
Monday, January 05, 2026
5:30 PM

Location: Borough Assembly Chambers
City Hall

1. CALL TO ORDER

2. ROLL CALL

3. AMENDMENTS TO THE AGENDA

4. CONFLICT OF INTEREST

5. APPROVAL OF MINUTES

- a. Approval of the Economic Development Board regular meeting minutes from December 2, 2025.

6. DIRECTOR REPORT

7. CORRESPONDENCE

8. PERSONS TO BE HEARD

9. UNFINISHED BUSINESS

10. NEW BUSINESS

- a. Review and approval of a request from Green Sparc to lease Borough-owned real property at the Deep-Water Port.
- b. Review and approval of a request from JAG Marine Group to lease Borough-owned tidelands and real property at the Deep-Water Port.
- c. Review and approval of zoning designation of Earl West Entitlement Lands for Timber Management.

11. BOARD MEMBER REPORTS

12. NEXT AGENDA ITEMS

13. ADJOURN

**Minutes of Economic Development Board Meeting
Held on December 02, 2025**

1. CALL TO ORDER: 5:30 PM

2. ROLL CALL:

PRESENT: Ashton, Privett, DeRuyter

ABSENT: Dalrymple & O'Brien

STAFF: Kate Thomas, JR Meek

3. AMENDMENTS TO THE AGENDA: None

4. CONFLICT OF INTEREST: None

5. APPROVAL OF MINUTES:

- **Approval of the Economic Development Board regular meeting minutes from September 2, 2025.**

M/S: Ashton/ DeRuyter

All in favor.

6. DIRECTOR REPORT: Oral Report provided on the following;

- Alder Top Village lot sale update
 - Subdivision infrastructure / construction status
 - Road naming / cultural recognition
- Ports & Harbors marketing update
- Trust Land Office land exchange
- JAG Marine Group potential investment
- City Dock offseason use concept
- American Cruise Lines lease and community presentation
- Alaska Marine Lines & public engagement process (preview)
- EDA 2025 Disaster Supplemental overview

7. CORRESPONDENCE: None

8. PERSONS TO BE HEARD: None

9. UNFINISHED BUSINESS: None

10. NEW BUSINESS:

- a) Review and approval of a request from Alaska Marine Lines to lease borough-owned tidelands.**

M/S: *DeRuyter/ Ashton*

All in favor by polled vote.

Move to recommend that the Borough Assembly approve the Alaska Marine Lines request for a long-term tidelands lease at the Six-Mile-Deep Water Port, based on its demonstrated economic benefits, alignment with Borough development goals, and its role in advancing industrial redevelopment and freight reliability for the community, subject to the conditions outlined in the staff report.

Staff noted that Alaska Marine Lines (AML) estimates approximately \$8 million in private investment for marine infrastructure improvements; however, the Borough's potential costs are not yet known.

A board member referenced prior waterfront planning efforts that reflected higher rough-order-of-magnitude cost estimates (approximately \$20–\$30 million, depending on location). Staff clarified that the \$8 million figure is AML's preliminary projection based on private-sector assumptions.

Additional context on the overall project costs will be further defined through the Preliminary Engineering Report (PER) being developed to support the EDA Disaster Supplemental application, specifically the uplands infrastructure improvements. Staff also noted that tidelands cannot be sold pursuant to applicable statute/patent, but may be leased and developed, whereas uplands may be eligible for disposal if determined to be in the Borough's interest.

Staff further discussed that the Borough is pursuing a wharfage suspension agreement to help mitigate potential impacts to community freight rates. A board member emphasized the importance of ensuring the proposed site plan does not constrain future industrial growth, particularly if JAG or other defense-related work expands and that long-term layout should maintain flexibility for future development.

11. BOARD MEMBER REPORTS: Brian Ashton provided oral report on Salmon Restoration Project.

12. NEXT AGENDA ITEMS:

JAG Marine Group Lease Application; GreenSparc Lease Application.

13. ADJOURN: 6:40PM

ATTEST: _____
Secretary

Chair

ECONOMIC DEVELOPMENT BOARD

Agenda Statement & Report



Date: Monday, January 5th, 2026

Agenda Item: New Business, Item 10A

From: Kate Thomas, Economic Development Director

Subject: Review and approval of a request from Green Sparc to lease Borough-owned real property at the Deep-Water Port.

INTRODUCTION

GreenSparc has submitted a lease application to utilize approximately one to two acres of Borough-owned real property at the Deep-Water Port, for the construction and operation of a micro edge data center capable of supporting GPU-as-a-Service (GPUaaS) operations. GreenSparc is a private infrastructure company focused on the development and operation of distributed data and energy facilities, emphasizing modular, scalable systems and integration with local power infrastructure.

BACKGROUND

The Borough acquired the upland mill site in 2022 as part of a long-term strategy to reestablish industrial operations, expand local employment opportunities, and position the community for federal investment in marine and port infrastructure.

Since the acquisition, the Borough has taken several steps to advance redevelopment of the site. Most recently, the Borough committed to the divestiture of approximately 10 acres on the southern portion of the property for development by a scrap metal operation. In addition, the Economic Development Board and Planning Commission have approved recommendations to lease the northern portion of the site and associated tidelands to Alaska Marine Lines.

The Borough is now reviewing additional lease applications, including proposals from JAG Marine Group and GreenSparc, to complete development of the remaining subdivided areas of the former mill site. Concurrently, planning efforts are underway to ensure the site is development-ready, with infrastructure and layout designed to support efficient, compatible, and multi-industrial uses across the Deep-Water Port property.

SUPPORTING INFORMATION

- Location: Six-Mile-Deep Water Port, Borough-owned real property
- Lease Proposal: Minimum 10-year lease (see conceptual subdivision layout)
- Project Value: Minimum investment of 25 million dollars.
- Construction Timeline: 5 Years
- Proposed Improvements: Concrete pads, chillers, pumps, BESS, and high density enclosures to support IT equipment.



SUMMARY OF CRITERIA TO EVALUATE LEASE APPLICATIONS

Lease applications for Borough-owned uplands and tidelands are evaluated to ensure the responsible, beneficial, and strategic use of public land, consistent with the Borough's Comprehensive Plan, applicable land use regulations, and the best interests of the community. Given the strategic importance and economic value of the Deep-Water Port, review of lease applications is structured to allow multiple advisory bodies to provide input from their respective areas of expertise.

Evaluation Criteria

Applications are reviewed using a range of criteria, including but not limited to:

Land Use Compatibility: Consistency with existing zoning and land use regulations, Comprehensive Plan goals, and surrounding land uses, including potential impacts to site functionality and long-term industrial operations.

Community and Economic Benefit: The extent to which the proposed use provides a tangible benefit to the community, such as job creation, support for key industries, private capital investment, provision of essential services, expansion of the tax base, or advancement of broader economic development objectives.

Environmental Considerations: Potential environmental impacts, including stormwater management, erosion control, habitat protection, and compliance with applicable local, state, and federal environmental regulations. Mitigation measures may be required to address identified impacts.

Public Access and Safety (as applicable): Where public access or shared use is a consideration, applications are evaluated on their ability to maintain appropriate access while ensuring public safety and operational compatibility.

Evaluation and Review Process

The Economic Development Board reviews applicable lease proposals to provide an economic and strategic perspective, with particular attention to private investment value, industry alignment, long-term economic contribution, and consistency with redevelopment objectives for the Deep-Water Port. This review complements, but does not replace, technical land use and regulatory review.

Additionally, the Planning and Zoning Commission and the Port Commission review the application and forward a recommendation to the Borough Assembly. Final review and decision-making authority rests with the Borough Assembly.



ECONOMIC DEVELOPMENT ANALYSIS

Redevelopment of the Deep-Water Port is intended to support a diverse mix of industrial and infrastructure uses that strengthen Wrangell's long-term economic resilience. The proposed lease by GreenSparc for development of a micro edge data center represents a different, but complementary, form of industrial investment that aligns with the Borough's strategy to modernize infrastructure, diversify economic activity, and leverage the site's capacity for utility-intensive uses.

The proposed facility would occupy approximately one to two acres and consist primarily of concrete pads, high-density equipment enclosures, chillers, pumps, battery energy storage systems (BESS), and supporting infrastructure. The site is not expected to host a large on-site workforce; however, the project represents a capital-intensive infrastructure investment rather than a labor-intensive operation. While direct employment impacts may be limited, the project's economic value is primarily tied to utility demand, infrastructure development, and long-term operational presence.

At an estimated two megawatts of power demand, the facility could generate substantial power revenue, with potential annual returns to the Borough estimated at up to \$800,000, depending on final rate structures and operational assumptions. The project also presents an opportunity to support expanded utilization of regional power resources and may create new operational opportunities for Southeast Alaska Power Agency. These benefits are closely tied to broader Borough objectives related to energy infrastructure, reliability, and cost recovery.

The proposal also aligns with ongoing Borough planning and grant-funded efforts to expand backup generation capacity at the Deep-Water Port, including improvements intended to enhance redundancy along Feeder 4, which serves power from the municipal generation facility to the end of Zimovia Highway. These investments are a critical component of the Borough's hazard mitigation planning and community resilience strategy, particularly given the importance of maintaining power reliability for industrial users and critical infrastructure.

Water demand associated with the proposed data center is expected to be minimal, as the facility would operate on a closed-loop cooling system. Potential source water options may include existing 2" service lines that capture hillside runoff; however, these options have not yet been fully evaluated and would be addressed through subsequent site planning and permitting processes.

Overall, while the proposed development does not guarantee specific economic outcomes, it introduces a new category of infrastructure-based industrial use to the Deep-Water Port that complements marine, logistics, and energy-related activities. When considered alongside other proposed and planned uses at the site, the GreenSparc project has the



potential to contribute to a more diversified industrial base, strengthen utility infrastructure investments, and support the Borough's long-term goals for economic resilience, hazard mitigation, and strategic redevelopment of the former mill property.

ADDITIONAL CONSIDERATIONS

In evaluating the proposed lease, the Borough may consider lease structure and terms related to power supply, utility coordination, and long-term infrastructure responsibilities. Given the power-intensive nature of the proposed use, additional discussion may include electric service capacity, coordination of backup generation, cost allocation, and infrastructure ownership.

The Borough may also consider development phasing, alignment with ongoing capital and grant-funded projects, and coordination of utility investments with other current and future industrial users at the Deep-Water Port. Compatibility with a multi-tenant industrial environment, including marine, logistics, and energy-related activities, is an important consideration.

Additional factors may include site layout, access and security, and operational impacts associated with cooling systems, battery energy storage, and backup generation. While water demand is expected to be minimal due to closed-loop systems, water sourcing and stormwater management should be addressed as appropriate.

STAFF RECOMMENDATION

Staff recommends that the Economic Development Board support the GreenSparc request for a lease of Borough-owned property at the Deep-Water Port for development of a micro edge data center and forward a positive recommendation to the Borough Assembly, subject to further review and negotiation of lease terms.

Key items to be addressed during lease negotiations or through an alternative agreement include power demand thresholds, backup power and priority during high-demand periods, water sourcing, phased development, survey of the leased area, ingress and egress provisions, and coordination with the broader subdivision layout and prospective tenants to ensure long-term site compatibility and functionality for all users at the Deep Water Port.

Final lease terms should be reviewed by the Borough Attorney and Assembly in accordance with WMC Title 16. All required federal, state, and local permits must be obtained prior to construction. Utility coordination between the City and Borough of Wrangell and GreenSparc, including power supply, backup generation, and water sourcing, should be finalized before development proceeds.



RECOMMENDED MOTION

Move to recommend that the Borough Assembly approve the GreenSparc request for a lease of Borough-owned property at the Deep Water Port, based on its alignment with Borough economic development and infrastructure resilience goals, its contribution to long-term industrial diversification at the former Mill Site, and its potential to support utility investment and community resilience, subject to the conditions outlined in the staff recommendation.



Shoemake

Item a.

Navigation controls including a zoom slider and a scale bar showing 10 units.



ECONOMIC DEVELOPMENT BOARD

Agenda Statement & Report



Date: Monday, January 5th, 2026

Agenda Item: New Business, Item 10B

From: Kate Thomas, Economic Development Director

Subject: Review and approval of a request from JAG Marine Group to lease Borough-owned tidelands and real property at the Deep-Water Port.

INTRODUCTION

JAG Marine Group has submitted a lease application requesting a 50-year lease of Borough-owned real property at the Deep-Water Port, to develop and operate a full-capacity shipyard and large-vessel repair facility. The proposed shipyard would be designed to support vessel construction, maritime fabrication, and repair services for a wide range of commercial and government fleets, including Alaska Marine Highway System (AMHS) vessels, United States Coast Guard (USCG) vessels, United States Navy (USN) surface combatants, and cruise ships.

The proposed development represents a capital-intensive, long-term industrial use requiring substantial upland and tideland area, deep-water access, and specialized marine infrastructure. The applicant has indicated that the facility would be designed to accommodate large-format vessels and serve as a regional and national maritime asset.

BACKGROUND

The Borough acquired the site in 2022 as part of a long-term strategy to reestablish industrial operations, expand employment opportunities, and position Wrangell to compete for federal investment in port and marine infrastructure. The Deep-Water Port is recognized as one of the Borough's most strategically significant industrial assets.

Since acquisition, the Borough has advanced redevelopment through a combination of land disposition, lease actions, and infrastructure planning. These actions include divestiture of a portion of the site for scrap metal processing operations and review of lease applications for marine freight, logistics, and other industrial uses. The Borough continues to evaluate additional proposals to complete development of the remaining subdivided areas of the site while ensuring long-term site functionality and flexibility.

The JAG Marine Group proposal differs in scale from other recent applications in that it contemplates occupation of a substantial portion of the site to support an integrated shipyard and marine industrial complex. As such, the proposal raises broader considerations related to site capacity, opportunity cost, and long-term industrial planning at the Deep-Water Port.

SUPPORTING INFORMATION

- Location: Six-Mile Deep-Water Port, Borough-owned real property
- Lease Proposal: 50-year lease



- Proposed Use: Development of a full-capacity shipyard capable of vessel construction, repair, and maritime fabrication for large commercial and government vessels.

Initial Development Components (Conceptual):

- Ship-lift system with a minimum 32,000 long-ton (LT) lift capacity
- Assembly hall capable of housing vessels up to 600 feet in length
- Multiple dry docks to support dockside availabilities
- Fuel, oil, and hazardous materials storage facilities
- Fabrication shops and marine industrial complex buildings
- Coordination with additional public and private parcels to support single-family and multi-family housing for workforce development

Planning & Engineering Status:

JAG Marine Group is currently working with a corporation that specializes in the design, manufacture, servicing and ongoing support of new and existing shiplifts and transfer systems, to develop a comprehensive proposal outlining scope of work, methodology, deliverables, and schedule.

This effort is expected to include:

- Conceptual design development
- Marine and civil engineering
- Basis of design preparation
- Permitting strategy
- A comprehensive rough order of magnitude (ROM) cost estimate

The proposal will address Wrangell's unique waterfront conditions, including ship-lift integration planning, land-level transfer areas, shoreline stabilization, and bulkhead requirements.

SUMMARY OF CRITERIA TO EVALUATE LEASE APPLICATIONS

Lease applications for Borough-owned uplands and tidelands are evaluated to ensure the responsible, beneficial, and strategic use of public land, consistent with the Borough's Comprehensive Plan, applicable land use regulations, and the best interests of the community. Given the strategic importance of the Deep-Water Port and former Mill Site, review of lease applications is structured to allow multiple advisory bodies to provide input from their respective areas of expertise.

Evaluation Criteria

Applications are reviewed using a range of criteria, including but not limited to:



Land Use Compatibility: Consistency with existing zoning and land use regulations, Comprehensive Plan goals, and surrounding land uses, including potential impacts to site functionality and long-term industrial operations.

Community and Economic Benefit: The extent to which the proposed use provides a tangible benefit to the community, such as job creation, support for key industries, private capital investment, provision of essential services, expansion of the tax base, or advancement of broader economic development objectives.

Environmental Considerations: Potential environmental impacts, including stormwater management, erosion control, habitat protection, and compliance with applicable local, state, and federal environmental regulations. Mitigation measures may be required to address identified impacts.

Public Access and Safety (as applicable): Where public access or shared use is a consideration, applications are evaluated on their ability to maintain appropriate access while ensuring public safety and operational compatibility.

Evaluation and Review Process

The Economic Development Board reviews applicable lease proposals to provide an economic and strategic perspective, with particular attention to private investment value, industry alignment, long-term economic contribution, and consistency with redevelopment objectives for the Deep-Water Port. This review complements, but does not replace, technical land use and regulatory review.

Additionally, the Planning and Zoning Commission and the Port Commission review the application and forward a recommendation to the Borough Assembly. Final review and decision-making authority rests with the Borough Assembly.

ECONOMIC DEVELOPMENT ANALYSIS

Redevelopment of the Deep-Water Port is intended to support industrial uses that strengthen Wrangell's long-term economic resilience and position the community as a regional hub for marine and industrial services. The proposed JAG Marine Group shipyard represents a transformational maritime investment with the potential to anchor long-term industrial activity at the site.

Unlike infrastructure-focused developments with limited on-site labor, a full-capacity shipyard is expected to generate substantial direct employment, including skilled trades, maritime technicians, engineers, and management personnel. In addition to direct jobs, shipyard operations typically generate significant indirect and induced economic activity through local suppliers, transportation services, housing demand, and professional services.



The proposed facility would enable vessel construction and repair activities that are currently performed outside of Southeast Alaska, allowing a greater share of maritime spending to be captured locally. The ability to service AMHS vessels, federal fleets, and large commercial vessels also introduces strategic value related to national defense readiness, Arctic operations, and maritime security.

The proposal is capital-intensive and long-term in nature, requiring significant upfront investment in marine infrastructure, heavy equipment, and specialized facilities. While detailed cost estimates are not yet available, the scale of the proposed improvements suggests a substantial private investment with long-term operational permanence.

From an economic development perspective, the shipyard has the potential to:

- Establish Wrangell as a regional center for large-vessel repair and fabrication
- Support workforce development and skilled trades training
- Strengthen supply chains tied to fisheries, transportation, defense, and tourism
- Contribute to long-term industrial diversification and economic resilience

ADDITIONAL CONSIDERATIONS

Given the scale of the proposed development and its anticipated use of a significant portion of the site, additional considerations include long-term site flexibility, compatibility with adjacent industrial users, and opportunity cost. Concentration of use may limit future options for alternative industrial development; however, this must be weighed against the long-term economic and strategic benefits of establishing a major shipyard facility.

Other considerations include operational impacts such as noise, traffic, security requirements, hazardous material handling, and environmental permitting. Phasing of development, infrastructure ownership, and coordination with Borough capital and grant-funded projects will also require careful review.

The proposed workforce housing component introduces additional coordination considerations related to land availability, zoning, and infrastructure capacity outside of the core shipyard footprint.

STAFF RECOMMENDATION

Staff recommends that the Economic Development Board support the JAG Marine Group request for a long-term lease of Borough-owned property at the Deep-Water Port for development of a full-capacity shipyard and forward a positive recommendation to the Borough Assembly, subject to further technical review, permitting, and negotiation of lease terms.

Key items to be addressed during lease negotiations or subsequent agreements include site boundaries, infrastructure responsibilities, development phasing, environmental



compliance, coordination with adjacent users, and alignment with the Borough's long-term port redevelopment strategy.

RECOMMENDED MOTION

Move to recommend that the Borough Assembly approve the JAG Marine Group request for a long-term lease of Borough-owned property at the Deep-Water Port, based on its alignment with Borough economic development goals, its potential to anchor long-term maritime industrial activity, its contribution to workforce development and regional vessel repair capacity, and its strategic value to Alaska and national maritime operations, subject to the conditions outlined in the staff recommendation.





Date: Monday, January 5th, 2026

Agenda Item: New Business, Item 10C

From: Kate Thomas, Economic Development Director

Subject: Zoning Designation of Earl West Entitlement Lands for Timber Management

INTRODUCTION

The Economic Development Board is asked to consider a formal recommendation to the Borough Assembly supporting the designation of the Earl West Entitlement Lands for Timber Management. This designation would authorize the Borough to actively utilize these lands for sustainably harvested timber sales, supporting local timber operators and small sawmills, strengthening Wrangell's working waterfront and industrial base, and generating an alternative revenue source for the Borough.

This recommendation aligns with the Borough's broader economic development objectives, Comprehensive Plan goals, and the ongoing Wrangell Timber Initiative, which seeks to restore predictable timber supply while balancing environmental stewardship and future land use opportunities.

BACKGROUND

The City and Borough of Wrangell holds approximately 9,006 acres of municipal entitlement lands, conveyed by the State of Alaska following Borough formation. These lands were selected to support local economic development, infrastructure, and long-term community needs. Earl West Cove comprises approximately 895 acres of entitlement land and remains unsurveyed and unpatented, with survey determinations completed, positioning it for future planning and zoning actions

Over the past year, the Borough has advanced a coordinated Entitlement Lands and Timber Initiative, including:

- Review of prospective zoning designations by the Planning and Zoning Commission;
- Execution of a Memorandum of Understanding with the Alaska Mental Health Trust Land Office (TLO) to pool expertise, inventory timber, and pursue coordinated harvest and infrastructure strategies;
- Interagency coordination with the U.S. Forest Service, State Forestry, and local operators to stabilize timber supply and align permitting, access, and infrastructure planning.

Both the Planning and Zoning Commission and Borough staff have identified Earl West as a suitable candidate for Timber Management designation, recognizing its timber potential, access considerations, and ability to support selective harvest while maintaining future development and recreational opportunities.



ECONOMIC DEVELOPMENT ANALYSIS

Designation of Earl West for Timber Management provides multiple economic benefits to the Borough and the local economy, including:

- *Support for Local Industry:* Establishes a predictable, locally controlled timber supply for small sawmill operators and value-added wood product businesses, reducing reliance on distant or inconsistent federal sales.
- *Job Creation and Retention:* Sustains year-round employment in logging, hauling, milling, maritime transport, and related support services.
- *Revenue Generation:* Timber sales, access agreements, and future land transactions following harvest provide a recurring revenue source to support Borough services and capital investments.
- *Infrastructure Leverage:* Coordinated planning allows timber harvest activities to support road maintenance, log transfer facilities, and future subdivision or recreation development.
- *Economic Diversification:* Timber management complements Wrangell's maritime, tourism, and industrial sectors, reinforcing the Borough's role as a regional hub for resource-based industries.

These outcomes are consistent with findings from the interagency timber meetings and U.S. Forest Service briefings, which emphasize the importance of municipal timber supply in stabilizing Southeast Alaska's remaining forest products economy .

ADDITIONAL CONSIDERATIONS

Designation of the Earl West Entitlement Lands for Timber Management provides the Borough with a clear framework to responsibly manage timber resources while protecting fish habitat, watersheds, and other environmental values. Timber Management zoning supports phased and selective harvesting practices and allows the Borough to plan access and supporting infrastructure in a coordinated manner.

This designation maintains long-term flexibility for future land use. Timber Management zoning does not limit the Borough's ability to pursue residential, recreational, or other compatible development following harvest activities and site evaluation.

The designation also supports continued interagency coordination. The Borough's partnership with the Alaska Mental Health Trust Land Office and ongoing collaboration with state and federal agencies provide technical expertise, shared planning opportunities, and alignment of access and permitting across ownership boundaries.

ECONOMIC DEVELOPMENT BOARD

Agenda Statement & Report



All zoning actions, timber sales, and subsequent development will remain subject to public notice, commission review, and Borough Assembly approval, ensuring transparency and consistency with adopted policy. Designation of Earl West for Timber Management aligns with the Comprehensive Plan and advances the Borough's economic development goals by supporting local industry, workforce stability, and long-term municipal revenue.

STAFF RECOMMENDATION

Staff recommends that the Economic Development Board formally support designation of the Earl West Entitlement Lands for Timber Management and forward a positive recommendation to the Borough Assembly. This designation is consistent with Borough economic development goals, supports local industry, and provides a strategic framework for responsible timber use and long-term land planning.

RECOMMENDED MOTION

Move to recommend that the Borough Assembly designate the Earl West Entitlement Lands for Timber Management, authorizing the Borough to utilize the land for sustainably harvested timber sales to support the local economy, small sawmill operators, and long-term Borough revenue generation, while maintaining flexibility for future land use and development consistent with Borough policy and applicable review processes.



Vicinity Map

Item c.

City & Borough of Wrangell Selections

ADL 108133

Legend

Borough Boundary

Forestry roads

Wrangell M.E. Selections

Selected

City & Borough

Conveyed

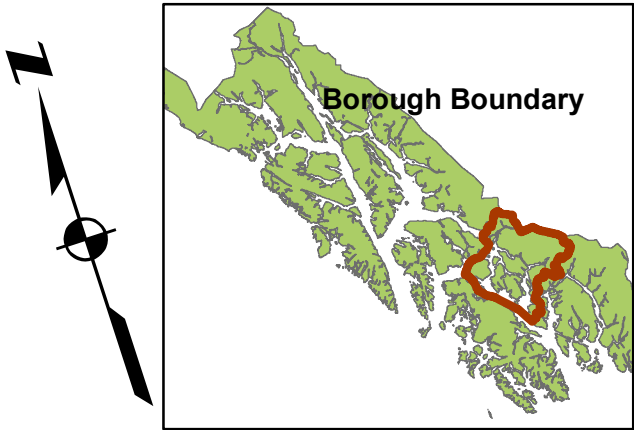
Approved

State Land

TA or Patent

Other Land

Federal Land

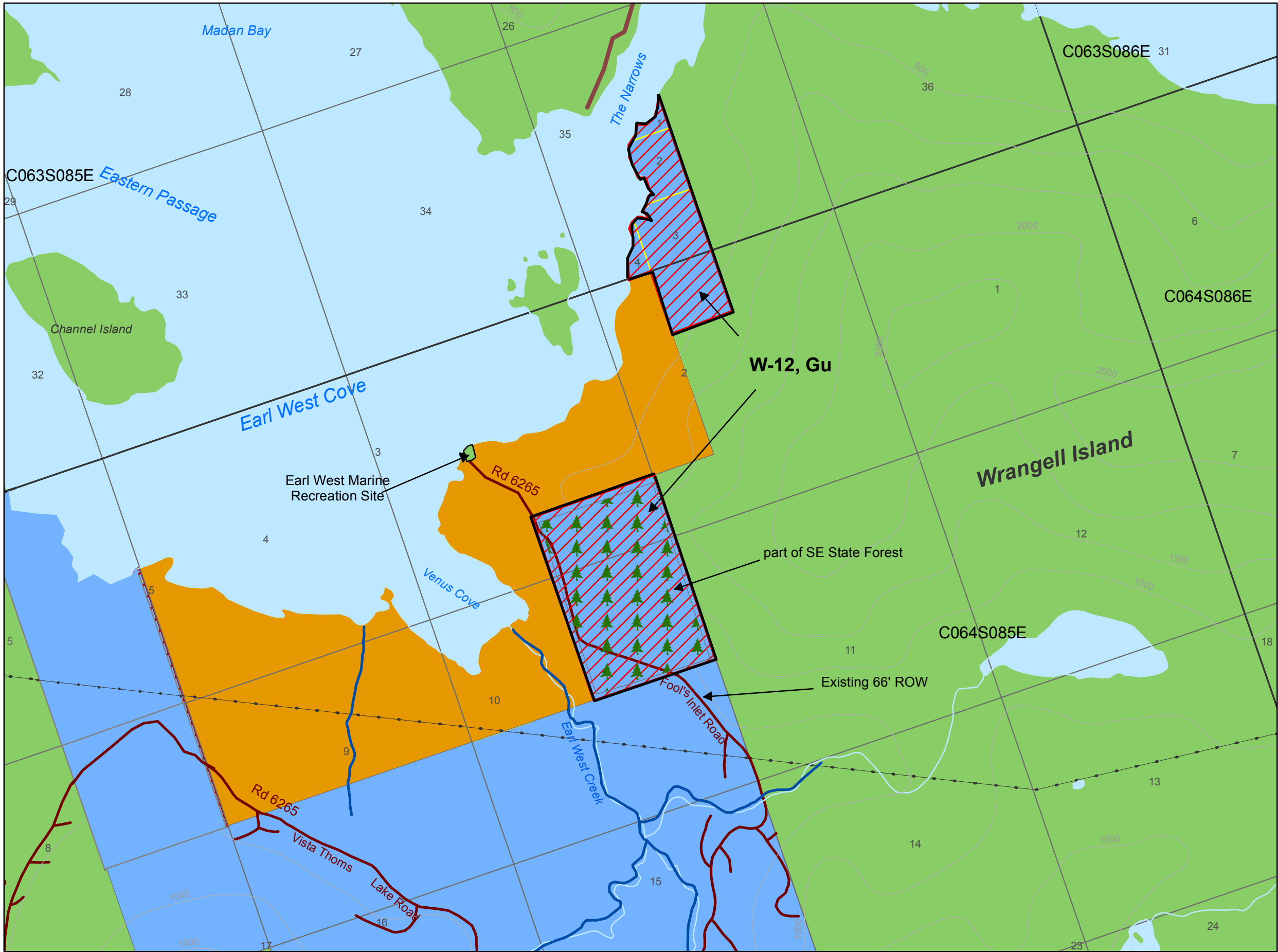


This map is for graphic representation only. It is intended to be used as a guide only and may not show the exact location of existing surveyed parcels or show all easements and reservations. Source documents remain the official record.

Created by: SOA-DNR-DMLW-Municipal Entitlements (M.E.)

Final Finding and Decision

April 3, 2015



Map 1

City & Borough of
Wrangell Selections

ADL 108133

Earl West Cove

Legend

- Forestry Roads
- Anadromous stream
- Transmission Line

Borough

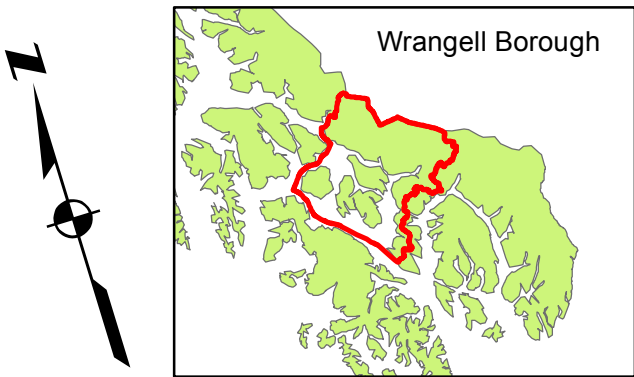
- Selected
- Approved

State Land

- TA or Patent
- SE State Forest
- Rejected

Other Land

- US Forest Service
- Surveyed Parcels



This map is for graphic representation only. It is intended to be used as a guide only and may not show the exact location of existing surveyed parcels or show all easements and reservations. Source documents remain the official record.