



Thursday, June 19, 2025
5:30 PM

Location: Borough Assembly Chambers
City Hall

Planning & Zoning Commission
5:30 PM

1. CALL TO ORDER

2. ROLL CALL

3. AMENDMENTS TO THE AGENDA

4. CONFLICTS OF INTEREST

5. APPROVAL OF MINUTES

- [a.](#) Approval of the Planning and Zoning regular meeting minutes from May 8, 2025.

6. DIRECTORS REPORT

- [a.](#) Wrangell Visitor Industry Report 2025
[b.](#) OSU Resident Sentiment of Tourism Report

7. CORRESPONDENCE

8. PERSONS TO BE HEARD

9. NEW BUSINESS

- [a.](#) Final Plat review of a Replat of Lot B (APN 03-002-304) of the Torgramsen-Glasner Subdivision according to Plat No. 2016-2, and Lot C (APN 02-035-310) of the Health Care Subdivision, according to Plat 2010-4, creating Lot B-1 and Lot C-1, zoned Zimovia Highway Mixed Use, requested by the City and Borough of Wrangell on behalf of Wrangell Cooperative Association and Bruce Smith Jr.
- [b.](#) ~~(PH) Request from Brett Woodbury to purchase Borough-owned tidelands identified as; Lot 12, Block 12A (APN 02-003-254) and Lot 13, Block 12A (APN 02-003-258, 6624) of the Wrangell Townsite, according to Plat No 39-03, Zoned Waterfront Development.~~
- [c.](#) (PH) Request from American Cruise Lines to lease a portion of Borough-owned tidelands identified as APN 02-024-600, of the Wrangell Townsite, zoned Waterfront Development.
- [d.](#) Preliminary Plat review of a Replat of Lot 38 of US. Survey 2673 (APN 05-039-100) of the Ketchikan Recording District, Zoned Remote Mixed-Use Meyers Chuck, creating Lots 39A and 39B of the Peavey Subdivision owned and requested by Melissa Peavey.

10. UNFINISHED BUSINESS

- [a.](#) Ordinance No. 10XX An Ordinance of the Assembly of the City and Borough of Wrangell, Alaska, adding Chapter 20.62 Planned Unit Developments and Amending Several Sections in Title 20 – Zoning, to Add and Reference Planned Unit Developments to the Wrangell Municipal Code.

11. COMMISSIONERS' REPORTS AND ANNOUNCEMENTS

12. ADJOURNMENT

**8, Minutes of Planning & Zoning Commission
Held on May 08, 2025**

1. CALL TO ORDER – 5:30 PM

2. ROLL CALL:

PRESENT: Gary Watkins, Jillian Privett, Apryl Hutchinson, Kathleen St. Clair, Terri Henson

ABSENT:

STAFF: Kate Thomas, JR Meek

3. AMENDMENTS TO THE AGENDA –

Staff recommend amending 9b to be removed from the agenda as the zoning range has already been established to Open Space Public and approved in May 2021.

Polled Vote – All in Favor

4. CONFLICTS OF INTEREST - None

5. APPROVAL OF MINUTES -

. Approval of the Planning and Zoning regular meeting minutes from April 10, 2025.

M/S: Privett/St. Clair

All in favor.

6. DIRECTORS REPORT – None

7. CORRESPONDENCE -

. SEARHC Conceptual Design for Planned Unit Development in Wrangell.

. ~~Letter from Sherri Cowan proposing a zoning amendment to rezone Borough-owned property from holding to open space public in regard to the phone tower.~~

8. PERSONS TO BE HEARD –

SEARHC has provided an overview of the Planned Unit Development for Commission. SEARHC determines that a tested fit of twenty units of housing will be in development. A flag lot development. SEARHC determines two phases in effect for development of housing. SEARHC has also surveyed the area for path of less resistance when going uphill. The plan would be to break ground this year.

Chair Henson inquiries about the purpose of flag lot development. SEARHC explains that this will allow development in the lower section and determine the development in the upper section. SEARHC has surveyed the potential for a driveway where storage units could be placed and recommends moving the driveway away from development.

Staff clarifies the PUDs regarding residential property and for commercial uses. Staff inquiries into SEARHC if they plan to subdivide two parcels or further subdivide. SEARHC answers they plan to further subdivide. SEARHC also explains if the purpose is to sell in the

future, subdivide into parcels will be the best path forward, in the unfortunate circumstances if something happens if selling becomes an option, but clarifies it is not their intent to sell the property. Dividing will be the first step in their first phase.

Staff and Chair Henson clarifies on the usage of PUDs in this situation and how it pertains to flag lot related to SEARHC's development. The PUDs allow for more than one principal structure, if it meets the requirements of the structures to be allowed on that lot. Further discussion proceeds on how PUDs could meet the requirements for SEARHC's flag lot development, or it could eliminate the flag lot plan if PUD is in effect.

Staff inquiries about SEARHC's vision for the plan. SEARHC is determining the approximate state of the lot and meeting the requirements of the fire code with improvements to the driveway. A shared common-residential amenity. Originally, SEARHC was planning for 8 lots with the flag lot, but Chair Henson clarifies that 8 lots are not supported through the flag lot protocol. Staff adds that ADUs are principal structures that could be allowed to separate into multiple lots for the purpose of developmental housing, whereas a flag lot could not.

Chair Henson states that PUD must be 1 acre per lot, which will allow SEARHC to do one acre per lot for their 3.2 acre lots in subdivision.

Watkins inquiries if the PUD must be finalized from its draft form before moving forward with this development. Staff clarifies that PUDs must meet the minimum acre for the lot, especially along the Zimovia Highway. Watkins inquires if single-family residence CUD falls under the rules of PUD. Staff clarifies it does not and recommends an amendment to this rule.

So long as SEARHC could chop the development into three lots, and PUDs is not finalized in the code, PUDs will not be used for this development.

Commission expresses their excitement for more housing opportunities for the town of Wrangell.

9. NEW BUSINESS -

- a) (PH) Conditional Use Permit Application to operate a short-term rental (Airbnb) on Lot 2 of the Southeast Homes Subdivision, according to Plat No. 76-3 (APN 03-005-252), zoned Rural Residential 1, owned and requested by Daniel Rohr.**

M/S: Privett/Hutchinson

Move to approve the findings of fact and the Conditional Use Permit application submitted by Daniel Rohr for a short-term rental (Airbnb) with the following conditions;

- 1. Provide Guest Guidance or a similar document on noise and behavior, to encourage respect for the area and neighbors; and*
- 2. Two off-street parking places must be provided*

Staff explained that this is a repeated request for housing accommodation and expresses the opportunity for growth with Airbnb and said there has been no negative consequences for Wrangell's economic development.

Kim explains their house will be converted to an Airbnb. Privett comments about the city discussing on what percentage cap should be before too many homes are converted to Airbnbs, but clarifies it is at the homeowner's discretion.

Staff and Commission discuss the conditional use permits under this term for Airbnb.

Watkins inquires about the conditional use permits needing to be re-applied if the homeowners have changed ownership of the property. Chair Henson states that the conditional use must be re-applied. Staff clarifies that the conditional use does not give the homeowner the legal standing to amend their use to operate a new business in the property without proposing to the commission, Code Section 20.6a.

Chair Henson states that there should be a document or legal binding for the new homeowner to sign and be made aware of the conditional use of the property.

Staff inquires if the commission would like to add to the code if the conditional use needs to be or if it can be internal policy. Chair Henson clarifies that it depends on the circumstances, will discuss it more with staff later.

Polled Vote – All in Favor

~~b) (PH) Ordinance No. 10XX An Ordinance of the Assembly of the City and Borough of Wrangell, Alaska, amending the zoning map to effect a change to Lot 14 of the USS2127 Subdivision, according to Plat No. 29-07 (APN 01-005-327) from Holding to Open Space Public.~~

~~M/S:~~

~~*Move to approve the findings of fact and recommend that the Borough Assembly adopt Ordinance No. 10XX, amending the zoning map to effect a change to Lot 14 of the USS2127 Subdivision, according to Plat No. 29-07 (APN 01-005-327), from Holding to Open Space Public.*~~

10. UNFINISHED BUSINESS -

a) Review of the Planned Unit Development draft code provisions.

Chair Henson reviewed the PUD and states that she could not find any conflicts with the draft. Staff clarify that in a single-family zone, it is for residential purposes, it cannot be for mixed use purposes. Cluster housing is the same for residential. Chair Henson and staff discuss PUD and how it correlates to residential planned unit development.

Chair Henson clarifies that PUD should be utilized more for residential purposes as opposed to commercial uses and disruption to living conditions. Watkins inquiries if commercial and industrial PUDs should be stricken from the code or if they need to be in the code. Staff emphasize if it includes commercial and industrial uses and the PUD allows flexibility for mixed uses, a mechanism to control mixed-use without the need to rezone.

Chair Henson states the distinction for Commercial/Industrial PUD should not be in residential and not allow people to live there if it is for commercial or industrial purposes. Chair Henson proposes to eliminate the commercial/industrial usage and keep it strictly residential purposes when pertaining to PUDs.

Staff clarify that currently, in single family residential purposes, there cannot be any commercial or industrial purposes, and multi-family residential can be used for cluster housing, stating that PUDs would not be distinct from single-family residential or multi-family residential.

Staff recommend that commission reviews the site plan and amends it to suit requirements in PUD zoning. PUDs' intent is to allow or consider for mixed uses.

Chair Henson clarifies that PUDs should be for affordable housing or density in residential areas, example, tiny homes in individual lots. Industrial or Commercial PUD would be tailored for planned development of said purposes. Chair Henson recommends striking the commercial/industrial usage from the PUD draft.

Staff clarifies PUD is meant to be flexible from traditional zoning measures and for development that wouldn't technically fit inside regular zoning.

Staff clarify that the PUD code as it is written, if they meet the requirements, they cannot subdivide.

Chair Henson states that the purpose of PUD is to be used for residential areas, if commercial and industrial are needed, amendments can be made in the future, but for now, should be stricken from the draft.

Privett clarifies that section f of the draft is too broad and could be open for interpretation for how residential PUD could be transformed into commercial and industrial purposes as opposed for residential. Staff inquiries about whether it's possible to re-write the section for the possibility of including conditional or mixed-use purposes as part of the code.

Hutchinson inquiries if PUD will be used for any section of Wrangell, then recommends a second view into the lots so it will not be left up to interpretation for PUDs.

Staff read from the draft where if commercial or industrial industry is to be developed in residential areas, the commission has control over how the plan must be implemented and feedback, allowing for PUD to be strict on development on anything else besides residential.

St. Clair recommends changing the wording of section f. Staff clarifies that PUDs will be residential complex that's primarily residential with some commercial uses, given they meet setbacks and requirements to operate within the complex.

Staff inquiries about rural residential zoning and recommends that it must be within municipal water and sewer. Condominiums fall under the same category for PUDs and will require either an amendment or to carry it forward.

Watkins inquiries about the difference between PUDs and cluster development. Chair Henson clarifies that cluster development is the ability to be able to sell individual lots.

Staff inquire if the commission will say no to any commercial or industrial usage.

Watkins inquire if they could get more than one acre for the ability to use PUD. Chair Henson clarifies that the PUD can enable them to subdivide into smaller lots to accommodate for high-density residential areas.

Staff adds that if a family would want to subdivide a lot, they can do that, but they cannot subdivide a lot when under a PUD but would allow for high-density development.

Hutchinson recommends rewording section f and clarifies how industrial or commercial is used. Chair Henson states the rewording should be changed to "of" instead of "includes" for

commercial or industrial for PUD and should be separate into industrial or commercial PUDs. Staff state that section f is to include terms for commercial or industrial uses within this PUD, but to not replace residential areas.

Privett recommends that the PUD includes that commercial or industrial uses must fall back within residential jurisdiction, changing the wording to reflect how commercial or industrial must meet residential requirements.

Staff will review section f and come back to the commission with two separate suggestions to be discussed in the next meeting. Chair Henson expresses concern over too many mixed-uses within the residential areas.

Staff emphasize that section f gives commission to the authority to review a plan and requires to set boundaries that would be met for residential privacy.

Staff proposes to wordsmith some elements of section f and provides alternatives to section f and strike it from the draft.

Chair Henson inquires if PUDs will include municipal water and sewer. Staff clarify PUDs are not allowed in rural residential highway.

Further discussion on the term of cluster when related to housing and development.

Staff will identify two different options and determine how to bring it forward to the commission. Chair Henson recommends commercial or industrial use could be complimentary to that planned unit development.

Hutchinson recommends taking out industrial use and replace it with light manufacturing, offices, etc...

11. COMMISSIONERS' REPORTS AND ANNOUNCEMENTS -

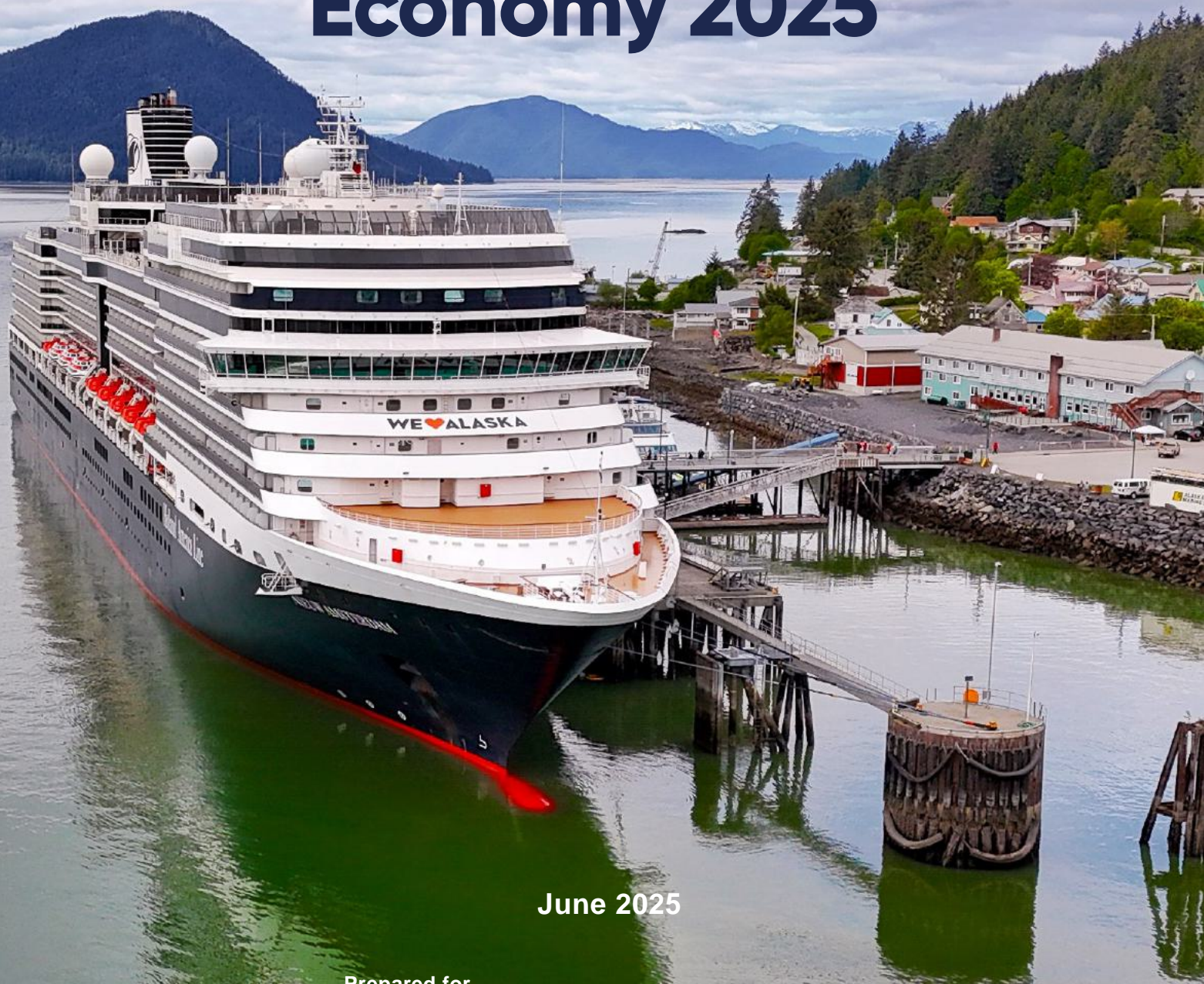
Watkins will not be at the next Planning and Zoning meeting; he will submit comments to staff in June.

12. ADJOURNMENT - 8:07 PM

ATTEST: _____
J.R. Meek, Secretary

Terri Henson, Chair

Wrangell Visitor Economy 2025



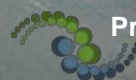
June 2025

Prepared for



CITY & BOROUGH OF

Wrangell



Prepared by
Rain Coast Data

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Wrangell Visitor Economy Summary

Wrangell's 2024 tourism season brought in 3% fewer tourists than in 2023, despite original projections for a larger number of visitors. However, Wrangell's 2025 tourism season is expected to be its biggest in terms of visitor volume in twenty years as large cruise ships visit the community. Wrangell is expected to attract 40,000 to 45,000 tourists, depending on how full the cruise ships are.

Total Tourist Arrival and Spending: In 2024, visitors spent an estimated \$5.9 million in Wrangell. Based on current visitor projections, tourists are likely to spend \$7.6 million in Wrangell during the summer of 2025 (assuming 88% capacity for the cruise ships).

\$5.9 million
tourist spending
in Wrangell in
2024

Overnight Visitors in Commercial

Accommodations: In 2024, an estimated 2,000 overnight guests stayed in Wrangell at hotels, inns, bed & breakfasts, and short-term rentals. These visitors spent \$1.38 million on lodging. Including other local expenditures, their total estimated spending in Wrangell reached \$2.4 million.

2,000
Hotel, short-term rental and
other overnight
visitors in
2024

Cruise Projections: Wrangell welcomed 21,207 cruise passengers in 2024. If ships run at full capacity in 2025, 41,968 cruise ship passengers would visit the community, a 74% capacity increase from 2024. In 2025, Wrangell is scheduled to receive 117 port calls from 20 ships. Cruise passengers are expected to make up 92% of the community's tourists in 2025. Based on the current schedule, in 2026 Wrangell is expected to have a record breaking tourism season with nearly 80,000 cruise visitors.

74%
Projected
increase in cruise
ship passenger
capacity in
2025

Positive Outlook: The 2025 business climate survey of Wrangell's visitor industry indicates strong optimism, with 89% of respondents holding a positive economic outlook for the upcoming year, including 44% of Wrangell's business leaders that expect their prospects to be better or much better over the next year.

89%
positive outlook
for 2025 visitor
season

Overview of Tourism in Wrangell

In summer 2024, Wrangell welcomed just over 25,000 air, cruise, ferry and yacht visitors—about a 800 less than in 2023— and well short of the originally projected 35,000.

The shortfall resulted from losing 15 cruise visits. The cancellations were due to the bankruptcy of American Queen Voyages; three vessels opting to visit Klawock instead of Wrangell; and the Westerdam cancelling its 4th of July visit because of staffing concerns associated with the holiday.

As of June 2025, seven scheduled Wrangell visits have been canceled, with those ships choosing Klawock over Wrangell.

While Wrangell briefly experienced an influx of large cruise ships in the early 2000s, its tourism model over the past two decades has centered on ferry passengers, smaller cruise ships, and independent travelers. While that model had success, the market has changed. Deep reductions in Alaska Marine Highway System service resulted in an 92% decline in ferry-based independent tourism over the past decade. At the same time cruise numbers are increasing. Wrangell is scheduled to receive four port calls from large cruise ships in 2025, in addition to a strong number of visitors on small and mid-sized ships. In 2026, for the first time in more than two decades, Wrangell is expected break tourism visitation records as nearly 80,000 cruise ship passengers are scheduled to visit the community.

Wrangell is an attractive port, known for its authentic “working waterfront” atmosphere, offering visitors an experience distinct from ports with a stronger retail focus. Situated at the mouth of the Stikine River, the area is rich in wildlife and cultural heritage with historical significance, such as Chief Shakes Island, Petroglyph Beach State Historic Park—home to the largest concentration of rock engravings in Southeast—and the Stikine-LeConte Wilderness. Wrangell’s nature-based attractions are world-class. The Anan Wildlife Observatory is renowned for its bear viewing; however the area’s July–August peak access is limited, meaning that attraction has very little room for the large-scale growth needed. To fully benefit from shifting visitor patterns, Wrangell must adapt its tourism strategy.

To fully be successful Wrangell must present itself as a competitive port, as other tourism-friendly destinations vie for the same customers. Developing more shore-excursions that appeal to higher-volume cruise markets presents both a challenge and a critical opportunity for Wrangell’s tourism future.

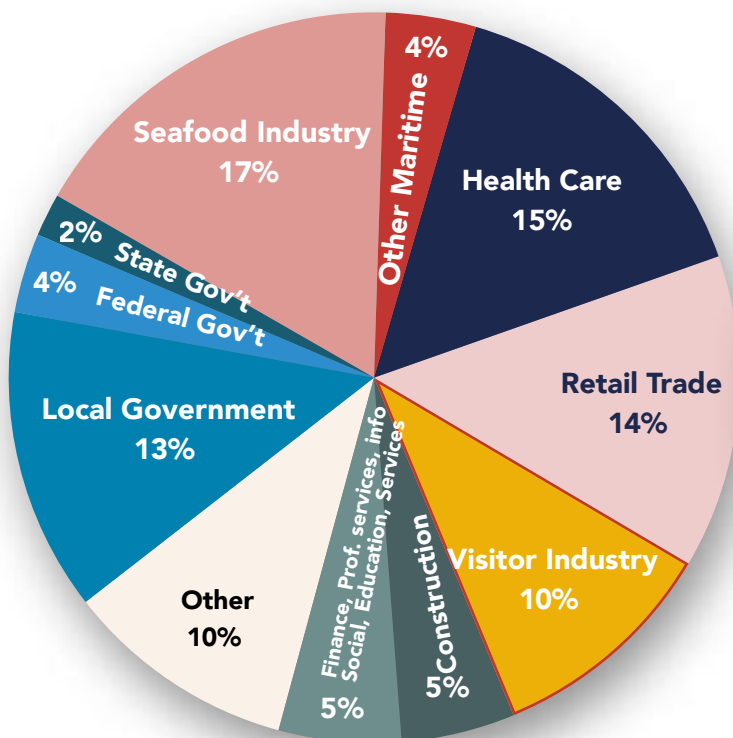
Visitor Industry Employment

Wrangell had 1,052 year-round equivalent jobs and nearly \$60 million in workforce earnings in 2023. In 2023, visitor industry employment made up 10% of all private sector employment in Wrangell, accounting for 108 annual average jobs with associated workforce earnings of \$3.5 million.¹ The visitor industry accounted for 6% of total Wrangell workforce earnings in 2023. All four quarters of 2024 data is not yet available.

Annualized **Jobs**

1,052 Total Jobs

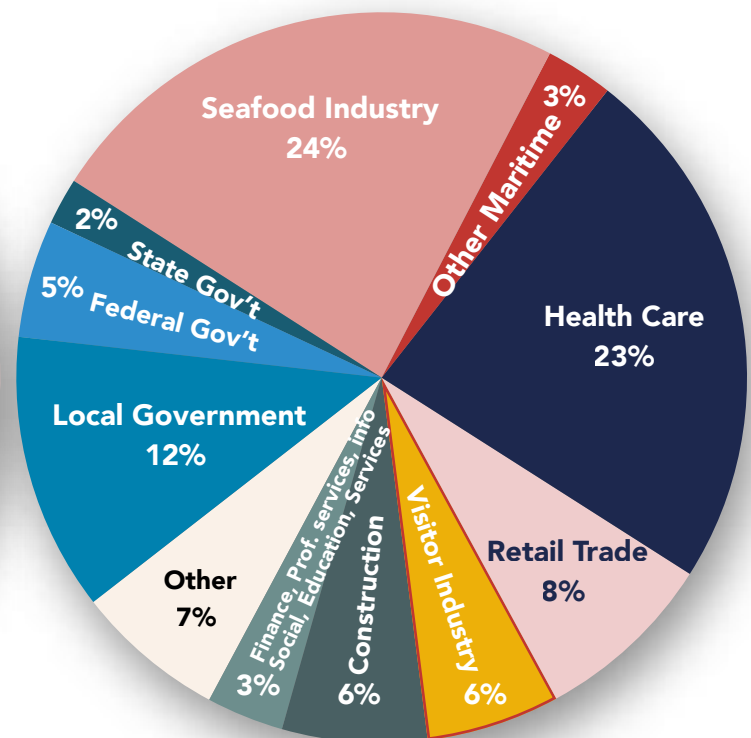
108 **Visitor** Sector Jobs



Employment **Earnings**

Total Earnings \$59 million

Visitor Sector \$3.5 million



Wrangell's visitor sector is smaller than the region as a whole; the Southeast Alaska visitor industry represented 18% of all jobs and 13% of all employment earnings in 2023.

¹ **Sources:** Alaska Department of Labor Employment & Wage data; US Census Nonemployer (self-employment) Statistics. **Notes:** Due to data confidentiality, some figures are estimates by Rain Coast Data, based on all available inputs. Since annual average employment measures monthly jobs on an annual basis, a visitor industry job that lasts three months counts as one-quarter of an annual average job. Therefore total people employed by the visitor industry last year is a much higher number. 2024 data is not yet fully available.

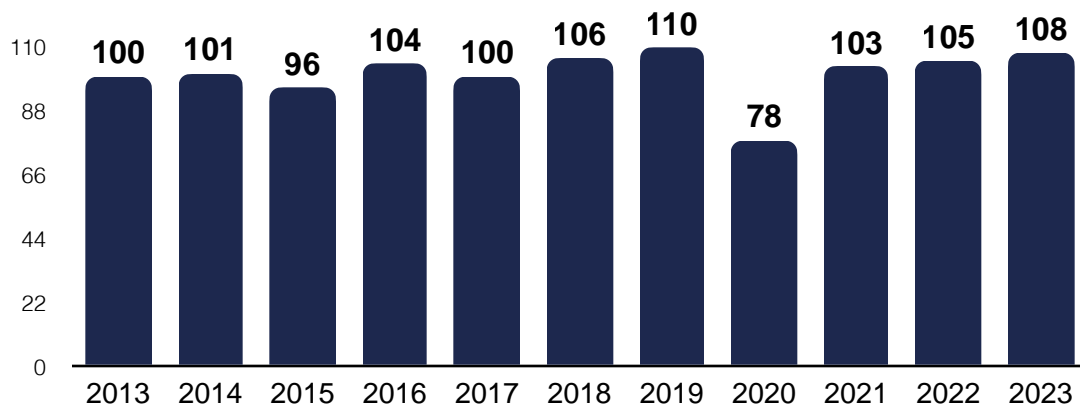
Annual Visitor Industry Employment 2014-2023

Visitor sector employment in Wrangell has been remarkably steady (with the exception of pandemic year 2020) at just over 100 annualized jobs over the past decade. While peak worker count is significantly higher, using an annualized count (year-round equivalent job analysis) allows tourism jobs to be compared across sectors, and is a better way of making annual comparisons.

The average visitor sector wage increased by 4% between 2022 and 2023, while total workforce earnings in that sector increased by 3%.

	Year 2014	Year 2017	Year 2018	Year 2019	Year 2021	Year 2022	Year 2023	% Change 2022-2023
Average Visitor Industry Wage	\$22,227	\$24,066	\$27,259	\$31,955	\$30,961	\$31,293	\$32,520	4%
Total Visitor Industry Employment	101	100	106	110	103	105	108	3%
Total Visitor Workforce Earnings in millions	\$2.24	\$2.40	\$2.89	\$3.52	\$3.19	\$3.29	\$3.51	7%

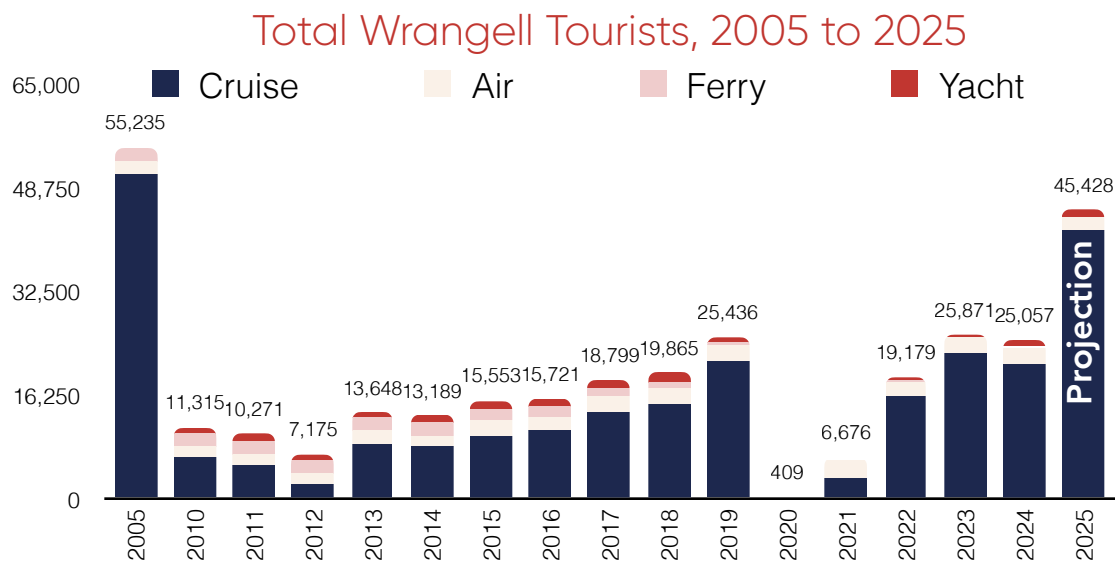
Wrangell Visitor Sector Jobs, Annualized: 2013 to 2023



Note: Annualized employment (or year-round employment) tracks total workers each month of the year, sums the monthly total, and divides that number by twelve. **Source:** Alaska Department of Labor and US Census Nonemployer (self-employment).

Change in the Visitor Industry

Total Tourist Arrivals



In 2025, Wrangell is projected to host 45,428 tourists in the community, assuming ships are at full capacity, and 40,400 if they are at 88% capacity, as they were in 2024. Either way, it will be Wrangell's biggest tourism year since 2005. Wrangell receives tourists from cruise ships, airplanes, ferries, and yachts.

Wrangell has developed a boutique visitors sector, supporting just over 100 annualized jobs - a number that does not change much over time. The tourism industry in Wrangell has long focused on Anan. Because the number of people allowed to visit Anan each year is capped by Forest Service permits, and the season for Anan is quite limited, tourism growth in Wrangell has been partially capped as well.² The community had focused on ferry tourism—visitors who would spend multiple days and nights in the community, taking several high-end tours—but reduced and unattractive ferry schedules due to budget cuts have all but eliminated ferry tourism. Wrangell's current challenge is how to monetize growth once the boutique tours are fully booked.

² The Forest Services caps the permits due the bears' natural behavior and tolerance for human interaction while fishing. Before the permits were regulated by the Forest Service, Wrangell guides worked together to manage visitor/bear interactions safely.

Estimated Summer Tourists to Wrangell 2010-2025

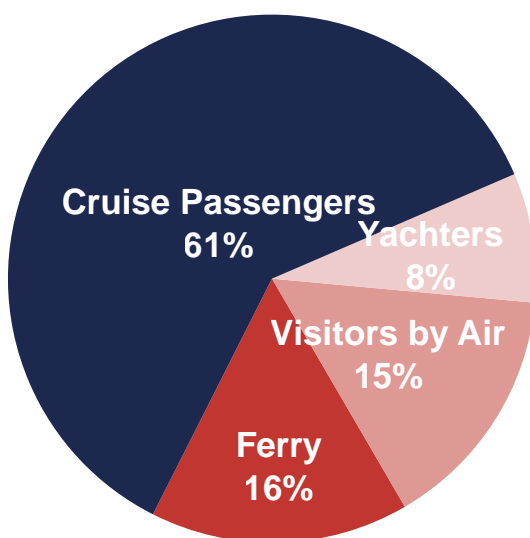
Summer Visitors to Wrangell	2010	2014	2024	2025	% Change 2024-2025
Total Visitors	11,907	13,256	25,057	45,428	73%
Cruise	6,779	8,096	21,207	41,968	98%
Air	1,768	2,008	2,600	2,300	-12%
Ferry	2,000	2,100	170	160	-6%
Transient Vessels (includes yachts)	960	1,052	1,080	1,000	-7%

Air: US Bureau of Transportation Statistics RITA arriving passengers. **Cruise Passengers:** Cruise Line Agencies of Alaska. Small cruise ship schedules with research regarding total capacity. **Alaska Marine Highway System:** Annual Traffic Volume Reports and direct data request. ***Yacht** counts provided by City and Borough of Wrangell. Due to a change in the counting process, these figures are no longer comparable to past years. "Summer tourists" are calculated in a variety of ways. All yacht and cruise passengers are considered "tourists." Air and ferry passengers are calculated by subtracting October to April average passenger arrivals from monthly summer passenger arrivals. From this number total seafood processing workers in Wrangell per summer is subtracted.

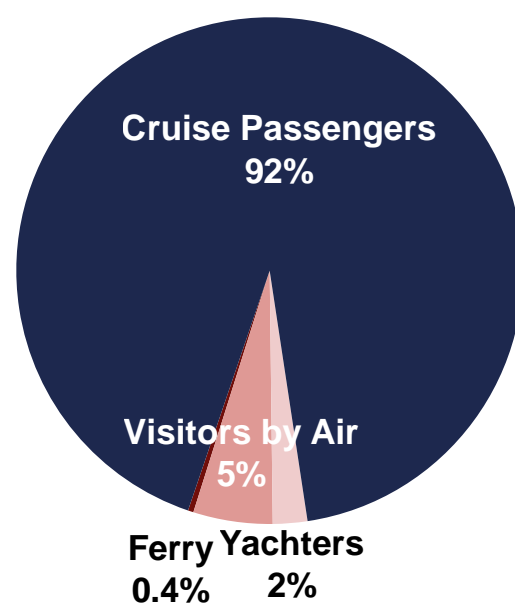
Summer Tourists by Mode of Arrival

In 2025, 92% of all tourists are expected to arrive via cruise ship, while 5% will arrive by air. Based on current ferry schedules, less than 1% of all tourists will arrive via ferry. In 2014, 61% of all tourists were from cruise ships, and 16% arrived by ferry.

Summer Tourists by Mode of Arrival
in Wrangell 2014



Summer Tourists by Mode of Arrival
in Wrangell 2025



Summer Visitation and Spending Analysis

In 2024, summer tourists spent nearly \$6 million in the Wrangell economy. The visitor spending analysis was conducted using a full accounting of visitor spending through the City and Borough of Wrangell sales tax receipts for businesses serving visitors. Depending on the category, total sales tax receipts for winter months were subtracted from summer months to determine "visitor spending." Accommodation tax and short term rental sales figures were also used. Using this analysis, Wrangell's visitors spent \$5.9 million in 2024.

Total Tourist Spending, 2024

Summer Spending by Visitors by Category	2024
Total estimated summer tourist spending	\$5,914,820
Food, Beverages	\$1,969,159
Excursions and Transportation	\$1,602,187
Accommodation	\$1,383,618
Visitor Retail Spending	\$959,854

Note that Wrangell has a sales tax cap of \$3,000 that applies both to goods and services. Sales may have been missed by this analysis if they were over \$3,000; however only for the portion over \$3,000.

Using this analysis, and combining it with how many days each type of visitor stayed, depending on mode, and estimates of much spending per person occurred per spending category, estimates of spending by visitor type can be established.

Tourists by Mode of Arrival and Expenditures in Wrangell 2024 Estimates

	2024	Total Estimated Spending Per Passenger	Total Estimated Summer Visitor Spending 2024
Total Tourists	26,307	\$238	\$5,914,820
Cruise Passengers	21,207	\$146	\$3,098,947
Visitors by Air	2,600	\$954	\$2,480,761
Yacht and Ferry	1,250	\$268	\$335,116

If the assumptions from analysis are applied to 2025 projections, it is estimated that tourists will spend approximately \$7.6 million in the Wrangell economy this year, based on 88% capacity of cruise ships.

Summer Tourists by Mode of Arrival and Expenditures in Wrangell 2025 Projections

	2025	Total Estimated Spending Per Visitor	Total Estimated Summer Visitor Spending 2025
Total Tourist Projections	40,392	\$189	\$7,618,017
Cruise Passengers	36,932	\$146	\$5,396,818
Visitors by Air	2,300	\$827	\$1,901,163
Yacht and Ferry	1,160	\$276	\$320,036



Cruise Passengers

Southeast Alaska cruise passenger arrivals hit a new regional record in 2024 of 1.73 million cruise passengers, surpassing the 2023 record by 4%. Wrangell's cruise numbers declined by 8% in 2024 to 21,207 passengers. The projection had been for a capacity of 31,437 cruise passengers. Several things occurred.

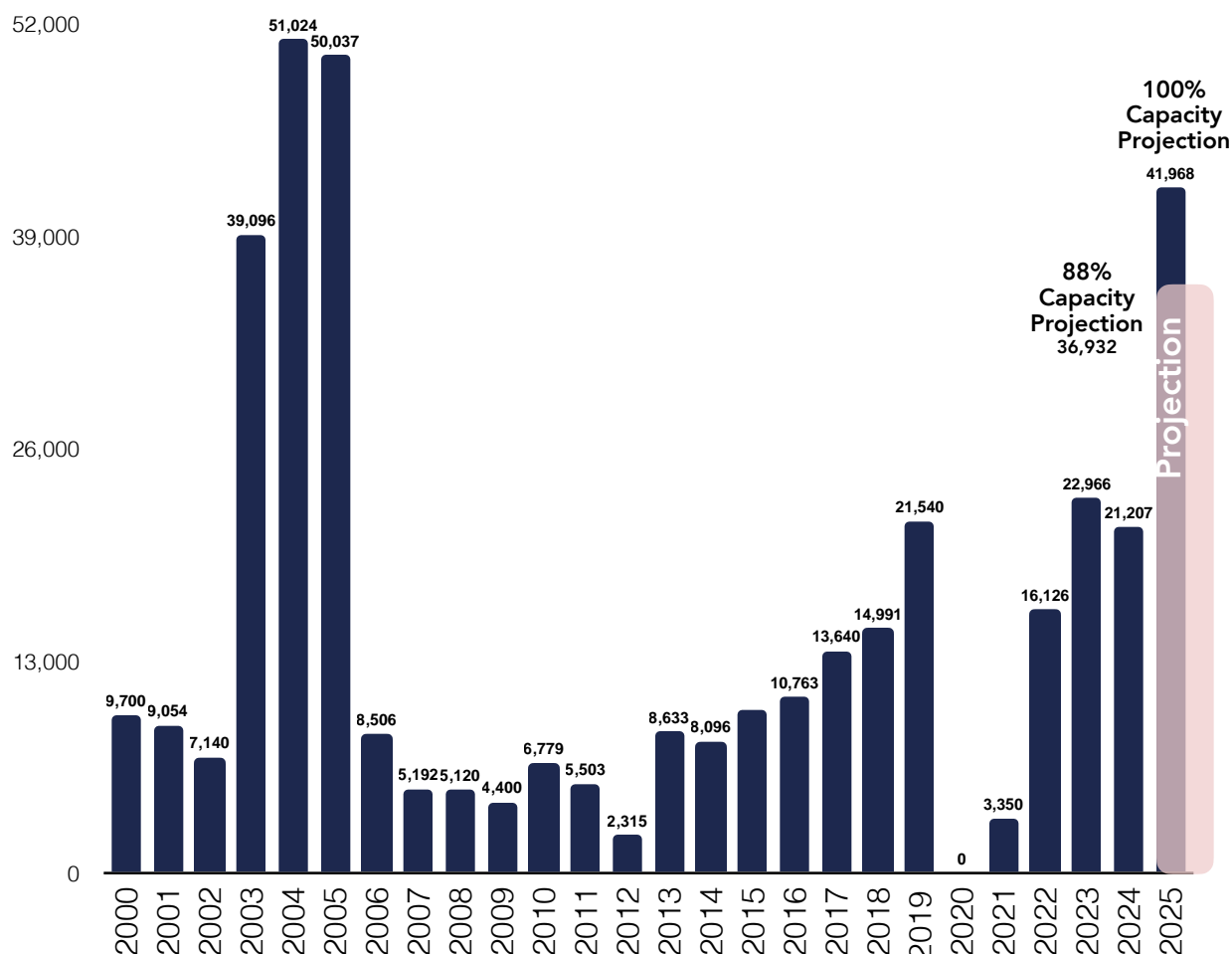
The ships visiting Wrangell in 2024 were 88% full. Wrangell lost 14 cruise visits from the 186-passenger Ocean Victory following the bankruptcy of American Queen Voyages. Wrangell lost another combined three visits from the 746-passenger Seven Seas Explorer and the 670-passenger Regatta, which chose to send the ships to Klawock instead.

Cruise Ship Passengers 2024

2024 Ships	Total Visitors	Passenger Capacity	% Capacity
Alaskan Dream ships	1,420	1,420	assume 100%
NG Sea Bird	550	620	89%
NG Sea Lion	483	620	78%
American Constellation	2,502	2,720	assume 92%
Small Ships	4,955	5,380	92%
Crystal Serenity	574	740	78%
Seabourn Odyssey	3,278	3,600	91%
Silver Muse	2,115	2,384	89%
Silver Shadow	299	392	76%
Roald Amundsen	1,632	2,650	62%
Regatta	654	684	96%
Hanseatic Nature	400	460	assume 87%
Viking Orion	925	930	99%
Fridtjof Nansen	374	530	71%
Mid-Sized Ships	10,251	12,370	83%
Queen Elizabeth	4,008	4,162	96%
Nieuw Amsterdam	1,992	2,160	92%
Large Ships	6,000	6,322	95%
Grand Total	21,207	24,072	88%

Source: Cruise Line Agencies of Alaska; McKinley Research Group, LLC; City and Borough of Wrangell. **Note:** Arriving passenger numbers were not available for Alaskan Dream, American Constellation, or Hanseatic Nature.

Total Cruise Passengers in Wrangell 2000-2025



Source: Cruise Line Agencies of Alaska; City and Borough of Wrangell; McKinley Research.

While 2025 cruise passenger numbers are expected to represent a recent record for Wrangell, levels will still be far below 20 years ago when more than 50,000 passengers visited Wrangell. Also it will be about 5,000 short of earlier projections. From the Wrangell Sentinel in February 2025:

"Wrangell's potential summer cruise ship passenger count has dropped by about 5,000 with the loss of two mid-size ships to Klawock. The Prince of Wales Island community opened up a cruise ship port last summer to attract more visitors — and economic activity — to the town of about 700 residents which is on the island's extensive road system that links 10 communities. The 728-berth Sea Nova canceled six Wrangell stops May through August, switching to Klawock, and the 750-berth Silver Seas Explorer moved an August visit to Klawock while retaining one Wrangell stop in May."

In 2025, Wrangell is expected to have 117 port calls from 41,969 passengers, if all ships are entirely full. This represents a 74% capacity increase over 2024. If ships are at 88% capacity, as they were in 2024, the community would host approximately 37,000 cruise passengers.

Cruise Ship Projections 2025

2025 Ships	Port Calls	Passenger Capacity	Total Visitors
Alaskan Dream	15	40	600
Baranof Dream	15	49	735
NG Sea Bird	10	60	600
NG Sea Lion	8	60	480
American Constitution	15	170	2,550
American Constellation	16	170	2,720
Small Ships	79		7,685
Hanseatic Inspiration	2	230	460
Seabourn Quest	8	450	3,600
Nansen	1	530	530
Roald Amundsen	7	530	3,710
Silver Moon	1	623	623
Villa Vie Odyssey	1	650	650
Seven Seas Explorer	1	750	750
Viking Venus	4	930	3,720
Viking Orion	2	930	1,860
Riviera	7	1,250	8,750
Mid-Sized Ships	34		24,653
Westerdam	1	1,848	1,848
Nieuw Amsterdam	1	2,100	2,100
Grand Princess	1	2,600	2,600
Ruby Princess	1	3,082	3,082
Large-Ships	4		9,630
Grand Total	117		41,968

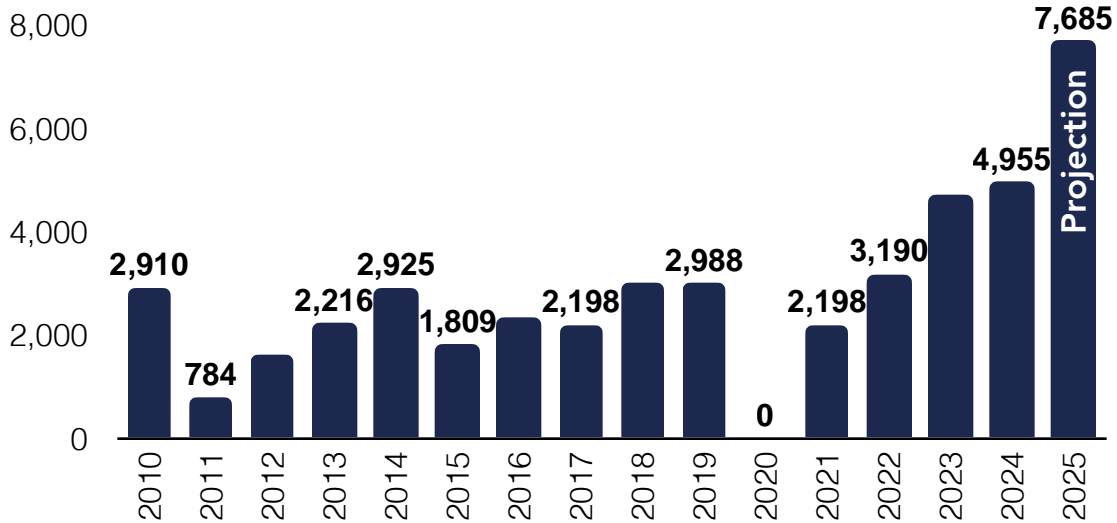
Cruise Line Agencies of Alaska; City and Borough of Wrangell.

For the purpose of this analysis, small cruise ships include those with 30 to 199 passengers per vessel; mid-sized cruise ships includes those with 200 to 1,299 passengers per vessel; and large ships have 1,300 passengers or more.

Small Cruise Ships

In 2025, 6 small cruise ships with an average capacity of about 90 passengers are expected to make 79 port calls, potentially bringing 7,685 passengers to Wrangell. This represents a 55% increase in the total number of visitors on small cruise ships compared to 2024.

Wrangell Small Cruise Capacity 2010 to 2025



Note: For consistency, 2021 capacity numbers are included for small cruise ships, although actual travelers were likely lower. For the purposes of this analysis, small cruise ships are defined as those with 30 to 199 passengers per vessel.

Wrangell's small cruise ship sector experienced disruptions in 2010 when Cruise West ceased operations at the end of the summer season, and again during the pandemic years of 2020 and 2021.

Mid-Sized Cruise Ships

In 2025, 10 mid-sized cruise ships with an average capacity of about 700 passengers are expected to make 34 port calls, potentially bringing 24,653 passengers to Wrangell if the ships are at full capacity.

Large Cruise Ships

Four ships, Nieuw Amsterdam, Grand Princess, Ruby Princess, and Westerdam are scheduled to one port call each. At full capacity, they would bring a combined 9,630 visitors. This will represent only the third year since 2005 that large cruise ships have visited Wrangell. The Noordam made an unscheduled visit to Wrangell in September 2022, and 2024 was the first year with scheduled large cruise ships in two decades.

Cruise Projections 2026

In 2026, based on the draft schedule, Wrangell is expected to have more than 150 port calls from nearly 80,000 passengers, if all ships are at 100% capacity - nearly doubling the number of expected ship passengers for 2025. The projection assumes a similar number of visits by small cruise ships. Based on the 2026 schedule, passengers from mid-sized ships are projected to nearly double, while passengers visiting by large cruise ship could be three times higher than in 2025. The 2026 schedule includes 47 visits from 8 ships not on Wrangell's 2025 schedule (indicated below in all capital letters).

Cruise Ship Projections 2026

2025 Ships	Port Calls	Passenger Capacity	Total Visitors
Small Ships	79		7,685
Hanseatic Inspiration	2	230	460
SEABOURN ENCORE	9	600	5,400
Nansen	1	530	530
Roald Amundsen	1	530	530
SILVER NOVA	1	728	728
Viking Venus	5	930	4,650
Viking Orion	6	930	5,580
Riviera	10	1,250	12,500
WORLD OF RESIDENSEA	3	1,046	3,138
AZAMARA PURSUIT	3	700	2,100
CRYSTAL SYMPHONY	4	600	2,400
LUMINARA	6	450	2,700
STAR SEEKER	13	224	2,912
Mid-Sized Ships	64		43,628
ZAANDAM	1	1,432	1,432
Nieuw Amsterdam	1	2,100	2,100
QUEEN ELIZABETH	8	2,081	16,648
Ruby Princess	2	3,082	6,164
Large-Ships	13		28,316
Grand Total	156		79,629

Cruise Line Agencies of Alaska; City and Borough of Wrangell.
Ships that are capitalized were not the on the Wrangell schedule for 2025.

Air Passengers

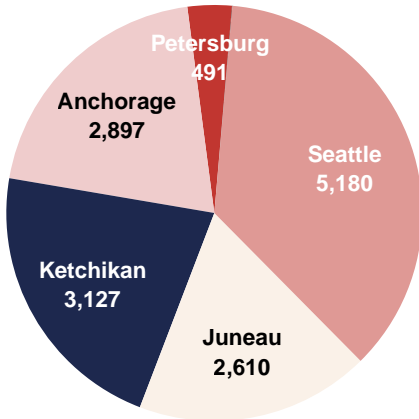
The number of air passengers arriving in Wrangell gradually increased through 2019. Passenger traffic fell steeply, and then rebounded strongly following the pandemic. Further growth occurred in 2023 as Trident Seafoods restarted local operations. In 2024, an estimated 14,297 air passengers arrived in Wrangell, a 2% increase over 2023 levels.



To estimate how many of these summer travelers were tourists (rather than locals traveling home or people traveling to work in Wrangell), average off-season monthly travel numbers were subtracted from high-season monthly travel numbers, along with summer labor estimates. Approximately 2,600 summer air travelers are estimated to have visited Wrangell for the purpose of recreation in 2024.

Looking at a full year of passenger data, the greatest percentage of passengers arrived in Wrangell via Seattle (36%), while 22% arrived from Ketchikan, 20% arrived from Anchorage, 18% arrived from Juneau, and 3% came from Petersburg.

**Passengers
Disembarkments in
Wrangell by City 2024**



Ferry Passengers

In 2023, nearly 1,400 Alaska Marine Highway (AMHS) ferry passengers arrived in Wrangell. Just over half of these arrived during the summer (May through September).

Since 2014, the number of passengers disembarking in Wrangell has decreased by 80% — a nearly five-fold decrease — due to service cuts and reduced sailings. However, in 2024, the number of passengers disembarking increased by about 100 passenger over 2023 levels. Wrangell received 97 port calls in 2024, down from 354 port calls in 2014.



AMHS has been hit hard by state budget reductions, yet Wrangell has been disproportionately impacted by service and port call cuts. Visitor-focused businesses built around serving ferry passengers have been further impacted by the unreliability of ferry services.

The MV Kennicott was sent to a shipyard in November of 2024 and is scheduled to be out of service until the end of 2025, while the MV Matanuska has been out of service since 2022, leaving just the MV Columbia to provide weekly summer service to Wrangell.

Ferry Passenger Arrivals

Year	Total Arriving Ferry Passengers	Summer Tourist Passengers (Estimated)
2024	1,397	170
2023	1,288	225
2022	1,513	280
2021	771	143
2020	274	NA
2019	2,907	815
2018	3,749	961
2017	4,841	1,364
2016	5,399	1,365
2013	7,180	2,010
Change 2013-2024	-81%	-92%

The 2025 Alaska Marine Highway System schedule has a similar level of service for Wrangell as in the past several years: one ship serving the mainline route, with one stop northbound and one southbound each week in the summer.

Accommodations Visitation and Spending Analysis

Total Accommodation Spending Impact Summary

In 2024, 2,000 overnight guests are estimated to have stayed in Wrangell, including hotel, motel, and short-term rental (AirBNB). These visitors booked more than 5,200 accommodation nights. Overnight visitors spent \$1.38 million on accommodation last year.

Those staying overnight in Wrangell spent an estimated additional \$1 million in 2024, on all other costs, including excursions, food, alcohol, coffee, tips, donations, retail purchases, etc.

Altogether overnight visitors in Wrangell are estimated to have spent \$2.4 million in 2024.

Total Accommodation Spending Impact, Wrangell 2024

Accommodation Type	Estimated Guests	Estimated Nights Booked	Total Accommodation Costs	Estimated Spending (excluding hotel costs)	Total Estimated Spending
Hotel, Motel, Traditional B&B (excludes short-term-rentals)	1,549	2,846	\$1,056,463	\$808,499	\$1,864,962
Short-Term Rentals	454	2,362	\$327,155	\$214,838	\$541,993
Total	2,003	5,208	\$1,383,618	\$1,023,337	\$2,406,955

Note: All figures presented in this report are based on the best available data at the time of analysis. Estimates were developed using a combination of accommodation tax records, visitor counts, historical trends, industry benchmarks, survey data, and sources such as AirDNA and the Alaska Department of Labor. Where exact data was unavailable, carefully considered assumptions and proxy data from comparable communities were used to model visitation and spending patterns.

Accommodation Inventory

In 2025, Wrangell had 26 overnight accommodation businesses, with 109 total rooms.³ The Sourdough Lodge opened in 2023, after an extended closure, significantly increasing the accommodation capacity for the community.

Wrangell Overnight Rentals Inventory by Rooms/Units

Accommodation Name	2025
Stikine Inn	34
Sourdough Lodge	16
Wrangell Extended Stay	8
A Suite Spot	5
Chrome Chasers, LLC	4
Forget Me Not Lodging	3
Grand View Bed & Breakfast	3
Heritage Harbor Boathouse	3
ARED LLC	2
Mt. Dewey Sunset Bed & View	2
Reeves Guesthouse	2
NorthStar Reflections Guest Suite	1
Harbor Heights	1
Below Deck Apt, LLC	1
Ritchie, Bonnie & Chad	1
Maxmo Rentals	1
Huckleberry Hill Cottage	1
Love Shack	1
Fort Wrangell	2
B&B One Block from Town	4
Historic Tugboat	2
MV Adak	2
Reliance Harbor	2
Cozy Wrangell	2
Other short-term rentals	6
Total Rooms/Units	109

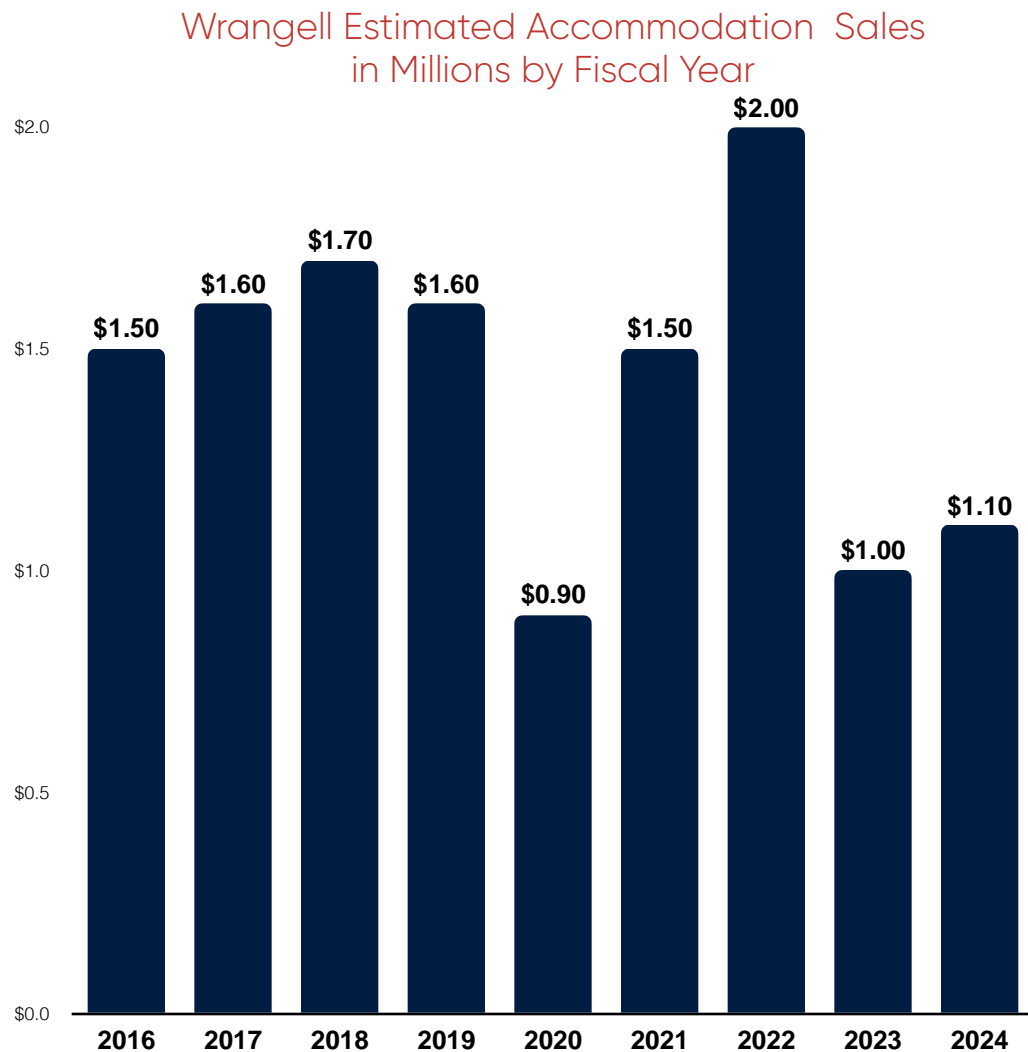
³ Many of these rooms are available in summer only and a handful of the AirBNBs have very limited availability.

Accommodation Tax

The City and Borough of Wrangell imposes a 6% transient occupancy tax on the rental of temporary lodging, including hotels, bed and breakfasts, and short-term rentals.

Based on tax collections, 12 short-term rental businesses with 20 combined rooms or units are also not currently paying local accommodation tax.

Still, the accommodation tax data is incredibly useful, because it represents a consistent group of taxpayers. For the past 9 years, excluding 2020, average Wrangell accommodation sales has been \$1.5 million.



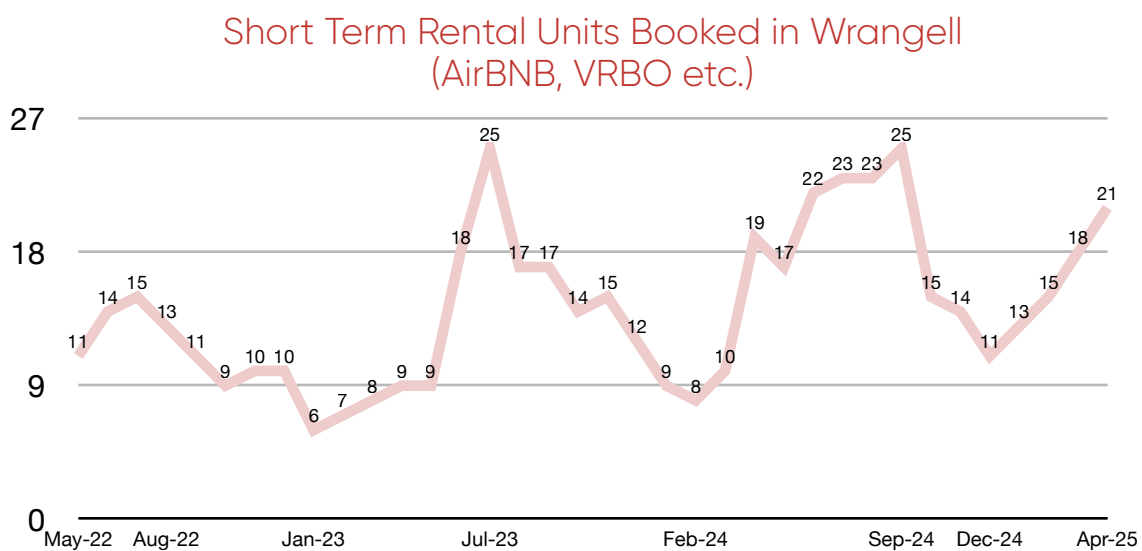
Source: City and Borough of Wrangell

Short Term Rentals (STRs)

A total of 32 Wrangell units or rooms are currently registered with either Airbnb or VRBO, although many are inactive.

Use of short-term rentals, like Airbnb and Vrbo, remained flat at 25 peak bookings in the summers of 2023 to 2024. In April of 2025, 21 short term rental units had bookings.

The average price per night in 2024 was \$145 per night (this is a fully loaded rate that includes the cleaning fee, Airbnb fee, and taxes). Properties range from \$67 to \$1,400 per night. Half of the listings offer an "entire home," while the other half offer a single room within a home or more traditional Bed and Breakfast.



Half of the active short-term housing listings offered availability on a seasonal basis only (available for a few days to six months of the year only). Just 16% of Wrangell listings were available all or most of the year (more than 270 days). The average length of stay at a STR in Wrangell in 2024 was 3.2 days.

An analysis of the data identifies no rental housing units that are being diverted to short-term rentals year-round.

STR Revenue

In 2024, the short term rentals in Wrangell collectively earned \$327,155, a 21% increase over 2023 when the STRs earned \$269,722. The City and Borough of Wrangell has a 6% Public Accommodation Tax which applies to short term rentals, which would have conceptually brought in \$22,900 in tax revenue for the community, if these were fully collected.

Revenue by STR Unit Type, Wrangell 2024

Month Registered (not all active)	Unique 6	B&Bs 6 Rooms	Apts 7	Houses 13	Total Revenue	Total Nights
January	\$3,071	\$952	\$406	\$2,666	\$7,095	46
February	\$1,797	\$1,066	\$141	\$6,131	\$9,135	64
March	\$609	\$2,251	\$	\$8,683	\$11,543	102
April	\$2,808	\$9,073	\$5,320	\$18,056	\$35,257	253
May	\$3,594	\$6,354	\$2,202	\$13,562	\$25,712	217
June	\$2,797	\$9,321	\$6,161	\$17,588	\$35,867	275
July	\$9,288	\$12,295	\$11,291	\$21,186	\$54,060	364
August	\$4,435	\$13,878	\$6,883	\$28,485	\$53,681	361
September	\$6,036	\$8,804	\$4,768	\$22,378	\$41,986	276
October	\$1,608	\$9,036	\$4,862	\$7,816	\$23,322	182
November	\$6,266	\$1,909	\$1,652	\$6,231	\$16,058	99
December	\$2,026	\$6,013	\$2,125	\$3,275	\$13,439	123
Total Short Term Rental Revenue 2024					\$327,155	2,362

Note: Unique rentals include boats, tents, and tiny homes, for example.

A total of 2,362 room nights were booked in Wrangell in 2024 using AirBNB or VRBO, (the equivalent of a 6 to 7-room hotel being fully booked for a year). The total revenue for these stays was \$327,155, a figure that includes cleaning, but excludes the Wrangell accommodation tax.

STR Visitation and Spending Analysis

In Wrangell in 2024 there were 196 STRs units booked, resulting in 2,362 room nights (see previous table), and resulting in \$327,155 in total spending to these local accommodation providers. AirDNA also provides the total length of stay by month for Wrangell. An analysis of people per booking was developed to understand total visitors. Based on available data an estimated more than 450 visitors stayed at STRs in Wrangell in 2024. In addition to spending on accommodation, they spent an additional estimated \$214,838 on food, excursions, shopping, and transportation. Based on the full analysis, visitors using STRs spent \$542,000 in Wrangell in 2024.

Total STR Economic Impact, Wrangell 2024

Month	Length of Stay	STR Units booked	People Per Booking	Total people	Total Room Costs	Estimated Visitor Spending (excluding STRs)	Total Estimated Visitor Spending in Wrangell by STR users
January	2.19	9	1.0	9	\$7,095	\$1,833	\$8,928
February	4.45	8	1.2	10	\$9,135	\$3,984	\$13,119
March	5.38	10	1.5	15	\$11,543	\$7,355	\$18,898
April	3.85	19	2.4	46	\$35,257	\$16,577	\$51,834
May	2.97	17	1.9	32	\$25,712	\$17,061	\$42,773
June	3.1	22	2.1	46	\$35,867	\$26,003	\$61,870
July	2.77	23	3.7	84	\$54,060	\$42,034	\$96,094
August	3.23	23	3.1	71	\$53,681	\$41,239	\$94,920
September	3.69	25	1.6	39	\$41,986	\$25,936	\$67,922
October	2.94	15	4.7	70	\$23,322	\$19,093	\$42,415
November	3.78	14	1.6	23	\$16,058	\$8,098	\$24,156
December	5.61	11	1.0	11	\$13,439	\$5,627	\$19,066
Totals		196	2.14	454	\$327,155	\$214,838	\$541,993

Sources: Length of Stay; STR Units booked; and Total Room Costs provided by AirDNA. People Per Booking used AirDNA STR data. Estimated Visitor Spending (excluding STRs) was developed using hotel guest spending in Wrangell Alaska. All analysis is developed by Rain Coast Data.

Hotel Visitation and Spending Analysis

Wrangell has 82 traditional hotel and bed and breakfast rooms across 12 establishments (that are not double counted by the short-term rental data). In 2024, these traditional establishments booked nearly 3,000 hotel room nights, hosting an estimated 1,423 visitors to Wrangell who spent just over a million dollars for their rooms. To understand additional spending by lodging guests, the analysis below is based on averages, and a known amount of dollars spent in Wrangell in 2024 due to sales tax remittance by spending category. The averages include those who spend nothing in the categories as well. Not every hotel guest participates in excursions or rents a vehicle, for example.

- Visitors spent an average of \$101 per person for food each day (including food, coffee, bars, restaurants, grocery, etc.)
- Visitors spent an average of \$16 per person for shopping each day (including souvenirs, fishing related purchases, etc.)
- Visitors spent an average of \$16 per person for transportation each day (including vehicle rentals, fuel, taxis, and other paid transportation options).
- Visitors spent an average of \$10 per person for excursions each day (including tours and activities).

Based on this analysis, hotel visitors spent an estimated \$1.7 million in Wrangell last year.

Total Hotel Economic Impact, Wrangell 2024

Estimated Visitors	Estimated Nights Booked	Total Room Costs	Estimated Spending (excluding hotel costs)	Total Estimated Spending
1,423	2,850	\$1,056,463	\$644,129	\$1,700,592

Anan, Stikine, LeConte Tours

Anan Wildlife Observatory, the Stikine River, and LeConte Glacier are three of Wrangell's most significant water-based visitor attractions. The Anan Wildlife Observatory, managed by the U.S. Forest Service, is accessible only by boat or plane and requires a permit during peak season (July 5 to August 25), with daily access limited to 60 commercially guided and 12 independent visitors. In 2023, the site welcomed a record 2,905 visitors—2,357 guided and 548 independent. Not all accessed the site from Wrangell. The Stikine River, known as “the great river” in Tlingit, flows 400 miles from British Columbia and is popular for jet boat tours that explore its rich history, geology, and wildlife; more adventurous visitors may opt for canoeing or kayaking. Nearby, LeConte Glacier—the southernmost tidewater glacier in North America—sits 20 miles from the Stikine River's mouth and offers dramatic calving displays. Tours to the glacier typically last four hours and are also conducted by jet boat.

In 2024, the 8 businesses that provide these tours earned a combined \$1.36 million, 19% more than they earned for the tours in 2023 (\$1.15 million).

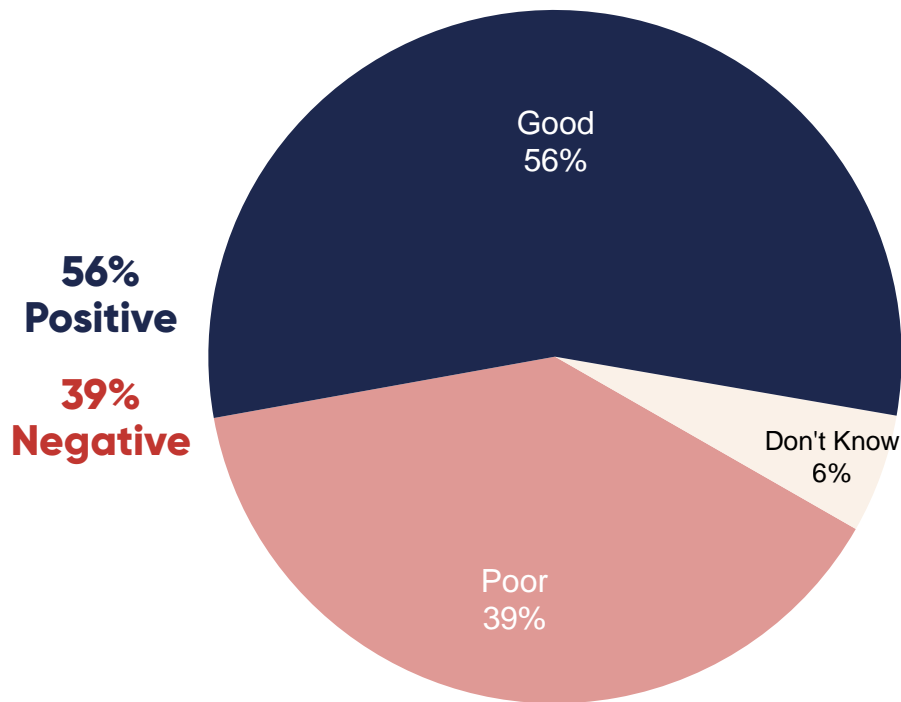


2025 Visitor Business Climate Survey

Current Business Climate

In the spring of 2025 a total of 18 Wrangell business owners and operators in visitor related industries (tourism, restaurants, other food and beverage businesses, accommodation, excursion providers, and others providing services to visitors) responded to the Southeast Conference Business Climate survey, representing a total workforce of 175.

How do you view the overall business climate right now?



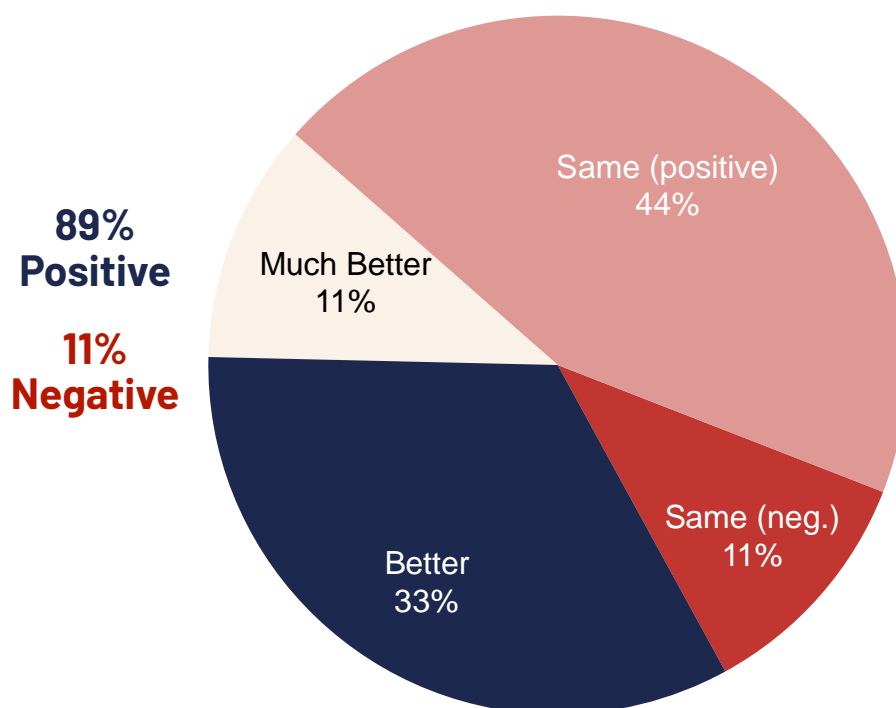
Wrangell Visitor Economy Now: How do you view the overall business climate right now?

In 2025, Wrangell visitor industry business leaders were divided as to the state of the Wrangell business climate. Just over half (56%) of visitor industry business leaders called the business climate good or very good; while 39% called it poor.

An additional 6% said they did not know, however, a lack of business certainty regarding the economy is primarily a negative response when it comes to business.

Wrangell Visitor Sector Economic Outlook

What is the economic outlook for your business/industry over the next year (compared to the previous year)?



Wrangell Visitor Economy Outlook: What is the economic outlook for your business/industry?

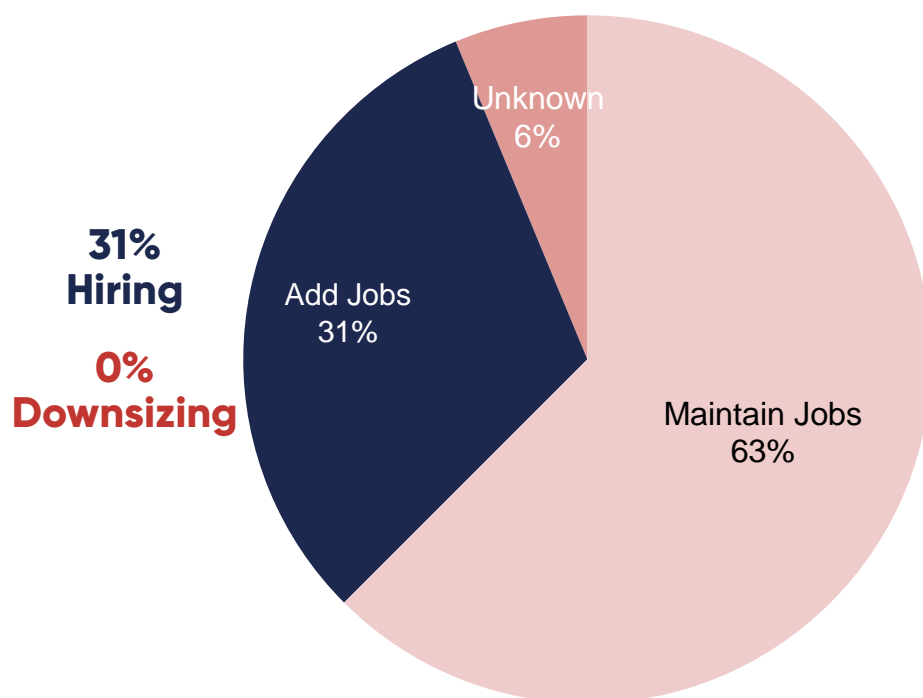
Economic Future: In 2025, 89% of respondents describe the economic outlook for their business or industry over the next 12 months as positive; while 11% have a negative outlook.

Nearly half (44%) of survey respondents expect their prospects to be better or much over the next year, an additional 44% of tourism business leaders say their business outlook is similar to current operations — in a positive way.

No tourism business leaders expect the outlook to worsen over the coming year; while 11% say that operations are already going poorly and no change is expected.

Wrangell Visitor Sector Hiring Projections

Over the next 12 months, do you expect your organization to add jobs, maintain jobs, reduce jobs, or are you unsure?

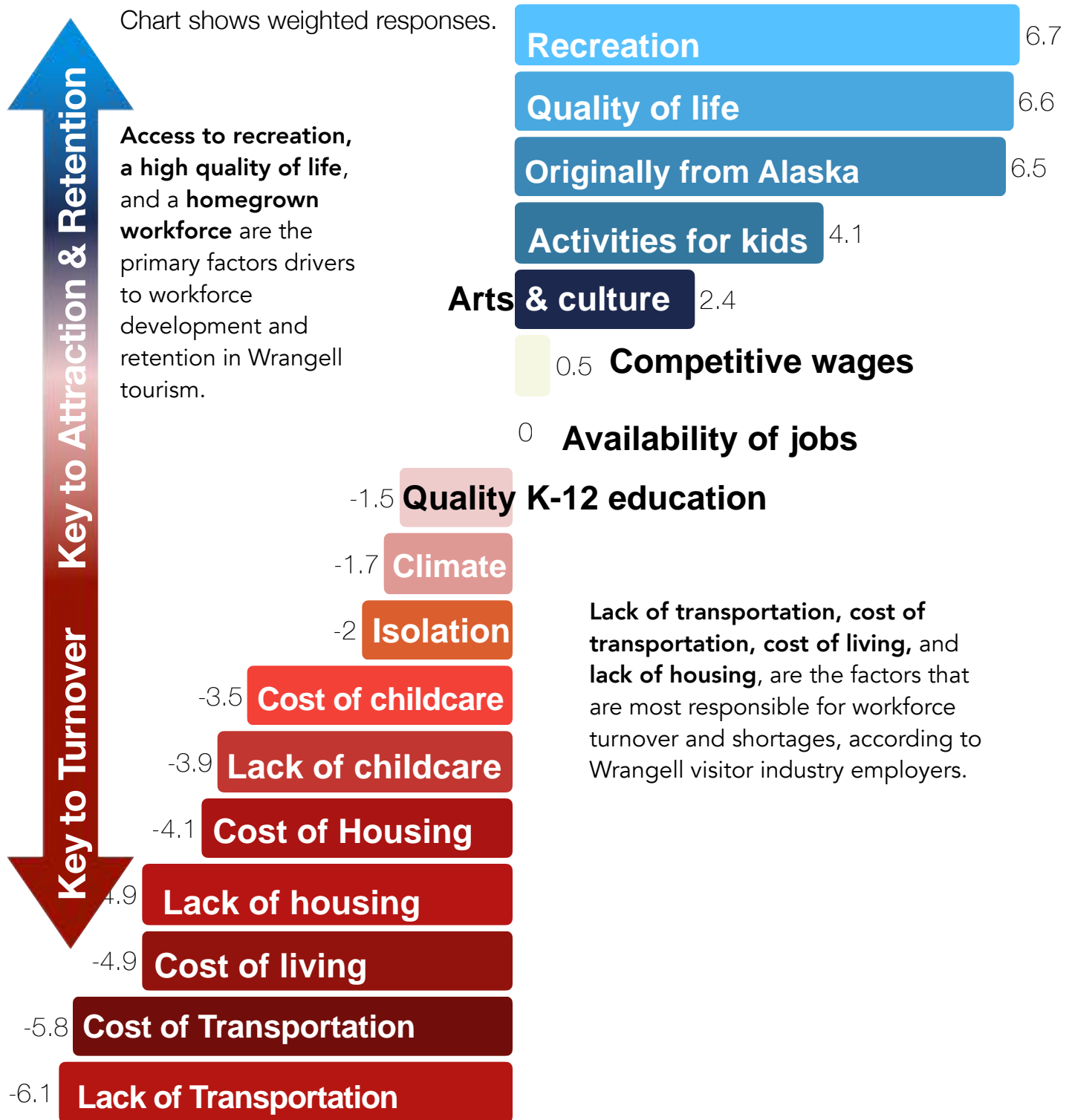


Employment changes in the next year

When asked about staffing expectations, about a third (31%) anticipate adding new jobs over the next year, and nearly two-thirds of visitor sector business leaders (63%) expect to maintain job levels in the coming year. No business leaders expect to reduce staffing levels.

Retention & Turnover: How do these factors impact worker attraction & retention?

Wrangell tourism business leaders were asked to rank the impact of 17 elements on workforce attraction, retention, and turnover. This is a weighted ranking of their responses.



Wrangell Visitor Sector Economic Outlook: Open-Ended Responses

In the spring of 2025, Wrangell visitor industry business leaders were asked to describe their economic outlooks in their own words. These comments were primarily regarding their expectations of the 2025 season.

Tourism is driving strong seasonal growth in Wrangell, but businesses face challenges including workforce shortages, limited ferry and other transportation access, regulatory burdens for sport fishers and guides, and decreasing federal and state investments in infrastructure. Cruise traffic is growing, while independent travelers are seen as more valuable than cruise passengers. Business leaders are optimistic about job creation, visitor demand, and Wrangell's tourism offerings.

- *Tourism is our sector, and we will effectively double in business this year from last. We have added two new employees this year and are anticipating the season to grow significantly again next year and in 2027. So with that, we have been preemptively making plans to create more jobs. The only concerns I have will be not being able to find those employees. But I guess that's a good problem to be facing in the shadow of growth!*
- *The growth we need for stability in our business is dependent on independent travelers. Current dependance on cruise ship traffic is much like expecting every year to have a great fish return. It's the independent traveler that stays longer, spends more money in town and helps promote our community as they travel to other places. Wrangell is a difficult place to visit. Although we have Alaska Airlines flights twice a day, there is a finite number of seats and with stops in Ketchikan and Petersburg northbound, and Juneau, Petersburg and Ketchikan southbound, seats are often not available. If there are seats, they are cost prohibitive. Why fly to Wrangell for \$250 when you can fly to Ketchikan, Juneau or even Sitka for \$99. Our current ferry service is limited to one northbound and one southbound run each week. Although this is scheduled to improve over the next many years, it might help to have a ferry that operates more often from Ketchikan to Hollis, to Coffman Cove to Wrangell and maybe the Petersburg terminal for the IFA. Another ferry can run from Juneau to Petersburg. We are also concerned that the current changes and reduction in the USFS will be detrimental to small businesses if the Federal Government decides to use concessionaires for various venues. Small businesses cannot compete with larger corporations, and we may lose our access and ergo opportunities. This would be catastrophic.*

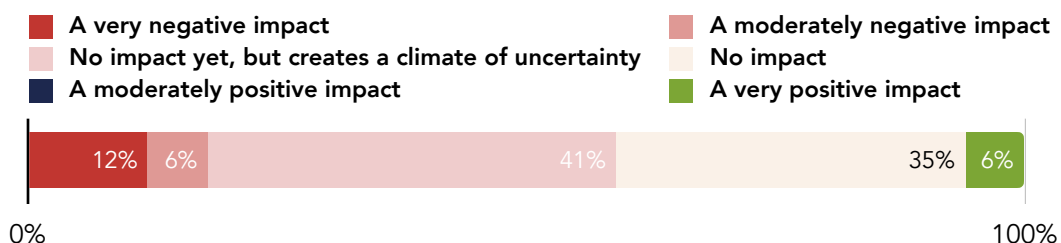
- Tourism has been the primary driver of financial growth for the business I manage. With Wrangell anticipating a 35% surge in visitors this year and further growth projected for 2026, our focus is on maximizing revenue capture from this increased tourism. Additionally, we aim to boost conference reservations, attracting groups from within Southeast Alaska and beyond to utilize our rental space, thereby fostering broader economic development in Wrangell.
- Our business is solid. The cruise industry grows in Wrangell. Sadly as the cruise industry grows the city of Wrangell doesn't have the money to build the infrastructure to maintain the growth. Not enough tour operators to meet the needs of the ships. Operators are aging out and just a few companies will survive into the future. Catch 22. Tourism is the only viable growth industry in town and not enough entrepreneurs are embracing it as an opportunity. We have an average age of 50 years plus as our population. We have a terrific opportunity with the cruise industry if we can get people to step up.
- Lack of foreign travel due to the current Presidential travesty is a huge concern for us. We are also bracing for huge increases in fuel and materials
- Government regulation with the Forest Service and Fish and Game and regulations with Sport Fishing for Halibut and other species make it very hard to sell trips to our area, Wrangell. Every year, more regulations make operating our business harder and harder. Because of all the limits on sport fishing for guests being "guided," it is difficult to meet guests' needs and expectations. They feel they are better off in a "do it yourself" fishing environment where their fish are not as limited as in a "guided" situation. This is especially true for guided, sport halibut fishing. We also guide guests for fly fishing experiences, and the Prince of Wales Forest Service recently shut down guided fishing in their district for the entire month of May for guided fishing. This affects our business greatly. Not only that, but our guests book trips with us up to a year or more in advance, and Prince of Wales Forest Service shut down guided fishing in May only two months before the season. This drastic and last-minute closure creates stress for our guides who need to make changes to our typical fishing areas last minute. We cannot apply for and get new areas added to our Operating Plan in only two months. In our business of guiding sport fishing guests, we are getting more regulations that limit us more every year. The noose is constantly closing in tighter and tighter until we can no longer sell trips to guests because we will have nothing to offer them. It seems that government agencies are trying to limit sport fishing to have an effect on

the fish populations when the commercial fishing has so much more of an impact. But commercial fishing is not being regulated like sport fishing is. I believe this is because lobbyists pay off government officials to promote their industry. Sport fishing doesn't have the money to lobby politicians. NOAA is there for the commercial industry. They do not consider the money sport fishing brings to Alaska.

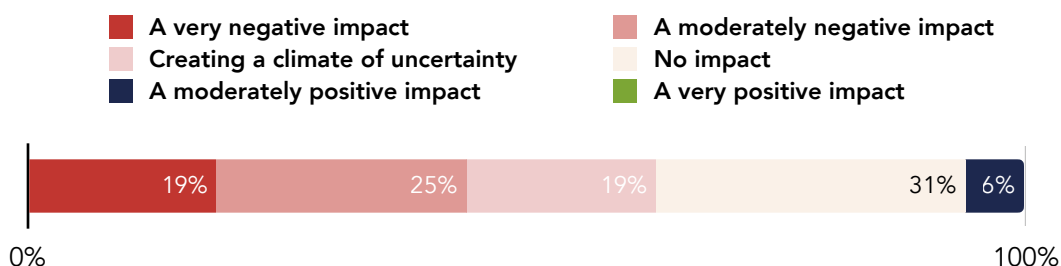
- We need employees to support the 120 days of summer tourism. Biz needs support in customer service training, marketing and signage. Bringing back a Main Street type of program would help to create a more welcoming environment.
- With more cruise ships scheduled to make port in Wrangell over the next two years, we anticipate growth as long as local workforce can fill the seasonal positions we need to operate at higher capacity.
- My only challenge is wanting to invite longer-term occupants (Airbnb), but the Website allows multiple, short-term reservations in a given month. I don't have an easy way to manage this any differently. It only affects me and would not alter the outlook for the community, as a whole.
- new tariffs and discourse with the US admin have possibly had a negative impact on potential travelers to Alaska... inquiries have slowed down considerably the last couple weeks.
- We are a B&B and Charter Company. We are located in Wrangell. We do not believe the cruise ship or tourism will sustain our community. We need industry. We are concerned about overregulating the Charter Fishing Industry.
- I believe regionally, Southeast Alaska is struggling to remain united. As smaller communities without infrastructure connecting our economies seeing increased costs and aging populations, we need to be able to open up our economic landscapes not only regionally, but nationally (domestically) in order to encourage local and non-local investment.

Wrangell Visitor Sector Federal Impacts

Have the federal job or spending cuts impacted your business?



How do you expect federal changes in Wrangell to impact your business over the next few months?



18% of Wrangell tourism businesses say they have already been negatively impacted by the early federal job and spending cuts that hit the region.

Asked about the business impacts (positive or negative) of the federal changes (i.e. tariffs, executive orders, regulatory, staffing changes, etc.), nearly half (44%) of Wrangell tourism businesses said they expected negative business impacts, including 19% who expect the impacts to be very negative. Another 6% are expecting positive impacts.

Businesses were asked to describe the impacts in their own words: Please describe the impact (positive or negative) you expect the federal changes to have on your business or sector over the coming months (i.e. tariffs, executive orders, regulatory, staffing changes, etc.). Several businesses report negative impacts or concerns from federal changes, including reduced bookings, uncertainty from tariffs, and fewer foreign visitors. Others cite reliance on federal grants or US Forest Service staffing, with potential funding cuts affecting operations. A few see no direct impact, while some support the changes despite expected short-term challenges.

All responses are presented below:

Wrangell Visitor Sector Federal Impacts: Open-Ended Responses

- *We will see decreased revenue with less federal employees traveling.*
- *We work with private, for profit companies whose clients are ones able to afford vacations. I don't see that we will face any impact from current federal changes.*
- *We are already seeing a dramatic pause in bookings of tours on cruise ships. Historically, our sales to non-cruise passengers increases in March and April, however these bookings have also trickled down to almost zero.*
- *We utilize grants administered by federal agencies to enhance our museum. The lack of funding could impact us in a negative way, especially since we do not have an operating expenditure currently to add & maintain our museum.*
- *Things will get worse before they get better, but I support the federal changes.*
- *Negative due to tariffs, uncertainty, lack of foreign travelers due to fear and mistrust of the USA, uncertain staffing with the USFS and other agencies.*
- *In working with employees in the Forest Service, they are upset and concerned with the budget cuts and employee reduction. We do not feel the effect in our business personally. The government is slow and difficult to work with. Rather than simplify and make processes efficient, they complicate a simple situation and create a bunch of extra paperwork for each scenario. Less funding for the nonsense is good in our opinion and for the business experience.*
- *The important jobs & money will return once this initial process is fully complete.*
- *Layoffs of Federal employees would cause private industries to have to find ways around all the Federal Permitting Processes and Policies. This will negatively impact our environment and the total visitor experience.*
- *Foreign visitors have begun to cancel their cruise trips or independent bookings because of travel concerns with entering and exiting the US. We depend on USFS seasonal staff to maintain rec sites used by tourists. Increased cost of goods essential to this industry (aluminum etc.) make*

predicting future costs difficult. We have to lock in prices on contracts often two years in advance.

- People may be less inclined (or able) to travel for pleasure if it becomes too expensive an option for the use of their time and resources.*
- We have a big Alaska Native population. As the administration cancels grants and federal funding it adversely impacts our business and our community.*
- Continued strained US border country relations are not good for Alaska since we are separated by a country from our country. Everyone seems cautious at this time.*



Resident Sentiment of Tourism

Wrangell 2025

Project Mission

To protect destinations for future generations of visitors and residents.

Project Overview

Why The Research

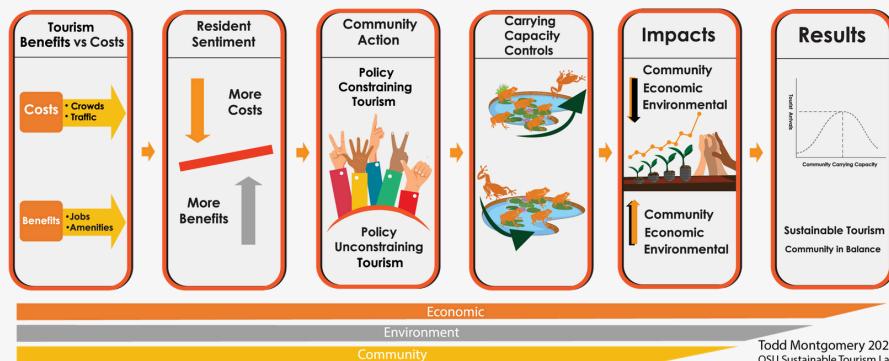
Communities around the world have grappled with tourism—its positive and negative impacts—for years. For many, it serves as the primary economic driver, meeting the basic needs of community members. However, in other destinations, the cost-benefit balance of tourism is less clear.

In the wake of the pandemic, communities are reassessing their relationship with tourism, exploring how to make the industry sustainable from economic, social, and environmental perspectives.

The goal of the OSU Sustainable Tourism Lab is to support these efforts by providing applied research, objective information, and best practices.

Sustainable Tourism

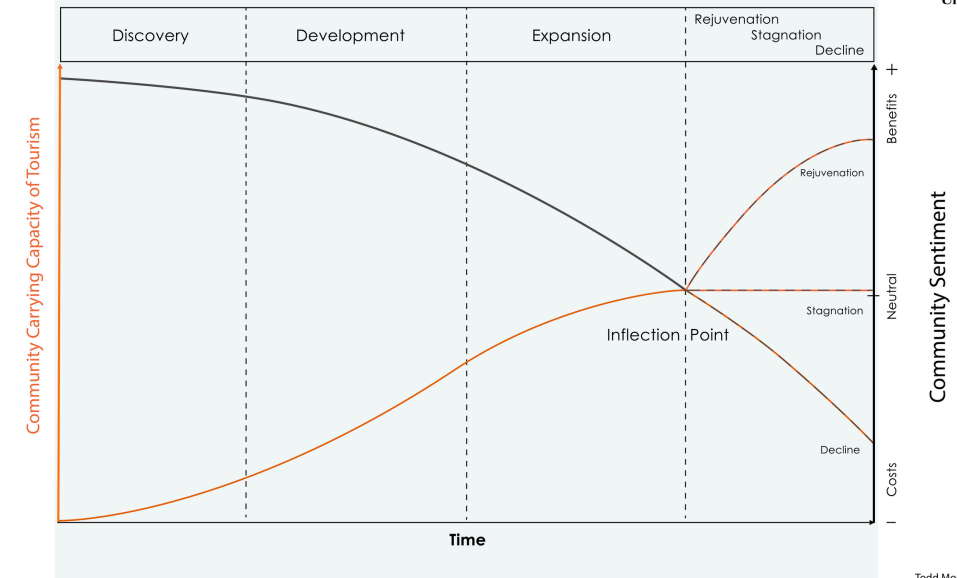
Community Carrying Capacity Model



Todd Montgomery 2023
OSU Sustainable Tourism Lab

Destination Lifecycle

Community Sentiment Impact



Item b.

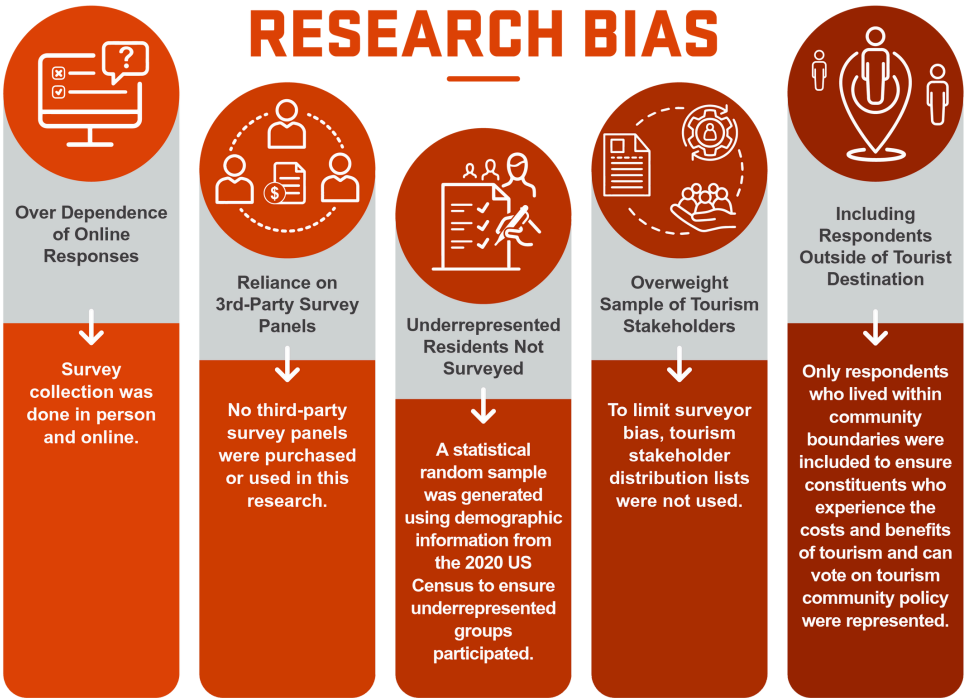
Project Overview

Our research has shown a strong relationship between a destination's lifecycle stage and the sentiment levels within its community. Additionally, we've found that community sentiment levels influence the community carrying capacity of the destination.

When a community's sentiment falls below neutral, it often prompts action—directly or indirectly—through political entities to reduce the area's overall carrying capacity. This may manifest as restrictions on visitor numbers, the implementation of policies aimed at preserving local resources, or changes to infrastructure planning. Such actions are typically driven by a desire to protect the community's quality of life and mitigate negative impacts on the environment and local culture.



ADDRESSING RESEARCH BIAS



Methodology

During our research, we have reviewed hundreds of studies conducted worldwide. The quality of these surveys varied greatly, with several common gaps identified, including:

- Were underrepresented groups included in the study?
- Was the sample statistically representative of the community?
- Were non-tourism stakeholders equally represented?
- Were the studies one-off efforts, or were follow-up studies conducted to track changes over time?

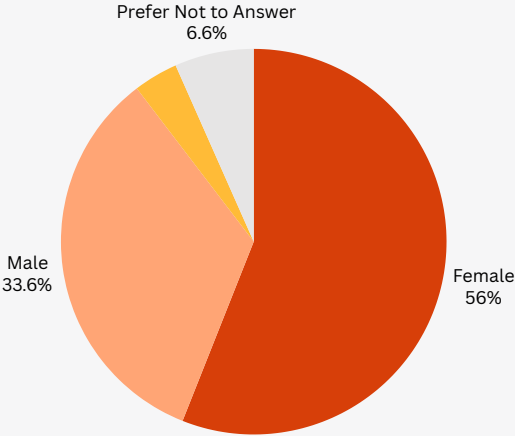
Our report ensures that community-specific survey data were statistically representative of the entire population in question. To amplify the voices of all community members, we made extensive efforts to engage people where they were, conducting surveys both in person and online. After collecting the initial data, we identified and performed outreach to groups underrepresented in our sample. Despite these efforts, we recognized that more rigorous methods were needed to ensure fairness and accuracy.

To meet this challenge, we employed stratified random sampling, followed by a downsampling technique to align category percentages with census data. Downsampling involves repeatedly drawing random samples—5,000 times in our case—as each random sample from the original dataset can yield different results. This approach allowed us to account for variability and ensure a balanced representation. The histograms in this report depict this variability, forming a bell curve that highlights the importance of repeated sampling in achieving reliable outcomes.

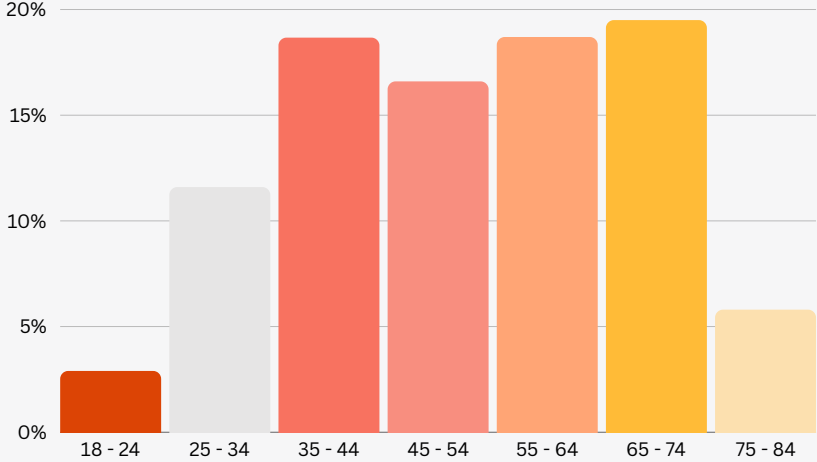
Sample Demographics

Item b.

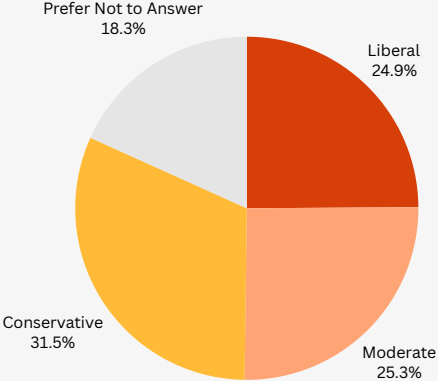
Gender



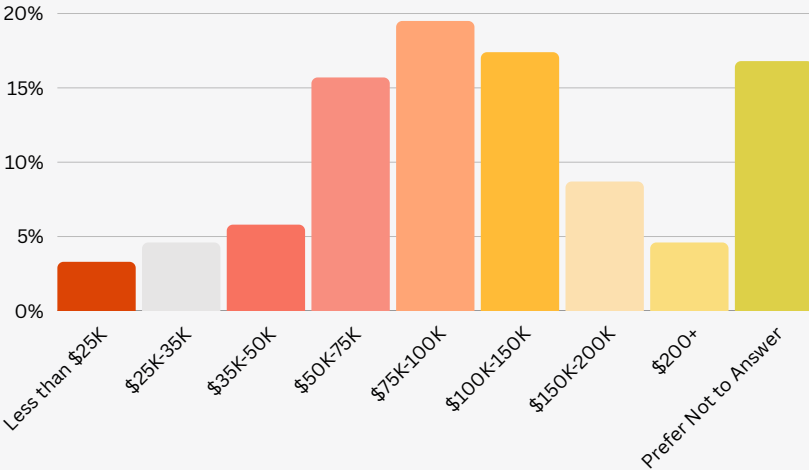
Age



Political Beliefs



Income



Demographics

In all our projects, we strive to collect a representative sample grounded in U.S. Census data. For Wrangell—a community of approximately 2,000 residents—our sample of 241 survey responses offered a strong foundation, even prior to applying stratified random sampling techniques. The high response rate relative to the town’s population underscores the community’s engagement and lends additional credibility to the findings. This strong participation also enhances our ability to draw meaningful conclusions about local attitudes and priorities.

Gender representation in the sample leaned slightly female. Age and income distributions formed a balanced bell curve, with most respondents falling into mid-range categories.

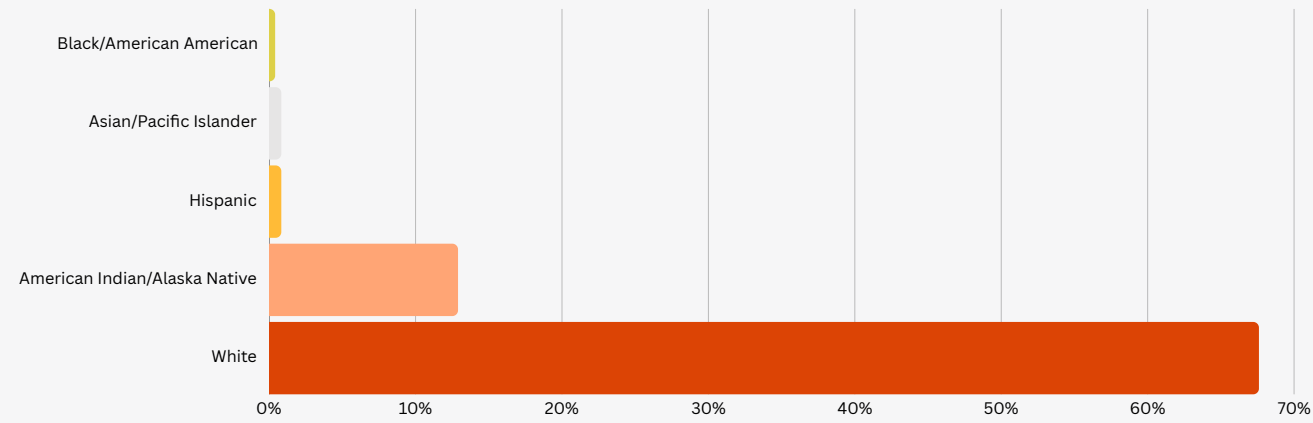
The sample also captured key aspects of Wrangell’s unique demographic profile, including a high proportion of long-term residents. Notably, most participants did not work in the hospitality sector, reducing the potential for bias toward tourism-related perspectives. The majority of respondents also identified as white.

This well-rounded dataset provided a reliable basis for understanding local sentiment, ensuring our analysis accurately reflects the views and dynamics of Wrangell’s community.

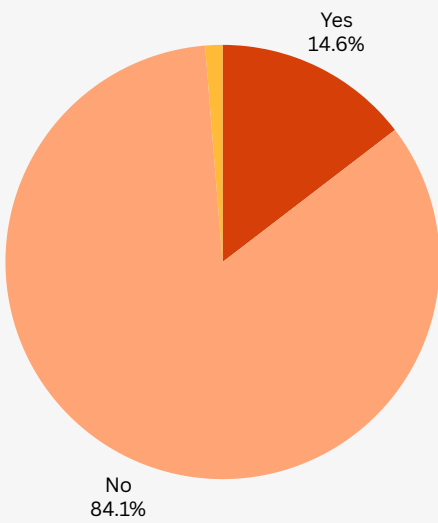
Sample Demographics

Item b.

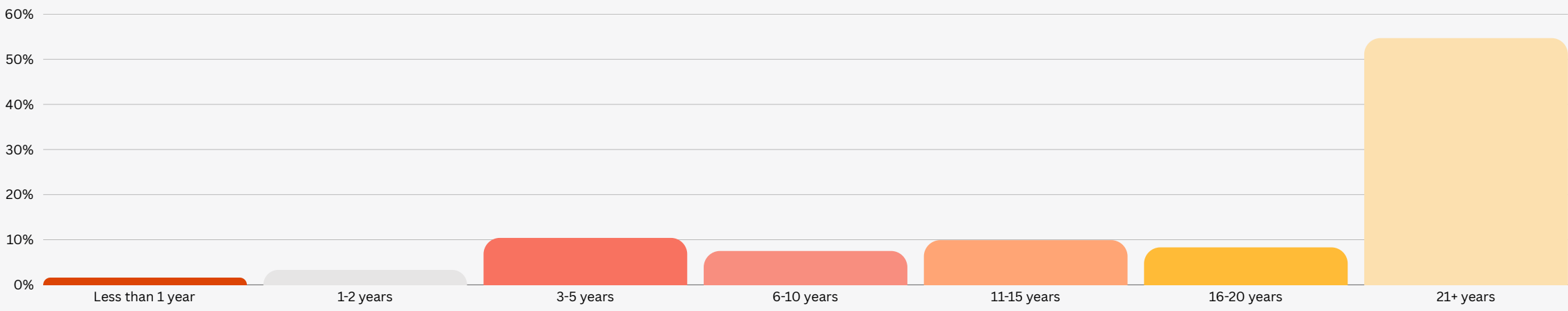
Ethnicity



Employed in Hospitality



Length of Residency

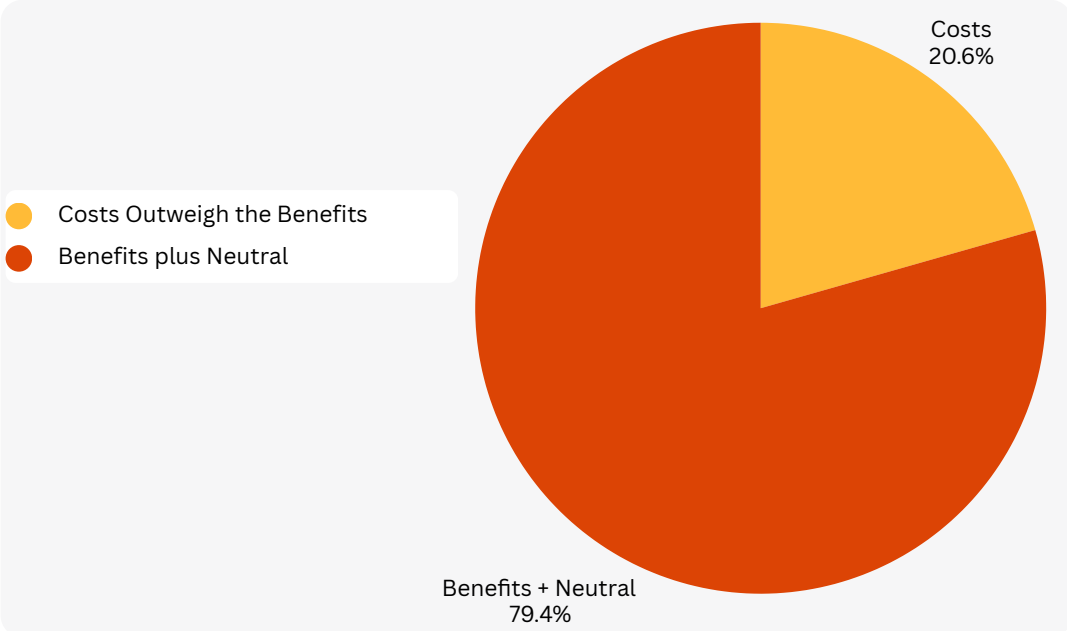


Costs Vs Benefits

As part of our Carrying Capacity Model, one of the most insightful and widely adopted measures of community sentiment is the “Costs vs. Benefits” question. This question cuts to the core of how residents weigh tourism’s impact—do the positives outweigh the negatives?

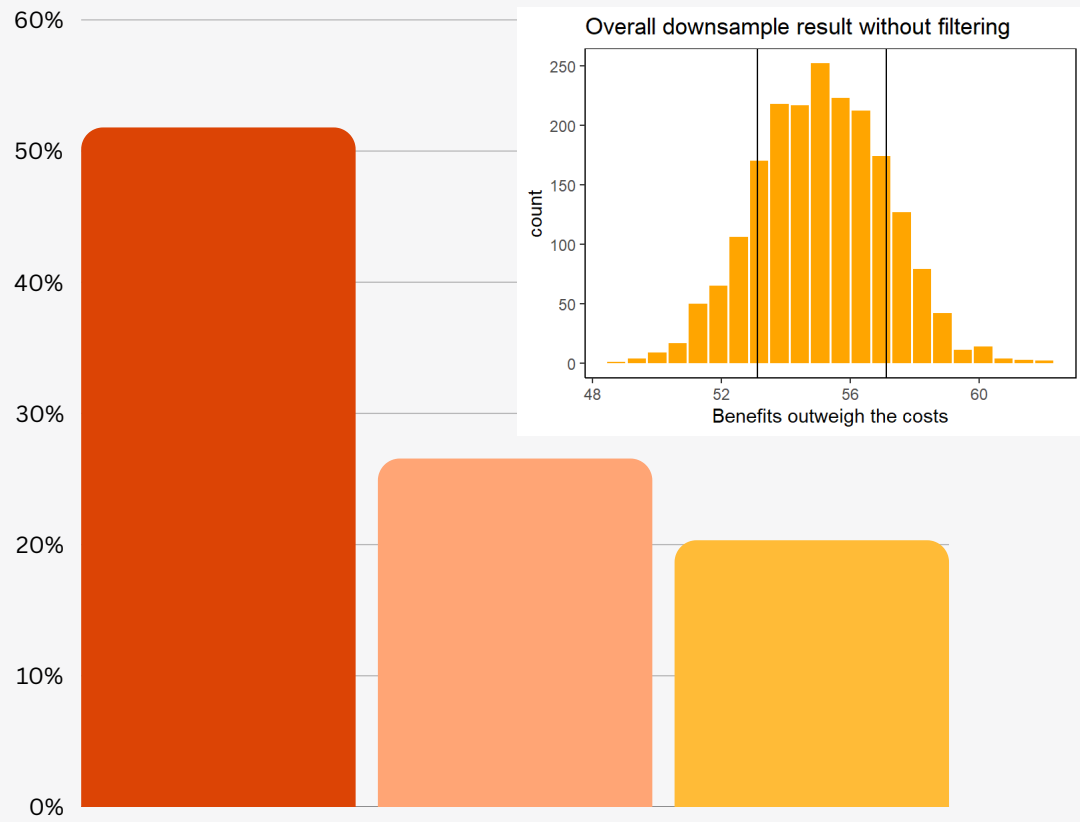
In Wrangell, about 52% of respondents believe tourism brings more benefits than costs, while 20% feel the opposite—that the costs are too high relative to the benefits.

These results are later benchmarked against other destinations to provide context and reveal how Wrangell stacks up. Overall, the data suggests a relatively healthy sentiment toward tourism. Still, without thoughtful planning and management, public opinion could shift—potentially resulting in policies that limit tourism growth down the line.



Wrangell 2025

- Benefits Outweigh the Costs
- Neutral: Equal Amount of Benefits and Costs
- Costs Outweigh the Benefits



In general, do you feel the benefits of tourism outweigh the costs or the costs of tourism outweigh the benefits of tourism?

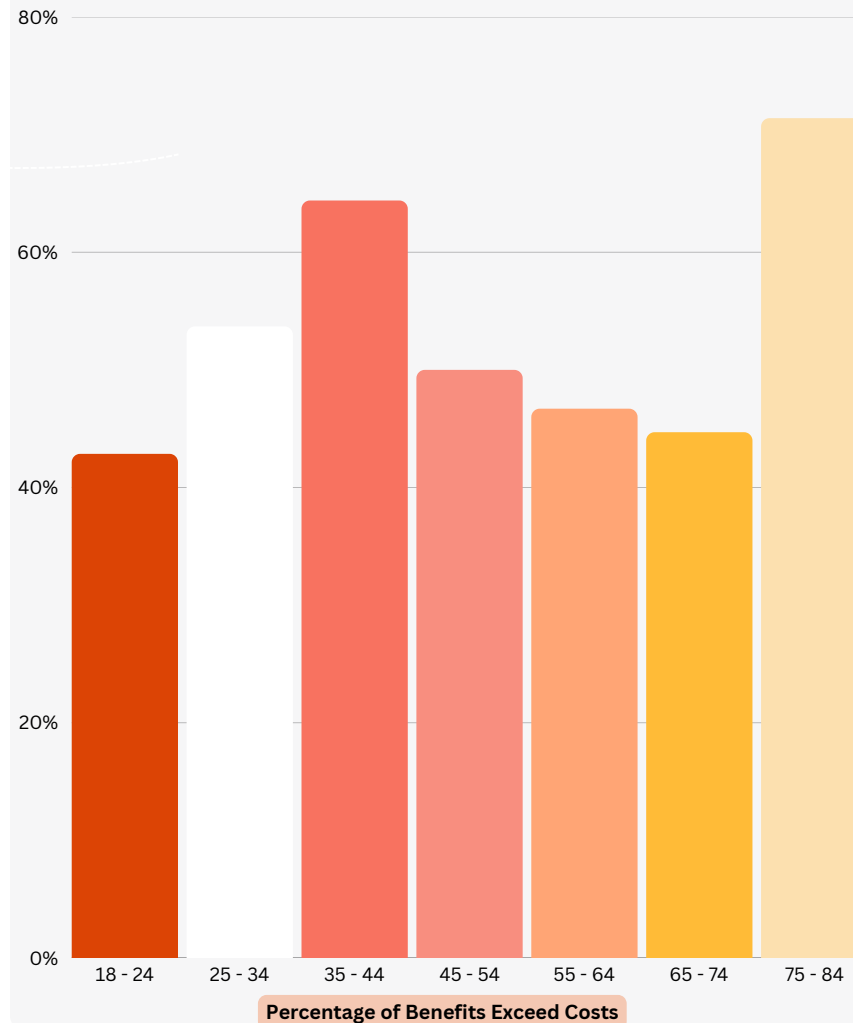
Age & Residency Benefits vs Costs

In a departure from trends seen in many other destinations, older residents in Wrangell view tourism more favorably than their younger counterparts. This may reflect the community's strong base of long-term residents who are well established and continue to benefit from tourism's economic contributions.

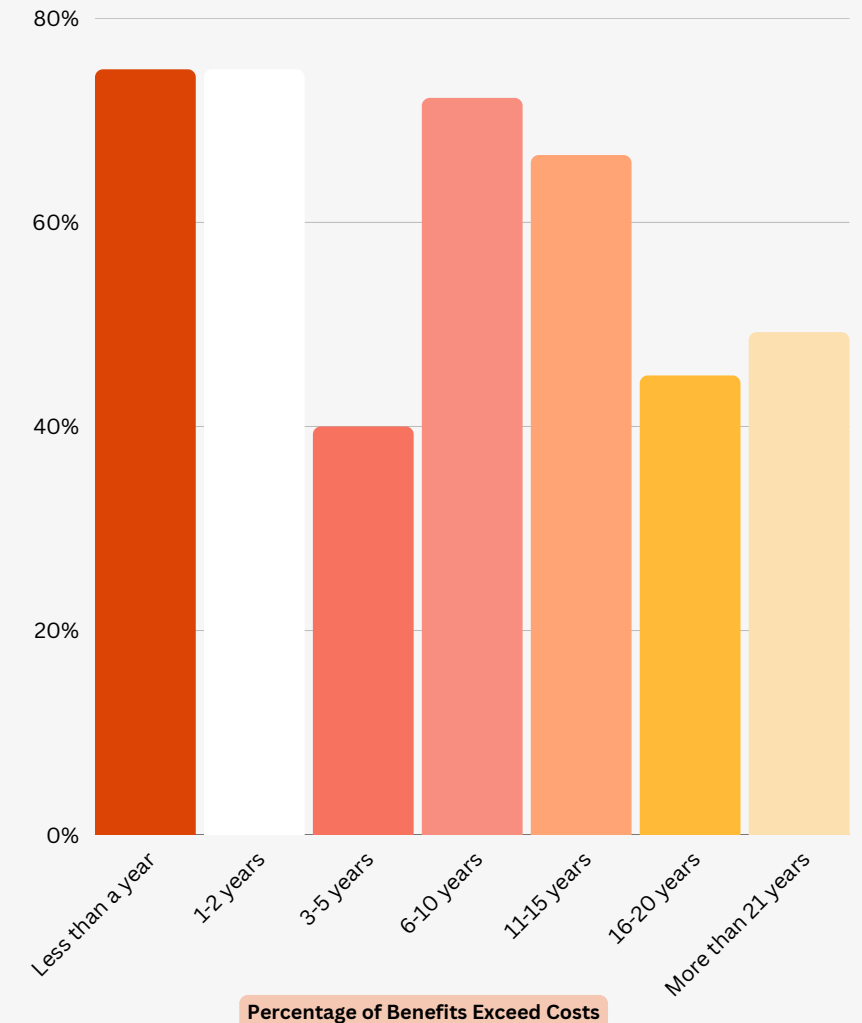
Conversely, newer residents—those who have lived in Wrangell for a shorter time—also report high levels of perceived benefit. This likely stems from choosing to move to an active tourist destination, drawn by its opportunities and amenities tied to the tourism economy.

What makes Wrangell especially interesting is how this pattern diverges from what we typically see elsewhere. In many places, longtime residents tend to express much greater skepticism, often yearning for the quieter, pre-tourism version of their community. Having witnessed substantial change over time, they may be more cautious about the pace and direction of tourism growth.

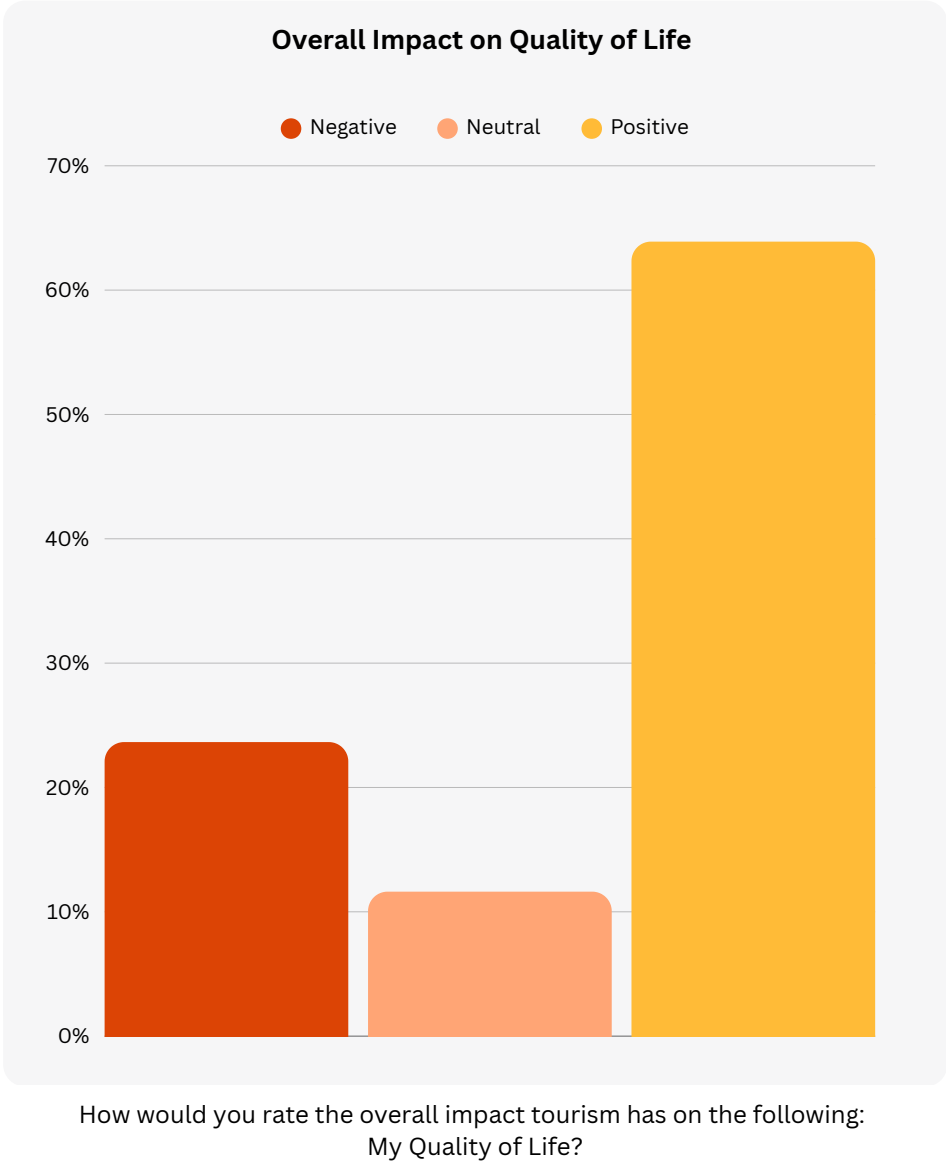
Perceptions of Tourism by Age Group



Perceptions of Tourism by Length of Residency



Resident KPI: Quality of Life



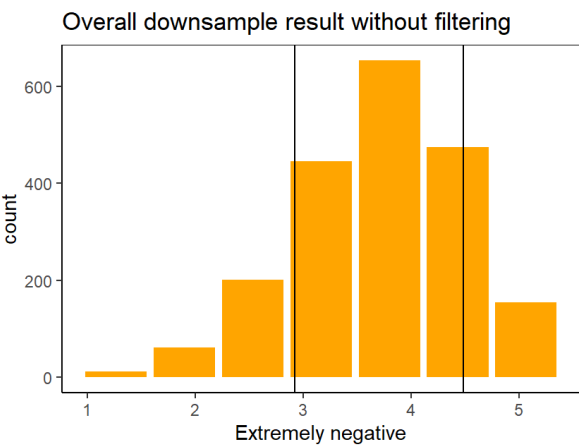
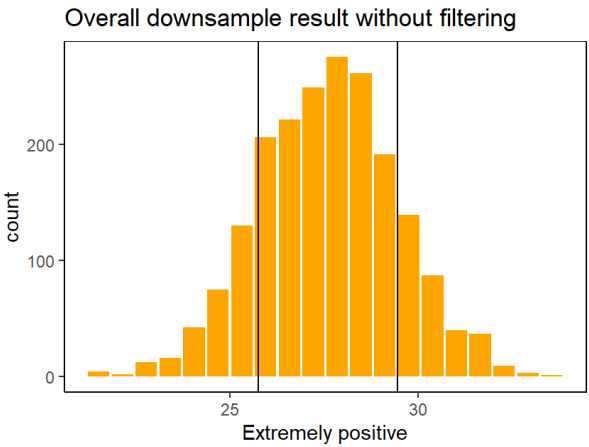
Quality of Life

Item b.

Our second key indicator for assessing tourism’s impact is its effect on residents’ quality of life. Unlike broader economic or community-wide measures, this metric serves as an early warning signal—often predicting future shifts in how residents weigh tourism’s overall costs and benefits unless efforts are made to address negative impacts and amplify the positives.

In Wrangell, 64% of residents say tourism improves their quality of life, while about 24% report a negative impact. These numbers tend to be less favorable than responses to the "Costs vs. Benefits" question, likely because quality of life taps into how tourism affects individuals on a personal level, rather than its broader community value.

The takeaway is clear: sustaining positive sentiment requires a deliberate balance—ensuring tourism supports, rather than erodes, the day-to-day experience of local residents. Without that, support for tourism can quickly erode over time.

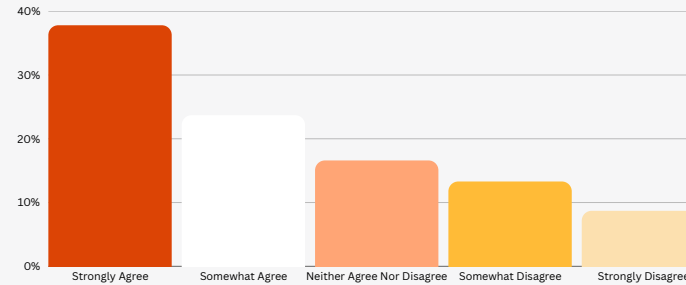


Common Tourism Costs

Globally, vacation rentals, traffic, overcrowding, and environmental degradation are among the most commonly cited costs of tourism. In Wrangell, resident concerns mirror broader trends when it comes to traffic and environmental impacts.

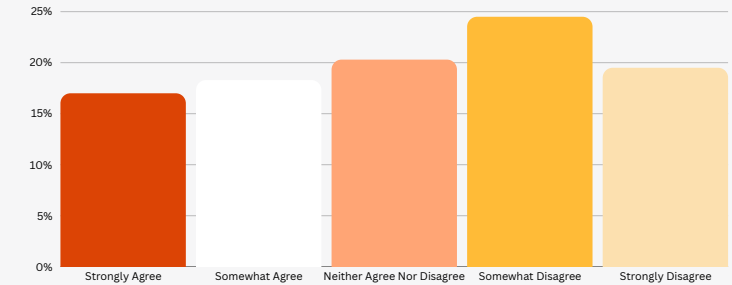
However, perceptions of vacation rentals stand out—generally viewed in a more favorable light compared to many other destinations. This divergence may be linked to Wrangell’s cruise-centric, day-trip tourism model, where fewer visitors stay overnight, reducing pressure on local housing. While this pattern is noteworthy, it warrants further investigation to better understand the underlying dynamics.

Perceptions of Vacation Rentals



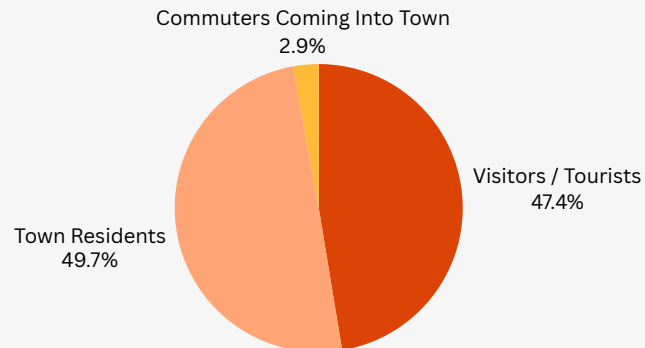
Do you agree or disagree with the following statements about short term rentals (i.e.: Airbnb, VRBO) in your town? Vacation rentals are a positive addition to our town.

Perception of Impact on the Environment



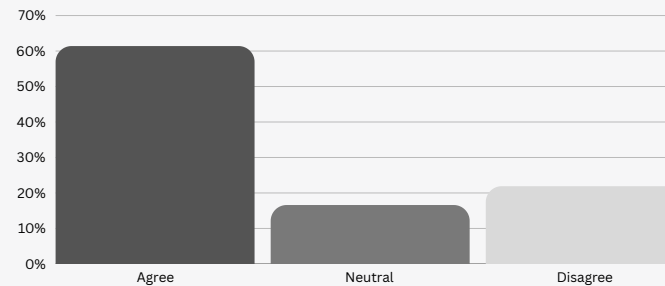
Do you agree or disagree with the following statements about tourism and the environment? Tourism causes more positive environmental effects than negative ones.

Source of Traffic



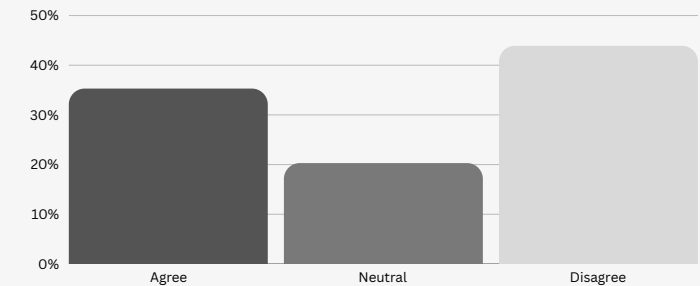
Who contributes most to traffic congestion in your town?

Perceptions of Vacation Rentals



Perception of Vacation Rentals

Perception of Impact on the Environment



Perception of Tourism Impact on the Environment

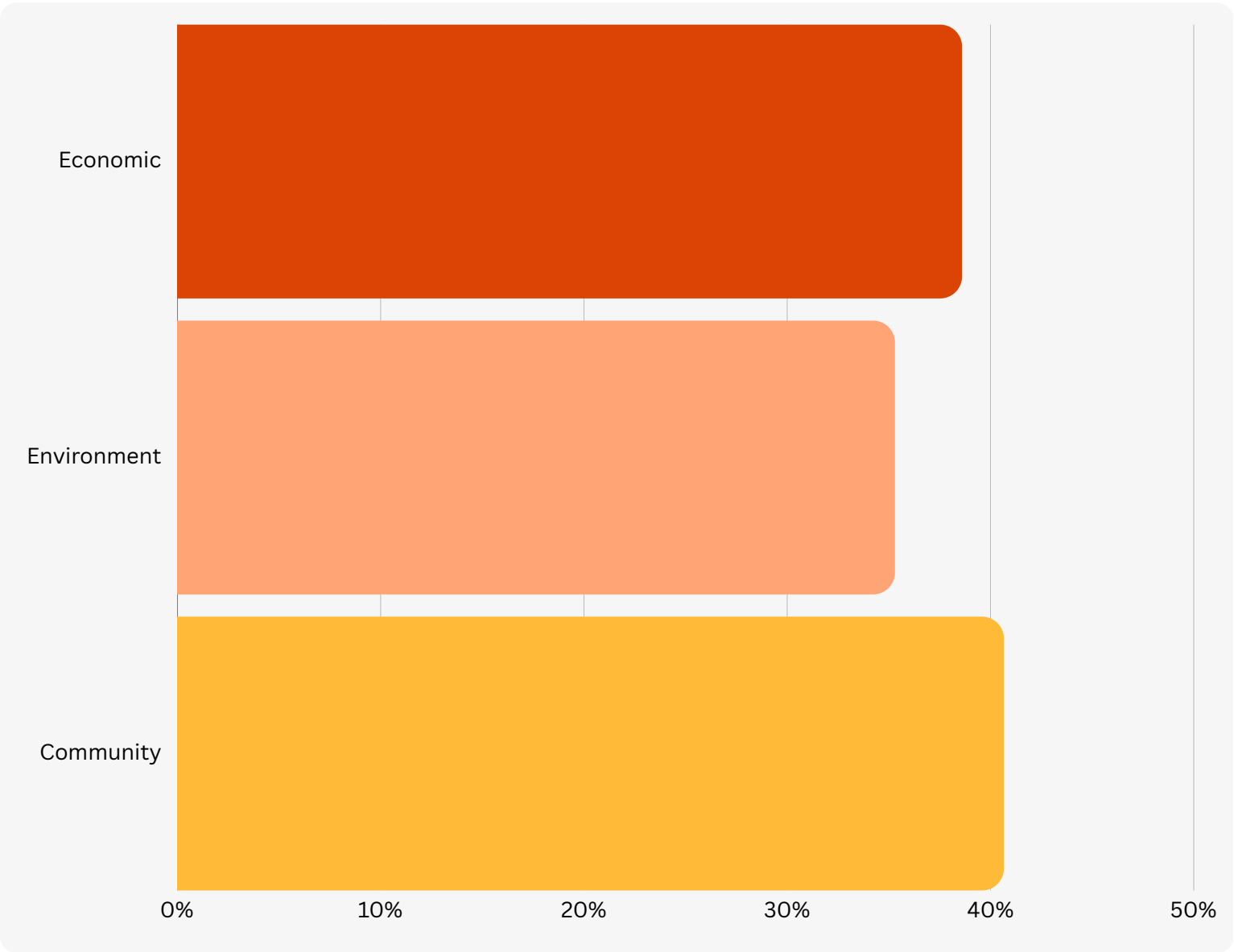
Tax Revenue Priorities

Wrangell residents voiced opinions on how tourism tax revenue should be spent, with an emphasis on projects that directly benefit the community. While environmental initiatives and economic development also received notable support, they trailed slightly behind community-focused investments.

As we've observed in many destinations, the definition of "community benefit" can vary widely. For some, it means upgrading public infrastructure like parks, roads, or waterfronts. For others, it may involve support for social services, education, or the preservation of local culture and heritage.

A key takeaway from this data is the importance of digging deeper into what specific types of community projects residents prioritize. Clarifying these preferences can help ensure that funding decisions truly reflect the community's shared vision. Just as importantly, involving residents in these conversations can foster a greater sense of ownership, increase transparency, and ultimately lead to more successful and sustainable project outcomes.

Tourist destinations often have a lodging tax (aka a tax on tourists) for anyone staying in a hotel, vacation rental, or other short-term lodging. Please rank how you feel tax revenue should be reinvested in your town.

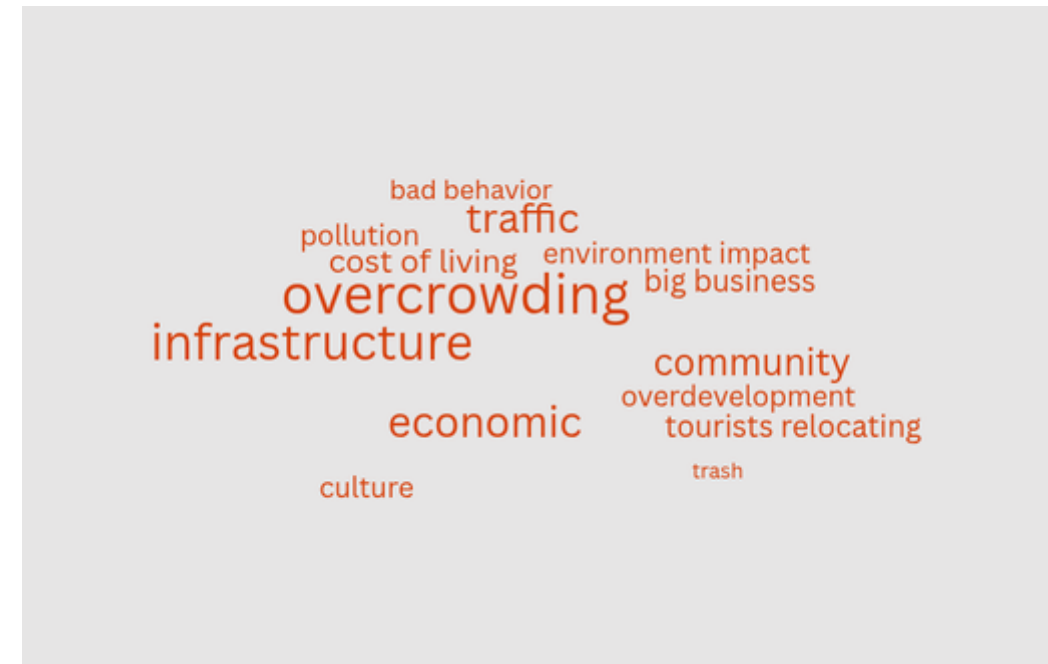


What are the biggest benefits of tourism?



In a few words, what is the biggest benefit of tourism to your town?

What are the biggest costs of tourism?



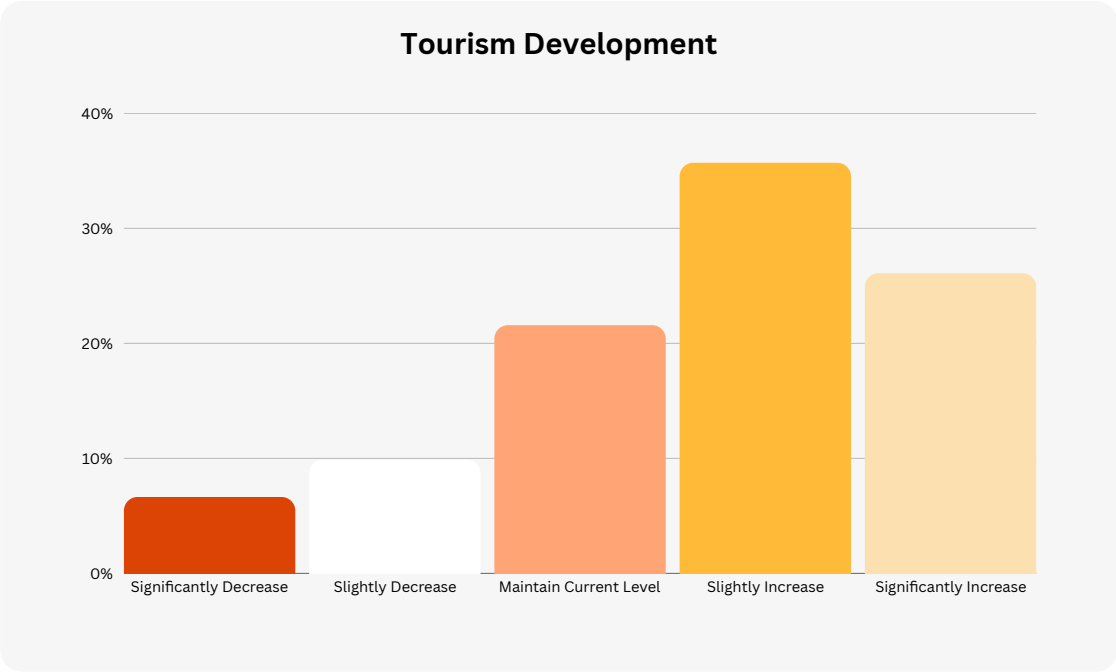
In a few words, what is the biggest cost of tourism to your town?

Perceived Costs & Benefits of Tourism

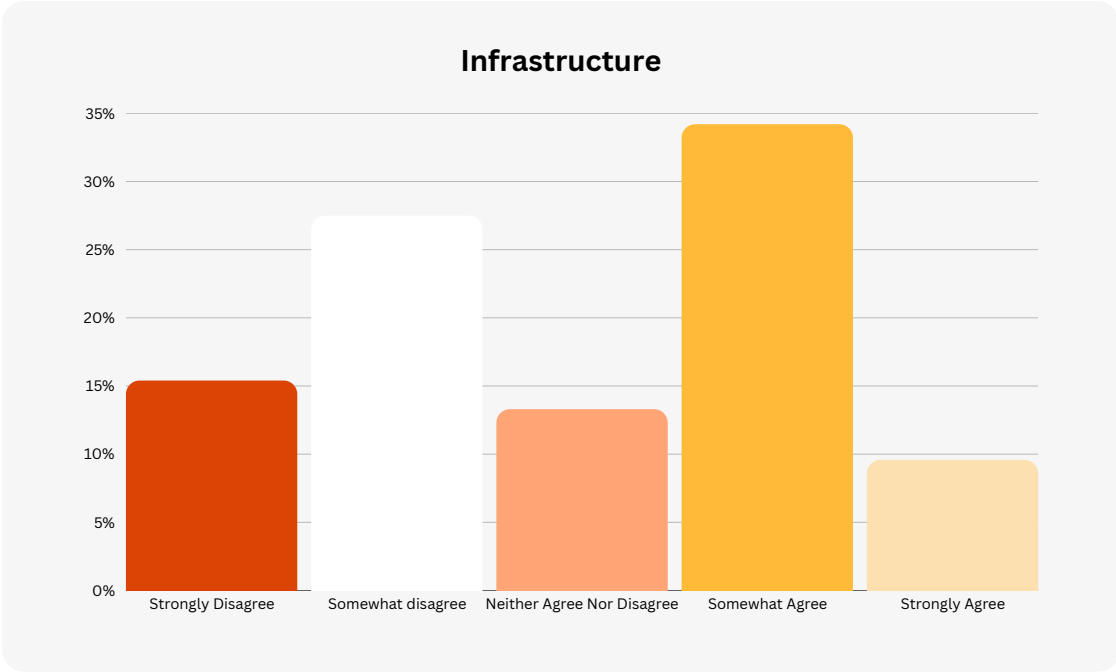
Around the world, communities tend to view tourism primarily through an economic lens—and Wrangell is no exception. Residents most frequently cited economic benefits such as tax revenue, job creation, and increased local spending as the key advantages of tourism.

When it comes to perceived costs, Wrangell showed both alignment and divergence from broader trends. While concerns about community, infrastructure, and traffic echoed those seen in other destinations, Wrangell stood out as only the second destination in our research to rank overcrowding as the top concern. This finding contrasts with nearby Skagway, where cost-related concerns leaned more heavily toward community strain and affordability.

Upcoming sections on tourism development and greenspace will offer deeper insight into how these concerns connect to residents' broader views on quality of life.



Do you support more or less tourism development in our town?



Do you agree or disagree with the following statement:
The current infrastructure and visitor services can support the volume of tourism in my town?

Tourism Development & Infrastructure

In 2024, the OSU Sustainable Tourism Lab introduced new questions exploring resident views on tourism development and existing infrastructure. Wrangell residents expressed a clear preference for expanding tourism development—one of the strongest pro-development sentiments recorded across all destinations in the study. This is particularly noteworthy given Wrangell’s current stage in the tourism lifecycle, where communities often become more cautious about growth.

Perceptions of infrastructure were more mixed. A majority of residents felt the existing infrastructure could adequately support current tourist volumes. This stands out, as most destinations typically show broad support for infrastructure expansion. Wrangell’s response suggests a degree of confidence in current capacity, or perhaps a measured view of the scale of tourism growth needed.

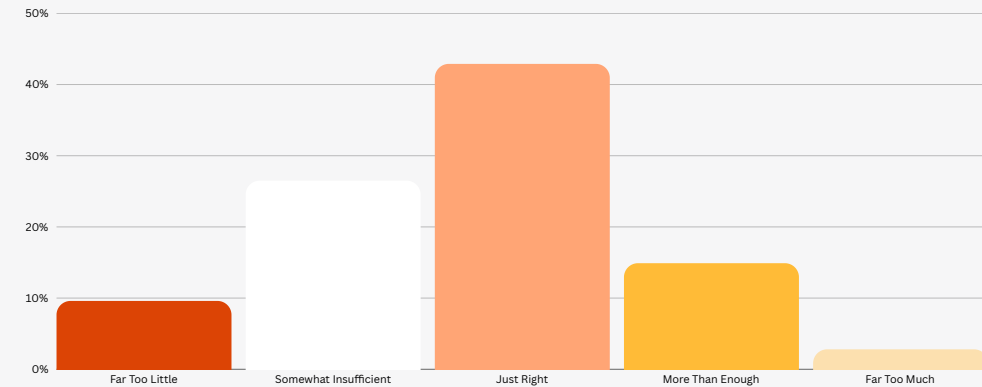
Greenspace

Wrangell residents' views on greenspace reflect a balanced and measured approach, closely aligning with sentiment in other Alaskan cruise destinations. Unlike many global tourism hotspots—where the lack of accessible greenspace is considered a major cost of tourism and a growing source of resident frustration—Wrangell has not yet reached a critical threshold in this regard. This suggests that while concerns exist, they are not as acute as in more densely developed destinations.

The open-ended comments section of the survey adds valuable context to this finding. Many residents expressed a desire for more parks, gardens, and natural gathering spaces that could serve both locals and visitors. A recurring theme was the call for expanded waterfront development, particularly through the creation of additional trails and recreational areas that showcase Wrangell's natural assets while promoting health, accessibility, and tourism appeal.

In addition, respondents highlighted the need for further beautification of the downtown core. Suggestions included landscaping, public art, and cleaner, more welcoming streetscapes—elements that could enhance the visitor experience while also fostering local pride. These responses point to a community that values its natural environment and recognizes the opportunity to make strategic, low-impact improvements that support both resident well-being and tourism development.

Green Space

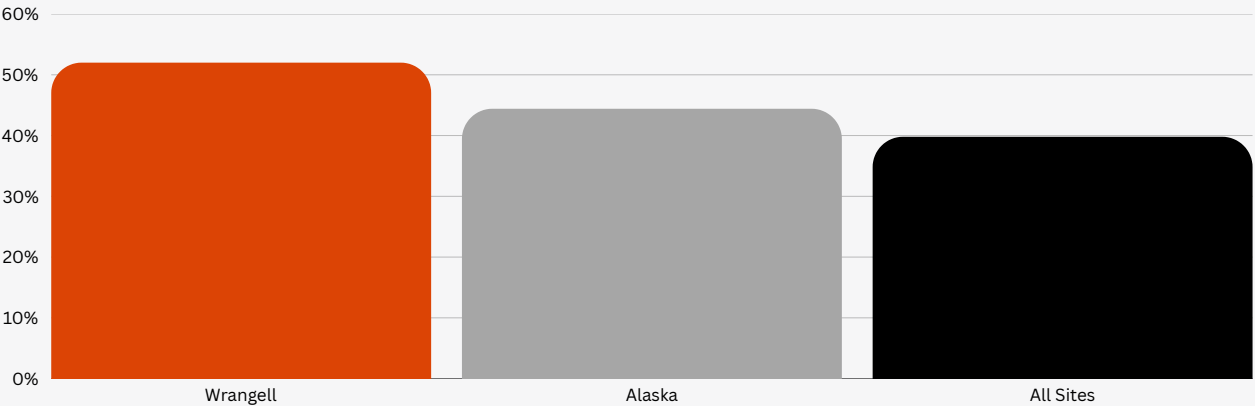


What is your opinion on the current amount of green space in our town?

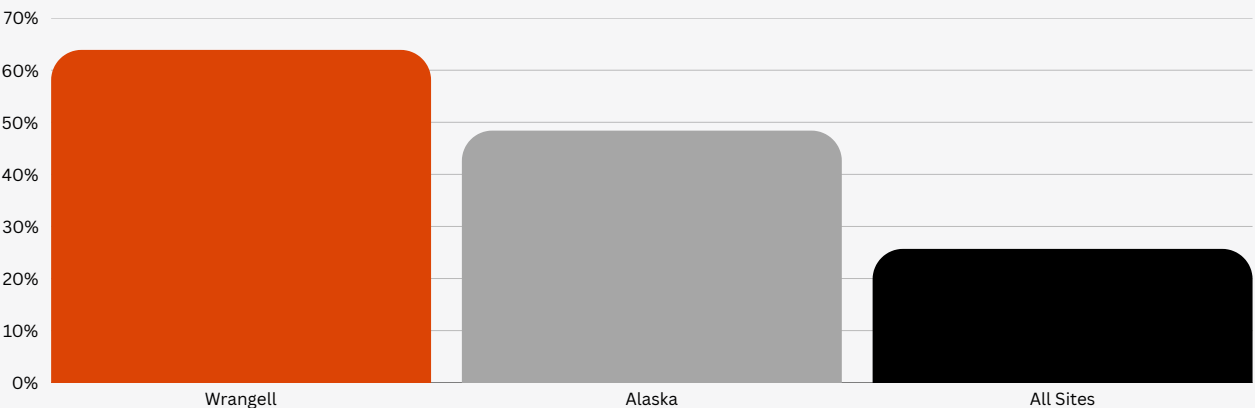
rest areas
community gardens
playgrounds and family amenities
waterfront redevelopment
maintenance of existing green spaces
improved and expanded parks
reallocation of industrial space
downtown beautification and greening
more trails

Destination Benchmarks

Benefits vs Costs of Tourism



Positive Impact on Quality of Life



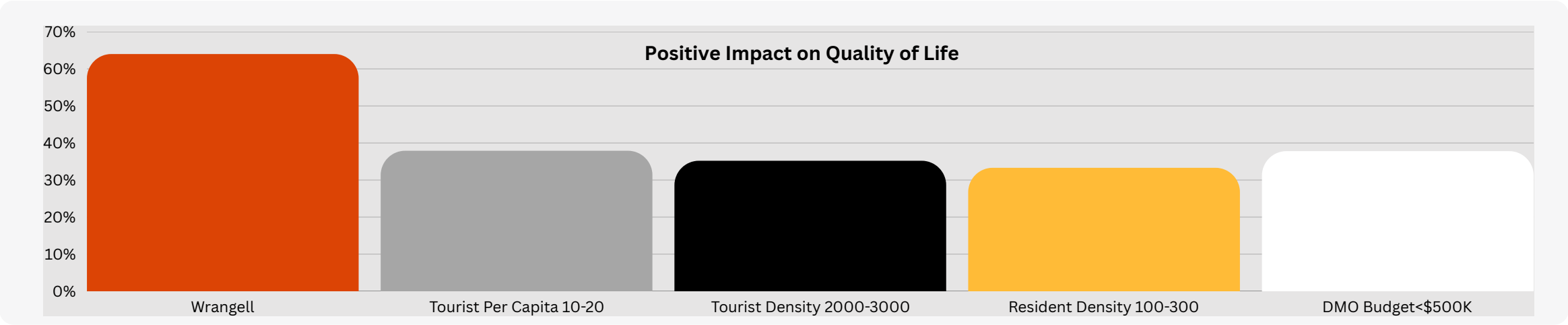
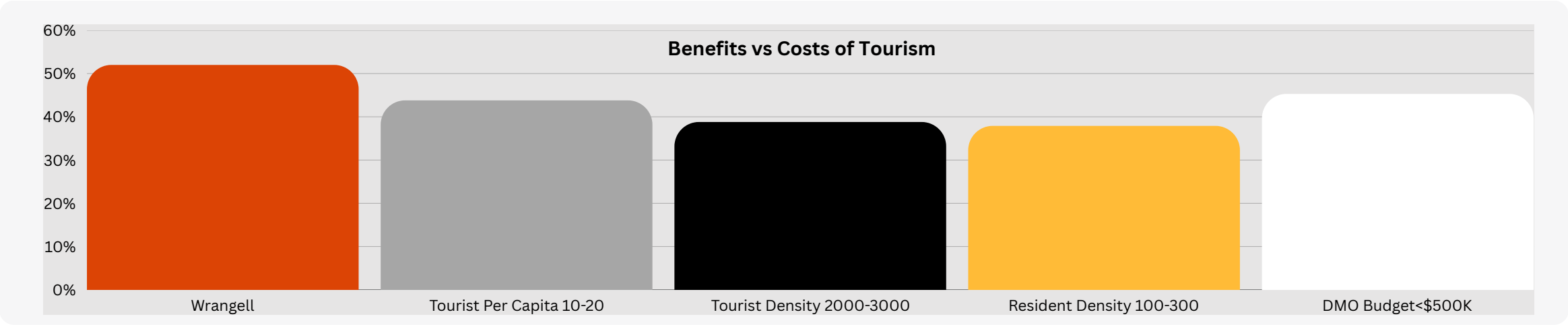
Tourism Impacts

Wrangell stands out as a distinctive destination with its own mix of opportunities and challenges. Still, comparing it to other destinations—including those across Alaska—can offer valuable context and insight.

Across the 300 destinations we monitor as of 2025, including several in Alaska, residents generally report less favorable views of tourism than those in Wrangell. However, it's important to interpret these comparisons carefully. Community-level data doesn't always align neatly with regional trends—especially when some Alaskan residents live in areas with little to no tourism, which naturally shapes their perceptions.

One interesting finding was Wrangell's notably positive quality of life ratings compared to other Alaskan communities. This contrast may again reflect differences in exposure: in areas where tourism is minimal, residents may not experience either the benefits or the challenges firsthand. These differences underscore how the scale and visibility of tourism can significantly shape public sentiment—especially when residents are closely connected to its local impact.

It also points to the importance of localized planning efforts that reflect each community's unique tourism profile. For Wrangell, maintaining this positive sentiment will likely depend on balancing growth with a continued focus on resident well-being.



- 1. Tourists per Capita: $\text{Tourists per Capita} = \frac{\text{Annual Tourist Arrivals}}{\text{Resident Population}}$
- 2. Tourist Density: $\text{Tourist Density} = \frac{\text{Annual Tourist Arrivals}}{\text{Land Area (in square miles)}}$
- 3. Resident Density: $\text{Resident Density} = \frac{\text{Resident Population}}{\text{Land Area (in square miles)}}$
- 4. DMO Budget Total Budget: Total DMO Budget

Benchmark: Age and Residency Length

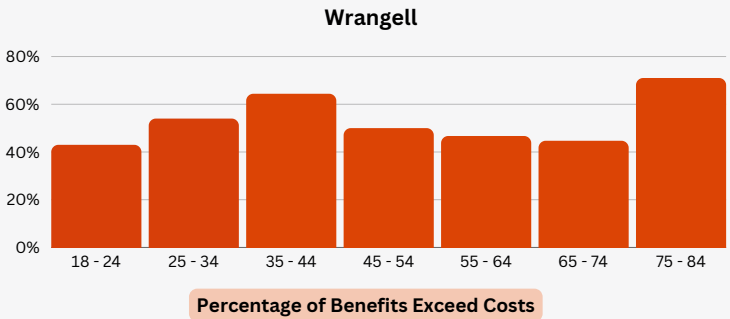
Item b.

Benefits vs Costs of Tourism

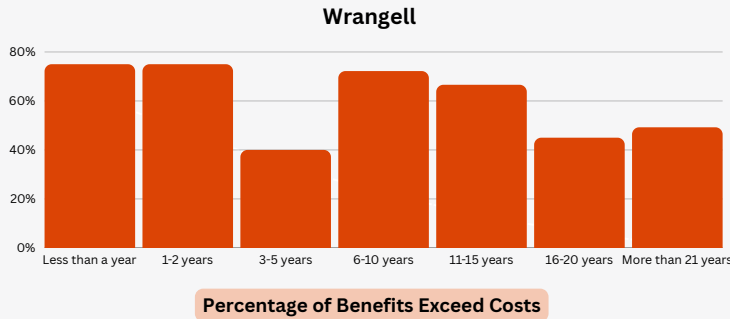
Shorter-term residents generally view tourism more favorably, likely because they benefit directly from tourism-related jobs. This trend holds true in Wrangell, where newer residents expressed more positive perceptions of tourism. Attitudes by age group were less consistent, though the 35–44 and 75+ age groups showed the highest levels of approval.

Traffic concerns are often tied to tourism, and Wrangell follows this pattern: 61% of residents attributed traffic problems to tourists. However, this figure is lower than in other Alaskan destinations, suggesting Wrangell faces a distinct set of challenges—particularly related to day-cruise visitors.

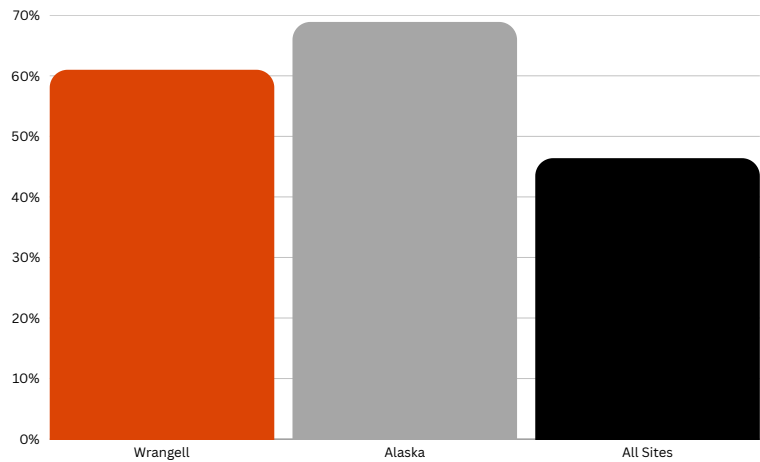
Perceptions of Tourism by Age Group



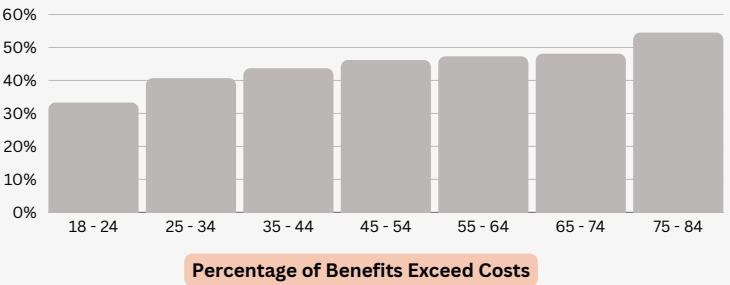
Perceptions of Tourism by Length of Residency



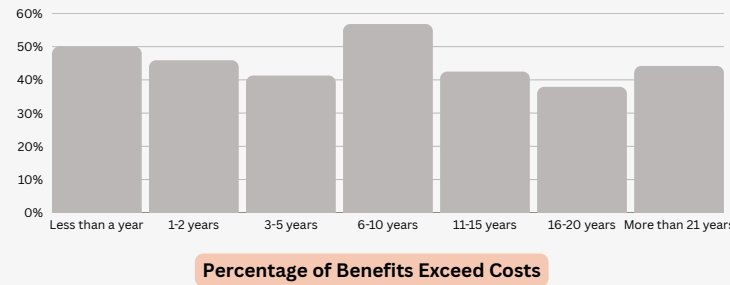
Percentage Blame Tourists for Traffic



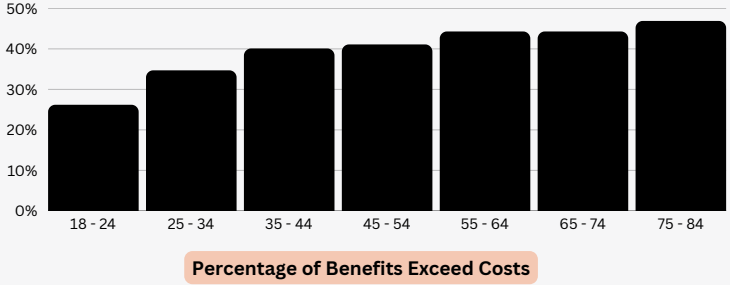
Alaska



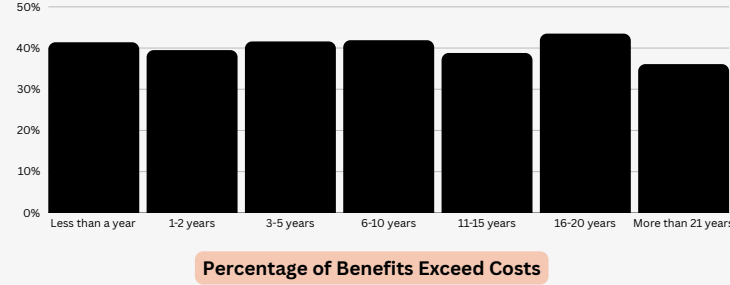
Alaska



All Destinations



All Destinations



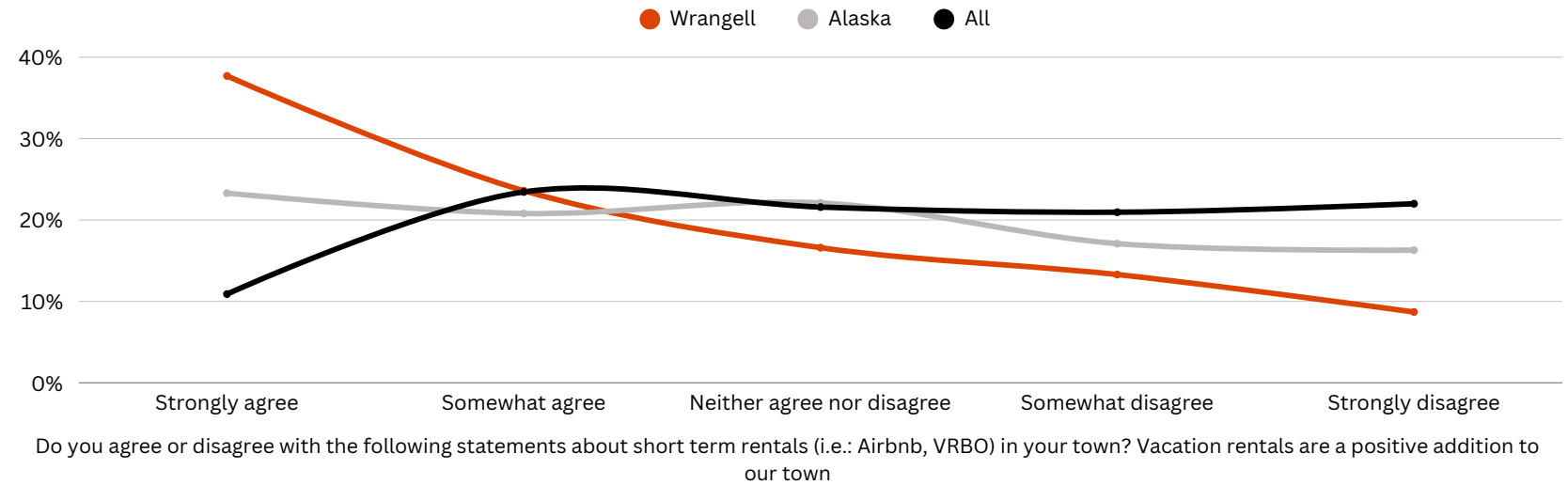
Vacation Rentals & Environment

Vacation rentals are currently viewed more positively in Wrangell than in many other destinations. This likely reflects their relatively limited presence in the community, as Wrangell hosts a smaller volume of overnight visitors compared to more heavily trafficked areas. However, as tourism grows, resident sentiment may shift—making it important to track future changes in attitudes.

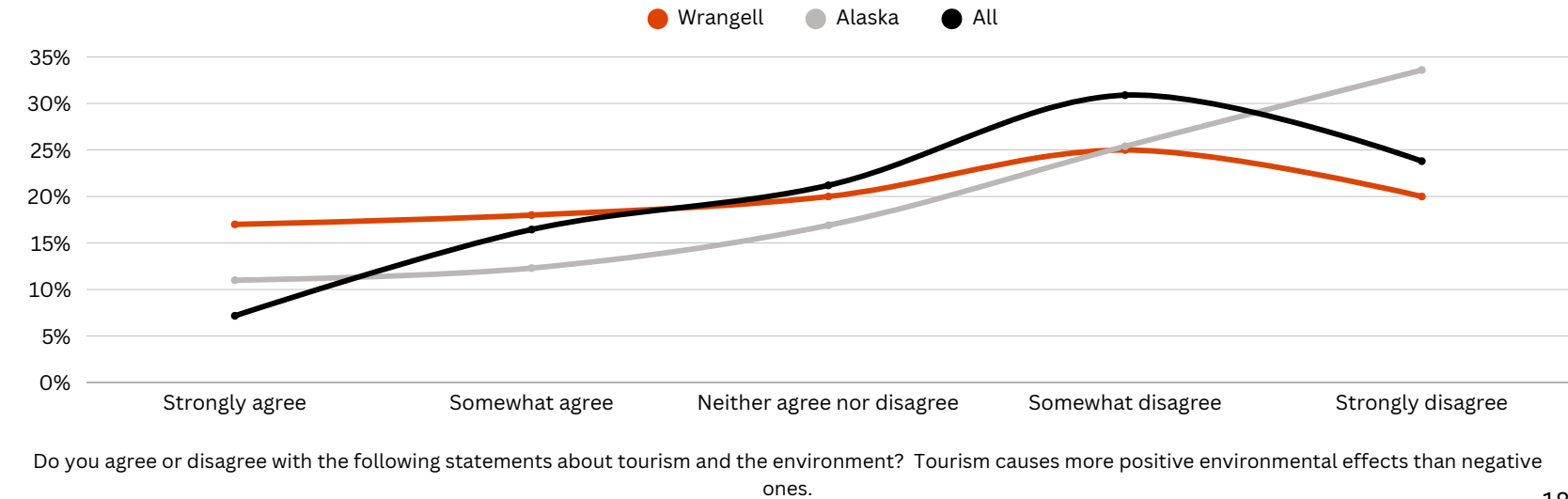
Wrangell is widely regarded as a pristine and scenic destination, and residents expressed fewer concerns about the negative impacts of tourism than respondents in Alaska and in other benchmark destinations. This is a data point to monitor, as the town’s natural beauty is a core driver of visitor demand. If residents perceive that tourism is degrading the environment, it may present a growing challenge for destination management.

Interestingly, the views on environmental impacts are in line with support levels allocating additional tax dollars to address these issues. This may also reflect uncertainty about effective solutions, hesitation to invest public funds, or a lack of consensus on who should bear the responsibility for mitigation.

Perceptions of Vacation Rentals



Perception of Tourism Impact on the Environment



Wrangell



Alaska



All Destinations

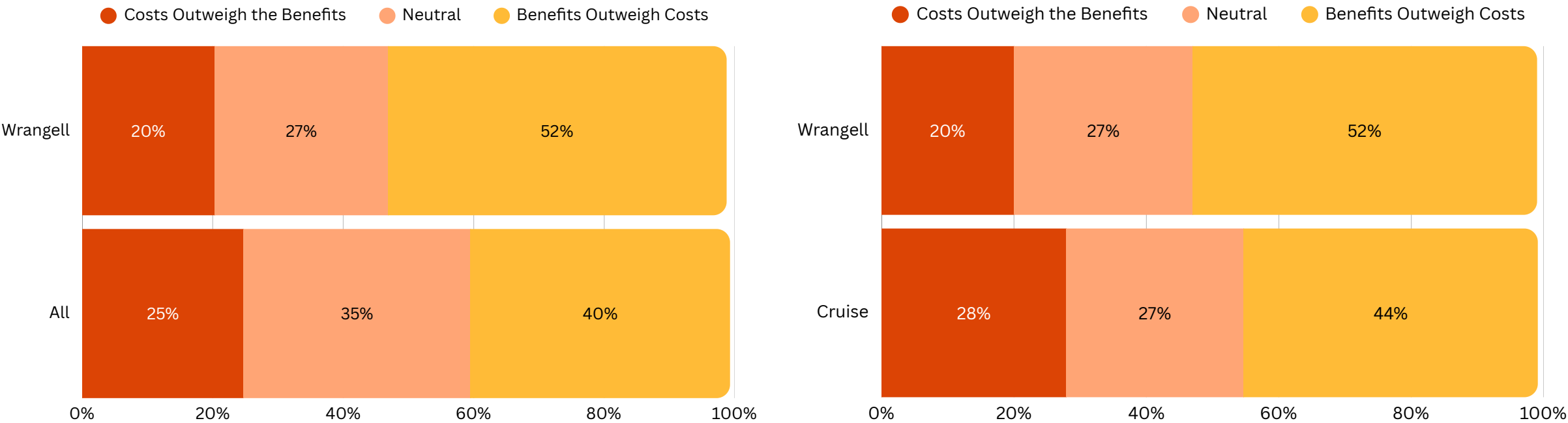


In a few words, what is the biggest benefit of tourism to your town?

Benefits

As previously noted, Wrangell residents' perceptions of tourism's benefits generally align with those observed in similar destinations. Economic benefits—such as support for local businesses, job creation, and increased tax revenue—are widely recognized and appreciated. This mirrors a common pattern in tourism communities, where economic growth is viewed as one of tourism's primary advantages.

At the same time, there is a growing recognition among residents of the need for sustainable, well-managed growth. While economic gains are valued, there is likely a desire to protect the community's quality of life—a key attribute that make Wrangell appealing to both residents and visitors. This suggests a nuanced perspective: one that embraces the economic potential of tourism, but also calls for deliberate planning to ensure those benefits endure without compromising the town's character.



Benchmarks

To provide additional context for evaluating Wrangell’s performance, new benchmark sets were introduced—focusing on other cruise destinations and communities with similar population sizes.

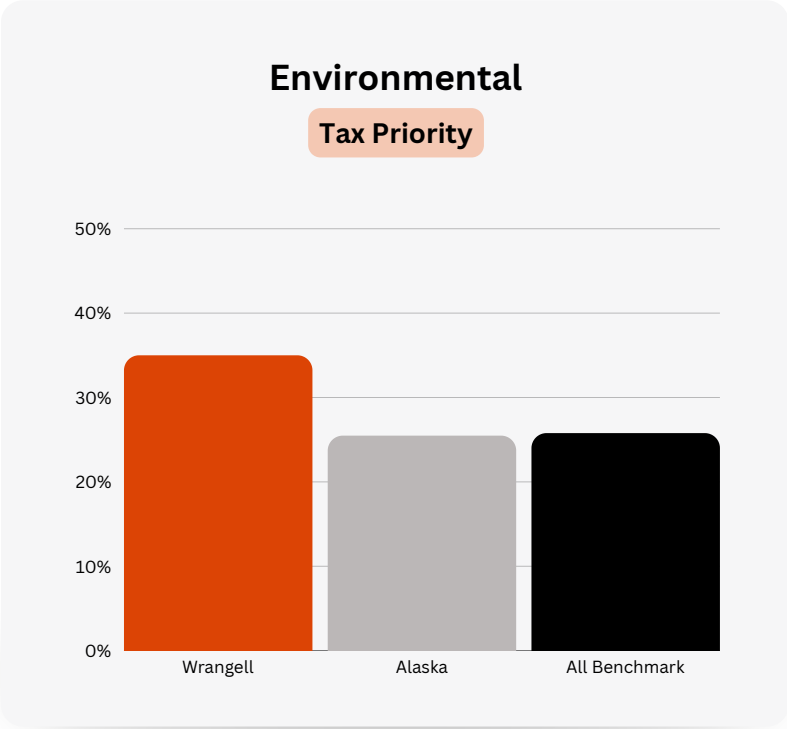
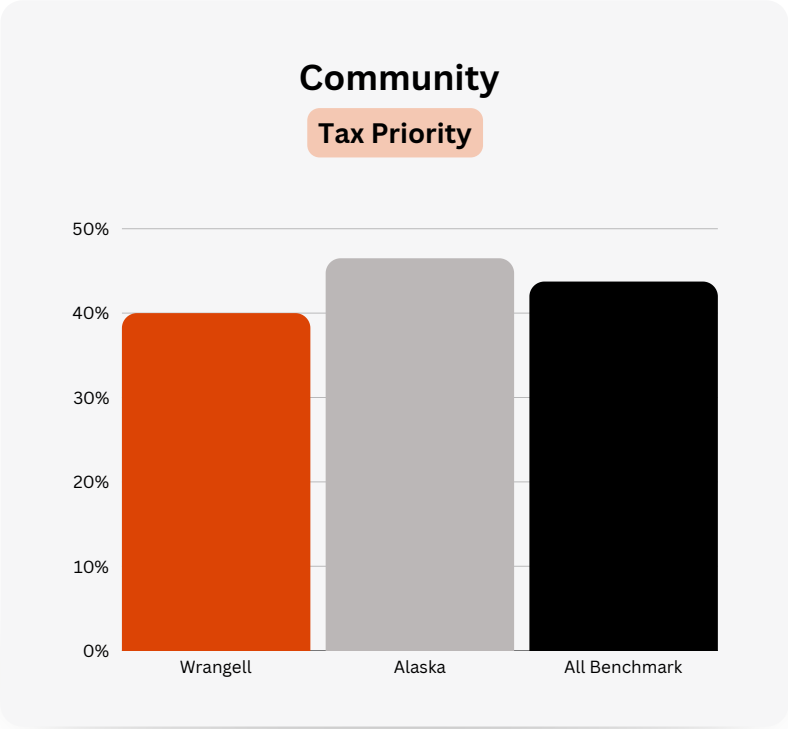
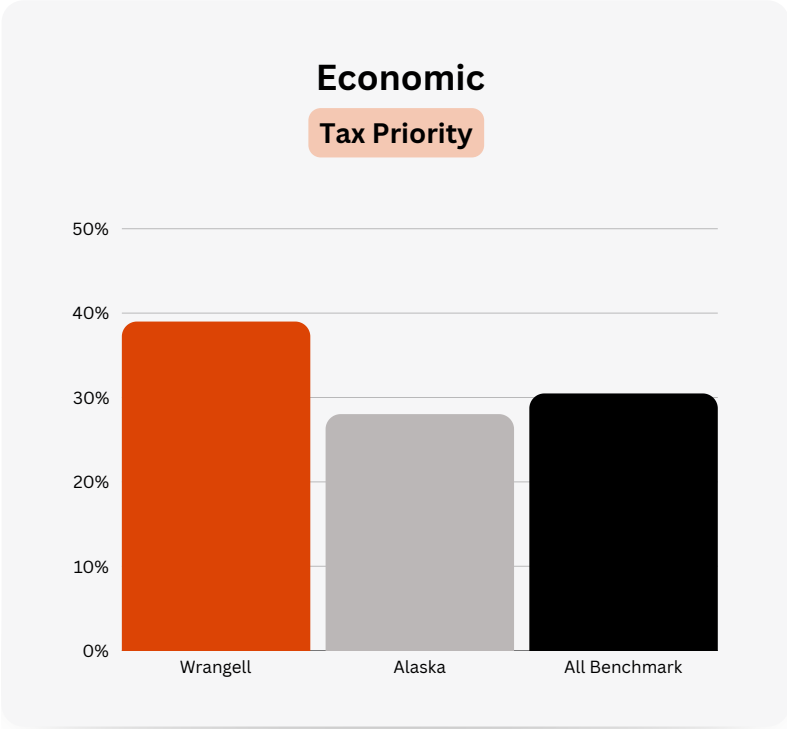
Compared to its cruise destination peer group, Wrangell reports a more favorable overall perception of tourism. Specifically, residents in Wrangell perceive tourism-related costs to be approximately 8% lower than those reported in comparable cruise ports. This suggests that, despite recognizing some downsides, residents see the benefits—such as increased tax revenue and business activity—as outweighing the costs.

Similarly, Wrangell’s perceived tourism costs were also lower than in other small communities with similar populations. This trend may reflect Wrangell’s distinct tourism dynamics, where the seasonal concentration of visitors and relatively modest scale of tourism activity reduce the intensity of negative impacts—at least for now.

Tax Priorities

Overall, Wrangell residents demonstrated a consistent preference for tourism tax revenue to be allocated across economic, community, and environmental priorities. Among these, community projects ranked slightly higher than economic initiatives, with environmental projects receiving the lowest prioritization.

While community investments tend to be the top priority across most Alaskan destinations, Wrangell stood out for placing greater emphasis on economic uses of tourism revenue. As noted earlier, this economic prioritization is notably higher than in both other Alaskan communities and similarly sized destinations, reflecting Wrangell’s distinct perspective on the role of tourism in supporting local development.



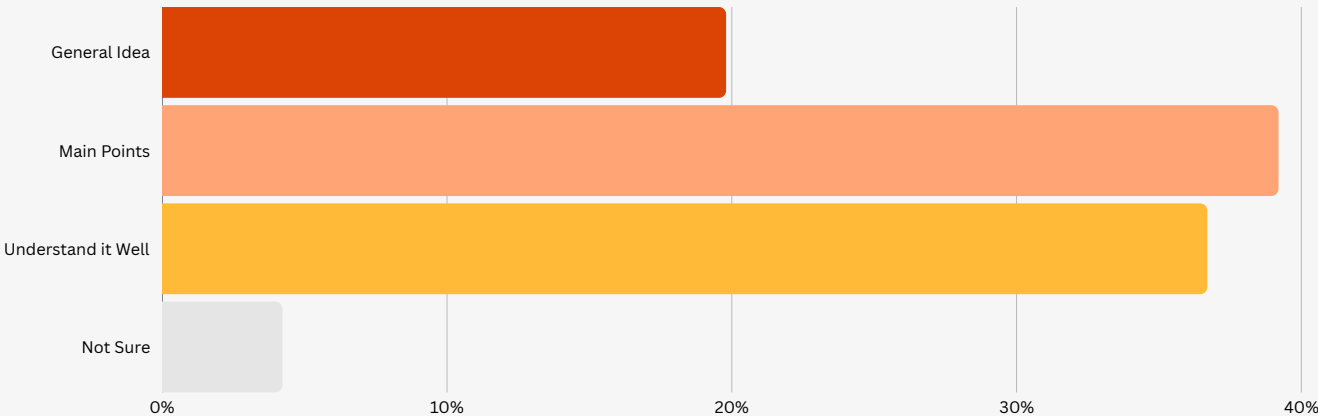
Tourist destinations often have a lodging tax (aka a tax on tourists) for anyone staying in a hotel, vacation rental, or other short-term lodging. Please rank how you feel tax revenue should be reinvested in your town.

Local Questions

The Wrangell community believes it has a strong understanding of the economic benefits associated with tourism. Approximately 76% of respondents indicated they either understood tourism’s economic contribution well or were at least familiar with its key points. This level of awareness reinforces responses to our broader economic benefits question, which serves as a key performance indicator (KPI) across all of our destination studies. It suggests that residents are not only seeing the benefits but are also well-informed about how tourism supports local businesses, jobs, and tax revenue.

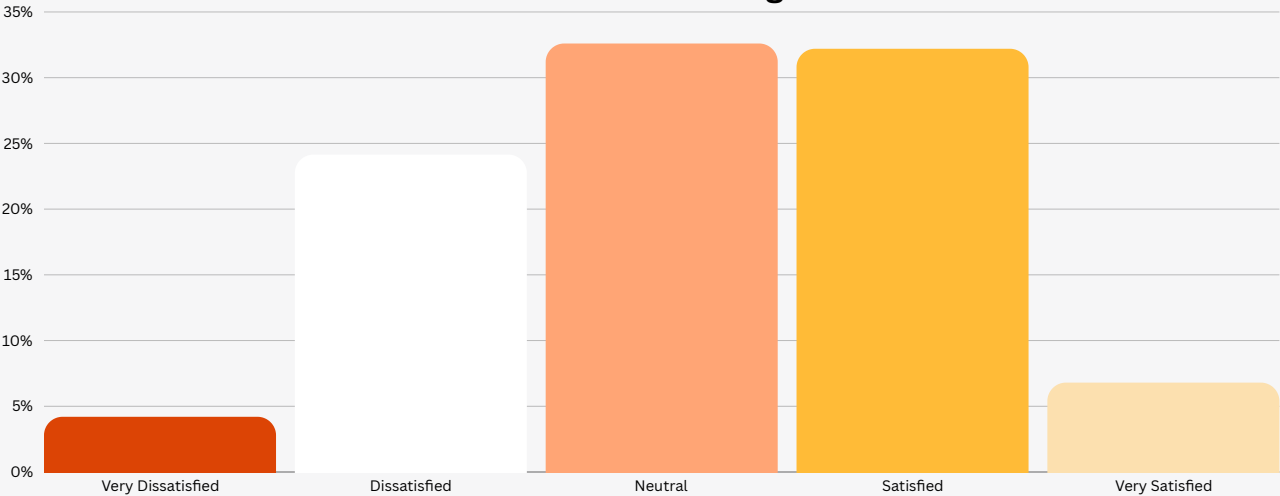
In a related question, residents also expressed support for the current cruise ship scheduling. This is particularly notable when compared to other cruise destinations, where scheduling often becomes a flashpoint for concerns around overcrowding and quality of life. Wrangell’s approval of cruise scheduling may indicate that the town has found a balance between welcoming visitors and maintaining a manageable flow of tourism activity. It may also reflect proactive planning or natural advantages—such as fewer ship arrivals—that help mitigate the more visible costs of cruise tourism. As cruise visitation patterns evolve, this will be an important area to monitor, especially given its influence on resident satisfaction in other similarly situated communities.

Economic Contribution



Which of the following best describes your understanding of the economic contribution of tourism to Wrangell (e.g. benefits of independent versus cruise ship visitors, revenue allocation, state passenger tax, port fees)?

Cruise Scheduling



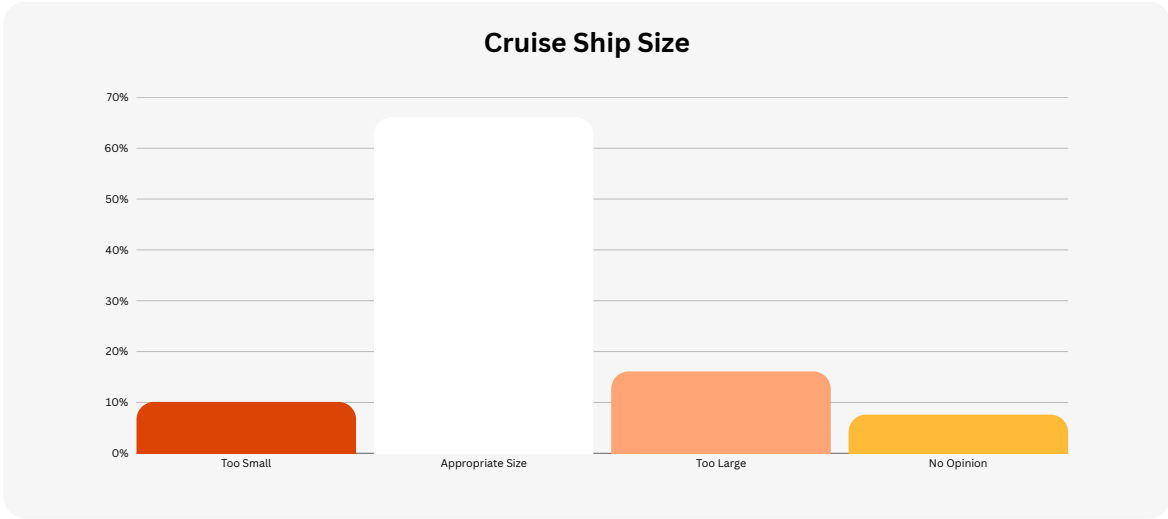
How satisfied or dissatisfied are you with the current scheduling of cruise ship arrivals in Wrangell (e.g., number of ships per day, time of day)?

Local Questions

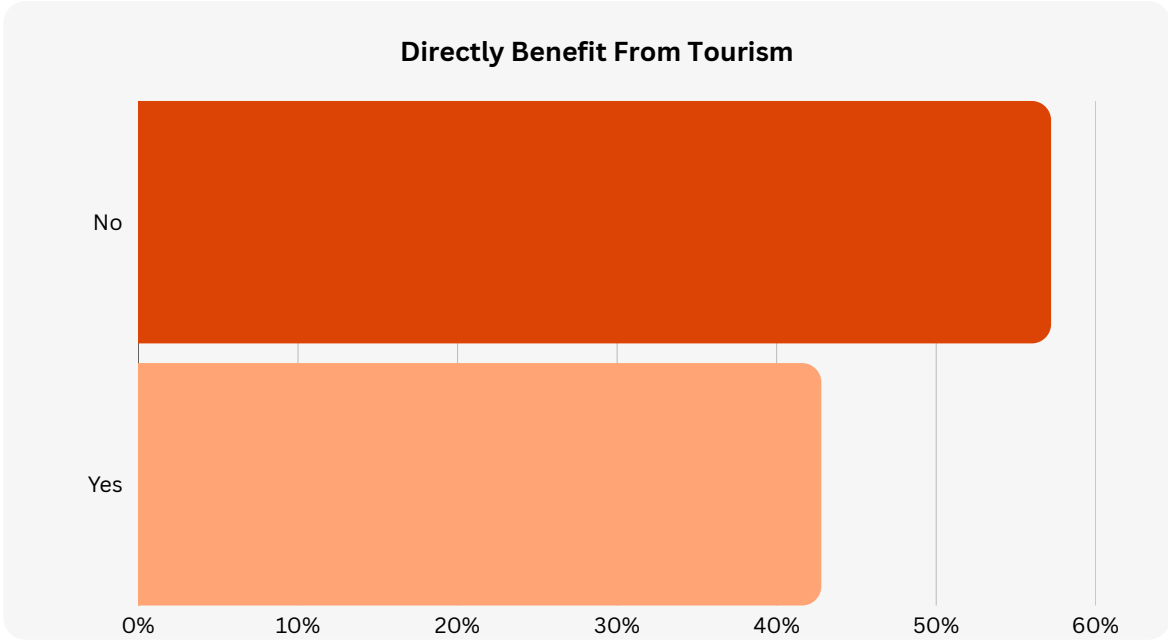
The Wrangell community overwhelmingly approved of the sizes of cruise ships visiting their port. In many other destinations, ship size has emerged as a contentious issue, often linked to overcrowding, infrastructure strain, and environmental concerns. Wrangell’s approval on this front reinforces earlier findings that residents are generally satisfied with the current balance and scale of tourism activity.

The final Wrangell-specific survey questions offer several layers of interpretation. On one hand, a majority of residents indicated that they do not personally benefit directly from tourism. This lends credibility to the survey sample and findings, suggesting the results are not skewed by individuals with a vested interest in the tourism industry.

On the other hand, this response could also signal a potential gap in public understanding or recognition of tourism’s broader impact. It is likely that many residents experience indirect benefits—such as improved services, enhanced community infrastructure, or greater economic vitality—without necessarily linking these to tourism. Gaining a clearer understanding of how residents perceive and differentiate between direct and indirect benefits could provide valuable insights for future engagement and communication strategies.



When you think about cruise ships visiting Wrangell, which of the following best describes your perception of their size?



Do you or any member of your household directly benefit from the tourism industry in Wrangell (e.g., employment, business ownership, etc.)?

THANK YOU

OSU Sustainable Tourism Lab





PLANNING AND ZONING COMMISSION
Regular Meeting June 19, 2025
Staff Report

Agenda Item: New Business, Item 9A

From: Kate Thomas, Economic Development Director

Subject: Final Plat review of a Replat of Lot B (APN 03-002-304) of the Torgramsen-Glasner Subdivision according to Plat No. 2016-2, and Lot C (APN 02-035-310) of the Health Care Subdivision, according to Plat 2010-4, creating Lot B-1 and Lot C-1, zoned Zimovia Highway Mixed Use, requested by the City and Borough of Wrangell on behalf of Wrangell Cooperative Association and Bruce Smith Jr.

Introduction

The City and Borough of Wrangell, on behalf of Wrangell Cooperative Association (WCA) and Bruce Smith Jr., seeks approval of the final plat for the reconfiguration of Lot B (Torgramsen-Glasner Subdivision, Plat No. 2016-2) and Lot C (Health Care Subdivision, Plat No. 2010-4). The replat will create two new parcels: Lot B-1 and Lot C-1, both zoned Zimovia Highway Mixed Use.

Review Criteria:

- WMC Title 19 – Subdivisions
- WMC Title 20 – Zoning Standards

Attachments

- 1.) Final Plat, 2.) Aerial Map, 3.) Easement Exhibit

Background and Findings of Fact

The replat finalizes a lot line adjustment transferring approximately 21,967 square feet from Lot C to Lot B, resulting in Lot B-1 increasing to approximately 95,646 square feet and Lot C-1 totaling approximately 270,001 square feet.

The final plat includes a recorded 50-foot (decreasing to 30-foot) access and utility easement along Wood Street, consistent with the Utility Reservation and Easement Agreement executed between the Borough and WCA. The plat will reference the recorded agreement by book and page number.

Supporting documents have been prepared and are being recorded concurrently with the plat, including:

- Utility Reservation and Easement Agreement – Establishes Borough rights to maintain and develop utility infrastructure within the easement corridor.
- Driveway Agreement – Establishes requirements for review and approval of driveway locations accessing Wood Street.
- Uplands Preservation Agreement – Establishes long-term maintenance obligations for stormwater management and on-site runoff controls.

These agreements are referenced on the face of the plat but are not detailed herein. Final driveway locations remain subject to Borough review through the Public Works permitting process.

Staff Recommendation

Staff recommend approval of the final plat as submitted, subject to recording of the associated agreements and verification that the easement references are properly cited on the recorded plat.

Recommended Motion

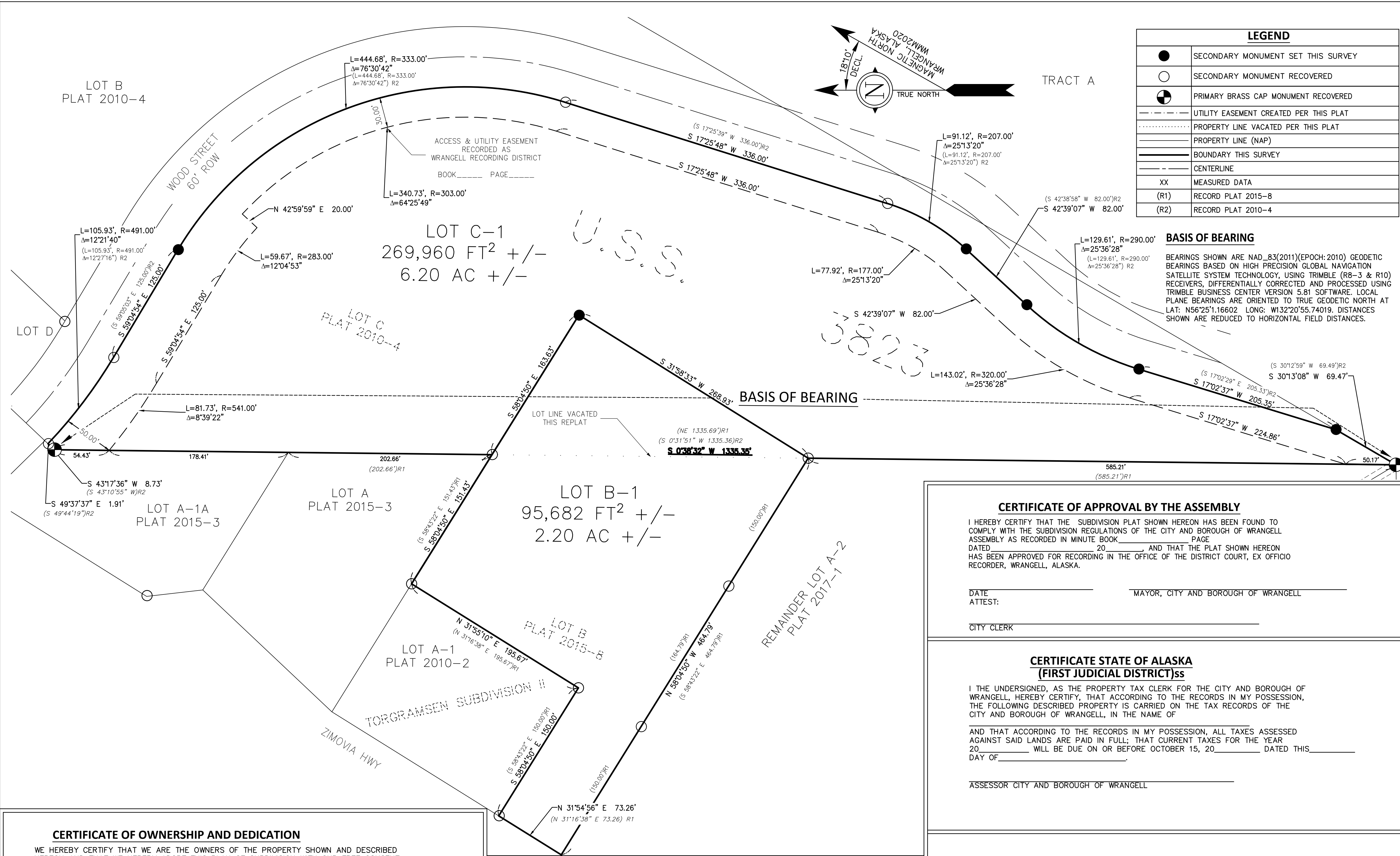
Move to approve the final plat for the replat of Lot B of the Torgramsen-Glasner Subdivision (Plat No. 2016-2) and Lot C of the Health Care Subdivision (Plat No. 2010-4), creating Lot B-1 and Lot C-1, as presented.

Item a.



WRANGELL
CITY
COURTESY TO THE FUTURE
ADOPTED AUGUST 1972

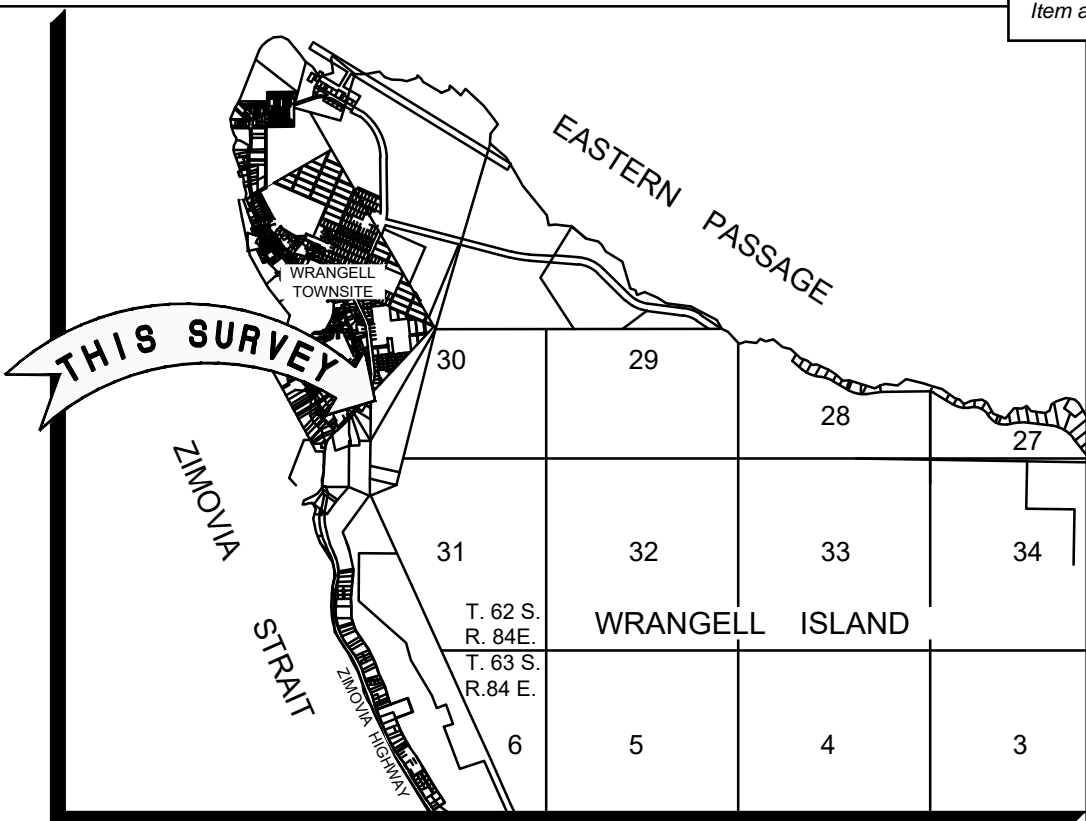
**DISCLAIMER: THESE MAPS ARE FOR PLANNING PURPOSES ONLY.
PROPERTY LINES ARE APPROXIMATE. AERIAL 2002.**



LEGEND	
●	SECONDARY MONUMENT SET THIS SURVEY
○	SECONDARY MONUMENT RECOVERED
⊙	PRIMARY BRASS CAP MONUMENT RECOVERED
- - - - -	UTILITY EASEMENT CREATED PER THIS PLAT
.....	PROPERTY LINE VACATED PER THIS PLAT
—————	PROPERTY LINE (NAP)
=====	BOUNDARY THIS SURVEY
- - - - -	CENTERLINE
XX	MEASURED DATA
(R1)	RECORD PLAT 2015-8
(R2)	RECORD PLAT 2010-4

BASIS OF BEARING

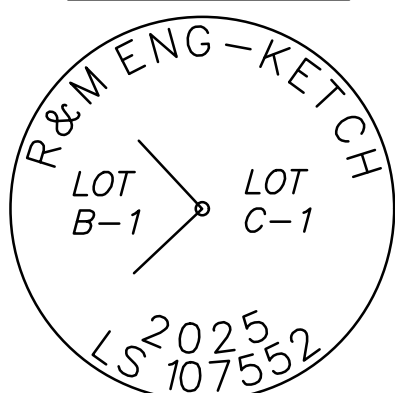
BEARINGS SHOWN ARE NAD_83(2011)(EPOCH:2010) GEODETIC BEARINGS BASED ON HIGH PRECISION GLOBAL NAVIGATION SATELLITE SYSTEM TECHNOLOGY, USING TRIMBLE (R8-3 & R10) RECEIVERS, DIFFERENTIALLY CORRECTED AND PROCESSED USING TRIMBLE BUSINESS CENTER VERSION 5.81 SOFTWARE. LOCAL PLANE BEARINGS ARE ORIENTED TO TRUE GEODETIC NORTH AT LAT: N56°25'1.16602 LONG: W132°20'55.74019. DISTANCES SHOWN ARE REDUCED TO HORIZONTAL FIELD DISTANCES.



NOTES

- THE ERROR OF CLOSURE OF THIS SURVEY DOES NOT EXCEED 1:5000.
- ALL BEARINGS SHOWN ARE TRUE BEARINGS AS ORIENTED TO THE BASIS OF BEARING AND DISTANCES SHOWN ARE REDUCED TO HORIZONTAL FIELD DISTANCES.
- REFERENCE THE FOLLOWING WITHIN THE WRANGELL RECORDING DISTRICT:
 - USS 1119
 - PLAT 82-15 (SPRUCE SUBDIVISION)
 - PLAT 86-1 (A.S.L.S. 84-83)
 - PLAT 97-9 (TORGRAMSEN SUBDIVISION)
 - PLAT 2000-6 (TORGRAMSEN SUBDIVISION II)
 - PLAT 2010-4 (HEALTH CARE SUBDIVISION)
 - PLAT 2015-3 (TORGRAMSEN - PRUNELLA SUBDIVISION)
 - PLAT 2015-8 (TORGRAMSEN - SMITH SUBDIVISION)
 - PLAT 2016-2 (TORGRAMSEN - GLASNER SUBDIVISION)
 - PLAT 2017-1 (TORGRAMSEN - AUSTIN SUBDIVISION)
 - UTILITY EASEMENT 2023-000277-0
 - ZONING AGREEMENT 2018-000167-0
 - ZONING AGREEMENT MODIFICATION 2020-000188-0
- EXISTING ORIGINAL WERE RECOVERED AND USED TO CONTROL AND CALCULATE THE LOCATION OF THE SUBDIVISION BOUNDARIES, AS SHOWN ON THIS PLAT.
- SET 30" LONG 5/8" DIAMETER REBAR WITH 2" ALUMINUM CAP WITH PLASTIC INSERT AT LOCATIONS AS INDICATED ON THIS PLAT, STAMPED AS SHOWN IN THE TYPICAL.
- ALL BEARINGS SHOWN ARE TRUE BEARINGS AS ORIENTED TO THE BASIS OF BEARING AND DISTANCES SHOWN ARE REDUCED TO HORIZONTAL FIELD DISTANCES.
- 22.003 FT MORE OR LESS, IS BEING ADDED FROM LOT C TO LOT B

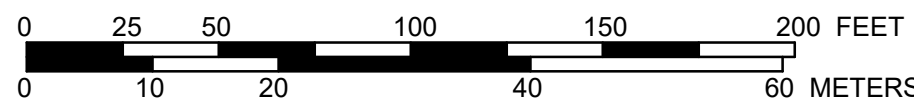
TYPICAL SECONDARY MONUMENT SET THIS SURVEY



SET 5/8" X 30" LONG REBAR (UNLESS OTHERWISE NOTED) AND 2" ALUMINUM CAP WITH PLASTIC INSERT

SCALE 1"=50'

THIS DRAWING MAY BE REDUCED. VERIFY SCALE BEFORE USING



1 METER=3.2808333 U.S. SURVEY FEET
1 U.S. ACRE=0.4047 HECTARES

CERTIFICATE OF OWNERSHIP AND DEDICATION

WE HEREBY CERTIFY THAT WE ARE THE OWNERS OF THE PROPERTY SHOWN AND DESCRIBED HEREON AND THAT WE HEREBY ADOPT THIS PLAN OF SUBDIVISION WITH OUR FREE CONSENT AND DEDICATE ALL STREETS, ALLEYS, WALKS, PARKS AND OTHER OPEN SPACES TO PUBLIC OR PRIVATE USE AS NOTED.

DATE _____ CITY & BOROUGH OF WRANGELL _____

DATE _____ PRINTED NAME & TITLE _____

NOTARY'S ACKNOWLEDGMENT

U.S. OF AMERICA
STATE OF ALASKA
CITY AND BOROUGH OF WRANGELL

THIS IS TO CERTIFY THAT ON THIS _____ DAY OF _____, 20____, BEFORE ME, THE UNDERSIGNED A NOTARY PUBLIC IN _____ AND FOR THE STATE OF ALASKA, DULY COMMISSIONED AND SWORN, PERSONALLY APPEARED _____ TO ME KNOWN TO BE THE IDENTICAL INDIVIDUAL(S) MENTIONED AND WHO EXECUTED THE WITHIN PLAT AND _____ ACKNOWLEDGED TO ME THAT _____ SIGNED THE SAME FREELY AND VOLUNTARILY FOR THE USES AND PURPOSES THEREIN SPECIFIED.

WITNESS MY HAND AND NOTARY SEAL THE DAY AND YEAR IN THIS CERTIFICATE FIRST HEREIN WRITTEN.

NOTARY PUBLIC IN AND FOR THE STATE OF ALASKA

MY COMMISSION EXPIRES _____

CERTIFICATE OF OWNERSHIP AND DEDICATION

WE HEREBY CERTIFY THAT WE ARE THE OWNERS OF THE PROPERTY SHOWN AND DESCRIBED HEREON AND THAT WE HEREBY ADOPT THIS PLAN OF SUBDIVISION WITH OUR FREE CONSENT AND DEDICATE ALL STREETS, ALLEYS, WALKS, PARKS AND OTHER OPEN SPACES TO PUBLIC OR PRIVATE USE AS NOTED.

DATE _____ BRUCE SMITH _____

NOTARY'S ACKNOWLEDGMENT

U.S. OF AMERICA
STATE OF ALASKA
CITY AND BOROUGH OF WRANGELL

THIS IS TO CERTIFY THAT ON THIS _____ DAY OF _____, 20____, BEFORE ME, THE UNDERSIGNED A NOTARY PUBLIC IN _____ AND FOR THE STATE OF ALASKA, DULY COMMISSIONED AND SWORN, PERSONALLY APPEARED _____ TO ME KNOWN TO BE THE IDENTICAL INDIVIDUAL(S) MENTIONED AND WHO EXECUTED THE WITHIN PLAT AND _____ ACKNOWLEDGED TO ME THAT _____ SIGNED THE SAME FREELY AND VOLUNTARILY FOR THE USES AND PURPOSES THEREIN SPECIFIED.

WITNESS MY HAND AND NOTARY SEAL THE DAY AND YEAR IN THIS CERTIFICATE FIRST HEREIN WRITTEN.

NOTARY PUBLIC IN AND FOR THE STATE OF ALASKA

MY COMMISSION EXPIRES _____

CERTIFICATE OF APPROVAL BY THE ASSEMBLY

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE SUBDIVISION REGULATIONS OF THE CITY AND BOROUGH OF WRANGELL ASSEMBLY AS RECORDED IN MINUTE BOOK _____ PAGE _____ DATED _____ 20____, AND THAT THE PLAT SHOWN HEREON HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE DISTRICT COURT, EX OFFICIO RECORDER, WRANGELL, ALASKA.

DATE _____ MAYOR, CITY AND BOROUGH OF WRANGELL _____
ATTEST: _____

CITY CLERK _____

CERTIFICATE STATE OF ALASKA (FIRST JUDICIAL DISTRICT)ss

I THE UNDERSIGNED, AS THE PROPERTY TAX CLERK FOR THE CITY AND BOROUGH OF WRANGELL, HEREBY CERTIFY, THAT ACCORDING TO THE RECORDS IN MY POSSESSION, THE FOLLOWING DESCRIBED PROPERTY IS CARRIED ON THE TAX RECORDS OF THE CITY AND BOROUGH OF WRANGELL, IN THE NAME OF _____

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

ASSESSOR CITY AND BOROUGH OF WRANGELL _____

CERTIFICATE OF APPROVAL BY THE PLANNING COMMISSION

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE SUBDIVISION REGULATIONS OF THE CITY AND BOROUGH OF WRANGELL PLANNING COMMISSION, AND THAT SAID PLAT HAS BEEN APPROVED BY THE COMMISSION BY PLAT RESOLUTION NO. _____ DATED _____ 20____, AND THAT THE PLAT SHOWN HEREON HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE DISTRICT MAGISTRATE, EX-OFFICIO RECORDER, WRANGELL, ALASKA.

DATE _____ CHAIRMAN, PLANNING COMMISSION _____

SECRETARY _____

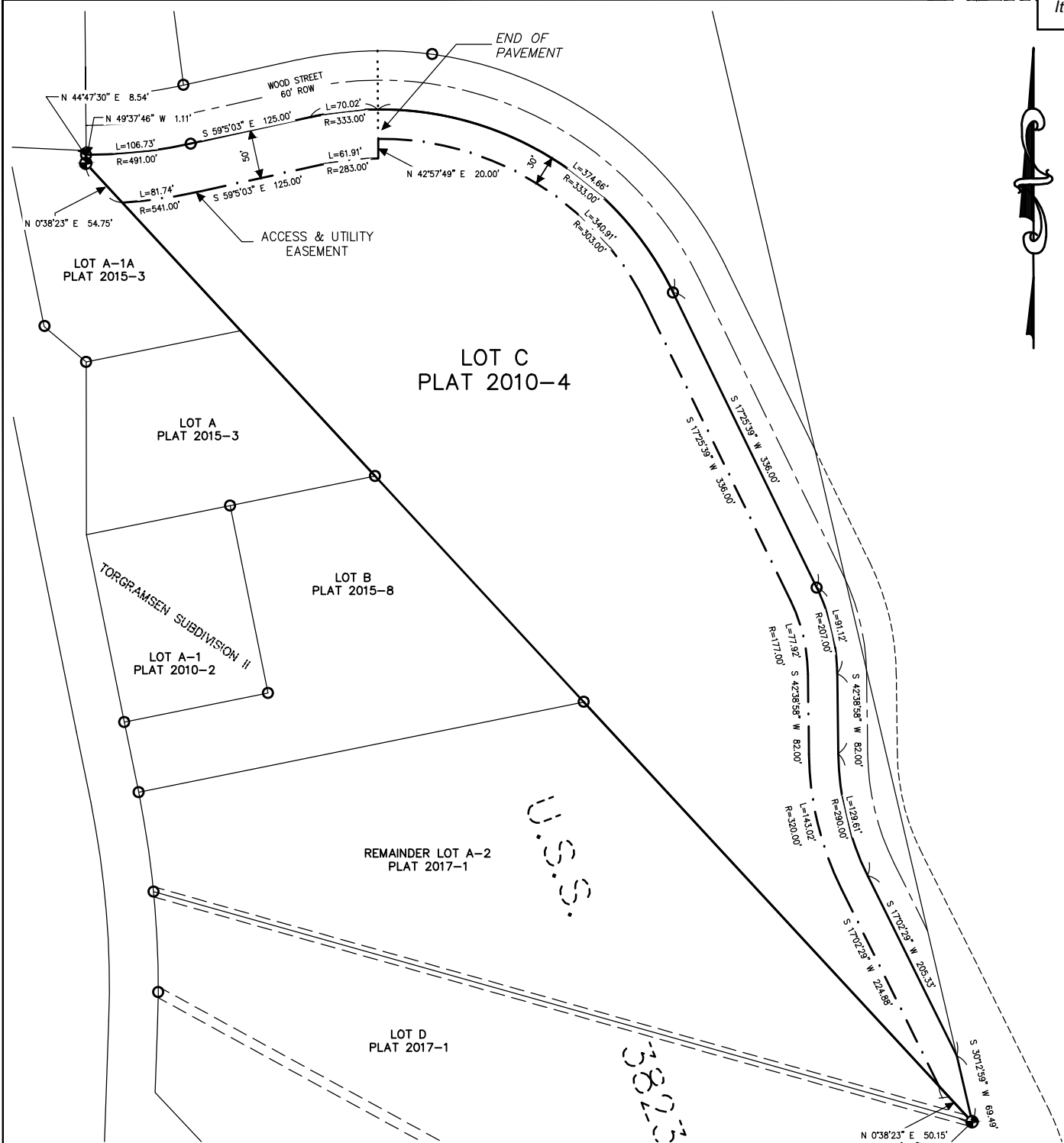
SURVEYOR'S CERTIFICATE

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

DATE _____

CHRISTOPHER G. PIBURN, PLS # 107552

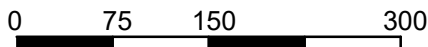


**EXHIBIT "A"**

WCA EASEMENT
 Lot C (Plat 2010-4)
 WRANGELL, AK.

SCALE 1"=150'

THIS DRAWING MAY BE REDUCED,
 VERIFY SCALE BEFORE USING



NOTE: THIS SITE MAP DOES NOT CONSTITUTE AN AS-BUILT SURVEY



PLANNING AND ZONING COMMISSION
Regular Meeting June 19, 2025
Staff Report

Agenda Item: New Business, Item 9C

From: Kate Thomas, Economic Development Director

Subject: (PH) Request from American Cruise Lines to lease a portion of Borough-owned tidelands identified as APN 02-024-600, of the Wrangell Townsite, zoned Waterfront Development.

Introduction: American Cruise Lines, Inc. (ACL) has submitted a tidelands lease application to the City and Borough of Wrangell. The application seeks to lease a portion of Borough-owned tidelands within Parcel 02-024-600, located off Campbell Drive, for the purpose of designing, permitting, and constructing a new cruise dock facility. This private investment is valued at approximately \$3 million and would improve visitor access to downtown Wrangell, the Nolan Center, and Wrangell Museum, while increasing weather-resilient docking capabilities for ACL's U.S.-flagged vessels.

The Planning & Zoning Commission is being asked to review the proposal for consistency with Borough planning goals, land use designations, and waterfront development standards, and to issue a recommendation to the Borough Assembly.

Review Criteria

- WMC Chapter 16.10 – Real Property Leases
- WMC Chapter 20.50 – Waterfront Development District
- WMC Chapter 20.52 – Development Standards
- Wrangell Comprehensive Plan (2010)
- Waterfront Master Plan (2015)

Attachments

1. Application, 2. Aerial Map, 3. PowerPoint Presentation

Background and Findings of Fact

The subject parcel (APN 02-024-600) is located within the Waterfront Development zoning district and includes tidelands owned by the Borough.

The proposed project site has been identified as suitable for water-dependent infrastructure in both the 2015 Waterfront Master Plan and the 2025 re-engagement process. Updated planning concepts emphasize the development of marine infrastructure, green space, and sustainable tourism amenities.

ACL proposes to construct a private dock capable of accommodating its vessels, reducing reliance on anchoring offshore and shuttle logistics, and offering more consistent access for cruise passengers.

Passenger volumes are expected to increase from 16 dockings in 2024 to over 50 by 2028, with an estimated 7,800 passengers per season.

The project value is estimated at \$3 million, to be funded entirely by ACL. Construction is anticipated between Q3 2026 and Q2 2027.

ACL has entered into similar long-term lease agreements with other municipalities, including Kalama and Richland, WA. While the dock would be privately constructed and operated, public access provisions are under negotiation.

Key considerations include lease structure (berthing vs. long-term lease), public access, utility needs, shared value provisions, scheduling protocols, emergency coordination, and compliance with local planning and environmental standards.

Staff Recommendation

Staff recommends that the Planning & Zoning Commission approve a recommendation to the Borough Assembly in support of American Cruise Lines' lease proposal, subject to the following:

- Final review and approval by the Port Commission and Borough legal counsel.
- Detailed lease negotiations to include:
 - Clarification of public access provisions.
 - Infrastructure ownership and maintenance responsibilities.
 - Emergency response and coordination plans.
 - Right of first refusal and dispute resolution terms.
 - Compliance with all applicable zoning, development, and environmental standards.
 - Final site and dock plans subject to Commission review.

Recommended Motion

Move to recommend to the Borough Assembly approval of a tidelands lease agreement with American Cruise Lines, Inc. for the purpose of dock construction within Parcel 02-024-600, subject to final review by the Port Commission, conformance with the Borough's Waterfront Development standards, and the negotiation of lease terms consistent with Wrangell's planning and economic development objectives.

CITY & BOROUGH OF WRANGELL

OFFICE OF THE BOROUGH CLERK

PO BOX 531 WRANGELL, AK, 99929 | +1 (907) 874-2381
205 BRUEGER STREET WRANGELL, AK, 99929



PUBLIC LAND & TIDELANDS LEASE APPLICATION

WMC 16.08.010 - 16.08.210 & WMC 16.10.010 - 16.10.210

APPLICATION FEE: \$250.00 NON-REFUNDABLE - MUST BE PAID AT TIME OF FILING

OFFICIAL USE ONLY

RECEIVED BY

DATE RECEIVED

PAYMENT

CHECK ☐

CREDIT CARD ☐

CASH ☐

Applications for tidelands leases shall be submitted to the planning and zoning and port commissions before being presented to the borough assembly for consideration. Applications for real property leases shall be submitted to the borough manager and the planning and zoning commission for review before being presented to the borough assembly for consideration.

The applicant shall provide additional information, including a development plan, designs, and specifications, as the planning and zoning and/or port commissions may request. The planning and zoning and port commissions may require the applicant to amend its development plan. All fees associated with the lease shall be paid by the applicant. Such fees include but are not limited to an application fee, survey, assessment, public notices, and recording fees.

SECTION I.

APPLICANT'S FULL NAME

American Cruise Lines Inc.

EMAIL ADDRESS

eric.dussault@americancruiselines.com

PHONE NUMBER

203-453-6800

APPLICANT'S PHYSICAL ADDRESS

741 Boston Post Road Suite 200 Guilford, CT 06437

APPLICANT'S MAILING ADDRESS

741 Boston Post Road Suite 200 Guilford, CT 06437

SECTION II.

REQUEST TO LEASE TIDELANDS OR REAL PROPERTY TIDELANDS ☐ REAL PROPERTY ☒

PLEASE PROVIDE THE PARCEL ID NUMBER AS WELL AS EITHER THE PHYSICAL ADDRESS OR LEGAL DESCRIPTION OF THE PROPERTY.

PARCEL ID NUMBER

02-024-600

PHYSICAL ADDRESS

Campbell Drive

LOT:

BLOCK:

SUBDIVISION:

PROPOSED TERM OF LEASE (YEARS)

50

YEARS

CITY & BOROUGH OF WRANGELL
PUBLIC LAND & TIDELANDS LEASE APPLICATION

CONTINUED FROM PAGE 1

Item c.

SECTION II. (CONT)

CURRENT ZONING OF PROPERTY

WFD

LOT SIZE

CURRENT USE OF PROPERTY

SECTION III.

INCLUDE AND LIST HERE ANY SUPPORTING DOCUMENTS (I.E. MAPS).

See attached

STATE THE PURPOSE AND PROPOSED USE OF THE PROPERTY.

See attached

DESCRIBE THE IMPROVEMENTS THAT WILL BE ADDED TO THE PROPERTY.

See attached

WHEN WILL THE PROPOSED CONSTRUCTION IMPROVEMENTS BEGIN AND WHEN WILL THEY BE COMPLETED?

START DATE: Q3 2026

END DATE: Q2 2027

**WHAT IS THE ESTIMATED COST OF IMPROVEMENTS THAT WILL BE
ADDED TO PROPERTY?**

COST: \$\$3,000,000.00

DESCRIBE THE EFFECTS THAT THE PROPOSED USE WILL HAVE ON PUBLIC STREETS, PUBLIC FACILITIES, PUBLIC SERVICES, PUBLIC UTILITIES, TRAFFIC, AND PARKING. INCLUDE A PLAN FOR MITIGATING ADVERSE EFFECTS ON STREETS, PUBLIC FACILITIES, PUBLIC SERVICES, PUBLIC UTILITIES, TRAFFIC CONGESTION, AND PARKING, AND A PLAN FOR PAYING ALL ASSOCIATED COSTS.

See attached

CITY & BOROUGH OF WRANGELL
PUBLIC LAND & TIDELANDS LEASE APPLICATION
CONTINUED FROM PAGE 2

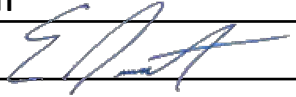
Item c.

SECTION IV. ACKNOWLEDGEMENT

I hereby affirm all the information submitted with this application is true and correct to the best of my knowledge. I also agree to fulfill the tenants of any permits or approvals required by the City and Borough of Wrangell. I understand that incomplete applications will not be accepted and that all fees must be paid prior to review of this application.

SIGNATURE OF APPLICANT

DATE



4/11/2025



***City & Borough of Wrangell
Public Land & Tidelands Lease Application
Additional Information***

Applicant: American Cruise Lines



Section III

STATE THE PURPOSE AND PROPOSED USE OF THE PROPERTY.

American Cruise Lines proposes to lease an area of tidelands located inside Parcel 02-024-600 on Campbell Drive for the purpose of constructing a new dock. This project will allow small overnight cruise vessels to operate with a consistent schedule which in turn will contribute to the local economy.

DESCRIBE THE IMPROVEMENTS THAT WILL BE ADDED TO THE PROPERTY.

American Cruise Lines would design and construct a dock which would be utilized by small overnight passenger vessels. Wrangell's 2015 Waterfront Preferred Master Plan outlines a need to create open green space along the waterfront. This includes area within the proposed lease area in this application. American Cruise Lines is accustomed to operating and docking in park settings all over the country. This location would provide our guests with consistent and easy access to downtown to visit the Wrangell Museum and the Nolan Center Theater.

DESCRIBE THE EFFECTS THAT THE PROPOSED USE WILL HAVE ON PUBLIC STREETS, PUBLIC FACILITIES, PUBLIC SERVICES, PUBLIC UTILITIES, TRAFFIC, AND PARKING. INCLUDE A PLAN FOR MITIGATING ADVERSE EFFECTS ON STREETS, PUBLIC FACILITIES, PUBLIC SERVICES, PUBLIC UTILITIES, TRAFFIC CONGESTION, AND PARKING, AND A PLAN FOR PAYING ALL ASSOCIATED COSTS.

American Cruise Lines vessels bring sustainable and consistent tourism without overwhelming the community and with no additional vehicular access. The parcel identified would help to alleviate congestion as guests are able to walk to downtown attractions. The current location of City Dock requires American Cruise Lines to contract transportation to/from downtown. If utilities are required, American would work directly with the Borough to identify the least intrusive manner to install.

CITY AND BOROUGH OF WRANGELL, ALASKA

Item c.



1 inch = 341.104573 feet

83

6/6/2025

Public Map



**DISCLAIMER: THESE MAPS ARE FOR PLANNING PURPOSES ONLY.
PROPERTY LINES ARE APPROXIMATE. AERIAL 2002.**



AMERICAN CRUISE LINES & WRANGELL

OVERVIEW

- ★ 100% American
- ★ The largest operator of U.S. cruise ships
- ★ 22 small ships operating in 35 states
- ★ 140 U.S. ports of call
- ★ Focus on small towns with big history
- ★ Educational & cultural programming
- ★ Boutique hotel on a ship
- ★ 2 ships in Alaska with more under construction
- ★ Adding 3 ships per year





CHESAPEAKE SHIPBUILDING

SHIPBUILDERS & NAVAL ARCHITECTS

- ★ Family business under the same ownership as American Cruise Lines
- ★ Based in Salisbury, MD
- ★ Designers and builders of commercial vessel up to 400 feet
- ★ In-house naval architects and marine engineers
- ★ Steel and aluminum construction
- ★ Builders of every new American Cruise Lines ship
- ★ 8 cruise ships currently under construction with a new ship rolled out every 4 months



MADE IN AMERICA
with American Materials and Manpower



Sharing America's Story on the Finest American Ships

Our Mission

- ★ All US-flagged fleet with 100% domestic itineraries
- ★ Ability to operate in public access facilities without CBP control infrastructure
- ★ Ships between 240 and 270 feet carrying less than 200 guests each
- ★ 2 ships currently cruising in Alaska with more under construction
- ★ More time spent in port than any other Alaska cruise line to maximize guest engagement and economic impact





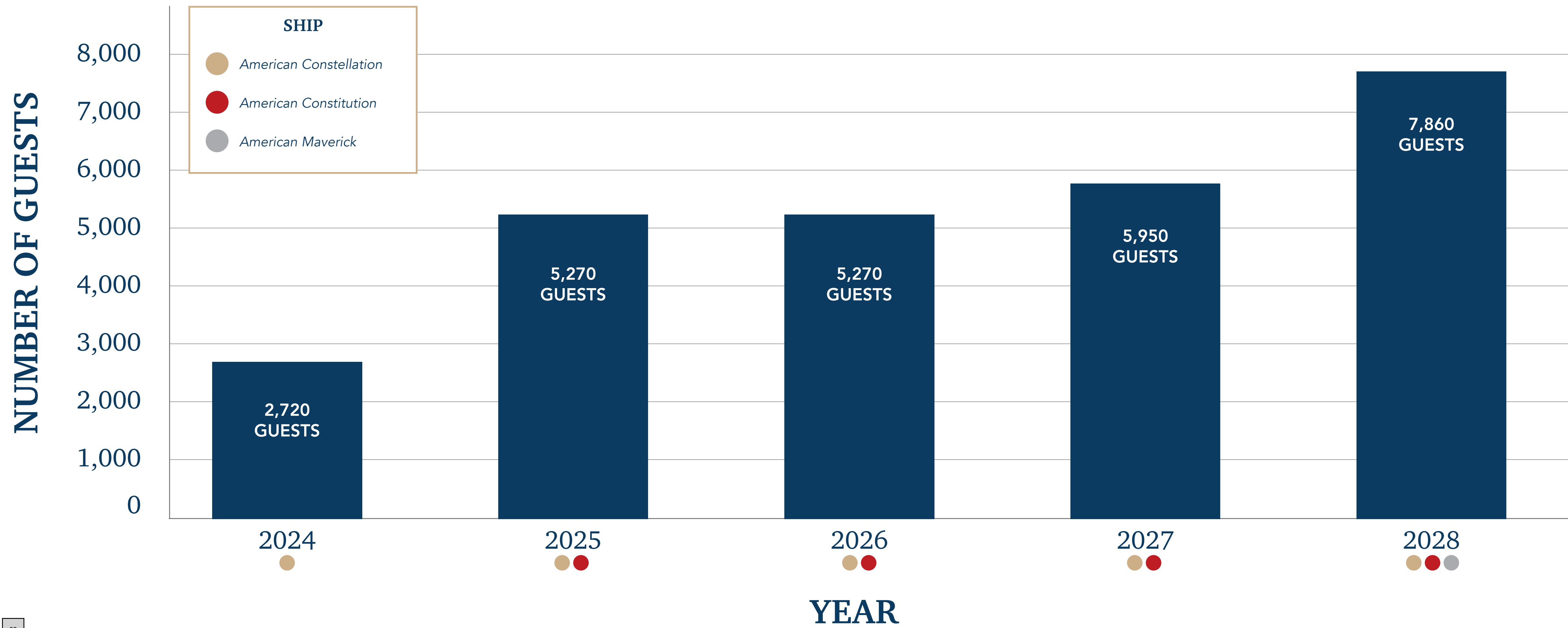
Our Demographic

- ★ Mature affluent Americans
- ★ Former global travelers who now want to explore their own country
- ★ High net worth and retired
- ★ High willingness to spend on genuine or personalized experiences
- ★ Typical cruise costs more than \$1,000 per person, per day, plus shoreside expenses in excess of \$250 per person, per day
- ★ Where others spend 2-4 days in port, we spend 6 days in port



Southeast Alaska

Sustainable Tourism Growth





Long-Term Partnership & Infrastructure

Case Study: Richland, WA

Use Agreement between the City of Richland, WA and American Cruise Lines. City sought to monetize an existing dock in a public park.

- ★ 5 years, with four 5 year options
- ★ American is anchor tenant with fixed annual payments
- ★ American has priority and manages docking schedule
- ★ American designed, permitted, managed, and paid for the construction of brand new berthing dolphins
- ★ Dock remains public access and recreational facility





Long-Term Partnership & Infrastructure

Case Study: Kalama, WA

Dock usage agreement between the Port of Kalama and American Cruise Lines. Port sought long-term commitments as part of its mixed use development vision which includes open space.

- ★ 13-year agreement with one 7-year extension followed by two 10-year extensions totaling 40 years
- ★ American made capital contribution to project along with port
- ★ American manages dock schedule and has priority scheduling rights
- ★ Park is always a popular recreation facility for the public even when vessels are docked
- ★ Port managed construction project with input from American through concept, design, and construction

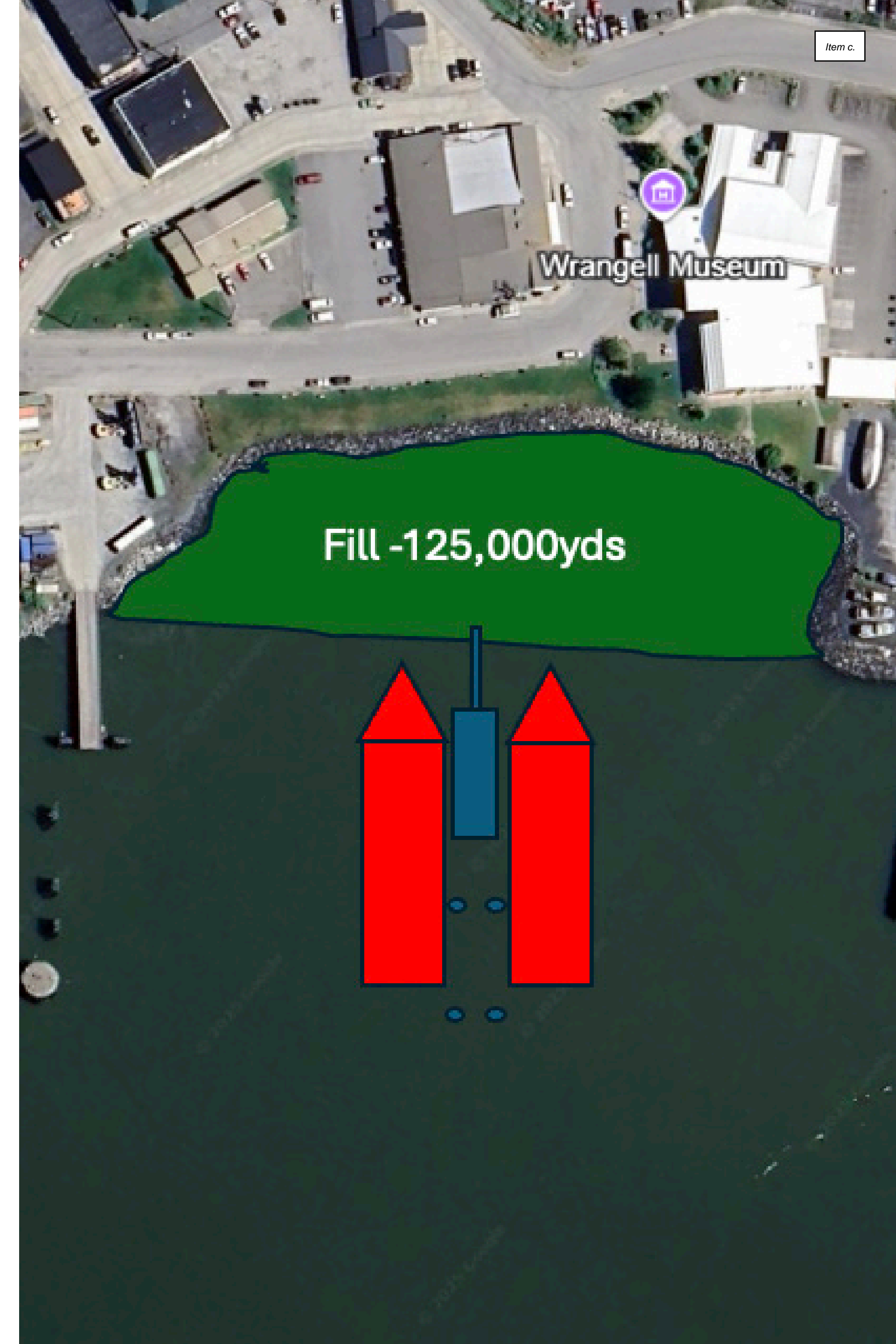


Long-Term Partnership & Infrastructure

Potential Partnership: Wrangell, AK

A long term agreement between the Borough and American Cruise Lines would allow for a consistent schedule in Wrangell allowing for greater economic benefit.

- ★ Projected Dockings by year:
2024 - 16 ★ 2025 - 31 ★ 2026 - 31 ★ 2027 - 35 ★ 2028 - 51
- ★ American is open to fully funding a dock infrastructure project or partnering with the Borough
- ★ American will work directly with Borough to ensure terms of the lease meet the needs of the community
- ★ Dedicated dock for small, U.S. flagged cruise vessels would eliminate need to anchor. Docking allows guests more flexibility to depart the vessel and explore town on their own
- ★ Docking allows greater operating constantly. 30% of planned anchorages are missed due to weather conditions, resulting in disappointed guests and last minute cancellations for vendors ashore





Community Partnership & Economic Benefit

*Current Shoreside Excursions
& Community Benefits*

- ★ Wrangell Experience
Includes a stop at Wrangell Museum
- ★ Wild Bears of Anan
- ★ Stikine River Wilderness
Jet Boat Adventure
- ★ Experience Nature
- ★ Ancient Forest of Anan
Jet Boat Cruise
- ★ Collaboration with local Chamber
of Commerce





PLANNING AND ZONING COMMISSION
Regular Meeting June 19, 2025
Staff Report

Agenda Item: New Business, Item 9D

From: Kate Thomas, Economic Development Director

Subject: Preliminary Plat review of a Replat of Lot 38 of U.S. Survey 2673 (APN 05-039-100) of the Ketchikan Recording District, Zoned Remote Mixed-Use Meyers Chuck, creating Lots 39A and 39B of the Peavey Subdivision owned and requested by Melissa Peavey.

Introduction

The applicant requests preliminary plat approval for a replat of Lot 38, U.S. Survey 2673, located in the Remote Mixed-Use District of Myers Chuck. The replat, titled the Peavey Subdivision, proposes creating two lots: Lot 39A and Lot 39B. This action is initiated to correct as-built conditions, where a structure located on one property was inadvertently constructed across the original boundary line into the neighboring parcel.

Review Criteria:

- WMC Title 19 – Subdivisions
- WMC Title 20 – Zoning: Remote Mixed Use

Attachments

1.) Application, 2.) Aerial Map, 3.) Preliminary Plat, 4.) As Built Conditions

Background and Findings of Fact

Lot 38 of U.S. Survey 2673 is located within the Remote Mixed Use zoning district in Myers Chuck. The preliminary plat proposes a reconfiguration of the lot to create Lots 39A and 39B. The motivation for the replat stems from the discovery of a structural encroachment during a recent as-built survey. A portion of an existing building extends across the original lot line, resulting in a need to reconcile legal and physical boundaries.

This plat does not create new lots beyond the existing number but rather adjusts the shared boundary line to transfer a portion of land to accommodate the existing structure. No additional development rights are granted, and no changes to access or utilities are proposed. Although the resulting lots remain nonconforming with respect to minimum lot size requirements, the reconfiguration does not increase the degree of nonconformity. In fact, it improves alignment with the zoning district's intent by establishing clear, functional boundaries for each lot.

Staff Recommendation

Staff recommends approval of the preliminary plat.

Recommended Motion

Move to approve the preliminary plat for the Peavey Subdivision, a replat of Lot 38 of U.S. Survey 2673, creating Lots 39A and 39B, as requested by Melissa Peavey.

CITY & BOROUGH OF WRANGELL

PLANNING DEPARTMENT

PO BOX 531 WRANGELL, AK, 99929 | +1 (907) 874-2381
205 BRUEGER STREET WRANGELL, AK, 99929



LAND USE APPLICATION

WMC 19.04.010 - 19.04.020 & WMC 19.12.010 - 19.12.040 & WMC 20.76.010 - 20.76.040

NON-REFUNDABLE FEE - MUST BE PAID AT TIME OF FILING

TYPE OF APPLICATION ZONING CHANGE \$150 ☐ SUBDIVISION/PRELIMINARY PLAT \$100 ☒

OFFICIAL USE ONLY RECEIVED BY DATE RECEIVED PAYMENT CHECK ☐ CREDIT CARD ☒ CASH ☐

SECTION I.

APPLICANT'S FULL NAME EMAIL ADDRESS PHONE NUMBER
Melissa Louise Peavey melissal.peavey@gmail.com 907-209-7589

APPLICANT'S PHYSICAL ADDRESS
501 Beach Road

APPLICANT'S MAILING ADDRESS
PO Box 859 Craig, AK 99921

LEGAL OWNER'S FULL NAME (IF DIFFERENT THAN APPLICANTS NAME) PHONE NUMBER

LEGAL OWNER'S MAILING ADDRESS

SECTION II.

PROVIDE THE PARCEL ID NUMBER AS WELL AS EITHER THE PHYSICAL ADDRESS OR LEGAL DESCRIPTION OF THE PROPERTY.

PARCEL ID NUMBER PHYSICAL ADDRESS
05-039-100 Meyers Island

LOT: 39 BLOCK: NA SUBDIVISION: USS 2673

LEGAL ACCESS TO LOTS (STREET NAME)
NA

CURRENT ZONING OF PROPERTY LOT SIZE
Residential Approx. 1 acre

CITY & BOROUGH OF WRANGELL
LAND USE APPLICATION
CONTINUED FROM PAGE 1

Item d.

SECTION III.

FOR A ZONING CHANGE, PLEASE STATE THE REQUESTED NEW ZONING AND EXPLAIN THE REASON FOR THE PROPOSED CHANGE.

FOR SUBDIVISION OR PRELIMINARY PLAT APPLICATIONS, PLEASE DESCRIBE THE PROPOSED CHANGES TO THE LOT AND SUBMIT A PREPARED PLAT MAP AS REQUIRED BY THE WRANGELL MUNICIPAL CODE.

The original survey of this property was not legal due to licensing problems and the property line is not established. We have a plan in place to get the land surveyed in the near future by surveyor Gary Tams to conduct a plat change.

SECTION IV. ACKNOWLEDGEMENT

I hereby affirm all the information submitted with this application is true and correct to the best of my knowledge. I also affirm that I am the true and legal property owner or authorized agent thereof for the property subject herein. I understand that incomplete applications will not be accepted and that all fees must be paid prior to review of this application. All application fees must be paid at the time of filing. Incomplete applications will not be accepted until all fees are paid prior to application review. Additional fees will be applied following approval of the final plat through the borough clerk's office to record the plat map with the Department of Natural Resources Recorder's Office.

SIGNATURE OF APPLICANT

Melissa Peavy

DATE

May 12, 2025

SIGNATURE OF OWNER (IF DIFFERENT THAN APPLICANT)

DATE

CITY AND BOROUGH OF WRANGELL, ALASKA

Item d.



1 inch = 260.655381 feet

98

6/6/2025

Public Map



**DISCLAIMER: THESE MAPS ARE FOR PLANNING PURPOSES ONLY.
PROPERTY LINES ARE APPROXIMATE. AERIAL 2002.**

NOTES:

1. The error of closure of this survey does not exceed 1:5000.
2. All bearings shown are true bearings as oriented to the Basis of Bearings and the distances shown are reduced to horizontal field distances.
3. The Alaska Department of Environmental Conservation has suspended their program of subdivision review. Owners of lots shown on this plat should contact the department to ensure compliance with regulations before development.
4. The natural meanders of mean high water line forms the true bounds of U.S. Survey 2573. The line of mean high water, as shown, is the record meander line of U.S. Survey 2573 and is for area computations only. The true corners being on the extension of the sidelines and their intersection with the natural meanders.
5. This survey and Plat is subject to reservations and exceptions as contained in the U.S. and State of Alaska Patents and acts relating thereto.
6. All wastewater systems must be Department of Environmental Conservation approved.
7. Zoning for this subdivision is (RMU-MC).

CERTIFICATE OF APPROVAL BY THE PLANNING COMMISSION

I hereby certify that the subdivision plat shown hereon has been found to comply with the subdivision regulations of the City and Borough of Wrangell Planning Commission, and that said plat has been approved by the commission by Plat Resolution No. _____, Dated _____, and that the plat shown hereon has been approved for recording in the Office of the District Magistrate, Ex-Officio Recorder, Wrangell, Alaska.

Chairman, Planning Commission _____ Date _____

Secretary _____ Date _____

CERTIFICATE OF APPROVAL BY THE ASSEMBLY

I hereby certify that the subdivision plat shown hereon has been found to comply with the subdivision regulations of the City and Borough of Wrangell Assembly as recorded in Minutes Book _____, Page _____, Dated _____, 20____, and that the plat shown hereon has been approved for recording in the Office of the District Court, Ex-Officio Recorder, Wrangell, Alaska.

Mayor, City and Borough of Wrangell _____ Date _____

Attest: _____

City Clerk _____ Date _____

LEGEND

- Recovered 3.25" B.L.M. Brass Monument
- Recovered 2" ALCAP - LS #3491
- Set 5/8" Rebar
- Property Corner - Not Recovered This Survey
- Set 5/8" x 30" Rebar (or to Refusal) with a 2" ALCAP - LS #13013
- Surveyed Property Line - This Survey
- Property Line Not Surveyed - This Survey
- - - - - Indicates the boundary lines from Deed 2007-002019-0, K.R.D.
- (R1) Indicates Record Data from Plat No. 86-6, K.R.D.
- (R2) Indicates Record Data from U.S. Survey 2673
- WC Witness Corner to the Meander Corner

LINE TABLE		
LINE	BEARING	HORIZ DIST
L1	N84°58'42"W	59.38'
L2	N84°58'42"W	33.06'
L3	S4°27'16"W	46.78'
L4	S4°27'16"W	44.86'
L5	S89°03'21"W	43.36'
L6	S89°03'21"W	47.75'

CERTIFICATE STATE OF ALASKA (FIRST JUDICIAL DISTRICT)ss

I, the undersigned, being duly appointed and qualified, and as acting Assessor for the City and Borough of Wrangell, hereby certify that, according to the records in my possession, the following described property is carried on the tax records of the City and Borough of Wrangell, in the names of _____ and _____, and that according to the records in my possession, all taxes assessed against said lands are paid in full: That current taxes for the year 20____ will be due on or before August 15, 20____. Dated this _____ day of _____.

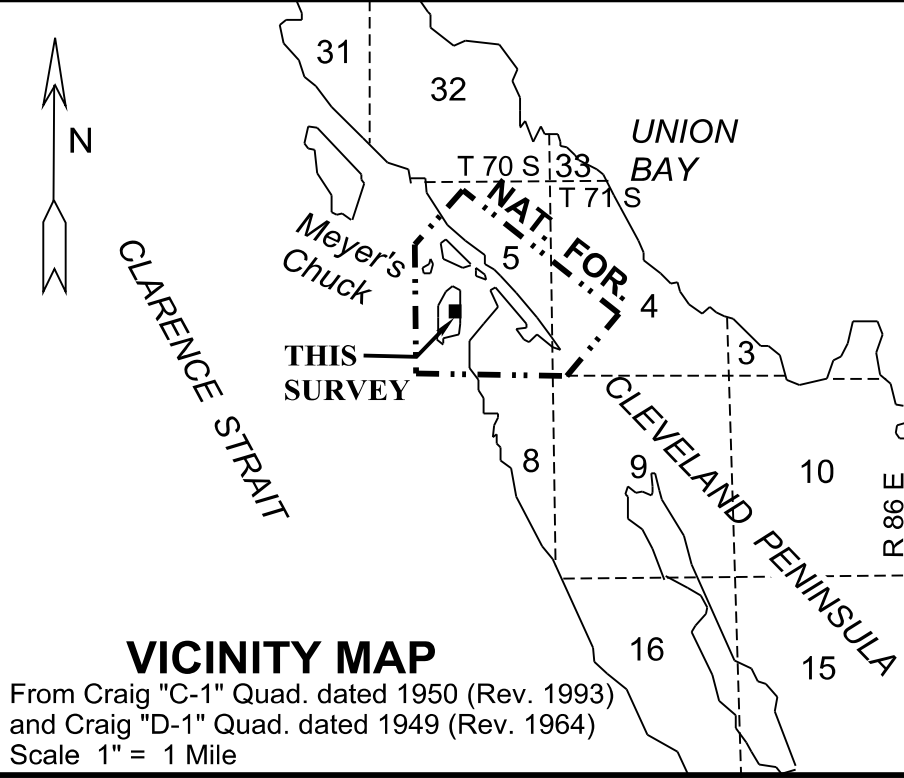
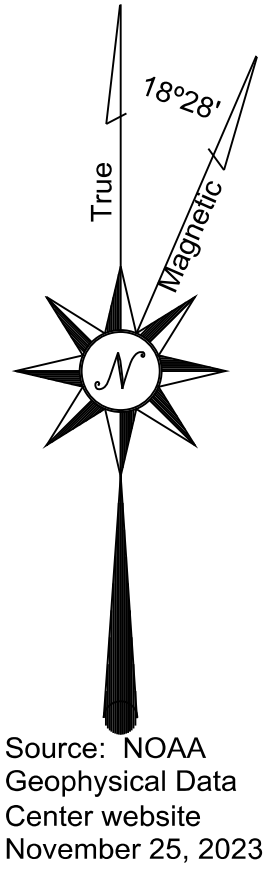
Assessor, City and Borough of Wrangell _____

Lot 43D,
U.S.S. 2673

Lot 39A
62,559 SqFt
1.436 Acres

Lot 39B
4,545 SqFt
0.104 Acres

Lot 43E,
U.S.S. 2673



CERTIFICATE OF OWNERSHIP

We hereby certify that we are the owner of Lot 39, U.S. Survey 2673 as shown hereon and that we hereby approve this survey and plat.

Melissa L. Peavey _____ Date _____

NOTARY'S ACKNOWLEDGEMENT

Subscribed and sworn to before me this _____ day of _____, 20____.

For _____ (notary to print signer's name)

Notary Public for the State of Washington
My Commission expires _____.

Hitomi Marsh _____ Date _____

NOTARY'S ACKNOWLEDGEMENT

Subscribed and sworn to before me this _____ day of _____, 20____.

For _____ (notary to print signer's name)

Notary Public for the State of Washington
My Commission expires _____.

REFERENCE PLATS

- (R1) MEYERS CHUCK SUBDIVISION, A.S.L.S. NO. 85-93, Recorded as Plat No. 86-6, K.R.D.
- (R2) U.S. SURVEY NO. 2673 and accepted on July 7, 1948 The Original plat and Notes are available in the B.L.M. Office in Anchorage, Alaska.
- (R3) Deed of Trust for a Portion of Lot 39, U.S. Survey 2673, Recorded as Document No. 2007-002019-0, K.R.D.

MEYERS CHUCK

SUBDIVISION DATA

THIS PLAT TAKES (1) EXISTING LOT AND CREATES (2) NEW LOTS

TOTAL AREA: 67,104 SqFt



SURVEYOR'S CERTIFICATE

I hereby certify that I am properly registered and licensed to practice Land Surveying in the State of Alaska, that this plat represents a survey made by me or under my direct supervision and that the monuments shown hereon actually exist as described, and that all dimensions and other details are correct according to the notes of said survey.

Gary L. Tams, Alaska R.L.S. No 13013 Date: _____

PEAVEY SUBDIVISION 2025

CREATING LOTS 39A & 39B

A SUBDIVISION OF LOT 39, U.S.S. 2673
IN MEYERS CHUCK, ALASKA

LOCATED WITHIN SECTION 5, T.71S, R.86E., C.R.M., ALASKA
KETCHIKAN RECORDING DISTRICT
CONTAINING 1.54 ACRES

Surveyed for:

Melissa L. Peavey
P.O. Box 859
Craig, AK 99921

Surveyed by:

GT Land Surveying LLC
757 Forest Avenue
Ketchikan, AK

99901

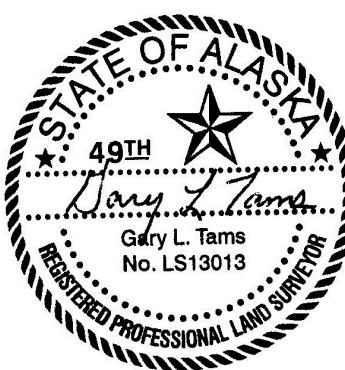
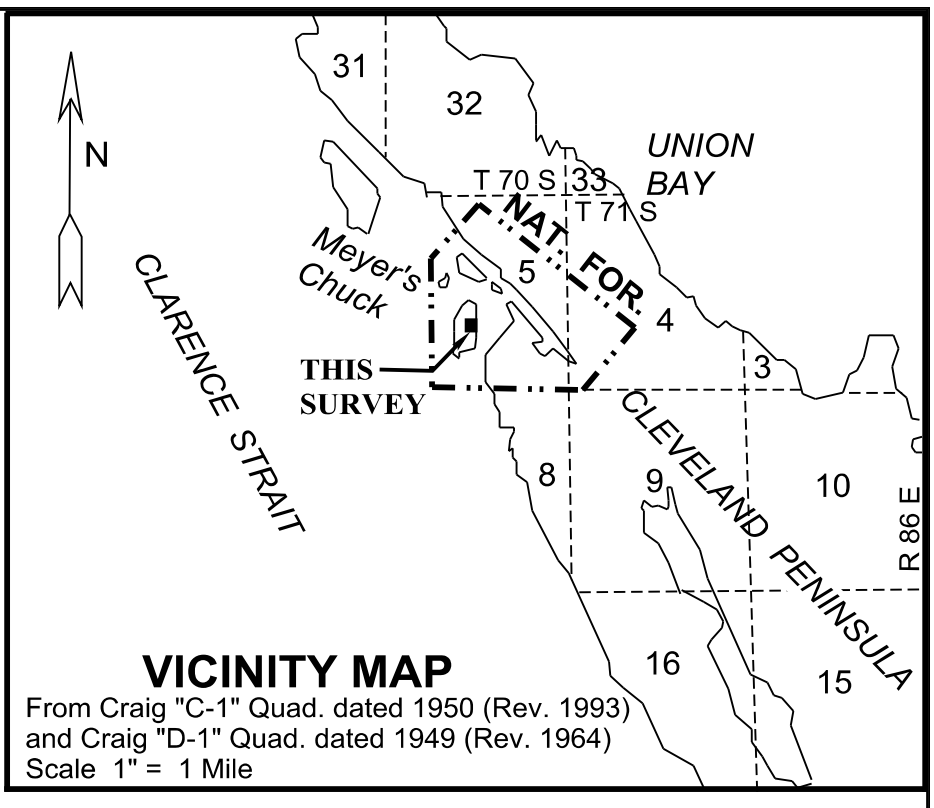
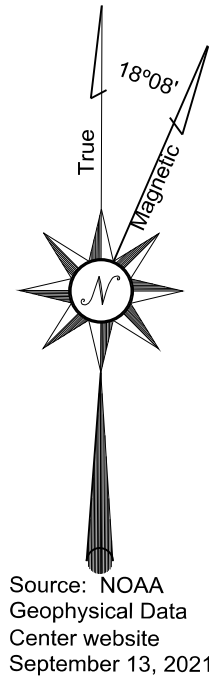
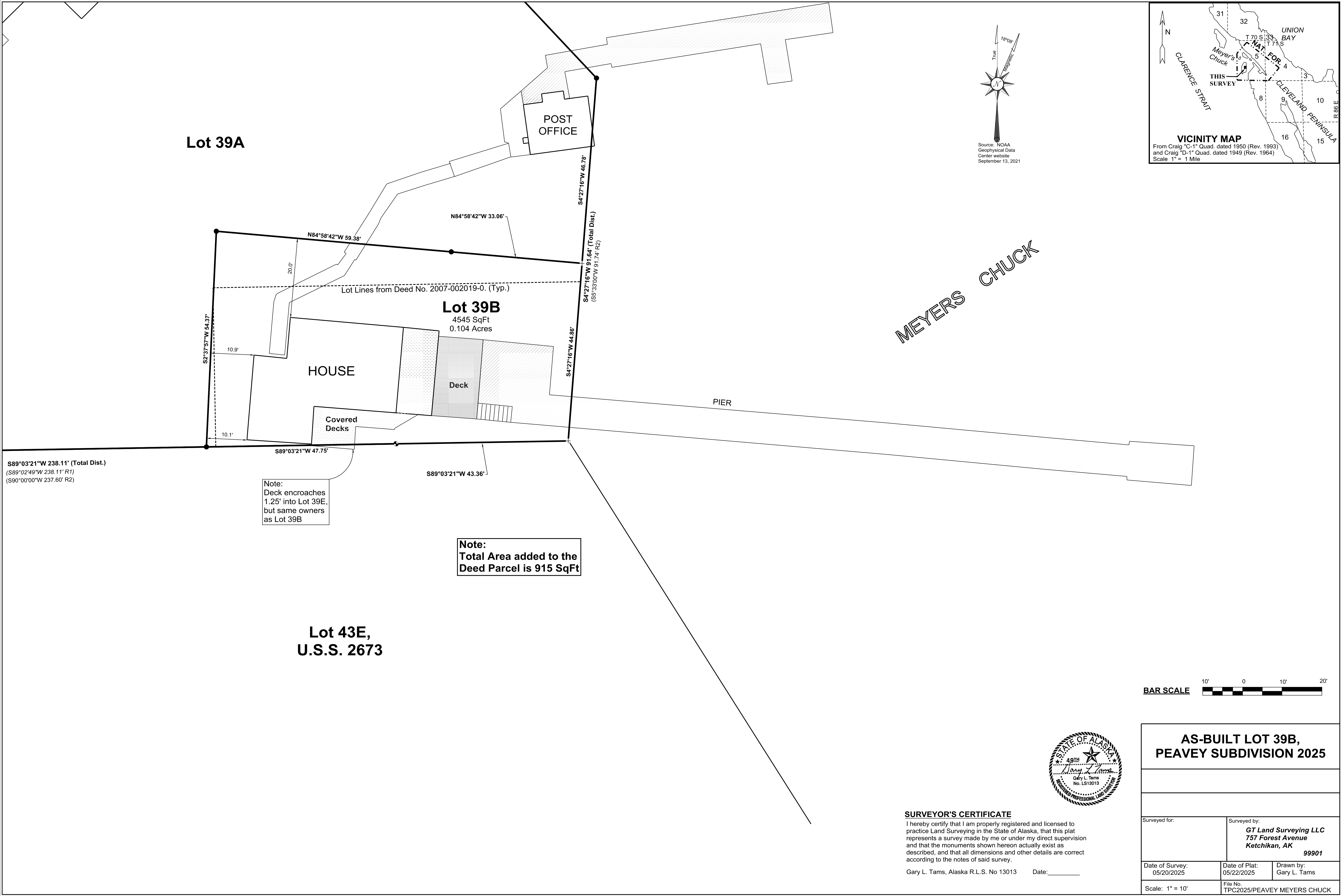
Date of Survey:
05/20/2025

Date of Plat:
05/22/2025

Drawn by:
Gary L. Tams

Scale: 1" = 30'

File No.
TPC2025/PEAVEY MEYERS CHUCK



SURVEYOR'S CERTIFICATE
I hereby certify that I am properly registered and licensed to practice Land Surveying in the State of Alaska, that this plat represents a survey made by me or under my direct supervision and that the monuments shown hereon actually exist as described, and that all dimensions and other details are correct according to the notes of said survey.

Gary L. Tams, Alaska R.L.S. No 13013 Date: _____

AS-BUILT LOT 39B, PEAVEY SUBDIVISION 2025		
Surveyed for:	Surveyed by: GT Land Surveying LLC 757 Forest Avenue Ketchikan, AK 99901	
Date of Survey: 05/20/2025	Date of Plat: 05/22/2025	Drawn by: Gary L. Tams
Scale: 1" = 10'		File No. TPC2025/PEAVEY MEYERS CHUCK



PLANNING AND ZONING COMMISSION
Regular Meeting June 19, 2025
Staff Report

Agenda Item: Unfinished Business, Item 10A

From: Kate Thomas, Economic Development Director

Subject: (PH) Ordinance No. 10XX An Ordinance of the Assembly of the City and Borough of Wrangell, Alaska, adding Chapter 20.62 Planned Unit Developments and Amending Several Sections in Title 20 – Zoning, to Add and Reference Planned Unit Developments to the Wrangell Municipal Code.

Introduction

This report provides an overview of the revised draft code provisions for Planned Unit Developments (PUDs) and outlines the structure and key objectives of the newly proposed Chapter 20.XX. The Planning Commission is asked to review the updated code and recommend adoption to the Borough Assembly.

Description and Purpose of Planning Unit Developments

A Planned Unit Development (PUD) is a development approach that allows for flexibility in land planning and building. Unlike traditional zoning, which often imposes strict regulations on individual lots, a PUD enables development to be planned and built as a unified whole or in phases. This approach allows for variations in density, land use, setbacks, open space, and other design elements, as well as flexibility in the timing and sequencing of construction. PUDs are intended to encourage innovative development that can offer community benefits such as efficient land use, a mix of housing options, and the preservation of open space.

Background

The Planning Commission initiated the development of PUD regulations in 2021 to create a mechanism for approving coordinated residential and mixed-use projects that may not conform to conventional zoning requirements. After iterative review in 2023, a comprehensive draft was advanced in 2025. The current draft is the result of interdepartmental review, commission, and public input, and legal refinement to support implementation.

Summary of Code Provisions

Scope and Applicability

- Applies to zoning districts where PUDs are conditionally permitted.
- Requires minimum 1-acre contiguous land area under single ownership or control.

- May include residential, commercial, industrial, or mixed uses.

Objectives

- Support more efficient and attractive development alternatives to conventional zoning, such as:
 - Clustered housing and variety in residential types
 - Buffered and functional commercial/industrial areas
 - Integrated mixed-use development with complementary uses
 - Enhanced recreational and open space planning

Development Standards

- Allows adjustments to:
 - Minimum lot sizes
 - Setbacks and internal site layout
 - Housing types
 - Subdivision regulations
- Requires demonstration that adjustments will not result in adverse impacts or conflict with public health and safety.
- Mandates compliance with all fire and building codes and applicable permitting processes.

Site Planning & Utilities

- PUDs must show connectivity to arterial or collector streets (for nonresidential use).
- All utilities and road infrastructure must be constructed and functional before occupancy.

Ownership and Common Areas

- Requires clear delineation of management responsibilities for common spaces.
- Includes provisions for utility costs, maintenance, and covenants enforceable through platting and deed restrictions.

Phased Development

- Staged development plans must demonstrate each phase can function independently.

Subdivision Integration

- When subdivision is proposed, the PUD application replaces the preliminary plat and proceeds concurrently under WMC 19.12 and 19.16.
- Final platting requires Borough Assembly approval.

Application Requirements

- Requires narrative, detailed development plan, site layout, density schedule, infrastructure plans, and proposed covenants.
- Must list required federal, state, and local permits.

Review Procedure

- Preliminary review and public hearing conducted by Planning Commission.
- Commission acts as final authority for PUDs without subdivision; refers subdivision PUDs to the Assembly.
- Public notice and written findings required.

Required Findings

To approve or recommend approval of a PUD, the Commission must find:

1. No material adverse impacts on adjacent uses or the public;
2. Adjustments are justified by enhanced design;
3. Roadways are adequate for projected traffic;
4. The PUD conforms with the Comprehensive Plan.

Expiration

- Approved PUDs expire two (2) years from the date of approval if not implemented.

Other Code Amendments

To fully implement the PUD ordinance, additional changes to the zoning code may be necessary. These may include:

- Additions or modifications to conditional use listings within specific zoning districts to clarify where Planned Unit Developments are permitted; and,
- New or updated terms in the Definitions section of WMC Chapter 20 to support consistent interpretation and administration of the PUD provisions.

Staff Recommendation

Staff recommends that the Planning Commission review the proposed Chapter 20.XX – *Planned Unit Developments* and forward a recommendation for adoption to the Borough Assembly.

Recommended Motion

Move to recommend approval of Ordinance No. 10XX, adding Chapter 20.XX – Planned Unit Developments and amending relevant sections of Title 20 – Zoning of the Wrangell Municipal Code, as presented in the draft staff report, and to forward the ordinance to the Borough Assembly for consideration.

Chapter 20.xx

PLANNED UNIT DEVELOPMENT

Section XX.s Scope and Purpose.

Section XX.s Objectives

Section XX.s Development Standards

Section XX.s PUD Application Requirements

Section XX.s Procedure.

Section XX.s Scope and Purpose

This chapter applies to all Planned Unit Developments in the City and Borough of Wrangell. The purpose of a Planned Unit Development (PUD) is to accommodate new and imaginative design concepts and land development, providing for flexibility and variation in the general design standards to promote and improve the health, safety, and general welfare of the residents, consistent with the Borough's adopted comprehensive plan.

Section XX.s Applicability.

- A. Planned Unit Developments are allowed in a zoning district only when allowed by the code provisions specifically applicable to that district. PUD applications shall identify which base zoning district shall apply.
- B. All uses that are allowed within the base zone district are permitted within a PUD. A PUD may consist of residential, noncommercial, commercial, or industrial uses or a combination thereof, subject to any limitations or exceptions provided in this title.
- A. The land area proposed for the PUD shall include a contiguous area of land at least one acre in size, all of which is under single ownership or control at the time of application.

Section XX.s Objectives.

- A. Commercial.

Commercial PUD Districts should be designed to produce more attractive and functional clusters and commercial centers than the strip development that is frequently produced by the application of conventional zoning regulations. Commercial uses and buildings shall be planned as groups having

common parking areas and common ingress and egress points in order to reduce the number of potential accident locations at intersections.

B. Industrial.

Industrial uses should promote efficient use of land and services by grouping buildings in parklike surroundings and utilizing landscaping and existing trees as buffers to screen lighting, parking areas, loading areas or docks and/or outdoor storage of raw materials or products.

C. Residential.

Residential PUDs should be designed to produce a variety of housing types and/or cluster housing and provide for more usable open space, better recreation opportunities, and efficient utility and road networks.

D. Mixed Use.

Mixed-use PUD Districts should promote the objectives of innovative design of their individual uses and encourage creative groupings of different but complementary uses to establish high-quality living environments. Mixed-use PUD Districts may encourage co-location of residential and working areas, or activity centers that incorporate a variety of uses.

Section XX.s Development Standards

A. Intent.

Planned Unit Developments allow for variation in many of the traditional controls related to density, land use, setback, open space, and other design elements, and the timing and sequencing of the construction. Each PUD application may request only the following types of adjustments from base zoning district standards:

1. Minimum lot sizes.
2. Increased non-residential development intensity.
3. Reduced or reorganized internal building setbacks.
4. Additional types of housing.
5. Subdivision standards.

B. General Standards.

All developments shall comply with applicable state and local building and fire codes. The minimum separation between detached structures shall be ten feet (10') unless a greater separation is required by fire or building codes. Review and approval of a Planned Unit Development by the Planning Administrator,

Planning and Zoning Commission, or Borough Assembly does not supersede or waive any separate review, permitting, or approval requirements of the Borough's building officials, permitting offices, or state fire marshal.

C. Minimum Lot Sizes.

Residential and cluster housing development project permits the size of residential lots within a subdivision to be reduced below the minimum lot size required by the zoning district within which the subdivision is located; provided, that the average dwelling density of the entire development does not exceed the maximum overall density permitted by the applicable zoning district and comprehensive plan designation.

D. Commercial, industrial, and mixed-use standards.

Property adjacent to the perimeter proposed for nonresidential use and adjacent to property outside of the PUD area and within a residential zone shall maintain all specific setback or buffer requirements typically required for such uses when adjacent to property within a residential zone. Consideration shall be given to incorporating design features such as fencing, landscaping, or transitional building design to further reduce potential impacts between differing land uses within the PUD.

E. Setbacks.

All developments that propose reduced or zero setbacks from what is outlined in WMC 20.52 Standards, shall comply with the following development standards;

1. Lots with a reduced or zero lot line shall provide drainage easements of sufficient size to maintain drainage on the site;
2. The PUD plat shall indicate the reduced or zero setback lines and all easements shall be shown on the plat and incorporated into each deed transferring the title of the property;
3. In no case shall a property with a reduced or zero lot line be allowed adjacent to a property that is not part of the PUD.

F. Staged development.

A PUD proposed for phased or staged development shall be designed and constructed so that each stage is independently functional and self-sustaining, in the event that subsequent phases are not completed. A subdivision proposed for completion in stages shall be designed and constructed so that each stage will be self-supporting should future proposed stages not occur. The development plan should include a detailed description of each development stage and the expected timeline for implementation. All areas designed

for future expansion or not intended for immediate improvement or development shall be landscaped or otherwise maintained in a neat and orderly manner.

G. Ownership and Common Spaces.

Each PUD shall clearly identify the ownership, management, and maintenance responsibilities for all individual dwelling units and common spaces. These responsibilities shall be clearly assigned to the public, homeowner's association, and/or private owners and documented in the development plan and plat, which shall be recorded at the time of establishment. Provisions shall include terms for maintenance and utility cost allocation; appearance, cleanliness, and rules for use; upkeep of common areas; and enforcement and dispute resolution for any violations of the agreement. Any agreements, covenants or restrictions of the PUD shall accompany any future deeds transferring title to the property.

H. Subdivisions.

Departure from the subdivision regulations and development standards requires the applicant to demonstrate that adequate provisions will be made for sufficient light and air, that the density of development is compatible with surrounding land uses, that pedestrian and vehicular traffic circulation systems are safe and efficient, that the development will progress in orderly phases, and that the public health, safety, and general welfare will be protected.

I. Utility and Road Networks.

Any Commercial, Industrial, and Mixed-Use PUDs must have direct access to an arterial or collector street. All required utilities, roads, and services must be constructed, installed and available for immediate use upon occupancy for all PUDs.

Section XX.s PUD Application Requirements

A. An application and development plan for a PUD shall be submitted to the Planning Administrator for review and recommendation to the Planning Commission. In addition to the general application, the PUD development plan shall include the following:

1. A narrative description of the purpose and objective for the PUD as a whole and for any development areas it contains:
 - a. The uses to be allowed as principal, accessory, or conditionally permitted; and
 - b. The development standards that apply to lands contained within the PUD and its development areas; and
 - c. Any specific development standards applicable to all proposed uses.

2. A surveyed map drawn to scale and showing the external boundaries of the PUD and the boundaries of any internal development areas. These areas shall be clearly labeled to correspond with the narrative description.
3. A program of development outlining the stages of future development and the phase for current approval;
4. The time schedule for construction and completion of all stages and phases;
5. A narrative description demonstrating that each stage is capable of independent development;
6. The general location and size of the area involved and the nature of the landowner's interest in the land to be developed;
7. The density of land use to be allocated within various portions of the development;
8. The location, function, ownership and manner of maintenance of common open space during construction; by development phase, and after final completion;
9. The use, height, bulk and location of buildings and other structures;
10. A utilities and drainage plan;
11. The proposed covenants, easements or other restrictions to be affecting land use, buildings and structures, including public utility and access easements;
12. A plan showing parking; loading areas; snow removal and storage areas; the proposed location and width of streets and rights-of-way; and how the new or existing streets connects with other public facilities in proximity to the PUD;
13. In the case of PUDs that are developed in phases, a schedule showing when each phase of development and/or platting is intended to be submitted;
14. A list of all permits required from local, state and federal agencies for the uses and site development proposed in the PUD;
15. Site plans sufficient to illustrate above listed requirements or other conditions required by staff;
16. A description of methods to ensure maintenance of any common areas and facilities; and
17. Where practical and safe, and where other means of access have not been provided, public access easements or dedications may be required to connect to public lands or non-motorized transportation corridors.

Section XX.s Procedure.

A. Administrative Review.

The applicant shall submit the PUD application to the Zoning Administrator to review for completeness. A PUD application may be utilized to include a review and determination of a conditional use and be *in lieu* of a separate conditional use permit application and determination when a use or uses are proposed that require a conditional use permit in the base zoning district. The applicant shall include any requested conditional uses in its PUD application. Following approval by the Zoning Administrator, the application shall proceed Commission for review and approval or recommendation to the Borough Assembly.

B. Commission Preliminary Review and Public Hearing

The Commission shall set a date for and hold a public hearing upon receipt of each completed and properly submitted application to conduct a preliminary review of the PUD application development plan. At least 10 days before the hearing, a public notice specifying the subject, time and place of the hearing shall be posted at City Hall. In addition, at least 10 days' notice of the time and place of the hearing shall be mailed to the applicant and all property owners within 300 feet of the property involved. The purpose of the preliminary review is to provide feedback to the applicant and inform any conditions for approval so that the applicant may modify the development plan and prepare a final PUD application. Following the preliminary review and public hearing, the applicant shall submit the final PUD application identifying any conditions or modifications to the Commission for approval.

C. Commission Review of Non-Subdivision PUDs.

If a PUD does not include a subdivision, the Commission shall be the final decision-maker on the PUD application and shall approve or deny the PUD application and any requested conditional uses. Approval or denial shall be in the form of written findings of fact, conclusions of law, and in the case of approval, conditions of approval.

D. Commission Review of Subdivision PUDs.

When a PUD includes a subdivision, the processing of the PUD application and subdivision application shall occur concurrently. The Commission shall recommend approval or denial of the PUD and the subdivision, and any requested conditional uses, to the Assembly. The recommended approval or denial shall be in the form of written findings of fact, conclusions of law, and in the case of approval, conditions of approval. PUDs requiring subdivision platting shall comply with the requirements of WMC 19.12 and 19.16.

E. Required Findings.

1. In order to grant or recommend approval of a PUD, the Commission shall make, with respect to the requested adjustments from the base zoning district or other WMC standards, the following findings:
 - a. The deviations will not have a material adverse impact on surrounding uses as conditioned and will not be detrimental to public health, safety or welfare;
 - b. Exception from standard district requirements is warranted by the design and other amenities incorporated in the final development plan;
 - c. The streets and thoroughfares proposed are suitable and adequate to carry anticipated traffic and increased densities will not generate traffic in such amounts as to overload the street network outside the PUD; and
 - a. The PUD is in general conformance with the comprehensive plan.
2. To approve a conditional use permit as part of a PUD, the Commission shall make the additional findings found in WMC 20.68 as to the conditional use.

E. Appeals.

1. Appeals from a Commission final decision shall follow the appellate process in WMC section 20.80.
2. Appeals from an Assembly final decision shall be subject to WMC section 3.05.

F. Expiration of Approval.

A PUD application approval shall expire two (2) years following the date of approval.