

City and Borough of Wrangell, Alaska

Date: October 10, 2022

To: Planning and Zoning Commission

From: Carol Rushmore, Economic Development Director

Re: Accessory Dwelling Code Development

Last year when the Commission was looking at zoning that could fit for the Institute Property, a discussion regarding Tiny Homes and Accessory Dwellings was started. This will continue that discussion.

Not only is there a shortage of housing in Wrangell, but staff is receiving more questions regarding constructing a small cabin/tiny home/conversion of detached structures for additional housing. The request is either for personal use such as a family member, or to create housing for rent, or to create short term rental units. Currently, the way our code reads, two residences cannot be constructed on a single lot unless the applicant can provide information that the property could be subdivided and the second structure meets all the development standards. There is no limit on structure size. Tiny homes are currently permitted, but they must be placed on a foundation and meet building permit requirements. If they remain on a trailer, then they are treated as a trailer.

Attached are some samples of codes and articles that describe issues for consideration. My intent would be to develop in general the key points, standards and conditions for allowing Accessory Dwellings.

Issues to consider and address:

Size of accessory dwelling

Size of lot

Number of accessory dwellings permitted per lot

Owner occupied primary house

Short term rentals

Utility service

Parking

Access

18.50.020 Accessory dwelling units.

- (a) Intent. The purpose of this chapter is to: (1) provide homeowners with flexibility in establishing separate living quarters within or adjacent to their homes so that they might obtain rental income, companionship, security, or other benefits; (2) increase the supply of affordable housing within the community, which satisfies provisions of the comprehensive plan; and (3) ensure that the development of accessory dwelling units does not cause unanticipated impacts on the character, public health or stability of non-urban low density residential neighborhoods.
- (b) Detached accessory dwelling units (DADU) may be permanently established on a residential lot if a conditional use permit is granted by the planning commission, providing the requirements of KGBC 18.55.050 and the following additional standards are met. The detached accessory dwelling unit:
- (1) Shall be visually subordinate to the primary unit, and is limited in size to 1,200 square feet of gross floor area (not including garages and unheated storage areas) or 60 percent of the area of the principal dwelling for new structures or additions to or conversions of existing structures, whichever is less. For proposals in excess of 800 square feet of gross floor area, the planning commission must find:
 - a. That the DADU is subordinate to the principal structure;
 - b. The proposal would not have a material adverse impact on adjacent properties, including but not limited to viewsheds, parking, or compatibility (e.g., mass and scale of development);
 - (2) Proposals which provide a minimum of two off-street parking spaces for the detached accessory dwelling unit subject to a rebuttable presumption that they will not have a negative impact on existing parking.
 - (3) Can only be placed in a side or rear yard, except in the case of a new or converted garage with an integrated apartment, which may be in the front yard providing minimum setbacks are met.
 - (4) Must meet all the development requirements of the zoning code, including setbacks, lot coverage, off-street parking, etc.
 - (5) Shall share the principal dwelling's sewer and septic system where practical and not in a city or service area or connected to a marine outfall, and the system shall be adequately sized and approved by ADEC for two dwelling units.
 - (6) Must utilize a common driveway with the primary residence from the adjacent access road, unless impractical due to topographic constraints.
 - (7) Shall not be a mobile building or other nonpermanent structure.
- (c) The planning commission shall weigh impacts to neighboring properties, including views, privacy, traffic, and preservation of the rural open quality of neighborhoods, and may impose conditions which mitigate neighborhood concerns. [Ord. No. 1726, §1, 8-4-14.]

Detached Accessory Dwelling Unit Standards

These standards apply to detached accessory dwelling units in the following zoning districts: Rural Residential, Single-family Residential, Single-family Special Use, Single-family Mobile Home.

ADU's are intended to be an "accessory use" meaning the ADU is subordinate to the primary use, which is the main home on the lot.

1. One Dwelling Unit. A maximum of one detached accessory dwelling unit is allowed per legal lot. No more than two dwelling units per legal lot, including an accessory dwelling, are allowed.

Comments: If the main home already has a separate apartment within or attached to the home, then a detached ADU may not be constructed.

2. Building Area. A detached accessory dwelling shall not exceed 800 square feet of building area, or the following percentage of the principal dwelling's building area, whichever is less.

Comments: The maximum size of a detached ADU is 800 sf regardless of the size of the main home or the lot. (Note: There is no specific size restriction when constructing a second dwelling beyond lot coverage if it is attached to the main home.)

40% of the principal dwelling's building area on lots 0.5 acre or less, 60% of the principal dwelling's building area on lots greater than 0.5 acre but less than 1 acre, and 80% of the principal dwelling's building area on lots 1 acre or greater. Any garage associated with the principal dwelling is not included in the calculation of building area.

Comments: In addition, the detached ADU can be no larger than the stated percentage of the principal dwelling's area. The percentage increases as the size of the lot increases.

Detached accessory dwellings are included in calculating lot coverage. Notwithstanding Chapter 19.80, lot coverage variances shall not be granted for construction of a detached accessory dwelling.

Comments: The maximum lot coverage for most residential properties is 35%. This means a property owner can cover up to 35% of their lot with structures. To calculate the maximum lot coverage, multiply the size of the lot times .35. For example, on an 8,000-sf lot, the maximum lot coverage is $8,000 \text{ sf} \times .35 = 2,800 \text{ sf}$. Construction of a detached ADU cannot result in a property exceeding the maximum lot coverage. There will be no exceptions granted to the maximum lot coverage requirement.

3. Location on Lot. A detached accessory dwelling shall be either a minimum of 40' from the front property line or no closer to the front property line than the principal dwelling, while still meeting yard setback requirements for the district.

Comments: The detached ADU cannot be closer to the front property line than the main home. If the existing main home is sited on the back part of the lot, the ADU may be constructed at least forty feet back from the front property line.

4. Building Design. The detached accessory dwelling shall be constructed of materials that are the same or similar to the materials used on the principal dwelling.

5. Building Height. The height of a detached accessory dwelling shall not exceed the height of the principal dwelling. Notwithstanding Chapter 19.80, a building height variance shall not be granted for construction of a detached accessory dwelling.

Comments: There will be no exceptions granted to this requirement.

6. Utilities. A detached accessory dwelling may not share utilities with the principal dwelling unless approved by the utility provider.

Comments: Most dwellings are connected to the municipality's main utility lines through service lines on the lot. To extend a service line to an ADU, the property owner must get prior approval from the Utility Director. This will ensure the size and location of the service is adequate for an added dwelling.

Detached accessory dwellings constructed off-site shall not be connected to utilities until the dwelling is approved by the borough building official.

Comments: Water and electrical service will not be turned on until the borough building official approves the detached ADU.

If the lot has an on-site waste disposal system, the Alaska Department of Environmental Conservation must verify in writing that the disposal system has the capacity to service an additional dwelling.

Comments: Properties without access to the municipal wastewater system must obtain written confirmation from DEC that the on-site system has the ability to accommodate an additional dwelling.

7. Parking. Notwithstanding section 19.64.010(A), the presence of a detached accessory dwelling on a lot shall not increase the required number of parking spaces.

Comments: No added off-street parking spaces will be needed for construction of a detached accessory dwelling unit.

8. Yard setback requirements. Notwithstanding section 19.60.060(B), a detached accessory dwelling must comply with yard setback requirements for the district. Notwithstanding Chapter 19.80, a setback variance shall not be granted for construction of a detached accessory dwelling.

Comments: Each residential zoning district has setback requirements. For example, in the single-family residential district, the front and rear yard setback is 20 ft. from the property line, and the side yard setback requirements is 10 ft. from the property line. The ADU may not be constructed within the setbacks. There will be no exceptions granted for this requirement.

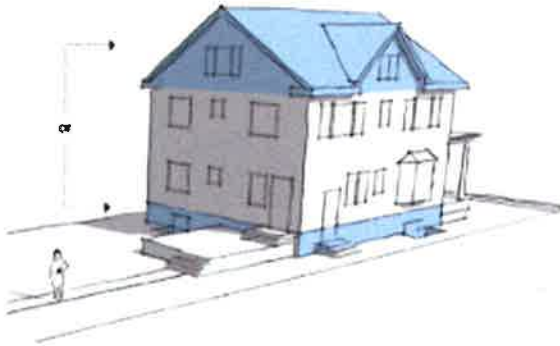
9. Prohibited. No manufactured home, recreational vehicle, or mobile home shall be used as a detached accessory dwelling, except a manufactured home, constructed under the HUD code, may be used as a detached accessory dwelling in the SFMH district.

Comments: The only type of pre-constructed home allowed in most residential districts are modular homes. One distinctive feature of modular homes is that the homes are constructed to IRC building code standards. A manufactured home is constructed to a different code called the Federal Manufactured Home and Safety Standards, also known as the HUD code.

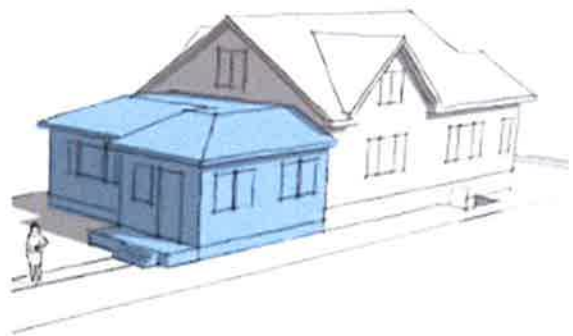


Development Services Department

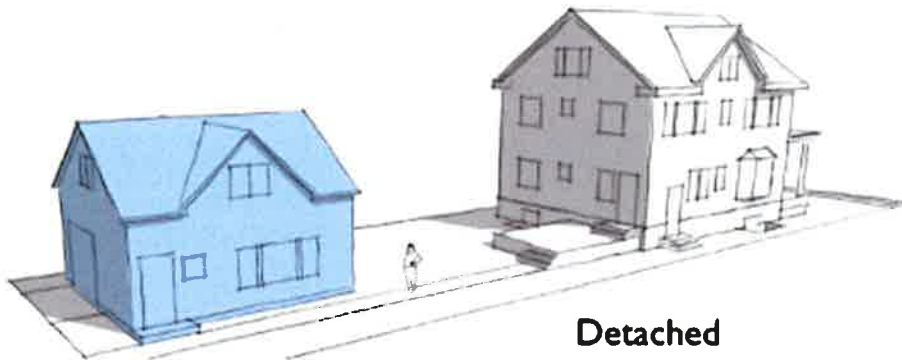
Policy AG.37 Guide to Accessory Dwelling Units



Internal



Attached



Detached

What is an accessory dwelling unit (ADU)?

An accessory dwelling unit (ADU) is defined in Anchorage Municipal Code (AMC) as:

- "... a subordinate dwelling unit added to, created within, or detached from a single-family residence, which provides basic requirements for living, sleeping, cooking, and sanitation. The unit may have a separate exterior entrance or an entrance to an internal common area accessible to the outside." (AMC 21.05.070D.1.a)
- "... are compatible with the appearance and character of the principal residence, lot, and neighborhood;" (AMC 21.05.070D.1.b.iii.A.1)
- "... are smaller in size than the principal dwelling on the lot and preserve underlying lot coverage limits;" (AMC 21.05.070D.1.b.iii.A.2)

They are also known as 'mother-in-law apartments,' 'accessory apartments,' or 'second units.'

Where are ADU's allowed?

Anchorage Bowl: All residential zoning districts in the Anchorage Bowl allow one detached ADU to accompany a single-family home. The ADU may be attached to or created within a single-family structure if it is the only principal structure on the lot.

Chugiak-Eagle River: ADU's are allowed in all residential districts in Chugiak-Eagle River, except for the CE-R-3 district. In CE-R-1 and CE-R-1A districts, the ADU must be attached to the single-family structure.

Girdwood: The following Girdwood zoning districts allow ADU's:

- Residential: gR-1, gR-2, gR-2A, gR-3, gR-4
- Commercial: gC-3, gC-4, gC-6
- Resort: gRST-1, gRST-2

In Girdwood, ADU's must be attached to the single-family structure unless the lot is 16,800 square feet or greater.

Zoning Rules for Establishing an ADU

- An ADU may exist only in conjunction with a detached single-family home that is the only principal structure on a lot.
- An ADU may have no more than two bedrooms.
- In class A districts, the gross floor area of the ADU, not including any related garage, shall be no greater than 900 square feet or 75 percent of the total gross floors area of the principal dwelling unit (excluding the ADU and garages), whichever is less.
- In class B districts, the gross floor area of the ADU, not including any related garage, shall be not greater than 900 square feet or 35 percent of the total gross floor area of the principal dwelling unit (excluding the ADU and garages), whichever is greater.

Which "district" am I in?

If you are unsure of whether you live in a Class A or a Class B district, please call the Planning Department to ask!

(907) 343-7900

Girdwood Zoning Rules for Establishing an ADU

- Except for in Girdwood, one additional off-street parking space must be provided beyond what is required for the home. When approved by the municipal traffic engineer, the one off-street parking space may be provided on-street. If the occupant of the ADU intends not to own and/or operate a vehicle, the occupant may sign the "No Car Covenant" which will remain on file with the Land Use Review Section. If the lot already has the number of spaces required for the house and the ADU, an additional space need not be added. There shall be no fewer than three parking spaces per lot.
- In Girdwood, in addition to the parking requirements for the principal dwelling unit, one off-street parking space shall be provided for each accessory dwelling unit of 600 square feet or less, and two off-street parking spaces shall be provided for an accessory dwelling unit larger than 600 sq. ft.
- In Girdwood, an accessory dwelling unit may be used as a bed and breakfast room, but the bed and breakfast facility is then limited to only one guest room, the accessory dwelling unit.

Two Types of ADU

1. Internal Conversion of a Single-Family Home

- **SIZE:** In class A districts (see AMC 21.08.050B.), the gross floor area of the ADU, not including any related garage, shall be no greater than 900 square feet or 75% of the total gross floor area of the principal dwelling unit (excluding the ADU and garages), whichever is less.
- In the class B districts, the gross floor area of the ADU, not including any related garage, shall be no greater than 900 square feet or 35% of the total gross floor area of the principal dwelling unit (excluding the ADU and garages), whichever is greater.
- Girdwood allows an ADU to be up to 50% of the gross floor area of the principal dwelling unit with a maximum size of 600 sq feet or 750 square feet, depending on lot size.
- In Chugiak-Eagle River, the gross floor area of an ADU (excluding a garage) shall not exceed 40% of the gross floor area of the principal dwelling (excluding any garage) but shall not be greater than 1,000 square feet on lots of one acre or greater.
- **APPEARANCE:** The outside entry door to the ADU may not face a street unless no other entry door exists on that side of the house.

2. Detached ADU

- An ADU detached from the single-family home is permitted in all zoning districts where ADUs are allowed, except that detached ADU's taller than 15 feet shall be setback 10 feet from a side lot line abutting a lot zoned R-1 and R-1A. The structure must be at least 40 feet from lot lines abutting a street, or at least ten feet behind the street-facing façade of the principal dwelling.
- The detached ADU/garage structure may be no more than 25 feet in height, except in Chugiak-Eagle River where detached ADUs shall not exceed the height of the principal structure.
- ADUs in the Chugiak-Eagle River area shall use a common driveway with the principal dwelling unit or have access from an alley.

The size and appearance requirements of an ADU built as an addition (Section 2 above) also apply to detached ADUs.

Applying for an ADU permit:

When applying for an ADU permit, the landowner must obtain a building or land use permit from the Development Services Department for an ADU. Additionally, the landowner must submit an affidavit on a form provided by the municipality affirming that at least one landowner will reside in either the main home or the ADU for more than six months of each year.

1. Check through this policy to make sure you understand and meet all the requirements for the type of ADU you wish to build.
2. Look at Building Safety Handout R.01 for permit submittal requirements (www.muni.org/bsd, then click the *Codes, Policies & Handouts* tab).
3. Bring the submittal requirements to the Building Safety Department at 4700 Elmore Road. Fill out the permit application and pay the applicable building or land use permit fees. If you would like to apply for the permit online and go thru the electronic plan review process (eplans):
 1. Go to www.muni.org/bsd.
 2. Click the *Permits & Inspections* tab and then click the *Forms* tab.
 3. Complete the *Residential Worksheet* form.
 4. Email the Residential Worksheet to permitcounter@anchorageak.gov.

4. Building plans are reviewed and when they are approved, a building permit will be issued. After you pick up your permit, construction can begin. A permit can be emailed to you if you elect to go the electronic plan review process.
5. Go to the Land Use Review section at 4700 Elmore Road, sign the Accessory Dwelling Unit Affidavit of Owner-Occupancy form, and pay the \$112.50 processing fee. This document is recorded and filed as a deed restriction with the Anchorage Recording District after the building/land use permit is approved. Note an original signature is required.

Other things you should know...

- For purposes of securing financing, potential owners may request and receive a letter of pre-approval from the Municipality indicating the property is eligible for an ADU permit, if the potential owner completes the application process and construction in accordance with municipal code. Contact the Land Use Review Division at 343-8380 for more information.
- Approval of the ADU expires when:
 - The ADU is altered and is no longer in conformance with municipal code;
 - The property ceases to maintain the required off-street parking spaces for the accessory and/or principal dwelling units;
 - The owner of the property does not reside in either the principal or the ADU for at least six months of each year;
 - The ADU is abandoned by the owner through written notification to the Municipality on a form provided by the Municipality; or
 - The property changes ownership.
- If you purchase a home with an ADU, you have 30 days from the date of transfer of ownership to file an Affidavit of Owner-Occupancy with the Municipal Planning Department and pay the \$112.50 processing fee.

Where to obtain the ADU Zoning Regulations

This handout is advisory only. The complete text of the ADU regulations may be found in three sections of Anchorage Municipal Code: 21.05.070D.1. (Anchorage/Turnagain Arm), 21.09.050C.2. (Girdwood), 21.10.050H.1. (Chugiak-Eagle River) available online at: www.muni.org (click on "Zoning, Regs & Codes" located under the "Business" tab.) And for additional questions regarding zoning regulations for ADUs, please call the Land Use Plan Review Section at 343-8380.

Building Code Regulations for Establishing an ADU

Under the International Residential Code (IRC), a two-family dwelling requires a one-hour fire separation and sound attenuating construction between the dwelling units. A two-family dwelling cannot share a forced air heating system per the International Mechanical Code (IMC) and International Fuel Gas Code (IFGC). Per the National Electrical Code (NEC), each dwelling in a two-family dwelling requires a separate electrical panel supplying all circuits within the dwelling unit so that occupants in each dwelling have ready access to over-current devices. These requirements can be onerous when converting a single-family home to a two-family home. One can however establish an ADU without meeting these requirements as long as the ADU *communicates freely* with the primary dwelling unit.

AMC 23.85.R302.3 - *Two-family dwellings* states the following:

A detached single family dwelling unit with ADU (Accessory Dwelling Unit) is considered to be a two-family dwelling, unless the ADU communicates freely with the single-family dwelling unit.

Communicates freely means a permanent opening with or without a door allowing free internal passage between the ADU and primary dwelling.

Under this scenario the home is considered a single-family dwelling and AMC Title 23 building code requirements specific to two-family dwellings do not apply. The required smoke detectors must be interconnected in accordance with the IRC to simultaneously alarm within the ADU and primary dwelling. The occupants in the ADU and primary dwelling must have continuous ready access to the over-current devices (electrical panel) serving all circuits within their dwelling. If access between the ADU and primary dwelling is restricted by installing locking hardware on the door intended to provide free internal passage, each dwelling must be wired such that the occupants have ready access to their over-current devices (electrical panel) at all times.

Two-family Dwellings

If it is desired to achieve an AMC Title 23 building code compliant two-family dwelling, the following information applies.

Electrical:

- Each occupant shall have ready access to all over current devices supplying that unit. (*NEC 240-24(B)*).
- Branch circuits required for the purpose of lighting, central alarm, signal, communications, or other needs for public or common areas of a two-family dwelling shall not be supplied from equipment that supplies only an individual dwelling unit (*NEC 210-25(B)*).
- Branch circuits in each dwelling unit shall supply only loads within that unit or loads associated with that unit. (*NEC 210.25 (A)*)

Mechanical:

- Return air from one dwelling unit shall not be discharged into another dwelling unit. (*2018 IFGC section 618.5 and 2018 IMC sections 403.2.1 and 601.5*)

Plumbing:

- In multi-dwelling units, one (1) or more shutoff valves shall be provided in each dwelling unit so as the water supply to the entire dwelling unit can be shut off without stopping water supply to other units. These valves shall be accessible in the dwelling units they control. Shutoff valves shall be visible and shall not exceed ten (10) feet from a crawl space access when the shut off valves are located in a crawl space. (*2018 UPC 23.25.606.3*)

For additional information please call the Municipal Development Services Department at 907-343-8211.


Adam Trombley, Acting Building Official

January 19, 2022

(Ref: 19-02, 20-11)

<https://www.codepublishing.com/AK/Sitka/?Sitka22/Sitka2204.html&?f>

22.20.160 Accessory dwelling units (ADUs).

A. The following code section provides for binding standards and regulates the accessory dwelling units (ADUs). ADUs are intended to:

1. Utilize existing housing stock while preserving the appearance and character of single-family neighborhoods.
2. Provide additional affordable options for long-term rental housing.
3. Provide a broader range of more affordable housing.
4. Provide a mix of housing that responds to changing family needs, smaller households and multi-generational families.
5. Provide a means for residents, particularly seniors, single parents, and families with grown children, to remain in their homes and neighborhoods and obtain extra income, security, companionship and services.
6. Encourage a more economic and energy-efficient use of Sitka's housing supply.
7. To maintain consistency with city and borough of Sitka's policies as recommended in the Comprehensive Plan (2.2.15, 2.2.16, 2.4.8.A, 2.5.1.B, 2.5.11, 2.10.3.B).

B. Creation. An accessory dwelling unit (ADU) is a second dwelling unit that is located on the same parcel as the primary single-family dwelling unit. ADUs must provide a complete, independent residential living space and shall include provisions for living, sleeping, eating, cooking and sanitation. ADUs can be studio-sized units, and one- and two-bedroom units. An ADU may be created through the following methods:

1. Constructing a detached ADU on a parcel with an existing single-family home.
2. Constructing a new single-family home with a detached ADU.

C. Accessory Dwelling Unit Requirements.

1. An ADU is a permitted use, on lots served by a publicly maintained right-of-way in the following residential zoning districts: R-1 and R-2 and related districts exclusive of MH and MHP. An ADU shall not be constructed on lots accessed by access easements. They are also not allowed on lots served by rights-of-way that have not been accepted by the municipality or state of Alaska for maintenance.
2. ADUs are intended for long-term rental use only. Rental of an ADU for a period of less than ninety consecutive days is prohibited. ADUs shall not be used for short-term vacation rentals and/or bed and breakfast purposes.
3. ADUs shall meet all development, design, zoning and building requirements at the time of construction (e.g., setback requirements and lot coverage standards) applicable to the primary dwelling unit, except as otherwise noted.
4. The ADU must be located on the same parcel as the primary dwelling unit.
5. Only one ADU is allowed per parcel.
6. Mobile homes, travel trailers and recreational vehicles shall not be used as an ADU.
7. ADUs shall only be located on a parcel in conjunction with a single-family dwelling unit. ADUs shall not be located on parcels that contain a duplex and shall not be located on parcels that contain two or more dwelling units.

8. ADUs shall be designed so that the appearance of the structure maintains, to the greatest extent possible, the appearance of a single-family property.
 9. If a separate external entrance for the ADU is necessary, where possible, it shall be located on the side or rear of the structure. On a corner lot, where there are two entrances visible from either street, where possible, solid screening is required to screen at least one of the entrances from the street.
 10. Exterior stairs shall be located in the side or rear yard wherever possible and must comply with setback and building code requirements.
 11. The maximum size of an ADU shall be eight hundred square feet.
 12. The following parking requirements are applicable for ADUs:
 - a. As part of the application submittal process, the applicant shall submit a parking plan delineating parking space(s) for the ADU and the primary dwelling unit.
 - b. Where parking is located in any portion of the interior side and/or rear setbacks solid screening is required from adjoining properties.
 - c. On-street parking is prohibited.
 - d. If additional parking is necessary, new parking space(s) shall utilize existing curb cuts.
 13. All subdivisions of lots containing ADUs are prohibited unless all minimum lot sizes (exclusive of access easements), setbacks, lot coverage, and other requirements in the zoning and subdivision codes are met.
 14. Variances are prohibited on any lot containing an ADU including, but not limited to, variances for setbacks, lot coverage, building height, and off-street parking requirements.
- D. Conditional use permits may be sought if the above requirements cannot be met. Conditional use permit must be in conformance with Chapter 22.24.

(Ord. 15-08 § 4 (part), 2015; Ord. 13-14A § 4 (part), 2013.)

<http://tinyhousecommunity.com/overlay-district.html>

Accessory Dwelling Unit (ADU) and/or Tiny House

OVERLAY DISTRICT

by Elizabeth Roberts, Esq.

Sec. 1.0 Applicability of Regulations

The requirements of the ADU/Tiny House Overlay District apply to all development, exterior alterations, additions and demolitions of structures on all zoning lots located in such districts, in addition to all requirements of the underlying primary zoning districts. In the event of a conflict between the provisions of the ADU/Tiny House Overlay District and the underlying primary zoning district, the provisions of the ADU/Tiny House Overlay District shall apply.

Sec. 2.0 Statement of Purpose and Intent

The ADU/Tiny House Overlay District is created to enable the establishment of accessory dwelling units within all residential districts. Accessory dwelling units give neighborhoods the opportunity to provide affordable housing opportunities, to provide housing opportunities for elderly or other family members, and to utilize their land base more efficiently.

The district is also intended to:

- Ensure that new buildings and additions to existing buildings are designed with sensitivity to their context in terms of building placement, proportions, building materials, landscaping and similar design features.
- Protect the private environment of rear yards and maintain neighborhood character.

Sec. 3.0 District Boundaries

The boundaries of the ADU/Tiny House Overlay District shall be established by the official zoning maps.

Sec. 4.0 Principal Uses and Principal Structures

The principal uses of land and structures that are allowed in the ADU/Tiny House Overlay District are as provided by the applicable underlying zoning district subject to the limitations and standards contained within this division.

Sec. 5.0 Accessory Uses and ADU/Tiny House Structures

The accessory uses of land and structures that are allowed in the ADU/Tiny House Overlay District are required to follow these Occupancy Requirements:

1. The principal dwelling or the accessory dwelling unit must be owner-occupied (temporary absences may be allowed);
2. The principal dwelling must be a single-family detached dwelling;
3. The number of occupants of the accessory dwelling unit shall not exceed two (2) unrelated individuals;
4. The accessory dwelling unit shall not be sold separately from the principal dwelling

Sec. 6.0 Architectural Regulations

The regulations outlined below shall only apply to land where an existing single family dwelling is and nothing contained in these regulations shall or is intended to restrict the right of property owners to make improvements, additions, or modifications to existing structures. The following architectural regulations shall only apply to an ADU/Tiny House within the ADU/Tiny House Overlay District:

1. Maximum height of a detached ADU/Tiny House, including one built above a garage: 25 feet (as typically measured to mid-point of pitched roof);
2. Maximum unit size: 700 square feet and less than 40% of the principal dwelling's floor area, whichever is less;
3. Setback requirements: standards for principal or accessory buildings in the underlying primary district;
4. Usable open space: allow usable open space to be shared between units (i.e., no additional open space required);
5. On corner lots, primary entrances to an ADU/Tiny House shall be placed on the façade parallel to the side street;
6. ADU/Tiny House entryways within a rear or side yard shall be connected to a street frontage by a paved walkway or driveway;
7. The appearance or character of the principal building must not be significantly altered so that its appearance is no longer that of a single-family dwelling;
8. For ADUs/Tiny Houses within a principal building, additional entrances shall not be added to the front elevation of an existing building, but may be added to side or rear or street side elevations;

9. Exterior finish materials. The exterior finish material must match in type, size and placement, the exterior finish material of the principal dwelling unit;
10. Roof pitch. The roof pitch must match the predominant roof pitch of the principal dwelling unit;
11. Detailing. Trim must match the trim used on the principal dwelling unit. Projecting eaves must match those of the principal dwelling unit;
12. Windows. Windows must match those in the principal dwelling unit in proportion (relationship of width to height) and orientation (horizontal or vertical).

Sec. 7.0 Severability

Each of the provisions included in Section 6.0 above is separate, distinct and severable from the other and remaining provisions of this Regulation, and that the invalidity or unenforceability of any provision shall not affect the validity or enforceability of any other provision or provisions of this Regulation.

Sec. 0.8 Sunset Provision

In the event that County-wide ADU/Tiny House legislation, which is as definitive or more definitive than the regulations set forth in Section 6.0 above, becomes fully implemented and effective, including withstanding any administrative or court challenges, then the ADU/Tiny House Overlay District shall become null and void and the provisions hereof shall be of no further force and effect.

City and Borough of Wrangell, Alaska

Agenda Item H2

Date: October 10, 2022

To: Planning and Zoning Commission

From: Carol Rushmore, Economic Development Director

Re: Discussion of Comprehensive Plan Update

Commissioners,

The Comprehensive Plan was completed in 2010 and so many things have changed since then. Typically a plan should be updated at least every 10 years. There have been short conversations regarding an update off and on since 2018-2019, but no substantive work.

The full plan can be found online at: <https://www.wrangell.com/planning/comprehensive-plan>. I will be happy to make you a hard copy if you would like one.

In March we began creating a list of issues to address in an update for Chapter 6: Land Use and Future Growth.

Attached for discussion is Chapter 5 Transportation.

PZ WORKSESSION 3/15/22

Comp Plan Update discussion Chapter 6

The following are subject categories to change, add, address in any update.

Goals as presented in Ch. 6 are broad and satisfactory, but continue review and consider new

Municipal Entitlement:

- 1) Identify Selected Areas
- 2) Zoning and Land uses – identified as potential
- 3) Dispositions of Lands
- 4) Subdivision design issues/criteria
- 5) Access to lands (long term access, road, community docks, easements)
- 6) Rock pits

Zarembo:

Lots on water front, larger lots upland, access to lots, septic systems/out houses, rockpits

Land Management:

- 1) Working with adjacent landowners on common uses/issues of concern (timber harvest, recreation, residential, invasive weeds. Landowners: USFS, State DNR (Forestry and tidelands); Mental Health Trust; Private
- 2) Landless Selection issues
- 3) Recreational areas
- 4) University of Alaska selections?
- 5) Residential expansion
- 6) Drinking water sources
- 7) Rock sources
- 8) Barge ramp relocation

Maps of Current Land ownership, current land uses, zoning, and growth maps

Discussion of current vs Long term growth – where to address:

- 1) Mining
- 2) Logging
- 3) Recreation
- 4) Commercial
- 5) Industrial

Transportation Corridor

- 1) Roads on Wrangell Island
- 2) Future marine terminals/transfer locations

- 3) Accessing other islands – how to service outlying areas
- 4) New harbors location

Mill property use

Institute Property Development

Waterfront Master Plan

Get access to sold lots that do not have access (Meridian/Cassiar, lots off Evergreen near airport)

MHTL – development of their lands- near Dave Frank's Rock pit, 9 mile beach access lots.



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)

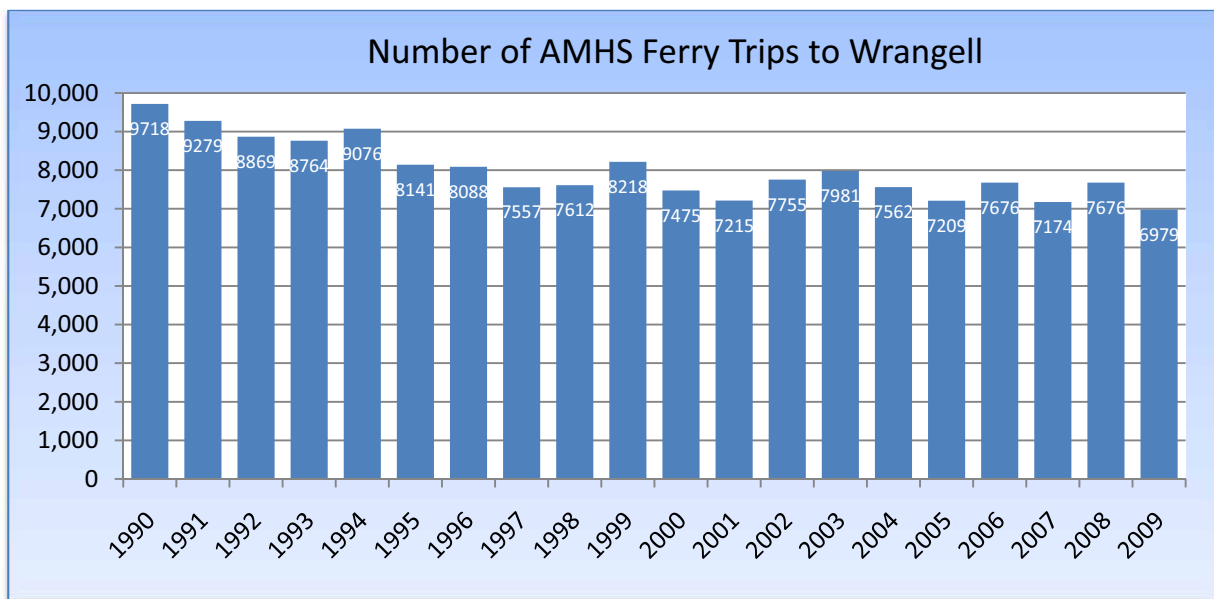
AMHS annual traffic peaked statewide in the early 1990's with a high of almost 425,000 passengers. It has declined since to a low point in 2005 of about 282,000 passengers. Marketing and other factors resulted in an increase each year in the number of passengers using the system in 2008 up to 340,412.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

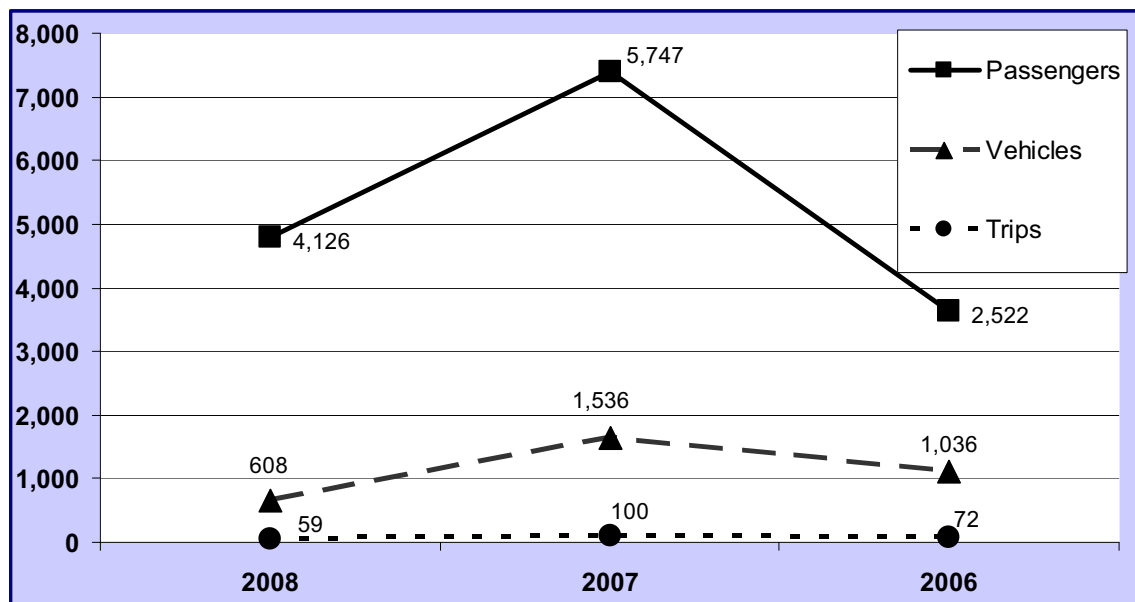
1. Serve the ferry transportation needs for Prince of Wales Island, Wrangell and Petersburg;
2. Develop commerce and industry throughout Prince of Wales Island, Ketchikan, Wrangell and Petersburg; and

3. 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



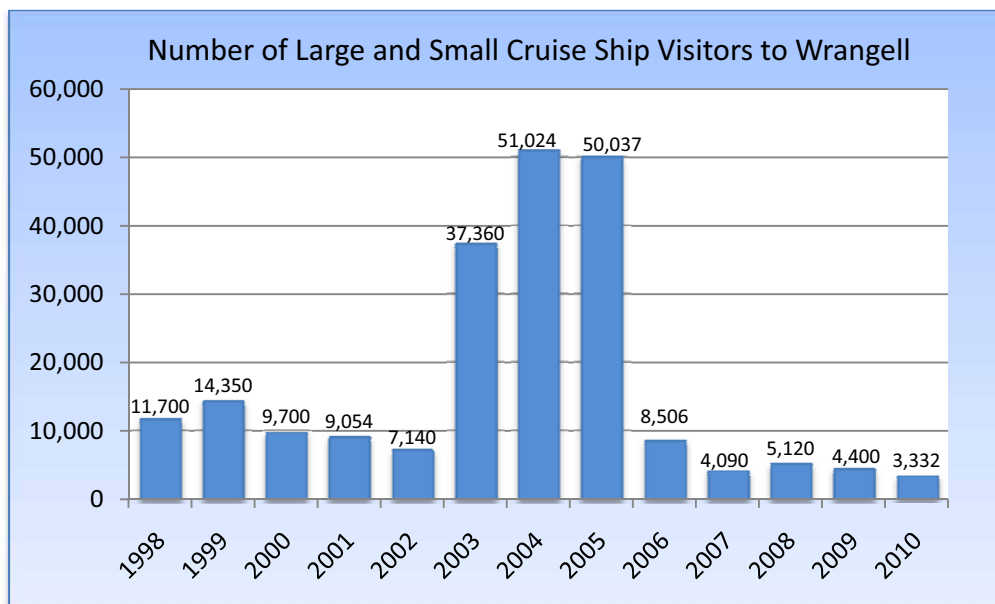
Source: Inter Island Ferry Authority, numbers include Coffman Cove-Wrangell and S.Mitkof-Wrangell routes

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 expeditor 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

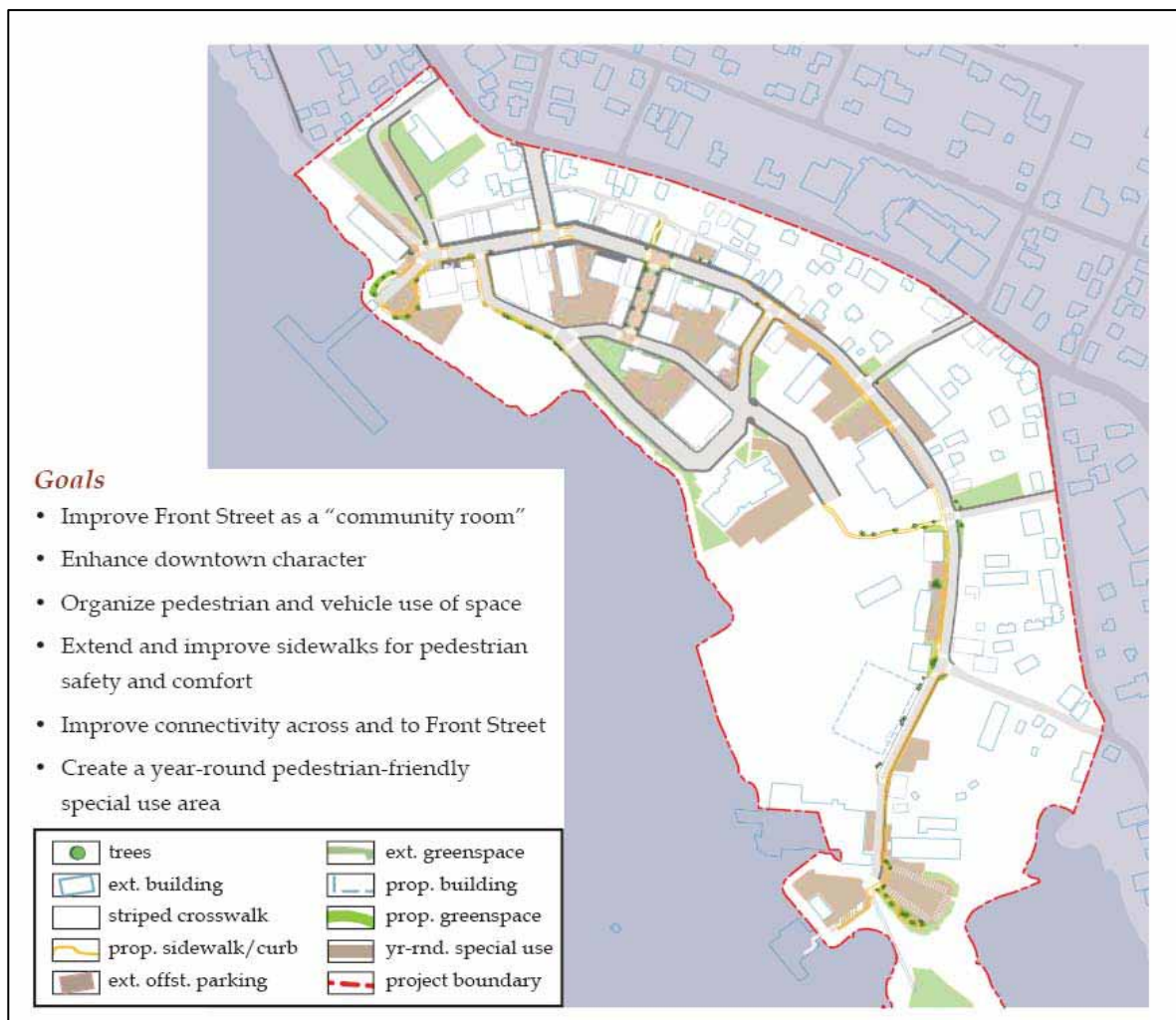
5.5.1 Current Conditions

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.
Source: ADOT&PF needs list and City and Borough of Wrangell		

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)