

Craig, Alaska Comprehensive Plan 2017



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Cover Photo: Craig's North Cove Harbor
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**Craig Comprehensive Plan
Part One
Issues, Goals and Strategies**

Craig Comprehensive Plan Section 1

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City of Craig Comprehensive Plan Implementation Measures

Implementation measures are those powers that a city can use to carry out the goals, strategies, and land use map included in the comprehensive plan. There are several powers under Alaska Statute available to the City of Craig for implementation of the comprehensive plan. These powers or “tools” include:

- comprehensive plan future land use map contained in this document
- comprehensive plan goals and strategies contained in this document
- City land use code: zoning and subdivision regulations
- zoning maps
- capital improvements programming
- site plan review
- creation of special planning areas
- transportation plan goals and strategies
- future roads and trail maps
- issuance of general obligation bonds
- acquisition and development of parks
- acquisition and sale or lease of city-owned land for commercial, industrial or other purposes
- street construction
- sewer and water facility construction
- community economic development planning

The comprehensive plan is supported and implemented by the above studies, programs, and codes that deal with urban facilities and community development. The plan provides the overarching guidance for the remainder of the planning powers.

The comprehensive plan is a policy guide for how the community will be developed and managed. The plan is not intended to be a binding, regulatory document. Rather, it is to guide elected officials, appointed boards/commissions, and city staff when determining the appropriate regulatory, enforcement, and/or changes necessary in order to meet the established goals and challenges as they arise.

1.0 Land Use

Issues

Development in Craig has occurred at about the right pace to suit the desires of its residents. However, settlement patterns have been influenced by the level of population growth, the physical characteristics of the landscape, the transportation network, and land ownership patterns.

Population growth generates land use demands for housing. In turn, land use demand for commercial and industrial uses can then be linked to corresponding increases in housing growth. These planning principles generally apply to the land use situation in Craig. The 2000 Comprehensive Plan estimated that Craig would grow to a population of 3,269 by the year 2017. This projected population growth was greatly overestimated. Craig's population estimate for 2015 was 1,180. Population growth between 2015 and 2030 is projected to be between 0.2% and 0.5% per five year period with an estimated population in 2030 of 1,192 (see Table 4 in the Background Study of this plan). This population, in turn, will create a demand for approximately five new dwelling units and approximately 1.2 acres of land to accommodate the new housing. In addition to the additional units required for projected population growth the 2016 Community Survey (see appendix B) indicated that at least 20 new housing units (five acres) were required to meet current, unmet demand. See the Background Study, Section 4.0, for the land use demand analysis.

Where housing is located and neighborhoods are created, small scale commercial development has followed and will likely follow in the future. As population increases, so does the demand for goods and services resulting in increases in commercial and industrial development.

Most developed land in Craig, like other communities in Alaska, is devoted to extensive uses that take up a large area such as streets, single-family residences, and public and semi-public needs. The share of more intensive land uses like land used for multi-family residences, commercial and industrial uses, is relatively small. Increases in the land needs for single-family commonly are accompanied by increased demands for all other uses, especially streets and commercial uses.

Future commercial and industrial development opportunities will need to be supported to replace losses in the public sector with declining state and federal dollars and to support the seasonal fluctuations in the fishing and timber industries. Commercial and industrial development, especially along Craig's waterfront, will continue as the community grows. Existing zoning and land use designations that provide for development of some tidelands, and conservation of others, must be maintained to balance the need for both economic development and recreational and subsistence uses. The waterfront is important to Craig's economy and will require continued maintenance and upgrading in order to keep up with growth.

Craig's downtown is a major asset to the community as it is capable of providing convenient shopping opportunities to consumers, nearby residents, and could support a good variety of businesses and provides a focal point for the community. The area is, however, faced with a number of challenges: lack of public parking, unsafe pedestrian circulation, and lack of space

for growth. Redevelopment or reuse of land in Old Craig will open up developable lands for commercial and industrial uses. In 2007 the City of Craig purchased the old Ward Cove Cannery property consisting of five acres of upland and five acres of tideland in the old downtown area. The long term development of this property will include a new harbor with a 10 acre basin and moorage for approximately 145 vessels. The city is working with the US Army Corps of Engineers on this project. Part of the cannery property has been redeveloped to increase available commercial land and to increase parking in the old downtown area. A portion of the remainder of the uplands from the cannery property will be used to support the new harbor but much of the property will be open to other development.

Land ownership has affected settlement patterns in Craig. In combination, Klawock-Heenya Corporation and Shaan-Seet Inc., own approximately more than 90 percent of the uplands inside the city limits of Craig. As major private landowners, the Klawock-Heenya Corporation and Shaan-Seet, Inc. have a great opportunity to participate in how land is used in the future — future settlement patterns, how, at what rate, and where growth occurs.

Land use issues facing Craig include:

- How can Craig provide enough housing, while maintaining the elements of the community that residents value like pedestrian safety, leaving doors unlocked, low crime rate, a stable and diverse economy, clean water, and fish and wildlife resources nearby?
- How can Craig address the need for a mix of housing types, especially the continued use of mobile homes and trailers?
- How can Craig address the aging mobile homes and foster development of housing that meets the same needs in the future?
- How can Craig promote the concentration of development in Old Craig, including the cannery property in order to foster convenient access to the waterfront and residential and commercial areas nearby while protecting the important environmental aspects of the shoreline area?
- How can Craig work with landowners (including Klawock Heenya and Shaan Seet) to ensure that there is enough available land for future development?

General Land Use Goal Statements (G)

- Goal G1.1** Maintain the community’s small town atmosphere, sense of community, and high quality of life.
- Goal G1.2** Guide development in a manner that enhances Craig’s natural appeal, taking steps to ensure that the negative impacts from future growth are minimized.
- Goal G1.3** Encourage development and revitalization of the downtown (“Old Craig”) area including the Craig Cannery site.
- Goal G1.4** Link future land use growth with the availability of city services such as sewer, water, roads, fire protection, and proximity of use to schools, parks, and other community facilities.
- Goal G1.5** Develop the community in a manner that protects the cultural and historical integrity of the community.

- Goal G1.6** Encourage Shaan-Seet, Inc. and Klawock-Heenya Corporation to develop their lands.
- Goal G1.7** Work with state and federal land managers to ensure that the results of the Craig comprehensive plan are incorporated into updates to state and federal management plans.

General Land Use Strategies (G)

- Strategy G1** Include allowances in the city land use regulations for denser development in the Old Craig area provided:
- The development is designed to be compatible with surrounding land uses;
 - the design encourages the revitalization and reuse of existing properties;
 - the design considers the cultural and historic nature of the area;
 - the development can be served by city services;
 - traffic and pedestrian safety is accomplished in the design; and
 - there is adequate parking.
- Strategy G2** The following waterfront properties have been identified for water-dependent and water-related uses:
- Craig Cannery Site (industrial/commercial);
 - North Cove (large vessel moorage);
 - South Cove (small vessel moorage);
 - False Island (industrial);
 - Undeveloped portion of reconveyance parcel H;
 - Undeveloped portion of ATS 1410 Tract H;
 - from and including the barge ramp at 1.25 miles of Port Saint Nicholas Road east to the Craig city limits.
- Strategy G3** Examine potential incentives (regulatory, tax, others) that meet both city and native corporation needs in order to assist the development of native corporation lands inside the city.
- Strategy G4** Continue to monitor and keep the public informed about borough and annexation issues on Prince of Wales Island.

Residential Land Use Goal Statements (R)

- Goal R1.1** Encourage a balanced and diverse mix of low, medium, and high density housing types. Housing types may include stick-built, manufactured, and mobile homes.
- Goal R1.2** Create safe neighborhoods with community facilities such as schools, parks, and recreation areas.
- Goal R1.3** Develop a diverse housing supply with affordable options for all income levels.

Residential Land Use Strategies (R)

- Strategy R1** Monitor the rate of development and work with developers and development landowners to ensure that an adequate supply of land is available for future residential needs.
- Strategy R2** Specify areas suitable for residential uses on the land use map in order to assure that such a use is in harmony and scale with the surrounding area.
- Strategy R3** Establish standards in the city land use regulations for various housing types including mobile homes and manufactured homes. The standards should specify where and under what conditions these types of housing are permitted.
- Strategy R4** Ensure all government and quasi-government sponsored housing is consistent with the goals and strategies of the comprehensive plan.
- Strategy R5** Ensure city services are available or a phased extension of services is approved for development of new residential areas (see General Land Use Strategy G1 and Community Facilities Goals and Strategies).
- Strategy R6** Regulate placement of mobile homes in Craig to ensure safety, maintain property values, provide consistency between zones, and monitor the aggregate number of mobile home and non-mobile home housing types.
- a. Application of the mobile building restricted overlay is allowed on all zone designations.
 - b. Residential standards for marine industrial-zoned property shall be similar in size and scope with residential standards for other non-residential zones.
- Strategy R7** There is no designated float home area in Craig. Existing float homes in Crab Bay are considered a prior non-conforming use. No new float homes are allowed on city owned tidelands within the municipal boundaries of Craig.
- Strategy R8** For Home Occupation, Bed & Breakfast, and other business related uses and activities in residential zones consider the following factors:
- traffic patterns and capacity;
 - access to city services;
 - signage;
 - the existence of non-commercial uses and the potential for conflict;
 - the presence of physical hazards; and
 - adequate parking.

Commercial Land Use Goal Statements (C)

- Goal C1.1** Support continued economic diversification and adding economic value to existing commercial and industrial activities.
- Goal C1.2** Encourage new commercial uses to locate within existing commercial areas.
- Goal C1.3** Encourage commercial uses that are compatible in scale and design with surrounding residential uses.

Commercial Land Use Strategies (C)

- Strategy C1** Create a zoning district for the Craig Cannery site that encourages a mix of commercial, office, marine industrial, light industrial, residential, and service uses.

- Strategy C2** Design areas designated for commercial use to minimize conflict with surrounding land uses.
- Strategy C3** In designating areas for commercial uses, consider the following factors:
- access to a collector or arterial level street;
 - access to city services;
 - adequate parking;
 - the existence of non-commercial uses and the potential for conflict; and,
 - the presence of physical hazards.
- Strategy C4** Identify pedestrian amenities (such as sidewalks) and other development to foster pedestrian circulation among businesses and offices in the city's transportation plan.
- Strategy C5** Encourage commercial developments along arterials in the city to consolidate access points and combine new access points with existing ones in order to minimize traffic congestion.
- Strategy C6** Maintain property in/near downtown Old Craig for use as a public parking lot.

Industrial Land Use Goal Statements (I)

- Goal I1.1** Group similar and compatible industrial activities within existing industrial areas for the benefit of those activities.
- Goal I1.2** Locate industrial activity so that it is compatible with other land uses and minimizes negative environmental impacts.
- Goal I1.3** Support commercial services which complement industrial uses.

Industrial Land Use Strategies (I)

- Strategy I1** Design areas designated for industrial use to minimize conflict with surrounding land uses.
- Strategy I2** In designating land for industrial land uses, consider the following factors:
- access to a collector or arterial level street;
 - access to city services;
 - adequate parking;
 - the existence of non-industrial uses and the potential for conflict; and,
 - the presence of physical hazards.
- Strategy I3** Protect areas designated for current or future industrial use from encroachment by incompatible land uses or other uses which, by their nature, interfere with the integrity or activity of these industrial areas.

2.0 Community Facilities

Issues

The development and expansion of community facilities, especially sewer and water, is important to the citizens of Craig. In order for community expansion to occur in a logical, planned manner, adequate infrastructure is essential. The entire community is currently served by city water. In addition, the entire community, with the exception of eight lots in Port St. Nicholas Subdivision #3, is served by city sewer. The sewer and water services are owned, operated, and maintained by the city. This situation is unusual for most small towns in Alaska — much of rural Alaska is still struggling with providing adequate water and sewer.

Residential neighborhoods that are safe for all ages and that are located near important community facilities such as schools, parks, youth centers, government services, and the commercial areas are desired by Craig citizens. Many community services are provided by the city, state, and federal governments as well as private and non-profit organizations. Coordinating service provision to ensure cost-effective and efficient delivery will be important as public dollars continue to decline. Opportunities for combining services or otherwise improving efficiency, cost-effectiveness, and quality should be identified, explored, and implemented by the appropriate providers. The provision of quality, locally controlled educational opportunities for elementary, middle, and secondary students is the responsibility of the Craig City School District and the City of Craig. Where feasible, educational facilities should be located in areas with safe pedestrian access to neighborhoods, access to city sewer and water services, and access to city fire and police protection.

The City of Craig owns and maintains a number of community buildings and facilities. These buildings are used for municipal services, office space, customer service, recreation, transportation and other services to the public. The city also owns and maintains, or shares maintenance with other for profit and non-profit entities under lease arrangements. Some of these buildings are used for economic purposes (i.e. seafood processing plant and web loft) and are leased or rented to users. Other city owned buildings are used for a variety of non-profit or government services (i.e. POWER, HOPE, Prince of Wales Healthcare Center, Child Care Center, etc.) through lease arrangements with the city. All lease or rental arrangements spell out maintenance, insurance and other requirements for the city and the facility users.

It is important to note that the term “community facility” as used in this section denotes infrastructure (such as water and sewer), buildings (including public access buildings like the city gym and city use buildings like the public works shop), and recreation facilities (such as parks, trails and greenspace).

Community facility issues facing Craig include:

- How can Craig support the development and maintenance of community facilities such as schools, community center, convention center, cultural center, youth center, and health care center?

- How can the city fund maintenance and upgrades of the water and wastewater utilities as outlined in the appropriate water and sewer master plans?
- How can existing Craig policies and regulations be used to address cost-effective maintenance, upgrade, and extension of utilities?
- How does expansion of community facilities affect emergency services and insurance ratings?
- How do environmental changes, economic changes, community growth, or other factors affect the use and value of city owned buildings and facilities?
- How can the City of Craig mitigate against manmade or natural hazard effects to protect and ensure continuity of operations of community facilities?

Community Facility Goal Statements (CF)

- Goal CF1.1** Develop and expand when necessary to accommodate community expansion. Maintain community facilities for the long term benefit of the community. Community facilities include sewer, water, solid waste, storm water drainage, and roads.
- Goal CF1.2** Satisfy the recreational needs of Craig citizens by providing and maintaining recreational facilities such as gym, parks, ball fields, trails, Aquatic Center, Recreation Center, and playgrounds.
- Goal CF1.3** Retain, to the extent feasible, publicly owned areas for public uses such as educational, recreational facilities, and green space.
- Goal CF1.4** Maintain and upgrade public facilities such as library, city hall, recreation center, harbor buildings, ice house, and cemetery as necessary for the maximum benefit of public use, public safety, professional appearance, and cost efficiencies.
- Goal CF1.5** Maintain and upgrade city facilities for efficient operations and cost effective upkeep of buildings and city owned equipment.
- Goal CF1.6** Continue maintenance and financial support of city owned buildings in partnership with non-profit groups to provide important community services.
- Goal CF1.7** Plan, develop, and maintain redundant operations and critical infrastructure to protect community facilities from manmade and natural hazards and to ensure continuity of government operations in the event of a disaster.

Community Facility Strategies (CF)

- Strategy CF1** Develop public infrastructure (roads, sewer, water, and fire hydrants) in conjunction with future development.
- Strategy CF2** Coordinate the sequential development of vacant lands to ensure that adequate capacity and extensions of services will meet development needs.
- Strategy CF3** Coordinate the development of public facilities and utilities in accordance with the city's capital improvement program.
- Strategy CF4** Develop partnerships with community and non-profit groups to assist with maintenance and beautification of outdoor public facilities including playgrounds, trails, parks, landscaping around city buildings, and roadside areas.

Strategy CF5 Include community facilities (including community buildings and infrastructure) hazard mitigation planning and development through the city's various planning and capital project programs.

Strategy CF6 Plan, develop and maintain redundant water and wastewater treatment, distribution and collection systems to ensure continuity of operations in the event of a manmade or natural disaster.

Strategy CF7 Plan, develop and maintain strategies and best management practices to manage the municipal burn pit and solid waste disposal.

Notes: Community expansion and growth can be managed using a variety of techniques. The City can control and influence the rate, amount, or geographic pattern of growth within the city limits. The means for control or influence do not, however, have to rely entirely upon regulation. In fact, administrative devices such as the sewer and water expansion approach adopted in the *2015 Water System and Sewer System Master Plans*, and other planning approaches, can be used to guide and influence growth through the logical, planned extension of public facilities.

3.0 Transportation

Issues

A safe, affordable, accessible, and efficient road, trail, marine, and aviation transportation system is essential for community development and expansion. The local road system plays an important role in the growth and expansion of residential, commercial and industrial development in Craig. The location of future roads and trails necessary to meet the demand of residents and commercial developers will be important to minimize maintenance costs to the city. Further, remote subdivision development may overload the existing road maintenance program.

Generally the local road system in Craig is adequate and has greatly improved with the addition of pavement throughout the city. Lack of lighting and shoulders on some roads, especially roads within and connecting neighborhoods, creates a safety problem for pedestrians. Trails, parks, and bike paths have been identified by Craig residents as important to quality of life and important to enhanced pedestrian safety. The 2016 Community Survey responses consistently showed trails and pedestrian improvements to be important for recreation, transportation and general quality of life issues in Craig. In the long term, additional sidewalks and separated pedestrian/bike paths may be necessary. Public parking in Old Craig has improved greatly with the acquisition and partial development of the Craig Cannery site but could impact future development or renovation of that area in the future. Future local and collector streets are designated on the land use maps.

In 1996, the city adopted Ordinance No. 95-411, which outlines road improvement priorities for Old Craig and East Craig as well as pedestrian needs. These priorities were incorporated by reference into the 2000 comprehensive plan. With the completion of much of the work outlined in the 1996 City Transportation Plan the city should update its transportation plan.

The long-term land use requirements to promote efficient operation of air and marine transportation industries continue to be met. The seaplane facility has poor vehicle access and road access needs improvement. Ordinance No. 95-411 identifies as a priority the construction of a collector street north of the State Highway at either Sixth, Seventh, or Eighth Streets to access both Tract B and the seaplane facility. In addition to improved access the seaplane facility does not have adequate parking. Craig is a participating member of the Inter-Island Ferry Authority. Ferry service to Prince of Wales has improved significantly since the 2002 start date of the IFA's Hollis-Ketchikan daily runs.

Transportation Goal Statements (T)

- Goal T1.1** Maintain a well-designed and safe transportation system, both within Craig, and linking Craig with surrounding communities.
- Goal T1.2** Support access improvements to and within Craig for various modes of travel including automobiles, non-motorized vehicles, pedestrians, aircraft, marine ferries, and small boats.
- Goal T1.3** Provide for efficient access to arrival and departure areas for persons, cargo, and emergency services travelling by air or by water.

- Goal T1.4** Develop, maintain, and promote a permanent trail network distributed throughout the city to accommodate all trail users.
- Goal T1.5** Develop and maintain a system of neighborhood parks and trails that are safe, attractive, and accessible to residential areas and business areas.
- Goal T1.6** Promote vehicle and pedestrian safety and reduce congestion.

Transportation Strategies (T)

- Strategy T1** Include a street plan that shows the pattern of future streets consistent with the future functional classification for streets in Craig with all new subdivision development proposals.
- Strategies T2** As residential developments are planned, the subdivider shall provide for adequate right-of-way for sidewalks and trails that would connect to the existing or officially planned system.
- Strategy T3** Minimize adverse impacts, safety hazards and traffic-related problems during planning, design and construction of roads and streets.
- Strategy T4** Integrate bikeways and trails with ongoing major arterial and collector street improvements.
- Strategy T5** Developers should submit an engineered design for asphalt surfacing, sidewalks, and buried storm drain for development projects that include new roads and streets.
- Strategy T6** Provide pedestrian crosswalks at regular intervals, especially in commercial centers, in residential neighborhoods and near schools.
- Strategy T7** Trails should follow any existing greenways and available rights-of-way in the city and where feasible connect with other significant trail systems on the Island.
- Strategy T8** The following sites have been identified for marine transportation-related purposes:
- North Cove – the deep-water marine to serve the commercial fishing fleet needs.
 - South Cove – the location for commercial/recreational moorage.
 - False Island – the location for a marine reserve terminal for industrial development and island-wide transportation purposes.
 - From and including the Shaan-Seet, Inc. barge ramp at 1.25 miles of Port Saint Nicholas Road east to the Craig city limits.
 - Crab Bay – marine related development near the public works yard.
 - Cannery Site – new harbor for commercial/recreational moorage and associated water dependent and water related development.
- Strategy T9** Update and maintain the City Transportation Plan to establish priorities for vehicle and pedestrian improvements. Priorities should be periodically adopted by the Craig City Council by resolution and included by reference as part of the city’s comprehensive plan. As future priorities are established when the Transportation Plan is amended, they too will be incorporated into the comprehensive plan transportation goals and strategies.
- Strategy T10** Ensure that development of a new harbor and the uplands at the Craig Cannery Site include adequate parking and traffic flow.
- Strategy T11** Improve access and parking for air and water transportation nodes.

Strategy T12 Coordinate transportation issues with state transportation agencies, federal transportation agencies, and private land owners.

4.0 Economy

Issues

Craig supports moderate economic development. Most existing infrastructure adequately serves the existing and future needs of businesses — especially with regards to sewer, telephone, electricity, and roads. With the addition of Silver Bay Seafoods in 2009 the city is near maximum capacity for water treatment and distribution, especially in the summer months. Increasing water capacity should be considered as economic development proceeds in Craig. Projects like the False Island development, JT Brown Industrial Park, and currently, the Craig Cannery site are important economic development efforts supported by the community. These developments help diversify the local economy, create long-term, year-round jobs and open up more lands for mixed uses in Craig.

Craig's economy took a sharp downturn with the collapse of the timber industry, cancellation of long term timber contracts and the closing of a regional pulp mill in the late 1990's. Since 2001 the economy has been fairly stable with some recovered growth. Capitalizing on its place as a center of government and economic activity on Prince of Wales Island to ensure that it remains stable, while continuing to grow a diversified economy, will be the focus during the next 20 years. Craig has seen an increase to value added processing in the fishing industry and growth in the tourism industry. The tourism industry is generally viewed as desirable provided it is compatible with the local lifestyle and does not negatively impact the quality of life valued by Craig residents. Supporting the continued growth of existing businesses will also be important; newer is not always better. Many of the existing local businesses have great opportunity to expand and contribute to Craig's economy. Supporting their growth could be as important as seeking new developments.

Economy Goal Statements (E)

- Goal E1.1** Encourage a diverse economy that provides long-term, year-round employment for local residents compatible with the local lifestyle.
- Goal E1.2** Keep the cost of doing (private and public) business low by concentrating on reliable and efficient marine and air transport access and facilities, efficient local traffic circulation and delivery of goods, and keeping energy and utilities costs as low as possible.
- Goal E1.3** Promote private and governmental cooperation and coordination in developing small businesses and enterprises and in attracting and locating new industry that benefits Craig.
- Goal E1.4** Encourage development that capitalizes on Craig's economy and strategic location on Prince of Wales Island and in Southeast Alaska.
- Goal E1.5** Encourage development of value-added industries.
- Goal E1.6** Work with local businesses to promote hazard mitigation, emergency preparedness, and continuity of operations planning and development.
- Goal E1.7** Promote improved quality of life for Craig residents in all aspects (health, recreation, and other socioeconomic activities) to encourage business location and growth in Craig.

Economic Strategies (E)

- Strategy E1** Use the land use codes and plan policies to protect existing and planned commercial and industrial areas from intrusion by incompatible land uses.
- Strategy E2** Support community economic development planning efforts such as the Community Economic Development Strategy (CEDS) Committee. This committee should meet at least annually and provide a report to the city council. The CEDS report should outline priority projects and strategies that are incorporated into the comprehensive plan by reference.
- Strategy E3** Support educational and occupational training programs and when appropriate, make city resources available for these programs.
- Strategy E4** Provide adequate industrially zoned upland and tideland at North Cove, False Island, Craig Cannery site, Craig Fisheries, and on the western and southwestern shore of Crab Bay to allow for expansion of marine related industries.
- Strategy E5** Zone tidelands seaward of commercial and industrial uplands to allow for commercial and industrial uses, except where otherwise noted in this plan.
- Strategy E6** Encourage and/or partner with private industry to promote increased suitable tourist activities.
- Strategy E7** Encourage and support existing business and industries in Craig.

5.0 Recreation

Issues

Recreation is an important aspect of life in Craig. Many areas in Craig are used for recreation and include the beaches, the trails, the ball park, picnic areas, and actual recreation facilities like the gym, swimming pool, and youth center. Beaches identified as important recreation spots include those off St. Nicholas Road, those south of Hamilton Drive and east of Cemetery Island, Port Bagial, Sandy Beach, Craig Cannery Site beaches, beaches with public access point along Beach Road and the Cemetery Island beaches adjacent to the Cemetery Island Trail and ball parks. Other trails include the Sunnahae Mountain Trail and local bike paths. Picnic areas include those at Graveyard Island, Port Bagial and East Craig. In addition to the areas identified above for use as recreation, Craig residents recreate throughout the area using the many coves, bays, and harbors to access the recreational wonders of Prince of Wales Island. Recreational issues identified include the lack of facilities and the lack of access to many areas traditionally used for recreation and canoe, kayak and small boat access to marine waters.

Recreation Goal Statements (RC)

- Goal RC1.1** Encourage indoor and outdoor recreational opportunities in Craig to maintain a high quality of life in the community.
- Goal RC1.2** Provide for the future community recreational needs.
- Goal RC1.3** Retain areas in public use which have traditionally been used by the community for recreation.

Recreation Strategies (RC)

- Strategy RC1** Implement a program for the acquisition and development of recreation lands and facilities.
- Strategy RC2** Maintain existing rights-of-ways and easements for public access to beaches.
- Strategy RC3** Include rights of way and/or easements from uplands to the mean high water line of record of publicly-owned tidelands in all new subdivisions bordering on the mean high tide line.
- Strategy RC4** Encourage development of the Sunnahae Trail (in conjunction with the US Forest Service), extend the Hamilton Drive bicycle path to the southern tip of Cemetery Island.
- Strategy RC5** Work with the State of Alaska to develop a bicycle/walking path along the state highway from the high school to Klawock.

Strategy RC6 Continue to support indoor recreation opportunities, facilities, events and programs for all ages.

Strategy RC7 Operate the aquatic center in a manner that promotes high use, offering activities for all ages.

6.0 Natural Environment

Issues

Residents of Craig value the natural environment — and all its attributes. These include the scenic qualities, fish and wildlife resources, fish and wildlife habitat values, good water quality, good air quality, and access to subsistence resources. These attributes also make Craig attractive to tourism and associated economic development. Craig has done a good job during its history of growth of defining areas suitable for development and areas suitable for maintenance of habitat. Craig must continue to protect its natural amenities such as Crab Creek, Crab Bay and Port Bagial while promoting economic development. Many in Craig support promoting eco-tourism that takes advantage of the setting and natural environment, yet considers the impacts additional tourism might have on the existing lifestyles. Protection of tidelands at Port Bagial is provided for in the Craig Tidelands Plan. Invasive plants and marine life are a growing issue in Southeast Alaska and in Craig.

Natural Environment Goal Statements (N)

- Goal N1.1** Maintain and protect the quality of the water, land, and biological resources within the City to provide for sustainable use of those resources for current and future generations.
- Goal N1.2** Safeguard the ability of city residents to use the land and waters in and near the city for traditional subsistence, recreation, and commercial uses.
- Goal N1.3** Protect sensitive areas when designing new subdivisions, new roads, or other intensive land uses.
- Goal N1.4** Guide development to areas where soils, geology, drainage, and natural hazards pose the fewest limitations.
- Goal N1.5** Ensure that natural resources and the natural environment are included in natural hazard mitigation and recovery planning and development.
- Goal N1.6** Encourage development of an effective recycling program (both private and public sector) to protect the natural environment.

Natural Environment Strategies (N)

- Strategy N1** Protect recreation and open space areas for public use.
- Strategy N2** Maintain existing rights-of-way and easements for public access to beaches.
- Strategy N3** Use setbacks, easements, or other similar tools, when appropriate, to ensure future access to and/or to protect sensitive areas.
- Strategy N4** Locate community parks near schools, residential areas, and in areas currently unserved by parks.
- Strategy N5** Encourage volunteer park development and maintenance through the establishment of programs like “adopt-a-park” and “adopt-a-stream.”
- Strategy N6** Development in geophysical hazard areas will be prohibited unless no feasible or prudent alternatives can be identified. Work with land developers to create

incentives (both regulatory and non-regulatory) such as siting, design, and construction techniques that minimize damage and protect against the loss of life and property.

Strategy N7 Timber-related activities should be consistent with the Alaska Forest Resources and Practices Act.

Strategy N8 Crab Bay resources will be protected as follows:

- No development will occur within the tidelands of the designated protected area of Crab Bay. The protected area is shown on Map I and described in Chapter 7 of the Craig Tideland Plan.
- No development will occur within the wind-firm buffer of Crab Bay unless it is determined that there is a significant public need and that there is no feasible and prudent alternative site.
- Project design, operation, and construction will, to the extent feasible and prudent, maintain the integrity of the wind-firm buffer.

Strategy N9 Work with state and federal resource and regulatory agencies to reach an agreement on the extent of eel grass impacts from tideland development in Craig.

Strategy N10 The city recognizes the importance of Fish Egg Island as a wind block for its harbor from prevailing westerly winds, for its historical and cultural resources, and its viewshed benefits. Work with Shaan-Seet Inc. and Klawock Heenya Corporation to maintain these attributes in perpetuity.

Strategy N11 Protect the city's watershed surrounding North Fork Lake through the use of those extra-territorial jurisdictional powers provided to it by law.

Strategy N12 Exercise best management practices to prevent the introduction and spread of invasive plant and marine species.

**Craig Comprehensive Plan
Part Two
Background Study**

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Craig Comprehensive Plan

Part Two

Background Study

1.0 Introduction

This background study identifies conditions in Craig that can have an influence on its future direction. The background study considers the community's current circumstances which includes the following components:

- regional and historical setting
- socioeconomic conditions
- land use
- community facilities
- transportation
- natural environment

As appropriate, trends in socioeconomic conditions, land use patterns and land demand, community facilities, and transportation, have been included in the background study. This information, along with the comprehensive planning goals and strategies and plan maps, will comprise the bulk of the Craig Comprehensive Plan.

2.0 Regional and Historical Setting

This section describes Craig's regional and historical setting and illustrates how Craig's past has shaped existing conditions in the community. Much of the historical description has been excerpted from the 2000 Craig Comprehensive Plan.

Regional Setting. Craig is located on the west coast of Prince of Wales Island in southern southeast Alaska. It is 55 air miles northwest of Ketchikan and 30 road miles from the nearest ferry terminal, Hollis, also located on Prince of Wales Island. From Ketchikan, Juneau is 235 miles to the north and Seattle 679 miles to the south. Although Anchorage is the same distance from Ketchikan as Seattle, Craig's economy (fishing, tourism, timber) is tied more closely to Juneau and Seattle.

Historic and Cultural Setting. Salteries, early precursors to canning, had been established in the early 1800's to supply growing markets for fishery resources. Salteries were established on Prince of Wales Island at Karta Bay in 1870, in Klawock in 1872, and in Craig in 1907.

In 1907, Craig Millar and eight Haida men established a saltery at Fish Egg Island. The settlement consisted of shacks and tents for saltery workers. Between 1908 and 1911, a permanent saltery and a cold storage facility along with 20-25 houses were constructed at what is now the location of the City of Craig.

In 1912, a cannery was built which packed 57,501 cases in its first year. The salmon processing industry boomed as the demand for canned salmon rose during World War I. In this period, the number of Alaskan canneries increased from 81 in 1914 to 135 in 1918. The

peak production at the Craig cannery occurred in 1917 when it was purchased by the Columbia Salmon Canning Company.

The year 1912 brought further economic development and growth to Craig. In 1912, the first school was constructed, the first post office was opened and E.M. Streeter, a Tacoma sawmill operator, opened the first sawmill. Since sawmills in Southeast Alaska were usually opened in conjunction with a cannery, mine, town etc., many mills closed soon after the initial development was completed when no other markets developed for their lumber. The Craig mill faced the same situation and was sold to the Craig Lumber Company. The mill operated profitably, however, until the close of World War I when the demand for spruce for military aircraft ceased.

The economy of the town declined after World War I, but Craig continued to diversify and become the center of island government. It served as the seat of a U.S. Commissioner and a U.S. Marshall. A ranger station was established in Craig in 1919.

Craig had been a part of the Tongass National Forest since 1910, when the national forest was established. But in 1922, it was detached from the national forest so that residents could apply for patents to their land and petition for a municipal government.

During the 1920's, a wireless station, bi-annual steamer visits from Seattle, and mail and freight shipments from Ketchikan were established.

When the depression came, the price of salmon dropped sharply. In 1931 many Craig fishermen struck in order to obtain a higher price for their salmon. Although the salmon market continued to slump, apart from the strike the effects of the depression were not as evident in Craig as in other areas. A second cannery opened in Craig in 1935, the Libby cannery expanded and modernized and government sponsored WPA and CCC projects provided additional jobs. The Craig-Klawock highway and several Forest Service trails were constructed during the depression as part of these two federal programs.

During the 1930's the pink salmon fishery was the main contributor to Craig's growth. When the depression came, the price of salmon dropped.

By 1939, Craig's year-round population had reached 505. In 1941, a record salmon catch gave the economy an additional boost, but declining salmon runs and World War II brought an end to what had been ten years of sustained growth. The draft and a boom in wartime industry in Sitka and Seattle caused many in Craig to leave. By the end of World War II, the prosperous era in Craig's economy ended. By 1950, Craig's population had dropped to 374.

The 1950's saw the fishing industry decline due to greatly reduced salmon runs. Reduced fishery production in the early 1950's and the destruction of the Libby cannery, which burned in 1956, combined to accelerate the decline in the local economy. By 1958, the population in Craig had dwindled to 257.

Timber harvesting activities helped to begin to stabilize the economy. Ketchikan Pulp Company opened in 1954 and subsequent timber sales to the mill from Prince of Wales Island escalated logging activity and increased Forest Service personnel to the island. However, the economic slump did not recover rapidly. The salmon runs were slow to recover in the 1960's. Craig was primarily a maintenance station for the Columbia Ward fishing fleet that purchased Libby in 1959. The main cannery was in Klawock.

The 1960's saw a continued economic slump for Craig as a result of several years of poor salmon runs. In 1959, Alaska was granted statehood. The new governor made a commitment to restore the salmon fishery, but the rehabilitation of the salmon runs would be a gradual process. During this time, Klawock maintained the only operating cannery on Prince of Wales Island while Craig was little more than a maintenance center for the Columbia Ward fishing fleet.

From 1960-1970, Craig's population remained stable. By the 1970's the economy began to recover due to the efforts of two economic development associations — the Craig Development Corporation secured a Small Business Administration loan for building the new cold storage facility in 1969. The West Coast Development Association petitioned the U.S. Department of Agriculture to secure a Special Use Permit to construct a small mill site. Undaunted by an initial response from the State Legislature to the effect that the area should look to producing decorative cedar canoe paddles, canned blueberries and pickled food products for economic development, the association persevered and succeeded in securing land and attracting the Alaska Timber Company to build a sawmill near Klawock.

Craig was establishing itself as a commercial, industrial and service center in Southeast and especially on Prince of Wales Island. A state trooper and magistrate were permanently stationed in Craig. Sewer and water improvements were made with funds from federal grants. A road was built from Klawock to Hollis (on the east coast of the island) which linked Craig and Klawock with the Alaska Marine Highway System (state ferry). A new high school was built. The Klawock airport was constructed and the road from Craig to Klawock was widened and straightened.

In 1971, the Alaska Native Claims Settlement Act (ANCSA) created regional and village corporations throughout Alaska. The Craig village corporation, Shaan-Seet, which grew out of this legislation, has been active in the local economy and has provided employment in the community through several different enterprises. The corporation logged between 10 and 20 MMBF annually during the 1980's and 1990's. It currently owns and operates the Shaan-Seet Hotel, a trailer park, an office building, a rock quarry and other local enterprises. Klawock Heenya owns the KIDCO dock in Klawock. By 1972, a large sawmill was constructed between Craig and Klawock, providing year-round jobs.

Between 1980 and 1991 Craig's population jumped from 587 to 1,637 due to increased employment opportunities from improved salmon runs, extensive logging on Native and USFS lands, timber processing, state funded capital projects and the community's continued growth as a retail and service center for the rest of the island. The only major economic

setback during the 1980's was the closure of Alaska Timber Company's sawmill at Klawock which employed between 60-100 people. The mill declared bankruptcy and remained closed from 1984 due to depressed timber markets. In the early 1990's, the increasing price of wood, as well as a settlement between the mill's operators and landlord, led to improvements at the mill and the mill reopening as Viking Lumber. In 2008 the city began operating a wood waste fired boiler system to provide heat to the city's aquatic center, the Craig Middle School and Craig Elementary School. Wood chips from Viking's operations at the mill site provide fuel for the boiler system. In 2013 Viking began operating a chip dryer and biomass brick press to further utilize wood waste from milling operations.

During the 1990s Craig remained the leader in population growth in the state as well as a center of economic activity on the island. Numerous developments were completed, strengthening Craig's position on Prince of Wales Island and in Southeast Alaska. Much of the development during this period focused on marine industrial development and expanding its local recreational and health facilities. In the mid 1990's Ketchikan Pulp Company, a subsidiary of Louisiana Pacific Corporation, began to reduce their logging operations on Prince of Wales Island and closed the Ketchikan based pulp mill in 1997. This ended a long term contract with the US Forest Service and eliminated the last remaining large scale logging operation on Prince of Wales Island. The reduction in logging led to significant declines in economic opportunities and slowed population growth. By 1999 Ketchikan Pulp Company had removed or sold all of its operations on Prince of Wales Island. The 1993 Overall Economic Development Plan (OEDP) for Craig estimated that as many as 100 Craig residents were employed in harvest operations to support the Ketchikan Pulp Company mills.

By 1999 the Alaska Department of Community and Regional Affairs (now the Department of Commerce, Community and Economic Development) listed Craig's population as 2,136 however the 2,000 census listed the official population of Craig as 1,397. This discrepancy was primarily due to how population data had been gathered prior to the 2000 census and is more fully described in section 3.1. Between 2000 and 2010 there was an average annual decline of 1.4% city's population with the greatest decline of 10.5% between the 2000 census and the 2001 population estimate. The decennial census in 2010 showed a population of 1,201 residents, slightly above the 2009 population estimate of 1,194. Between 2010 and 2015 the population estimates swung as much as +/-4% with an average over the five years of -0.3%.

In 2009 the city completed construction of a new seafood processing plant on city owned property at False Island. This plant was leased to an operator with a long term lease. The plant processes primarily seine caught pink salmon for head and gut export for further processing. The plant has significantly increased seasonal employment and the accompanying seine fleet provides an additional boost to the local economy by purchasing provisions. The plant and seine fleet have also caused significant additional strain on local infrastructure, particularly water treatment capacity and harbor moorage capacity.

In 2009 the city started construction of Phase I of the community street upgrade project. This project upgraded drainage structures and paved existing city streets. Phase IV of this project is scheduled to be completed in 2017 and will complete paving of all local city streets in Craig that were part of the street inventory in 2009 when the project began.

In 2014 the city contracted with DOWL HKM to complete updated water and wastewater master plans. Those plans were completed in 2015 and address short, medium and long term goals for maintaining and upgrading those systems.

3.0 Socioeconomic Conditions

This section presents a brief profile of Craig's population and economy. The population profile generally describes such factors as population composition (age, sex, and race), and household characteristics. The economic profile describes Craig's economic structure and its position in the regional economy. Much of the baseline data for this section was gathered from the US Census 2010 data.

3.1 Population

Population Growth. In 1929, Craig had only 231 residents. Between 1929 and 1939 Craig grew rapidly to 505. This boom didn't last and Craig's population dropped by the 1950's and kept on dropping, although gradually, until 1975. Between 1975 (at 484 residents) and 1980, Craig grew to 587 residents. This number was a significant increase from the 1929 population. By 1983, Craig's population exploded from 587 to 907 or by 50% in just three years. In 1985 Craig grew yet another 25% and between 1985 and 1990 continued to grow at about 25% each year, well above the statewide annual rate. Craig's population grew to 1,260 by the 1990 Census and between 1990 and 1995 Craig continued to grow rapidly at a rate of approximately 33 percent, well above the statewide annual rate. Between 1995 and 1999, Craig continued to grow but at a slower annual rate to the 2000 decennial census population of 1,397.

In 1999 the long term timber contract that the US Forest Service had with Louisiana Pacific ended which had a significant effect on Craig's economy and the population of Prince of Wales Island.

In addition to the downturn in the timber industry the method of measuring the population changed between 1999 and 2001. Many island wide residents who kept post office boxes in Craig had been counted into the Craig population until 2000. In the 2000 decennial census and in the state population estimates to follow, the population figures were more closely aligned with the number of residents who had physical addresses, not just post office boxes in Craig. Due to this change in accounting and the out migration of timber workers during this time the population shows a marked decrease between 1999 and 2000. By 2001 these changes seemed to be complete, accounting for a marked decrease again between 2000 and 2001 from 1,397 to 1,250. Between 2001 and 2015 the population has stayed in the range of 1,142 to 1,250 with a population in 2015 of 1,180.

Table 1
Historic Population
Craig, Alaska
1970 - 2016

1970	1980	1990	1999	2000	2005	2010	2013	2014	2015	2016
272	587	1,260	2,136	1,397	1,146	1,201	1,197	1,205	1,181	1,102

Sources: Alaska Department of Labor, U.S. Census Bureau, City of Craig Planning Department

The 1990, 2000 and 2010 census data provides a snapshot of Craig socioeconomic profiles at each of those times. Since 1990, Craig’s population growth rate has slowed and since 2001 has been relatively flat, with a slight decrease between 2001 and 2015 populations. This would indicate that the population growth rate has stabilized and may remain relatively stable for the near future. The State of Alaska, Department of Labor estimates that the population of the Prince of Wales-Hyder Census area is projected to grow 6.8% between 2015 and 2045, amounting to about 0.2% increase island wide per year. In summary statistical terms, Craig is a community in an area of flat growth, a community of single-family homes (excluding the variations in construction), and largely populated by young families. As a whole, its residents are well-educated, more prosperous, and fairly socially diverse.

Composition of the Population. Understanding the general composition of Craig’s population will help assess future needs for public services and facilities geared to specific population groups such as the elderly or preschool and school-age children. In 1980 the median age was 26 years old. This was slightly older than the median age for the larger census area of Prince of Wales Island/Outer Ketchikan at 25.7 years. Within that same census area, Craig’s 0-19 age group was a significantly smaller percentage of the overall population while the 20-64 year age group was larger. According to the 1993 Overall Economic Development Plan (OEDP), in the 1970s Craig experienced more in-migration than the area as a whole. Typically, in-migration populations are older than twenty years.

Significant features of Craig’s more recent population profile include the shift in the median age and the distribution of ages. According to the 2010 Census, the median age was 36.4 years old. This is slightly less than the Prince of Wales-Hyder census area median of 39.9 years. The largest group of residents is in the 45-49 year age group with the bulk of Craig residents being between 25 and 54 years of age. Comparing the 2000 and 2010 census data shows the following for Craig:

Table 2
Population by Age Range
Craig, Alaska 2000 - 2010

Age Group	2000 Census	2010 Census
Total population	1,397	1,201
Under 5 years	110	105
5 to 9 years	115	87
10 to 14 years	129	97
15 to 19 years	119	70
20 to 24 years	82	77
25 to 34 years	161	146
35 to 44 years	283	166
45 to 54 years	243	209
55 to 59 years	55	88
60 to 64 years	36	71
65 to 74 years	43	66
75 to 84 years	18	15
85 years and over	3	4

Sources: Alaska Department of Labor, U.S. Census Bureau, City of Craig Planning Department

The data for this time period generally reflects aging of Craig’s population in most of the age categories. The bulk of the population decrease between 2000 and 2010 is found in the 5 - 54 year range, reflecting a steady aging population through the school age and mid range. There is a marked increase in the population over 55 years old, again, representative of an aging but stable population. The general decrease across the 5 – 19 year old age range which is reflected in the school population shown in Figure 1.

Craig is predominantly a non-Native fishing community with influences of the Tlingit-Haida culture and history. The 2010 Census showed that 42% of the Prince of Wales-Hyder Census Area population was American Indian and Alaska Native. Between 1970 and 1990 the city demographics went from predominantly Alaska Native with a substantial non-native population to being predominantly non-Native with a substantial Alaska Native population. The 2000 and 2010 census data shows that trend has continued. The 2010 census shows Craig’s population composition does not match with the racial composition of the larger census area. In 2010 Craig was 20 percent Alaska Native, 65 percent white, 0.3 percent black, 0.7 percent Asian, 0.2 percent Pacific Islander, 0.4 percent other and 13.3 percent indicated that they were two or more races in the 2010 census.

Of the 470 households in Craig in 2010, 62.3% are family households, slightly lower than the statewide average of 66.2%. Married couples with families accounted for 42.1% compared to about 49.4% for Alaska overall. Craig household size is 2.5, slightly lower than the statewide size of 2.7. Results of the 2016 community survey showed a mean

household size of 2.5 as well. A summary of household characteristics are in the table below:

Table 3
Household Characteristics
Craig, Alaska 2010

Households by Type	Number of People
Family households (families)	293
Non-family households	177
<i>Total Number of Households</i>	470
Number of married-couple families	198
Number of householders 65 years and over	25
Number of householders living alone	133
Number of male householders	35
Number of female householders	60
Persons living in group quarters	13
Institutionalized persons	0

Source: 2010 US Bureau of Census

Population Forecasts. The following table describes the population for Craig in 5-year increments beginning with 2015 and ending with the planning horizon of 2045. These projections were determined by applying the projected population changes for the Prince of Wales-Hyder Census area as shown in the Alaska Population Projections 2015-2045 published by the Alaska Department of Labor in April 2016. The population growth rate for the Prince of Wales-Hyder census area was applied to the City of Craig population estimate (published by the Alaska Department of Labor) for 2015 to calculate projected future population.

As noted above the most recent population trends and the projected population trend for 2015-2045 are relatively flat. Changes in available housing, economics or quality of life issues will have a direct impact on the projected population.

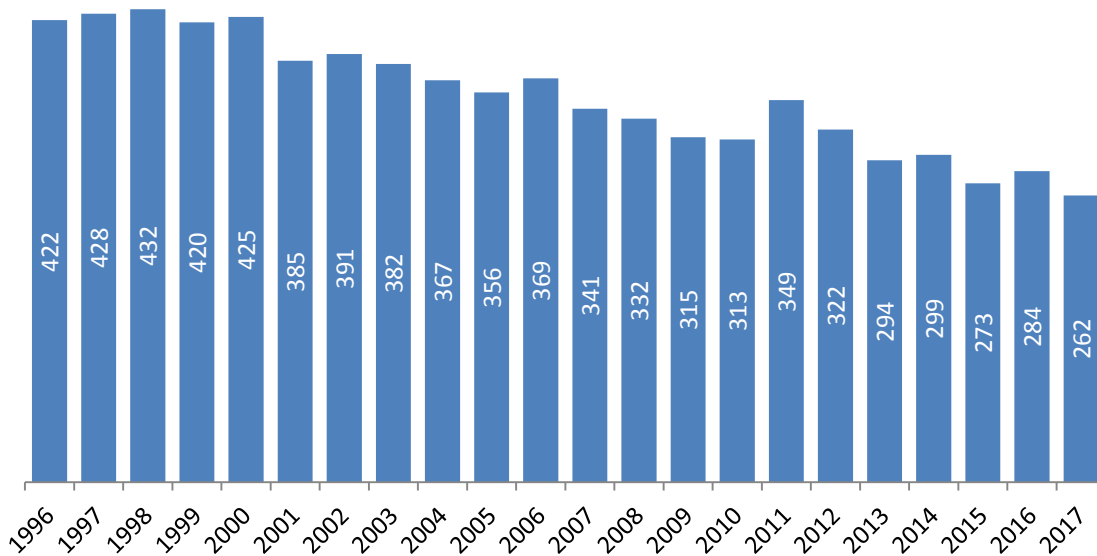
Table 4
Population Projection
Craig, Alaska
2015-2045

Year	Prince of Wales – Hyder Census Area	Craig	% Annual Change
2015 ¹	6,446	1,180	
2020	6,596	1,186	0.5%
2025	6,699	1,189	0.3%
2030	6,769	1,192	0.2%
2035	6,823	1,194	0.2%
2040	6,856	1,195	0.1%
2045	6,877	1,197	0.1%
Net Change 2015-2045	441	17	

¹Base year population used to determine population projection.

School Enrollment. The following figure describes the 1995-2015 school enrollment for kindergarten through high school in Craig. The school enrollment data confirms the historic and current population composition. The number of school-age persons in Craig increased by 34 % between 1985 and 1990 and by 40% between 1990 and 1998. The population declined in 2001 with a commensurate decline in the school population. The school population has steadily declined since 2002, likely due to the flat population growth between 2002 and 2016 and the population aging out of the school system. The number of school aged children (5 – 19) in Craig decreased by 30% between 2000 and 2010 with the school enrollment decreasing by 26% during the same time period. This trend in school enrollment corresponds to the overall trend in population seen by Craig — little growth in the overall population and an aging resident population. With a stable population the school population is highly dependent on a positive in-migration of student age children (5 – 19 years old) and the natural birth rate. With the exception of 2006, 2011, and 2014 the Craig City School District saw a decrease in the student population each year since 2002. The Alaska Department of Labor projects that Craig’s population will remain relatively flat for the next several years. It is reasonable to conclude that if the population projection is correct that the school population is not likely to increase, and likely will remain flat or decrease over time.

Figure 1
Annual Average Enrollment
City of Craig Schools
Craig, Alaska 1996-2017



Source: Craig City School District, 2017.

3.2 Economy

The economy of Craig has historically been dependent on the commercial fishing and timber harvest industries. In recent years the charter fishing and general tourism industry have steadily increased in size and impact to the local economy. In 2009 the Silver Bay Seafoods processing plant was completed and started processing area caught seine salmon. This plant accounts for an additional significant seasonal employment increase, an increase in local support services to the seine fleet, and significant fisheries tax. A cycle of boom and bust has dominated Craig’s past, however, its economy has become more stable and has actually improved with stable fisheries management and increased employment in the public and private sectors serving the needs of the primary industries. Diversification and stable expansion of the economy are still desired as declines in the timber industry and state and federal spending declines continue to affect Prince of Wales Island.

Labor Force. The following table describes the labor force in Craig by employment sector.

**Table 5
Labor Force by Industry by Year
Craig-Klawock, Alaska
2003-2016**

Year	Natural Resource and Mining	Construction	Manufacturing	Trade, Transportation and Utilities	Information	Financial Activities	Professional and Business Services	Educational and Health Services	Leisure and Hospitality	State Government	Local Government	Other
2003	44	20	41	130	19	69	2	48	47	19	146	7
2004	42	12	46	137	16	60	7	45	39	20	136	7
2005	31	16	46	146	18	51	6	48	47	25	123	7
2006	40	16	44	127	12	29	2	59	53	26	130	9
2007	27	24	40	126	12	18	4	50	54	22	126	4
2008	25	33	33	138	14	19	3	50	46	23	148	6
2009	26	34	34	130	18	22	6	46	49	19	154	8
2010	30	42	25	140	2	19	9	52	52	19	136	7
2011	32	40	32	134	4	22	17	49	45	20	145	11
2012	48	35	29	147	2	24	8	53	49	19	133	9
2013	39	45	29	139	1	12	23	46	47	18	128	9
2014	42	38	28	152	0	18	19	51	47	20	118	15
2015	38	34	36	138	1	10	15	55	36	19	112	11
2016	37	25	31	133	1	14	18	46	28	19	110	12

Source: Alaska Department of Labor.

Most of the employment in Craig reflects and reinforces the city’s distinctive economic function. Craig has developed as and remains a center for government and service functions on Prince of Wales Island and as an economic force in Southeast Alaska. Most employment is currently concentrated in government, services, manufacturing, and

transportation/communication/utilities sectors. Local employment in the fisheries industry (included in the “natural resources and mining” category on the table) is lower than expected. This may, in part, be explained by how the employment data is gathered. It is important to note that the State of Alaska, Department of Labor gathers labor information on the *resident* workforce in an area and does not include workers who work in Craig and Klawock seasonally but reside elsewhere. It is also important to note that worker data contained in the Department of Labor’s Occupational Database (ODB) is based on quarterly information submitted by employers for Alaska workers covered by unemployment insurance and does not include federal workers and self employed workers such as fishermen. Worker data for non-resident workforce is not available by industry for the Craig-Klawock area. The Alaska Department of Labor did report that the POW-Hyder census area employed 471 seafood processing workers in 2012 and that 53.9% of those workers were non-resident.

Jobs in commercial fishing are more accurately accounted for by looking at catch and value information provided by the Alaska Department of Fish and Game, Commercial Fisheries Entry Commission. Craig catch and value information for fish caught with permits held by Craig residents is summarized in the following tables.

Table 6
Total Fish Catch (lbs.)
Craig, Alaska

	Crab	Halibut	Herring	Other Groundfish	Other Shellfish	Sablefish	Salmon	Total
2005	**	326,269*	30,102*	0	490,948*	73,747	3,125,080*	4,095,305*
2006	35,731*	361,030*	18,832	0	390,255*	96,931	2,265,875*	3,297,933*
2007	92,054*	265,362*	15,590*	0	373,373*	49,289	3,447,898*	4,436,204*
2008	**	204,876	402,091*	36,768*	300,668*	**	3,672,463*	4,771,762*
2009	67,524*	221,441	226,480*	**	376,007	**	1,498,800*	5,388,789*
2010	55,763*	207,769	44,520*	**	176,034*	**	4,093,858*	7,409,382*
2011	77,388*	100,026	242,780*	67,158	151,903*	**	6,370,788*	7,175,374*
2012	32,573*	103,039	237,964*	**	197,968*	**	5,263,046*	6,104,009*
2013	35,581*	118,854	54,321*	**	185,333*	**	10,479,709*	11,414,263*
2014	**	141,317	608,398*	**	145,805*	**	6,996,319*	8,365,133*
2015	**	136,030	48,907*	**	195,819*	**	7,914,937*	8,979,426*
2016	**	149,059	56,940	**	302,436	**	6,949,394	7,706,917*

Source: Alaska Department of Fish and Game, Commercial Fisheries Entry Commission

NOTE: Fisheries data is masked based on the number of permits and fishermen for each species. Most data shown above is partial because much of the data is masked.

*Some fishery codes within the species are masked; total catch is partial due to masked data.

**All fishery codes within the species are masked; no data is available for that species for that year.

Table 7
Total Value of Fish Catch (\$)
Craig, Alaska

	Crab	Halibut	Herring	Other Groundfish	Other Shellfish	Sablefish	Salmon	Total
2005	**	914,216*	79,560*	0	980,145*	157,753	2,049,889*	4,958,375*
2006	60,725*	1,224,968*	93,783	0	1,013,574*	293,303	3,039,312*	5,711,628*
2007	199,194*	1,054,317*	190,978*	0	1,035,538*	112,867	3,422,166*	6,111,224*
2008	**	837,361	1,083,023*	44,465*	896,798*	**	4,631,358*	7,824,845*
2009	118,565*	516,917	404,796*	**	1,220,789	**	3,064,316*	5,773,321*
2010	100,658*	714,287	144,200*	**	453,329*	**	4,478,265*	7,409,382*
2011	180,457*	448,449	202,570*	87,266	628,703*	**	6,166,110*	8,930,747*
2012	84,688*	455,486	524,243*	**	799,740*	**	5,769,144*	8,915,881*
2013	100,393*	440,443	647,889*	**	710,016*	**	7,981,954*	10,941,130*
2014	**	615,908	997,237*	**	511,940*	**	6,536,329*	9,866,437*
2015	**	631,064	304,837*	**	639,404*	**	4,691,255*	7,387,228*
2016	**	711,515	414,409	**	1,514,799	**	6,656,833*	9,785,508

Source: Alaska Department of Fish and Game, Commercial Fisheries Entry Commission

NOTE: Fisheries data is masked based on the number of permits and fishermen for each species. Most data shown above is partial because much of the data is masked.

*Some fishery codes within the species are masked, total value is partial due to masked data.

**All fishery codes within the species are masked; no data is available for that species for that year.

Table 8
Total Fishing Permits Issued (Number of Permits)
Craig, Alaska

	Crab	Halibut	Herring	Other Groundfish	Other Shellfish	Sablefish	Salmon	Total
2005	8	45	49	25	72	7	115	324
2006	9	48	50	20	66	8	117	318
2007	7	44	52	16	61	9	117	306
2008	9	39	50	21	64	9	114	306
2009	8	42	48	23	59	9	113	302
2010	8	39	47	20	54	9	111	288
2011	7	38	42	20	52	8	112	279
2012	7	35	37	16	55	9	115	274
2013	7	34	39	14	57	8	114	273
2014	4	35	36	15	57	8	115	270
2015	5	33	34	14	60	8	120	274
2016	5	33	35	16	56	8	119	272

Source: Alaska Department of Fish and Game, Commercial Fisheries Entry Commission

The catch value of fish caught on permits held by Craig residents doubled between 1980 and 1995. The values stayed fairly steady between 1995 and 2005. Between 2005 and 2015 the value doubled again, going from \$4,958,375 in 2005 to a high of \$10,941,130 in 2013 before going back down to \$7,387,228 in 2015. The amount of catch (lbs.) has been the largest for salmon with 2,049,889 pounds caught in 2005, a high of 10,479,709 pounds caught in 2013, and 7,914,937 pounds caught in 2015. Halibut, sablefish, and miscellaneous finfish were the next highest catch. Halibut and salmon brought in the highest value of catch with halibut totaling \$914,216 in 2005, increasing to \$1,054,317 in

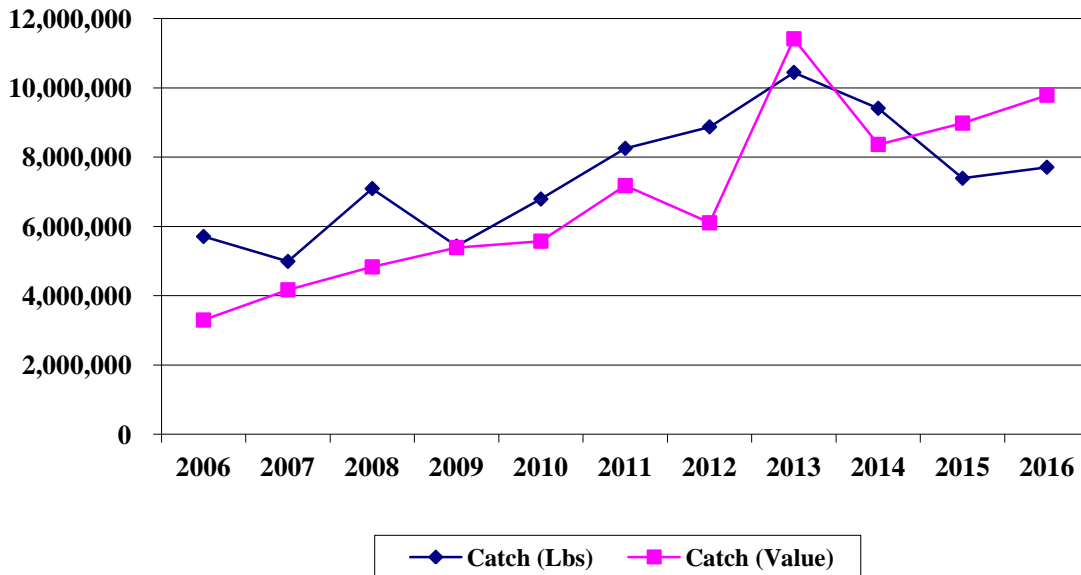
2007, and then declining to \$631,054 in 2015. It is important to note that the price of halibut has been steadily increasing since 2007 but the individual fishing quota (IFQ) allocation of halibut poundage went from 10,930,000 pounds for area 2C in 2005 to 4,400,000 pounds in 2010. The quota allocation further dropped to 3,679,000 pounds between 2010 and 2015.

The ex-vessel value of salmon caught by resident fishermen totaled \$2,049,889 in 2005, increased to \$7,981,954 in 2013, and decreased to \$4,691,255 in 2015. It is particularly important to note that all fishery data shown above applies only to resident permit holders. Resident permit holder data is based on the place of residence of the permit holder, not the location that the fish were landed.

With the limited number of processors in Craig all processor data is masked but the total value of fish landed in Craig (by both resident and non-resident permit holders) is approximately \$23.5 million per year after 2009. Prior to 2009 this total was approximately \$3.3 million. This information is based on a calculation using the total amount of raw fish tax remitted to the city by the State of Alaska. The city is entitled to 1.5% of the fish value which equals one half of the total amount collected by the state.

The total number of permits held by Craig residents for commercial fishing rose from 136 in 1985 to a high of 324 in 2005. There were 272 permits held by resident fishermen in 2016. Most of those permits are held for salmon and halibut fishing.

Figure 2
Catch and Value Trend - 2006-2016



Construction employment fluctuates and actually saw declines in the 1980s. However, steady increases in the number of construction jobs occurred during the 1990s through about 2010. With decreases in state and federal funding available for large construction projects the number of construction related jobs is likely to remain flat or decrease.

Manufacturing encompasses the timber industry and seafood processing industry. Timber industry employment in Craig fluctuated wildly in the 1980s but stabilized during the 1990s until the cancellation of the long term USFS contract in 1999. Timber industry employment dropped sharply after 1999. Much of the current timber industry employment is now tied to Viking Lumber in Klawock, Sealaska Timber Corporation and support of small specialty mills on Prince of Wales Island.

Jobs in the transportation, communication, and utilities industries are subject to seasonal fluctuations and other sectors such as timber harvest and seafood processing. This sector has remained strong in recent years.

Most employment sectors have remained relatively steady between 2001 and 2015. The expansion of the paved road system on the island will likely directly benefit the Craig area by reinforcing its position as a retail center for the whole island. Most industry sectors in Craig are serving a market beyond its own population base. State and local government employment has remained significant, but has not grown in recent years. With state and local budget issues, this sector is not likely to see growth in the near term. Federal government employment is not shown in the state occupational database. The Thorne Bay and Craig Districts became zoned in 2007, and there was a significant reduction in permanent employees on Prince of Wales then. However, since then the overall number of permanent employees on POW has seen a decline only in one program area. The overall number of employees has been offset, especially in Craig, with several Supervisor’s Office employees being duty stationed there. Although the two districts are in the process of being consolidated into one District, staff levels over the next five years are projected to remain stable or decline slightly.

Subsistence and Sportfishing Activities. Tables 9 and 10 show sport fishing trends.

Table 9
Sport Fishing Trends
Craig, Alaska 2005 – 2015

Year	Sport Fish Guide Businesses	Sport Fishing Licenses Sold to Residents	Sport Fishing Licenses Sold in Craig
2005		831	2,987
2006	32	809	4,157
2007	35	854	4,787
2008	31	785	3,826
2009	30	850	3,550
2010	21	937	3,179
2011	19	711	3,363
2012	16	689	3,322
2013	18	705	3,733
2014	22	672	3,775
2015		683	3,737

Source: Alaska Department of Fish and Game

Table 10
Sport Fish Angler Fishing Days
Prince of Wales Island, Alaska 2004-2014

Year	Saltwater		Freshwater	
	Angler Days Fished – Non-Alaska Residents	Angler Days Fished – Alaska Residents	Angler Days Fished – Non-Alaska Residents	Angler Days Fished – Alaska Residents
2004	40,858	16,770	11,463	3,969
2005	52,135	16,333	10,100	3,527
2006	46,460	11,828	10,820	5,161
2007	49,444	13,666	10,968	6,124
2008	46,921	18,023	11,098	7,092
2009	38,246	10,829	9,836	4,124
2010	37,547	14,019	10,529	4,355
2011	47,728	17,106	16,193	4,668
2012	51,349	14,751	14,495	5,660
2013	50,369	17,307	9,017	4,725
2014	53,039	15,372	13,300	7,464

Source: Alaska Department of Fish and Game

While commercial fishing has been a mainstay of Craig’s economy since the city’s beginning, charter, recreational and subsistence fishing activities are still an important aspect of local life and economics. In addition to resident sport and subsistence fishing, non-resident sport and charter fishing have been an increasing economic activity in Craig.

It is important to note that while the number of licensed and active sport fish guiding businesses has remained relatively steady over the years, the total number of sport fish licenses sold in Craig is regularly much higher than the number of licenses sold to Craig residents. This is likely caused by individual anglers involved in both charter and non-charter fishing expeditions in Craig, many of them non-residents. Strong sport fish returns, the established Port St. Nicholas Chinook salmon run, and access to other parts of the island by paved roads are all factors that bring both charter and self-guided sport fishermen to Craig. These factors are not likely to change in the near future and Craig should expect similar levels, or growth of non-resident fishermen and angler days. Table 10 shows that while salt water angler days have remained steady for both resident and non-resident anglers since 2004 there has been a slight increase in the number of resident freshwater angler days over the same time period.

While subsistence fishing is not as large of an economic factor in Craig as many remote Alaska communities, it is still an important part of the rural economy. Tables 11 and 12 show fisheries subsistence data for Craig for the years 2000-2015.

Table 11
 Subsistence Fishing Participation for Salmon
 Craig: 2000-2013

Year	Subsistence Salmon Permits	Chinook Salmon harvested	Sockeye Salmon Harvested	Coho Salmon Harvested	Chum Salmon Harvested	Pink Salmon Harvested
2000	261	6	3,093	25	110	155
2001	260	3	3,452	57	169	366
2002	181	0	2,161	18	197	129
2003	169	4	2,173	26	60	615
2004	168	3	1,665	56	83	28
2005	152	2	1,244	166	123	855
2006	162	2	1,306	15	142	344
2007	113	1	617	22	27	662
2008	170	4	1,738	151	37	80
2009	204	7	3,222	292	98	254
2010	175	584	4,156	564	19	474
2011	214	43	1,549	44	24	86
2012	162	0	1,159	67	27	105
2013	130	0	874	123	1	59

Source: Alaska Department of Fish and Game, Subsistence Division,
 Alaska Subsistence and Personal Use Salmon Fisheries 2000 – 2013 Reports

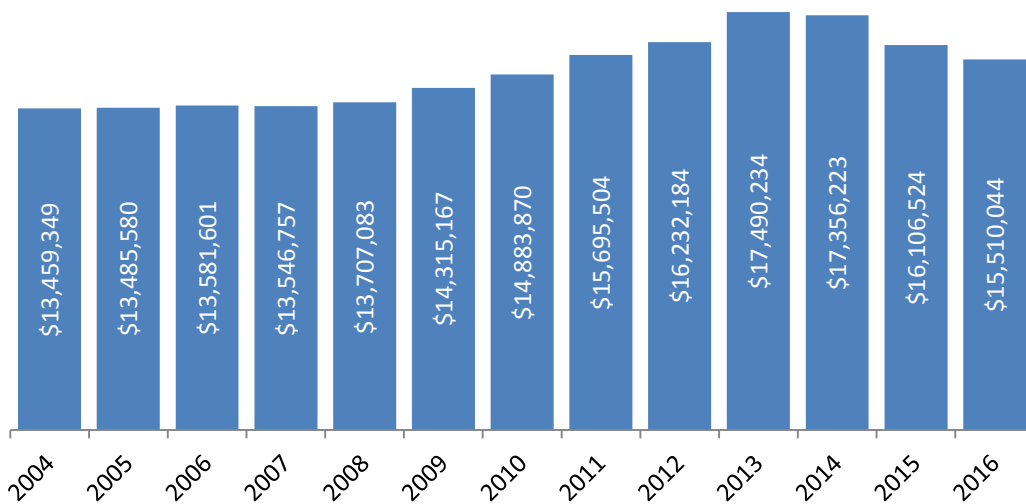
Table 12
 Subsistence Halibut Fishing Participation (SHARC)
 Craig: 2004-2016

Year	SHARC Issued	SHARC Fished	SHARC halibut lbs harvested
2004	473	246	98,267
2005	499	231	44,055
2006	475	244	53,317
2007	514	247	50,520
2008	487	247	46,082
2009	547	284	48,930
2010	510	166	37,419
2011	557	222	31,375
2012	553	197	34,777
2013	570	191	*
2014	570	195	35,170
2015	573	166	*
2016	572	150	*

Source: NOAA Alaska Regional Office Permits and Licenses Database; Alaska Department of Fish and Game, Division of Subsistence (*Data not available)

Wage and Salary. Figure 4 summarizes total annual resident wages between 2004 and 2014. This data shows that annual wages for Craig workers increased by 30% between 2004 and 2013 but has had declines in each of the past three years. The Consumer Price Index (CPI) is a program managed by the US Department of Labor, Bureau of Labor Statistics that measures monthly data on changes in the prices paid by urban consumers for a representative basket of goods and services. In the same time period that the total resident wages increased by 29%, the Anchorage CPI increased by 29% and the US CPI increased by 25%. While this does not include all cost items for a family and no data is available at the Craig level, the data indicates that Craig wages have generally kept pace with the cost of goods in Anchorage and the US overall. Prices for goods and services considered in the CPI generally are more volatile and costly in rural areas like Craig.

Figure 3
Total Resident Wages
Craig, Alaska 2004 – 2016



Source: Alaska Department of Labor, Research & Analysis, Alaska Local and Regional Information Database (ALARI)

Future Economy. Craig’s economy has numerous strengths. It is a commerce center for Prince of Wales Island and Southeast Alaska, it has survived a boom and bust economic history and come out in a stable position with growth in the services and government sectors in response to the demands of the primary industries they serve.

The following table summarizes employment projection scenarios based on data provided by the Alaska Department of Labor and Workforce Development (DOLWD) in their published population projections. This data shows a very low increase in the population calculated through 2045.

It is important to note that this data is readjusted periodically by DOLWD and that readjusted data will have a significant impact on population, school enrollment, employment, and housing projections.

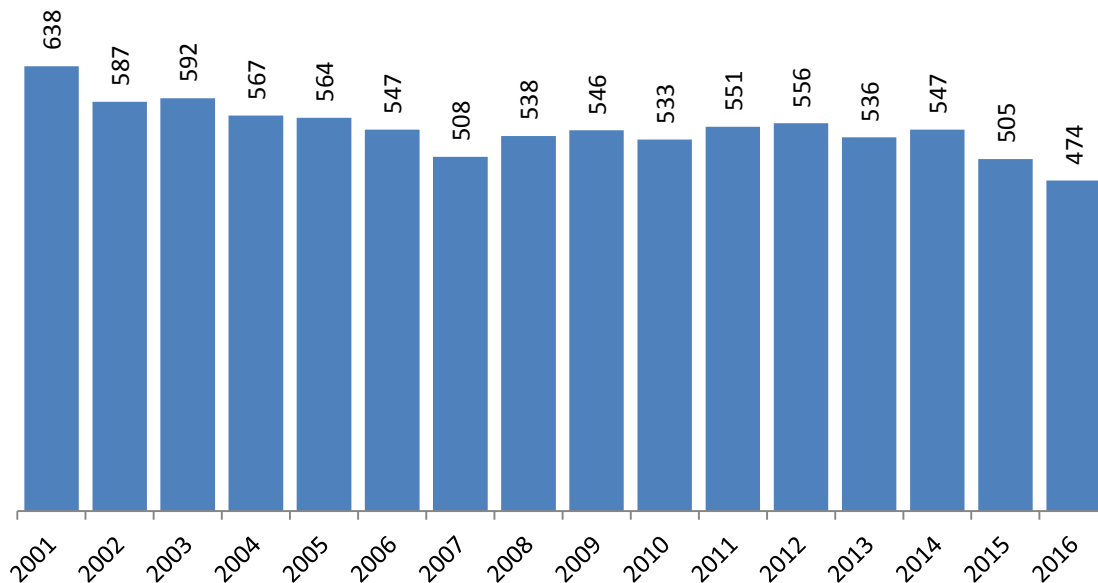
Table 13
Craig Employment Projections
2015-2045

Year	Craig	% Annual Change
2015 ¹	505	
2020	508	0.5%
2025	510	0.3%
2030	511	0.2%
2035	512	0.2%
2040	512	0.1%
2045	513	0.1%
Net Change 2015-2045	8	

¹2015 Employment data calculated based on change in population between 2014 and 2015. Future year employment data calculated from Alaska Department of Labor population projections for Prince of Wales-Hyder Census area

Overall, the most probable economic scenario for Craig is for almost flat employment growth estimated to average about 0.2% yearly or eight additional workers by the year 2045. As noted earlier the population and associated employment projections are heavily dependent on industry sector development. Developing new industry or expanding capacity for existing industry will have a significant impact on employment projections.

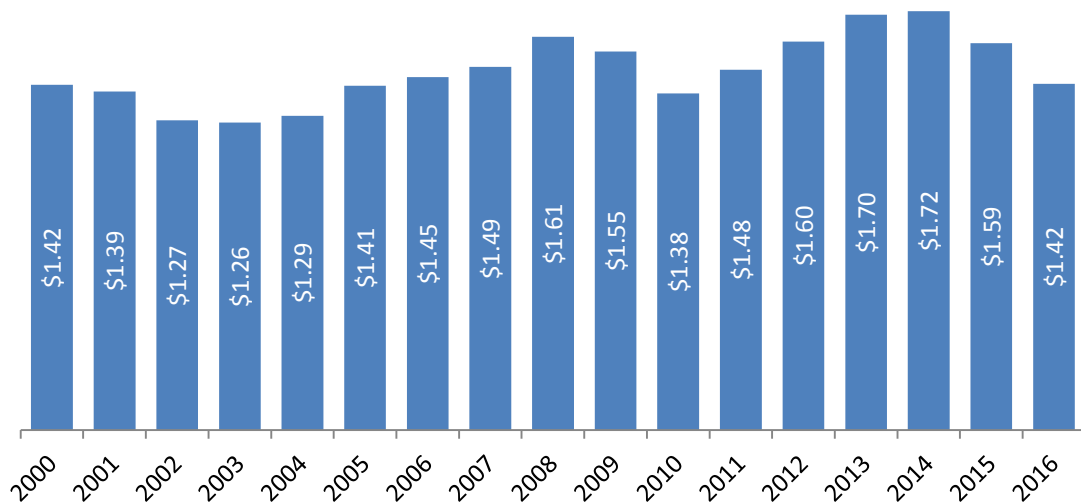
Figure 4
Average Annual Employment
Craig, Alaska 2001-2016



Total employment dropped from 638 in 2001 to 567 in 2004. This drop in average annual employment is likely a result of the long term USFS timber contract ending in 1999. By 2004 most of the camps and associated employment activities had been closed down and moved from Prince of Wales Island. Employment for the period 2004 – 2014 remained relatively stable. Total employment in 2015 and 2016 dropped below historic levels. It is important to note that these figures include resident employment as collected from unemployment insurance data. These figures do not show self employed (i.e. fishermen), non-resident employment (i.e. seasonal workers) or federal employees.

The City of Craig levies a 5% sales tax on goods and services in Craig. In 2016, \$1.42 million came to the city in sales tax revenues from taxable business sales. Sales tax revenue has been declining since a high of \$1.72 million in 2014. The 2016 sales tax levied equaled the amount levied in 2000. Tax exempt sales, such as those for building materials for which a building permit is issued, sales to the elderly and exempt services such as medical care, are not included in the numbers.

Figure 5
 Craig Sales Tax
 (Shown in Million of \$)
 2000-2016



Source: City of Craig

Real property assessed values for industrial, commercial, residential, mobile homes/travel trailers, and float homes are summarized in the table/chart below.

Table 14
Real Property Assessed Values (In Thousands of \$)
Craig, Alaska
2007-2015

Land Use	2007	2008	2009	2010	2011	2012	2013	2014	2015
Residential	33,300	34,200	38,200	37,700	38,900	38,400	47,400	47,900	48,700
Vacant Land	3,700	3,500	3,600	3,700	3,500	3,100	4,300	4,700	9,400
Commercial	18,100	18,000	18,500	18,700	16,800	16,300	19,200	29,800	26,300
Industrial	14,900	14,600	15,800	20,800	20,000	21,400	12,900	11,500	13,700
Apartments	500	500	500	500	500	500	500	600	1,200
Condos	0	0	900	1,600	1,600	1,600	1,700	1,600	1,600
Mobile Homes	3,800	3,700	3,700	3,400	3,300	4,600	3,400	3,600	5,100
Misc	0	0	0	900	0	0	0	0	0
Total	74,300	74,500	81,300	87,300	84,700	86,000	89,400	99,500	106,000

Source: 2007 – 2015 Alaska Taxable, Department of Commerce, Community and Economic Development

Craig real estate values for all land uses rose from \$74.3 million in 2007 to \$106.0 million in 2015 or an increase in assessed values of 43%. Real estate values for land uses (land and building) decreased from \$14.9 million in 2007 to \$13.7 million in 2015, a decrease of 9% during that time period. Commercial real estate values (land and building) rose from \$18.1 million in 2007 to \$26.3 million in 2015 or 45%. Residential real estate values grew at a similar high rate with values at \$33.3 million in 2007 and \$48.7 million in 2015 or an increase of over 46%. Mobile homes/travel trailer real estate values increased from \$3.8 million in 2007 to \$5.1 million in 2015 or an increase of 34%. The increases in real estate values during this period exceed the rate of growth for population and employment in Craig during the same period. It is important to note that data shown for years between 2007 and 2014 are based on market trending adjustments. Prior to 2015 the last full revaluation of property in Craig was done in 1988. In 2014 the city contracted with Horan and Company Inc. of Sitka to conduct a full revaluation of property for the 2015 tax year. Horan and Company staff conducted site visits to all properties in Craig and conducted a 100% revaluation of properties which is reflected in the 2015 data. This revaluation also adjusted changes in zoning and land use that had occurred but not been accounted for in the years prior.

In 2015 the city moved from paper property records to the Municipal Assessment Records System (MARS), a property records database created by Horan and Company to better track property records, values, and other data. This system has proven valuable to staff and has made it easier to provide residents with full valuation data on properties in Craig.

Overall Economic Development Plan (OEDP) and Community Economic Development Strategy (CEDS) Committee. In 1993 the City of Craig wrote an overall economic development plan (OEDP) as required by the US Economic Development Administration for various federal grant purposes. This plan provided a background of Craig,

demographic information, detailed discussion of Craig economic background, and detailed information regarding economic sectors important to Craig. Much of this information has been incorporated into the comprehensive plan. The OEDP was used between 1993 and 2012 as a basis for the community economic development strategy (CEDS) committee process. This process annually invited members of the business community, Craig City Council, agency representatives, and members of the public to provide input on the economic development strategies that were important to the community. The committee annually generated a list of local and regional priorities which was approved by the city council and submitted to the regional development organization for inclusion in a regional list. The items included on both the local and regional list included general strategies, goals and specific projects. This list was used in part to help guide the city's annual capital improvement plan, which set out specific capital project priorities for the city.

In 2013 the annual requirement for this information for grant purposes went away and the committee has not met since the 2012 committee meeting. In 2012 the following priorities were listed by the committee:

Local Strategies

- Street Improvements
- Utility Improvements
- Harbor Improvements
- Craig Public Safety Building
- Heavy Equipment Replacement
- Behavioral Health Services
- Fish Enhancement/Community Drinking Water – Water Source Improvements
- Expand Biomass Heat Capacity and Distribution
- Borough Discussion
- Community College/Community Center/Vocational Training
- Residential Land Availability
- Recycling and Solid Waste Management (Cleaner and Greener Community)
- Development of Cannery Site Uplands
- Fishing Industry Value Added Input and Support
- Sunnahae Mountain Trail
- Prince of Wales Emergency Resources (POWER) Facility
- Craig City School District Capital Projects Support
- Port St. Nicholas Road Upgrade
- Library Expansion
- Indoor/Outdoor Recreational Facilities
- Community Quota Entity
- Float Plane Terminal Access and Parking
- Craig – Klawock Separated Bike Trail

Regional Strategies

- Solid Waste Facility/Recycling Program
- Island Wide Economic Development Planning

Alternative Energy Resources
Island Wide Electrical Intertie
Vocational Training Center
Borough Study (Pros and Cons)
Emergency Planning
Timber and Value Added Processing Input and Support
Peratrovich Airport Improvements
Island Wide Transportation System
Paralytic Shellfish Poisoning Testing Laboratory
Bicycle and Pedestrian Paths
Island Wide Recreational Facilities

In addition to providing community input to the Craig capital improvement program the report was widely used by other agencies as part of strategy development, capital funding, and grant applications. While the process is no longer required it provided opportunity for public input into the city's capital project process and should be incorporated into the city's future capital improvement process.

4.0 Housing

The housing situation, both structural type and availability, has been a long-term planning issue for Craig. Review of the housing type information indicates a preference by Craig residents for single family housing units. However, the data also indicates that there has been a preference for mobile home-type housing, probably due to cost. Between housing data collected in 1998 and 2016 there has also been an increase in rental units in Craig, particularly in the number of single family homes converted to duplexes, or new construction of duplex units. With a stable population, level employment, and deterioration of mobile home stock over the next several years multi-family and single family residential use should increase as the number of mobile homes decreases. It is important to note that many mobile homes currently in Craig were part of logging camps associated with the long term USFS logging contract that ended in 1999. There have been few new mobile home units added in Craig since the 1990s.

Housing Vacancy. Housing vacancies in Craig have historically been quite low, and fluctuate between sources of information. Low vacancy rates and increasing rents and land costs documented the public need for additional housing in the 2000 Comprehensive Plan and 2007 revised Craig Coastal Zone Management Plan.

The 2000 census reported a 1.7% homeowner vacancy rate and a 10.0% rental vacancy rate. The 2010 census reported a 1.3% homeowner vacancy rate and a 6.9% rental vacancy rate. These reported statistics bear out the historical and anecdotal evidence that both the homeowner and rental markets in Craig are very limited with little vacancy. The number of duplexes shown in figures 6 and 7 are indicative of homeowners adding a second dwelling unit to existing structures and an increase in the number of duplexes built as new construction. This has helped with housing needs, but has not provided an overabundance of housing as shown by the low vacancy rate. In 2013 the city completed subdivision improvements and sold 12 lots for residential development in the Crab Cove

Heights, Craig Millar, and Salmonberry subdivisions. These lots represented the majority of residential zoned lots owned by the city. As of 2016 only one new dwelling unit in a single structure (single family house) resulted from this land sale. The city sold an additional eight residential lots in 2017 for development. Craig Tribal Association is currently working on a development that will result in 16 new housing units in a mix of multi-family, duplex and single family houses. These units will likely be a mix of rental and lease/purchase options. The Craig Tribal Association’s housing development will contain low and moderate income based housing. The first fourplex unit in this development will start in spring of 2018. Based on responses during the 2016 community survey there were at least 20 respondents who wanted to purchase a home in Craig.

Craig’s vacancy rate remains very low, in spite of the increases in the number of housing units and lots available for residential construction. Craig’s vacancy rate is similar to the vacancy rate of the state as a whole. When compared to vacancy rates shown for the Prince of Wales census subarea, Craig’s vacancy rates are substantially lower. 2010 vacancy rates for Craig are similar to Ketchikan’s vacancy rates for the same time. Even when compared to the two Southeast Alaska communities closest to Craig in population and economy, Wrangell and Petersburg, Craig’s vacancy rate is low.

Table 15
Housing Vacancy Rates
2000 and 2010

	2000		2010	
	Homeowner Vacancy Rate	Rental Vacancy Rate	Homeowner Vacancy Rate	Rental Vacancy Rate
Craig	1.7%	10.0%	1.3%	6.9%
Alaska	1.9%	7.8%	1.7%	6.6%
Prince of Wales ¹	4.5%	10.9%	1.8%	13.3%
Ketchikan	2.2%	11.7%	2.0%	7.6%
Wrangell	1.3%	18.5%	2.5%	7.3%
Petersburg	2.0%	9.5%	1.6%	10.0%

Source: 2000 and 2010 Decennial Census Data

¹Prince of Wales Subarea

While the vacancy rate shown for Craig is already low, the actual vacancy rate may be even lower than the census data shows. The 2014 Alaska Housing Assessment conducted by the Alaska Housing Finance Corporation (AHFC) shows that the number of vacant properties for sale in Craig in 2014 was 1.03% and the vacant properties for rent was only 2.87%. The remaining vacancy rate shown was attributed to recreational or other vacancies. In addition, it is likely that some of the vacant units are Native American Housing Assistance and Self Determination Act (NAHASDA) housing units and are only available to Alaska Native/American Indian households and not to the general population of Craig. The end result is that the actual vacancy rate, particularly for rental units in Craig is likely much lower than that shown in Table 15.

In addition to the low vacancy rate the AHFC housing assessment shows that over 10% of the occupied housing in Craig is overcrowded or severely overcrowded. The combination of low vacancy rates and overcrowding of existing housing units evidence a continuing substantial need for housing in Craig.

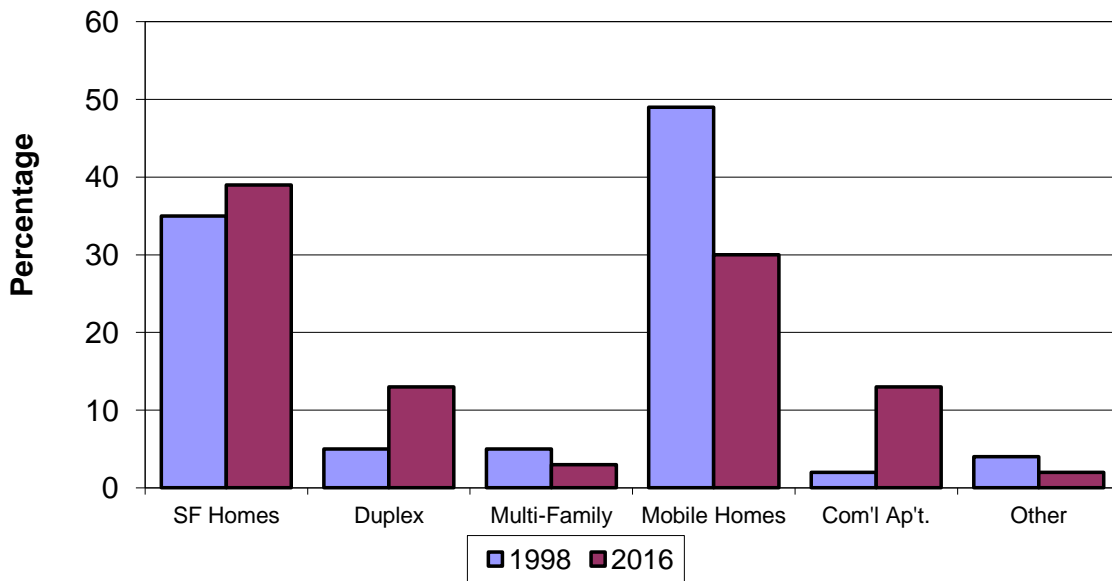
The 2010 decennial census shows an average of 2.53 persons per household in Craig. This is slightly lower than the statewide average of 2.7 in 2010. The mean household size for 2016 community survey responses was 2.5, mirroring the 2010 census data.

Mobile homes declined as a housing type between 1998 and 2016, but continue to be a substantial form of housing in Craig. Mobile homes totaled about 49 percent of the housing stock in 1998 and only about 30 percent in 2016. Much of the decline in mobile homes as housing stock is attributable to the age of mobile homes acquired from area logging camps when the long term USFS timber contract ended in 1999. Figure 6 displays Craig housing types, by percentage, in 1998 and 2016. This figure clearly shows that while mobile homes declined the percentage of duplex and commercial apartments rose sharply in the same period.

Housing Types. Single family homes in Craig increased as a percentage of the housing stock, from 35 percent in 1998 to 39 percent in 2016. Duplex and commercial apartments rose sharply as a percentage of housing types, likely displacing a number of mobile homes. Floathomes have continually declined in this time period with just a handful still existing today.

While mobile homes represent a large portion of available housing types in Craig, they represent a much smaller proportion of assessed value as shown in Table 14 above. Most other housing types, with the exception of live-aboard boats in Craig’s harbors, which are not taxed as real property, contribute amounts about equal with their proportion of the housing stock.

Figure 6
Percentage of Housing Type, 1998 and 2016



Source: City of Craig (Municipal Assessment Records System)

The discrepancy between the percentage of total housing type and contribution to the property tax base of mobile homes and single family homes is a condition that has occurred since Craig began its rapid growth in the 1980's. A portion of the goals section of the 2000 Comprehensive Plan was dedicated to equalize the aggregate number of mobile home and non-mobile home housing types. As shown in Figures 6 and 7, this shift in housing stock away from mobile homes has happened, but mobile homes still represent a significant portion of the current housing stock.

While Figure 6 provided percentages of housing types in Craig, Figure 7 illustrates the aggregate number of each type of local housing at given years.

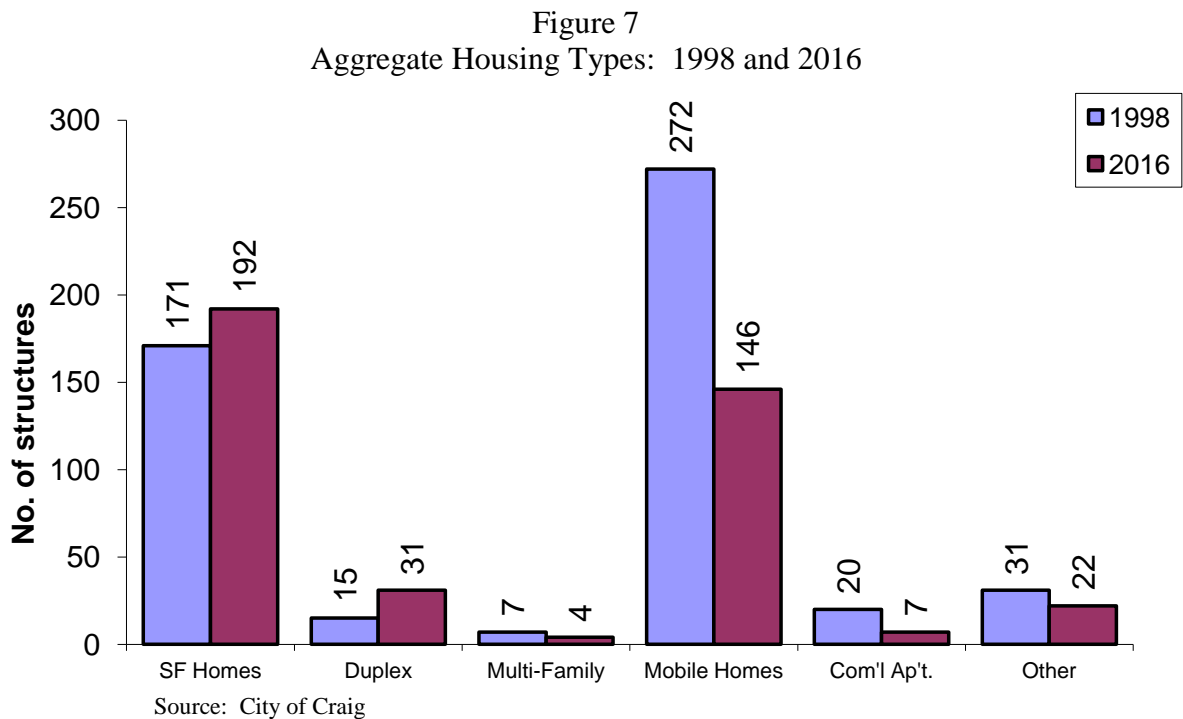


Figure 7 confirms that data shown in Figure 6 above; that there has been an upward shift in the proportion of most housing types in Craig and a significant downward shift in mobile homes since 1998.

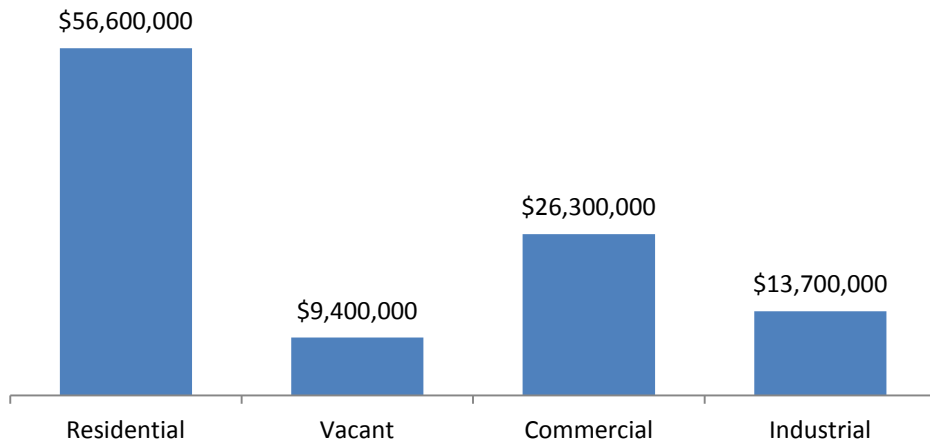
Land Use. Figure 8 summarizes the total value of lots by use in 2016. Note that all residential zones are combined into one designation (Residential) and all industrial zones are combined into one use designation (Industrial). All other uses are broken out separately. This breakdown matches the categories shown in the Alaska Taxable 2015 published by the Alaska Department of Commerce, Community and Economic Development. Individual residential lots account for more than half of all platted lots in Craig. Commercially zoned lots are the next most common. These values do not reflect the number of public owned lots in Craig.

In 2000 there were relatively few light industrial and heavy industrial lots in Craig. This shortage of heavy and light industrial properties was reduced with the development of the J. T.

Brown industrial park and surrounding properties. Currently most light and heavy industrial lots identified on the comprehensive plan’s land use map have been developed. There has been additional demand for this use in the area.

The number of publicly-owned lots in Craig was reduced significantly with the 2013 residential land sale discussed above and will likely be reduced further in the coming years as the city surpluses and sells the approximately eight remaining platted, residentially zoned lots it owns. These lots, in the Salmonberry and Ptarmigan subdivisions, represent another significant opportunity for the city to make available residential lots for much needed housing in Craig. Given the historic and well documented lack of housing in Craig, demand for single family housing remains among the highest for local housing types along with an increasing need for rental units.

Figure 8
Assessed Value per Use, 2015



Source: Alaska Taxable 2015

Values of most of the various zones in Craig is proportionate to their preponderance. This consistency between quantity of lots and assessed value of zones demonstrates that each zone largely contributes roughly in proportion to its aggregate number of lots and, presumably, to the demand for local services that those lots create.

There is one notable zone missing from Figure 8. That zone is forestry. The forestry zone is applied to properties that are used for timber harvest or rock quarrying. Because forestry properties are very large, unsurveyed tracts, they account for zero individual lots. In terms of acreage, however, the forestry zone represents the single largest zone in Craig, covering about 80 percent of land within the municipal boundaries. In addition, all forestry-zoned land in Craig is made up of land conveyed to Native-owned, for-profit corporations under ANCSA. ANCSA prohibits property taxation of these lands unless that land is developed within the terms defined in the law. ANCSA land can be considered developed if it is platted (through subdivision or leasing) or physically developed to accommodate business or another on-the-ground activity. Federal law also allows a municipality to levy a property tax on ANCSA land that is logged in the tax year or year following the year that the logging activity occurred. Logged parcels are not

subject to taxation in other years unless a subsequent activity on the parcel meets the developed definition. There has been little logging activity on forestry zoned lands in Craig in recent decades. As a result, the forestry zone represents a large portion of the land in the municipality, but contributes in most years zero to property tax receipts.

Future Housing Unit Demand. Based on the population projections, estimates of future housing and land acreage demand were developed. Based on population projections and documented persons per household figure 16 shows the projected increase in demand for housing units in Craig to accommodate projected population. Population projections are shown on table 4. Since the population projection for Craig is almost flat the projected increase in housing unit demand is only seven new units by 2045. This includes all dwelling units (detached single-family, apartments, duplexes, mobile homes, etc.). The housing demand figures are based on population projections in 5-year increments along with average household size and number of occupied households. The types of housing units could vary from single-family to multiple-family units. It is important to note here that available housing and population are intrinsically tied together and that an increase in housing will likely have a significant increase on population since there is currently an extremely low vacancy rate. The projected additional seven units are based solely on the population projections between now and 2045. This does not account for additional units to meet current demand. Based on data from the 2016 community survey of the 131 surveys that were returned, 20 respondents indicated that they wanted to rent or purchase a home in Craig but due to affordability, availability, taxes/regulation, jobs, and the cost to build could not find adequate affordable housing in Craig.

Table 16
Estimated Net Housing Unit Demand
Craig, Alaska
2016-2045

Year	Housing Units	% Annual Change
2016 ¹	487	
2020	489	0.5%
2025	491	0.3%
2030	492	0.2%
2035	493	0.2%
2040	493	0.1%
2045	494	0.1%
Net Change 2016-2045	7	

Assumes a maximum desired density of 4 dwelling units per acre.

The acreage demand takes the housing demand in 5-year increments and computes a maximum desired density of 4 dwelling units per acre. The acreage demand figure is a rough estimate of the land needed to accommodate the projected number of housing units needed by the year 2045. This data also does not include additional housing needs as indicated by the 2016 community survey. Meeting this additional housing need would require an additional five acres of land at four dwelling units per acre.

Table 17
Estimated Net Acreage Demand ¹
Craig, Alaska
2016-2045

Year	Additional Acreage Required	% Annual Change
2016 ¹	122 (Base Acreage)	
2020	0.6	0.5%
2025	0.4	0.3%
2030	0.2	0.2%
2035	0.2	0.2%
2040	0.1	0.1%
2045	0.1	0.1%
Net Change 2015-2045	1.6	

¹ Assumes a maximum desired density of 4 dwelling units per acre.

5.0 Land Use

5.1 Land Use Patterns

Land use patterns in Craig have been, and are currently, influenced by physical factors, cultural and historic factors, and land ownership. The physical factors influencing the layout of uses in Craig include the soils, topography, geology, surface drainage, the wind direction, and the proximity of water (Crab Bay, Port Bagial, Bucareli Bay, Klawock Inlet). Development suitability can directly influence land use in terms of location and cost. Crab Bay and Crab Creek has been both the stimulus for settlement and a natural hazard to development.

The cultural factors influencing land use patterns include the historical development of Craig and how it has grown as a trade center for Prince of Wales Island and the southeast region. New jobs have resulted and, with that, new residents have moved to fill those jobs creating a demand for housing and city services. With these new workers has come a demand for commercial goods and services thus stimulating the local economy. Craig has served as the transportation center for the region attracting commercial and industrial development. Quality of life concerns of residents has prompted an increased demand for recreation areas and recreation facilities. The accessibility to subsistence has influenced the continuation of subsistence uses and activities in and around Craig.

Commercial Land Uses. Commercial land uses include grocery/department stores, restaurants and snack shops, lumber and hardware stores, gas stations, boat and motor stores (including repair), and other retail trade operations. In the last 10 years, the retail sector has expanded offering residents of Craig more goods and services. For the most part the commercial uses are concentrated in the downtown area and in East Craig.

The downtown area of Craig can generally be defined as that area at the terminus of the Craig-Klawock Highway between First and Ninth Streets and along the highway which is called Water Street. The waterfront has historically been the focus of commercial as well as industrial development. The northern waterfront area has historically had residential development. Land uses in downtown include the city hall, fire hall, recreation center, library, public safety building, City Gym, numerous small businesses, hotels, marine-related services, banks, and cafes. The remainder of the original townsite is predominantly residential. Planned development of the Craig Cannery property in conjunction with construction of a new harbor at the site will allow for additional commercial, marine industrial, and residential mixed use development.

East Craig begins east of the North and South Cover Harbor, and is the location for much of the newer commercial and industrial development. Shopping centers and restaurants as well as commercial offices have grown up along the highway corridor. As well, there are established marine-industrial uses along the highway. The main concentration of commercial and industrial uses are located along the highway past the small boat harbors.

Industrial Land Uses. Industrial uses include such uses as warehousing, storage, construction-related industries, marine and aviation-related industries and are for the most part concentrated along the downtown waterfront, at the float plane dock, and with some industrial support businesses at the North and South Cove Harbor. Key industrial locations include the harbors, the float plane dock, portions of the waterfront between Water Street and the waterfront and the J. T. Brown Industrial Park. There has historically been a mix of commercial and industrial uses along the waterfront that will likely continue in the future. Industrial uses at the harbors and at False Island are likely to expand as Craig's role in the fisheries industry continues. Industrial uses at the float plane dock are likely to decrease as more air cargo and passenger traffic is flown into the Klawock Airport.

Residential Land Uses. Residential uses include detached single-family units, multi-family units (duplex and apartments), mobile homes, and floathomes. Residential uses account for the majority of land use in Craig. Each of the residential neighborhoods in Craig has its own unique character that deserves acknowledgment and protection from incompatible uses. There is a mix of residential types in the downtown with much of the older sections in downtown Craig developed with mobile homes, trailers, and multi-family units. The newer subdivisions have developed with detached single-family units and fewer mobile homes and trailers. Mobile homes and travel trailers have been a solid source of housing when shortages and housing costs prohibited other residential development. A number of mobile home parks exist in Craig and have met many of the housing needs for residents for a long time. Providing for mobile homes as a viable housing type in the future has been an important issue in Craig in the past. Most mobile homes in Craig are aged and deteriorating. Replacement of housing stock is important as reduced numbers of mobile homes will drive a need for additional affordable housing options in Craig. Floathomes are another housing type found in Craig and a number of them currently dot the coastline. Current land use policy does not allow for placement of

new or additional floathomes in Craig. The number of floathomes will continue to decline as they deteriorate or are moved out of Craig.

There are a limited number of vacant parcels scattered throughout Craig in residential neighborhoods that could “fill in” with homes in the future. However, the availability of housing, both single-family and multi-family, has historically been an issue for Craig residents. It is likely to continue to be an issue in the future even with a low or moderate rate of growth. The development of new housing is being addressed by various non-profit housing authorities and private land developers. For example, Craig Tribal Association, plans to develop a subdivision on Tract 18, USS 2611 that will include up to 16 new housing units. In addition, other properties currently zoned for other uses may be attractive for future residential development where appropriate. Much of the vacant undeveloped residential land is owned by Shaan-Seet and Klawock Heenya.

Public Land Uses. Public land uses include those facilities operated by the city, state, and federal agencies. Uses may include facilities such as city, state and federal offices, the city fire and police stations, airport, schools and recreational areas and facilities. Many of the public land uses are concentrated in or near Old Craig and East Craig. There has been some scattering of uses in the last 15 years towards North Craig, on Cemetery Island and out Port St. Nicholas Road.

Subsistence Land Uses. Subsistence uses primarily include fishing and hunting and are primarily located outside the developed portions of the city.

Future Areas of Growth. As land became available for development along Port St. Nicholas Road, the area grew. It is likely to continue to grow as it provides residents options for larger lots, waterfront property, and a more rural lifestyle opportunity. Although outside the city limits of Craig and not on the property tax rolls, residents of the Port St. Nicholas area typically use services located in Craig — schools, government services, shopping, and medical, to name a few. However, sewer services do not extend to the area and are likely not to be extended unless the area becomes part of the city. As the area grows and demand for city services increase, policies regarding the extension of services and how to extend those services (annexation, creation of service areas, etc.) will need to be developed and implemented by the city.

5.2 Land Ownership

The passage of the Alaska Native Claims Settlement Act (ANCSA) on December 18, 1971 has definitely influenced land ownership in and around Craig. Specifically, Klawock-Heenya Corporation and Shaan-Seet Inc. have ended up as the major private landowners inside the city as well as adjacent to the city. The state and federal government are still major landowners on Prince of Wales Island. State and federal government lands include the airport, several roads and miscellaneous public facilities. However, inside the city limits of Craig the major landowners are private landowners — Shaan-Seet Inc. and Klawock-Heenya Corporation, who between the two own approximately 90 percent of the uplands within the Craig city limits. Land availability

for future development is predominantly tied to these village corporation holdings. There are few private or city holdings available for development. This land ownership pattern has been viewed in the past as a constraint but could also be viewed in the future as an opportunity for public and private partnerships for development. Many cities have historically been dominated by large private single landowners and have worked out a relationship whereby those private lands are developed compatibly with city long-term goals for growth. There are opportunities for managing the long-term housing and land acreage demands of Craig residents by working collaboratively with the village corporations.

In 1995 the city completed the ANCSA 14c3 process which reconveyed approximately 527 acres of land and 66,400 linear feet of rights-of-way which Shaan-Seet had received in the ANCSA process. Land and rights of way reconveyed to the city (and their intended uses) were as follows:

PARCELS

<u>Legal Description</u>	<u>Reconveyance Description</u>	<u>Size</u>
Tract A, Block 1	False Island (Industrial Park)	2.69 acres
Tract A, Block 2	False Island Uplands (Industrial Park)	5.88 acres
Tract B, Block 1	City Shops/Impound Yard (Partially Developed)	5.00 acres
Tract B, Block 2	School Site (Craig HS)	8.76 acres
Tract A, Plat #93-7	HUD Housing Site (Developed)	9.88 acres
Tract C	Health Care Site (POW Healthcare Center)	5.48 acres
Tract D	Educational Site (Undeveloped)	10.00 acres
Tract E, Block 1	Impoundment Dam (Water Storage Tank)	23.46 acres
Tract E, Block 2	Future Use Site (Water Storage Tank)	3.00 acres
Tract F	Sandy Beach Park Site (Developed Rec Site)	20.88 acres
Tract G	Cemetery Island (Cemetery and Trail)	40.60 acres
Tract H	Boat Harbor/Marine Use Site (Wastewater Plant)	3.23 acres
Tract I	Sewage Treatment Plant Site (Recreation Site)	3.03 acres
Tract J	Future Fire Station/Storage Site (Water Plant)	6.21 acres
Tract K	Pt. St. Nicholas Recreation Site (Undeveloped)	50.78 acres
Tract L	Dam Site, North Fork Lake (Water Source)	1.92 acres
Tract M	Sunnahae Mountain Parking Area (USFS)	0.99 acres
Portion of Sections 10 & 11, T74S, R81E	Sunnahae Mountain (USFS)	<u>320.00</u> acres
	Total 14(c)(3) Acreage	521.79
Cemetery Parcel		<u>5.00</u> acres
	Total Deeded Acreage	526.79

RIGHTS-OF-WAY

<u>Legal Description</u>	<u>Reconveyance Description</u>	<u>Length</u>
Sunnahae Mt. Trail	Sunnahae Mt. Trail	12,056 linear feet
Cold Storage Road	Cold Storage Road	902 linear feet
Cemetery Island Road	Cemetery Island Road	1,148 linear feet

Pt. St. Nicholas Road	Pt. St. Nicholas Road	49,729 linear feet
Pt. Bagial Blvd.	Pt. Bagial Blvd.	1,760 linear feet
Water Tower Road	Water Tower Road	<u>812 linear feet</u>
Total Deeded Rights-of-Way		66,407 linear feet

Most of the lands reconveyed to the city have been developed or sold. Tract B, Block 1 is currently used as a material disposal area for unsuitable fill that is removed during various projects. This parcel may be redeveloped at a future date. Tract C is developed (POW Healthcare Center) but there is room on the parcel for expansion of the healthcare center or other development in the future. Tract D is currently undeveloped. Tract E, Block 1 contains the old impoundment dam which has been discontinued since North Fork Lake was made the primary water source for the city, however this parcel may have additional work done to use the old impoundment area as a secondary water source for the city. Tract G and the cemetery parcel are developed, however it is likely that there will be additional development in this area to expand the city cemetery in the next 15 – 20 years. Tract H contains the wastewater treatment plant and the small ball field but has room for further development between those two facilities. Tract J is partially developed to support the water treatment plant and hatchery but there is still room for additional development on the site. Tract K is undeveloped.

The portion of Sections 10 & 11, T74S, R81E that comprises the largest part of the reconveyance lands (320 acres) and the Sunnahae Mountain Parking Area (Tract M) were sold to the US Forest Service in 2007. The proceeds of that sale were used to finance part of the purchase of the Craig Cannery Site.

In addition to the ANCSA reconveyance parcels the city owns numerous upland and tideland parcels that are being used for city purposes, leased to others, or sit undeveloped.

5.3 Land Use Issues and Conflicts

The major land use issues and conflicts include the shortage of land available for new development, especially residential development, and the debate over housing types. Because much of the private land is held by one or two large landowners, the rate at which land becomes available for private development is very slow. What type of housing is most suitable for Craig also continues to be debated. The continued mix of residential and small commercial uses in established neighborhoods or “home occupations” also poses a potential for conflict.

Future commercial and industrial development opportunities will need to be supported to replace losses in the public sector with declining state and federal dollars and to support the seasonal fluctuations in the fishing and timber industries. Commercial and industrial development, especially along Craig’s waterfront, and the protection of important environmental resources, such as water quality and fish and wildlife habitat, have been planned for in Craig’s Coastal Management Plan. Even though the State of Alaska discontinued participation in the federal Coastal Zone Management Act in 2011, many of

these policies still guide development in Craig. Part of the waterfront is designated for development while parts are designated for preservation.

The waterfront area is also faced with a number of other planning challenges: lack of parking, unsafe pedestrian circulation, competition from East Craig businesses, and lack of space for growth. Redevelopment or reuse of land in Old Craig will open up developable lands for commercial and industrial uses. Development in Old Craig and East Craig can occur simultaneously without diminishing business advantages provided the type of development is compatible with the surrounding land uses. For example, Old Craig has an established land use pattern as the core area with a mix of commercial and residential. Continuing to support this mix will benefit existing business owners and stabilize the neighborhood for the future. However, it will be important to keep in mind that while this mix may fit now for most Craig residents, it can pose a potential “not in my backyard” problem as neighborhoods change over time. Moreover, it can pose public safety problems that end up falling to the city administration to fix. This may be more of a zoning issue in that site development controls can continue to be used to minimize these incompatibilities — building height, off-street and on-street parking standards, setbacks, maximum lot coverage.

East Craig appears to be growing more as a shopping center destination with mini-malls, parking lots, and other more land-intensive uses. This type of development usually requires larger lot sizes, different access requirements, and can generate other design issues such as signs, hours of operation, etc. It will be important to recognize that by grouping similar and compatible commercial uses within existing commercial areas, the commercial uses will benefit and potential land use conflicts can be minimized. Likewise, grouping industrial activities within existing industrial areas for the benefit of those activities also minimizes land use conflicts.

The addition of small commercial nodes in future residential neighborhoods, like “quick stops”, can provide a necessary function. They provide pedestrian-accessible shopping that eliminates the need for a car. However, the addition of these traffic-generators can have the potential to change the character of the neighborhood from a residential area where it is quiet during the evening when people are enjoying their homes and it is safe for children and seniors to walk, to a neighborhood where cars come and go late in the day and generate noise and dust in the summertime, and dangerous conditions for pedestrians.

6.0 Community Facilities

6.1 Wastewater System

Collection System. The city’s wastewater master plan was updated in 2015 by DOWL HKM under contract with the city. The City of Craig provides wastewater service (sewer) commencing at the 2.0 mile mark of the Craig/Klawock Highway. The wastewater collection system for Craig is comprised of gravity feed sewer lines that feed

into 14 lift stations around Craig. The wastewater is pumped to the treatment plant on Cemetery Island.

Because of the terrain, all of the wastewater produced in Craig is pumped to the treatment plant. Many of the pump stations are aged and in need of replacement. Two of the primary lift stations have been replaced within the past 10 years and have been connected to the supervisory control and data acquisition (SCADA) framework. Maintenance problems have been reported by the City Department of Public Works in several of the existing lift stations. The collection system consists of more than 10,000 linear feet of 8 inch and 6 inch pipe. For more details on the wastewater collection and treatment facilities, refer to the 2015 Sewer System Master Plan.

Wastewater Treatment. According to the City of Craig Wastewater Facilities Master Plan, wastewater flows in the city increased significantly between the mid-1980s through 1997. This was due primarily to significant population growth in those years. In order to comply with the discharge permit and provide for projected growth, the City improved the collection and treatment facilities.

The Master Plan studied the existing collection system and the wastewater treatment plant. According to the Master Plan, the existing sewers and interceptors are in good condition, neither inflow nor infiltration is excessive, and capacity is more than adequate. In addition, the existing pump stations appear to have adequate capacity. The main problem area identified was the area served by East Hamilton Drive pump station where infiltration is high and the area served by the Water Street Pump Station where infiltration and inflow are excessive. An evaluation of the existing wastewater treatment plant was conducted as part of the Master Plan. Conclusions drawn include: (1) the former treatment plant capacity was sufficient to treat only 20 percent of the current average daily dry weather flow (2) overall capacity was limited by rotating biological contractor (RBC) unit; (3) many parts of the plant were old and near the end of their useful life; and (4) the existing outfall discharges very close to shore and at low tide the turbulence caused by the discharge is clearly visible. It is likely that the discharge from the outfall violates state water quality standards. The former site is very small and a secondary treatment plant could not be constructed at that location without property acquisition. The site of the former treatment plant is also located in a residential neighborhood.

In 1996 the city constructed a new facility on Cemetery Island, south of the cemetery. Construction of the new plant on Cemetery Island brings water, sewer, and power to the island thereby opening it up for potential development. However, the new plant provides primary treatment only with a discharge outfall approximately 3,300 feet long. The useful life of the new facility is expected to take care of Craig's wastewater treatment needs well into the next twenty years or more.

6.2 Water Facilities

The city's Water System Master Plan was updated in 2015 by DOWL HKM under contract with the city. Until 1992, the City of Craig was supplied with water from a

small spring and earthen dam at the base of Sunnahae Mountain. Water was then pumped across Port Bagial, chlorinated, and pumped to a 175,000 gallon and a 450,000 wood stave tank and distributed through a system of 6 and 8 inch water mains. Water consumption averaged 306,000 gallons per day (gpd) and reached peaks of 489,100 gpd. Inadequate water and the potential for seismic activity to disrupt water supply limited the availability and reliability of a long lasting water source. The limitations of the existing supply prompted the city to construct a dam at North Fork Lake and install 10 miles of pipe along Port St. Nicholas and connect to the city's water system.

In April, 1992, the city's new gravity filtration water treatment plant came online. The plant can treat 600,000 gallons of water daily for distribution to residents of the city and to customers within the north Port St. Nicholas Subdivision. Both the water treatment plant building and property have room for expansion to provide additional water treatment as needed. The city has authorization from the State of Alaska to draw up to one million gallons per day from North Fork Lake for municipal water needs. The current daily average water consumption from the treatment plant is approximately 210,000 gallons.

While Craig's population increased 50 percent between 1991 and 1998, consumption of treated water dropped 25 percent. Annual water consumption was 100,000,000 gallons in 1991. 1998 saw only 75,000,000 gallons used. Normally, water consumption rises with an increase in population. However, efforts by the city to control leaks within the water distribution system, and the emphasis on installing meters on all new water services, and on existing commercial services, has led to a substantial reduction of water usage. With the start of a large seafood processor in Craig in 2009 by 2010 consumption had risen again to about 86,000,000 gallons per year. By 2015 total water consumption had risen to 97,000,000 gallons per year. During peak demand periods in 2013 and 2014 consumption exceeded production of treated water for limited durations. The largest seafood processor in Craig did not operate in 2016 or 2017 which reduced the demand for water in these years. In 2016 the city consumed 67,000,000 gallons.

Both the water treatment plant building and property have room for expansion to provide additional water treatment as needed.

6.3 Solid Waste Facilities

The City of Klawock operates the local landfill and estimates site will be useful until 2030-2050. The landfill is currently operating primarily as a transshipment facility for most solid waste, although it still landfills inert material.

6.4 Recreation Facilities

Recreation is extremely important to the community of Craig and according to the 1986 and 2000 *Craig Comprehensive Plans* many residents felt that recreation opportunities were insufficient. Responses from the community survey indicate that current residents are primarily satisfied with the recreational opportunities that are available, especially

those outdoor activities related to the natural environment around Craig. Flightseeing, sportfishing, boating, canoeing, kayaking, hunting, hiking, wildlife viewing and photography, shopping, dancing, dining, exercise classes, swimming, intramural sports and camping are typical modes of recreation in Craig. The following areas are also commonly used for recreational activities.

**Table 18
Recreation Facilities
Craig, Alaska**

Area	Type of Recreation
Ball Park and Picnic area at Cemetery Island	<ul style="list-style-type: none"> • baseball and softball activities, picnicking, horseshoes, playground
Cemetery Island Trail and Beaches	<ul style="list-style-type: none"> • hiking, beach combing, berry picking, bird watching, wildlife viewing, bicycling.
Port Bagial/East Hamilton Park	<ul style="list-style-type: none"> • hiking, beach combing, berry picking, bird watching, wildlife viewing, picnicking
Crab Bay Beaches and Crab Creek	<ul style="list-style-type: none"> • hiking, beach combing, berry picking, bird watching, wildlife viewing, fishing
Hamilton Drive Bike Path	<ul style="list-style-type: none"> • hiking, walking, running and bicycling
Mt. Sunnahae Trail	<ul style="list-style-type: none"> • hiking, wildlife viewing
Middle School, High School & City Gyms	<ul style="list-style-type: none"> • volleyball, basketball, weight lifting, bike/walking path, Frisbee golf and other activities.
Craig Child Care Center	<ul style="list-style-type: none"> • play area for small children & exercise course
Beachfront Parks	<ul style="list-style-type: none"> • hiking, beach combing, bird watching, wildlife viewing, swimming
Aquatic Center (Pool)	<ul style="list-style-type: none"> • swimming, exercise, sauna, general recreation
Sandy Beach Park	<ul style="list-style-type: none"> • picnicking, wildlife viewing, hiking, beachcombing

Source: City of Craig

7.0 Transportation

The transportation system in Craig consists of air, marine, and surface components.

Surface Facilities. Generally speaking, the road network in Craig adequately serves the local needs. The Craig-Klawock highway provides access to land north of Craig, making it available for development. The highway is also the primary link between Craig and the rest of Prince of Wales Island. Craig's road network is connected to the Prince of Wales Island road system and provides important links to Peratrovich Airport in Klawock, the Hollis ferry terminal, and all other roaded points on the island. State and federal agencies have been active in improving road alignment and surfacing across the island with asphalt surfaced roads from Craig to Klawock, Hollis, Thorne Bay, Coffman Cove and along the primary road corridor north of the Coffman Cove Junction to the Neck Lake

turnoff near Whale Pass. There are currently projects being worked on to expand paving into other Prince of Wales Communities. The city has also been active in hard surfacing roads in Craig. In 2008 the city started construction of Phase 1 of a four phase paving project in Craig to asphalt surface inventoried roads in Craig. Phase four was completed in 2017.

The Craig Tribal Association is currently working to procure two 33 passenger buses and plans to operate transit service six days a week between Craig and Klawock. In addition to service between the two communities the Craig Tribal Association plans to offer transportation between Craig/Klawock and the Hollis ferry terminal six days per week.

Traffic count data from the Alaska Department of Transportation and Public Facilities (ADOT&PF) is shown in Table 19. ADOT&PF places traffic counters on Prince of Wales Island periodically to determine average daily traffic (ADT). These counters are generally placed at the same location and are placed in the summer months to capture the highest traffic count. There are generally four segments of road with ADT data captured: Third Street to 9th Street (West Craig); 9th Street to East Hamilton (East Craig); East Hamilton to Crab Bay (North Craig); and Crab Bay to Klawock (Craig to Klawock). It is important to note that a single trip may be recorded on multiple counters. For example, a trip from West Craig to Klawock would be counted in all four counts since the vehicle would activate the counter at each count location.

Table 19
Average Daily Traffic, Craig, Alaska
2000-2013

Year	West Craig	East Craig	North Craig	Craig-Klawock
2000	3144	4511	2113	2121
2003	2790	3995	1985	1954
2008	1811	1925	2128	1688
2013	1824	3460	1971	1770

Source: Alaska Department of Transportation and Public Facilities

Counts for East Craig are highest, likely reflective of the commercial, retail and business nature of this area. Counts for West Craig and North Craig are similar in most years after 2003. It is important to note that the Craig High School was constructed in North Craig after the 2000 count and that the Prince of Wales Health Center was constructed after the 2003 count. Both of these factors, along with the increase in activity at the JT Brown Industrial Park account for the shift in West Craig and North Craig counts in the 2008 and 2013 counts. According to the ADT data, traffic begins to decline once you leave East Craig headed for Klawock. This would indicate that most of the trips along the highway between Hamilton Drive and Third Street is local business traffic. This trend is consistent with the findings shown in the 2000 Comprehensive Plan.

Marine Facilities. Craig is connected to the Interisland Ferry Authority (IFA) terminal in Hollis by the road system. The IFA operates the F/V Prince of Wales and F/V Stikine from Hollis to Ketchikan and back to Hollis daily. The IFA ferry docks adjacent to the

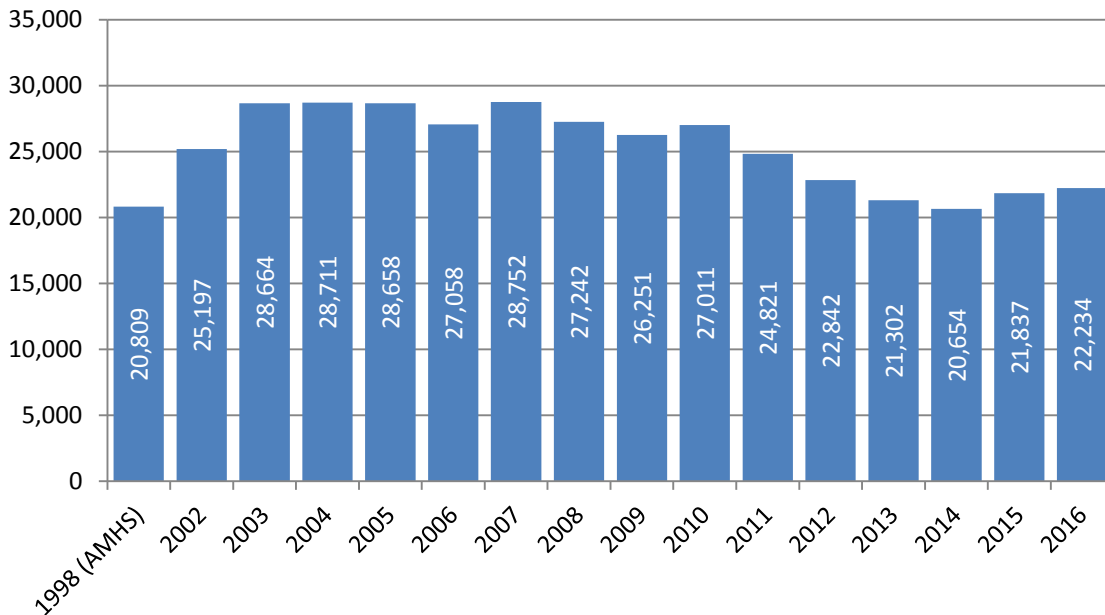
Alaska Marine Highway (AMHS) terminal in Ketchikan. The IFA has been operating this route since 2002. Prior to 2002 the route was operated by the AMHS. The following table describes AMHS passenger traffic for 1990-1998 between Hollis and Ketchikan. The 1998 AMHS data and Hollis to Ketchikan passenger data for the IFA from 2002 to 2015 is shown on Figure 9. IFA passenger and vehicle counts for Hollis – Ketchikan and Ketchikan – Hollis are shown on Table 20.

Table 20
Annual AMHS Passenger Traffic, Embarking
Hollis, Alaska 1990 – 1998

	1990	1991	1992	1993	1994	1995	1996	1997	1998
Passengers	23,242	22,712	28,727	21,925	23,694	22,044	20,224	22,725	20,809

Source: Alaska Marine Highway System.

Figure 9
IFA Annual Passenger Count
Hollis to Ketchikan
2002-2016



Source: Alaska Marine Highway System; Interisland Ferry Authority

The data shows that ridership from Hollis to Ketchikan rose to a high of 28,752 in 2007, and with the exception of 2014 has consistently maintained ridership at, or above levels prior to 2002. While not captured in the data it is also important to note that one of the main differences between IFA service and the prior AMHS service is consistency. AMHS service from Hollis prior to 2002 was often sporadic, not available daily, and often departed at inconvenient times. In addition to generally increasing ridership, the IFA provides consistent daily service which allows better planning of trips to Ketchikan, the ability to perform round trips in a single day, and increased use of the ferry for

transport of goods to and from the island. In the report *The Inter-Island Ferry Authority by the Numbers 2016*, prepared by Rain Coast Data the IFA reports that there was a total of \$52.2 million of economic impact to Prince of Wales, Ketchikan and shared seafood through IFA operations. It is also of note that the IFA reports that the farebox recovery rate for the IFA was 85%, compared to the North American average of 53%. Continued high farebox recovery will help to ensure that this transportation option continues to be available to Craig residents well into the future.

Table 21
Interisland Ferry Authority Passenger and Vehicle
Traffic 2002 – 2016

	Hollis – Ketchikan		Ketchikan – Hollis		Total	
	Passengers	Vehicles	Passengers	Vehicles	Passengers	Vehicles
2002	25,197	6,162	24,839	6,466	50,033	12,628
2003	28,664	7,788	27,729	7,613	56,393	15,401
2004	28,711	7,424	28,037	7,693	56,748	15,117
2005	28,658	6,618	27,791	6,861	56,449	13,479
2006	27,058	6,336	25,676	6,327	52,734	12,663
2007	28,752	6,802	28,189	6,994	56,941	13,796
2008	27,242	5,684	26,393	6,099	53,635	11,783
2009	26,251	5,503	25,449	5,893	51,700	11,396
2010	27,011	5,744	25,993	5,952	53,004	11,696
2011	24,821	5,139	24,222	5,473	49,043	10,612
2012	22,842	4,879	21,949	5,140	44,791	10,019
2013	21,302	4,529	20,973	4,900	42,275	9,429
2014	20,654	4,578	20,118	4,805	40,774	9,383
2015	21,837	4,728	21,235	5,048	43,080	9,776
2016	22,234	4,759	21,604	5,043	43,838	9,802

Docks and Harbors. The city has received ownership of all of the previously owned state docks in Craig including North Cove, South Cove and City Dock. The city also owns the boat launch facility and industrial dock at False Island (JT Brown Industrial Park). In 2006 the City of Craig purchased the Ward Cove Cannery uplands and tidelands in downtown Craig for the purpose of development of a new harbor. The city has completed economic feasibility and environmental review for a new 10.1 acre basin with up to 145 moorage spaces in the new harbor at the Craig Cannery Site. The city will start the preconstruction engineering and design phase of the project with the US Army Corps of Engineers in 2017 and will continue to secure construction funds for construction in future years.

The city owns and operates the Fred Hamilton Sr. Seaplane Facility in Craig (previously owned by the State of Alaska). The city leases space at the seaplane terminal to two floatplane carriers.

Other marine facilities owned and operated by various entities include the downtown Shaan-Seet Inc. dock, Craig Fisheries Dock and Craig Fisheries Cold Storage, and the city owned barge ramp at 1.0 mile of the Port St. Nicholas Road.

**Table 22
Local harbor slips and moorage**

Facility	Number of Slips	Feet of transient moorage
North Cove Harbor	102	700
South Cove Harbor	120	125
City Dock	0	350
False Is. Dock	0	223
Total	222	1,398

Marine Facilities. Craig residents have identified several marine transportation issues that include expanding the port facilities to meet demands, expanding parking at the harbors, and creating more upland storage.

Like most communities in Southeast Alaska, Craig maintains a waiting list of persons wishing a reserved moorage slip in the harbors. As of August 1, 2016, the list contained 60 names. Fulfilling that demand would require a 30 percent increase in moorage space or a 30 percent turn over in reserved moorage slips. The planned harbor at the Craig Cannery Site should meet the majority of the current demand for additional moorage and will provide room for additional moorage in future years. The new harbor will also provide a drive down ramp in Craig. The drive down ramp will better facilitate vessel loading/unloading. Currently there are no drive down ramps at any of the existing harbor facilities in Craig.

Craig is the busiest port on Prince of Wales Island, meaning that local vessel days, moorage revenues, raw fish tax receipts, poundage of seafood product landed and wharfage income exceeds that of any other town on the island. The addition of the deep water dock and other facilities at the J. T. Brown Industrial Park has increased all port activities in Craig. The addition of Silver Bay Seafoods to Craig in 2009 has significantly increased the demand on harbor facilities by seasonal seine boats and tenders and has increased the amount of seafood shipped out of Craig. However, even with the addition of the new dock at the JT Brown Industrial Park, none of Craig’s waterfront facilities allow for the moving and storage of very large pieces of freight, or the storage of many smaller pieces, such as shipping containers. Local barge companies currently handle large freight items and containers by ferry through Hollis or at barge landings in Thorne Bay and, occasionally at the KIDCO dock in Klawock.

The increase in the “live-aboard” lifestyle has continued to create a high demand for moorage. When the boat harbor at the Craig Cannery site is developed, new stalls will open up, possibly alleviating the moorage demand.

Craig Cannery site harbor development plans will need the continued support of Craig's government as well as business community. This project brings much-needed harbor growth to the Craig. As well, the project relieves some of the congestion at the current port facilities thereby improving operational efficiencies for many marine facility users.

Demand for transient parking, especially during the summer seasons, has increased at North and South Cove Harbors. Parking facilities, both short-term and long-term, need improvement. There may be opportunities to work with local businesses to create short-term parking spaces for a fee on their private lots to meet the demands. The addition of the small boat launch ramp at the J. T. Brown Industrial Park has reduced the number of recreational users and boat trailers at North Cove, but other harbor uses continue to overtax existing parking at all parking lots at North and South Cove.

Aviation Facilities. Wheel-plane aviation services are provided at the Peratrovich Airport, eight miles north of Craig. The runway has 5,000 feet of asphalt and can accommodate a Boeing 737. The runway is not currently certified for commercial jet aircraft. Navigational aids include a published GPS approach and lighting. The Klawock airport is served primarily by three air carriers providing scheduled service. Harris Air and Alaska Seaplanes provide scheduled passenger and freight service between Sitka and Klawock. Alaska Seaplanes also offers passenger and freight service to Juneau via Sitka. Island Air Express provides scheduled passenger and freight service between Klawock and Ketchikan. Carriers at the Klawock airport operate both IFR and VFR. Scheduled and charter floatplane service is available to and from Craig and Ketchikan by VFR floatplane. Currently two carriers provide scheduled passenger and freight service directly to Craig from Ketchikan via floatplane. Both carriers have counter space at the Craig seaplane facility. The U.S. Coast Guard operates and maintains a helicopter landing facility near the ballpark on Cemetery Island.

Passenger enplanement for Craig grew sharply from 2006-2007 and remained high through 2010. Between 2010 and 2013 the enplanement figures remained relatively high before dipping slightly in 2014 and again in 2015. The increased traffic starting in 2007 corresponds with a sharp decrease in the Klawock airport passenger traffic for the same year. This was likely caused by cessation of scheduled service from air carriers based out of Ketchikan. The Klawock airport did not see new service until about 2013 when the current operators began scheduled service at the airport. The passenger data for Klawock was relatively low, with little or no regular scheduled service until 2014 when the first full year counts of the new carriers were documented. This trend is likely to continue for both airports.

The following tables describe annual enplaned passengers Craig to Ketchikan, Klawock to Ketchikan between 2001 and 2016.

Table 23
Annual Enplaned Passengers
Craig Seaplane Terminal, 2001-2016

Year	Enplaned Passengers
2001	3,967
2002	3,905
2003	3,441
2004	3,931
2005	3,088
2006	2,517
2007	6,300
2008	5,844
2009	4,470
2010	4,368
2011	3,470
2012	3,246
2013	3,387
2014	2,869
2015	2,573
2016	2,581

Source: US Department of Transportation, faa.gov

Table 24
Annual Enplaned Passengers
Klawock Airport, 2001-2016

Year	Enplaned Passengers
2001	3,410
2002	856
2003	867
2004	476
2005	789
2006	1,247
2007	27
2008	4
2009	9
2010	15
2011	16
2012	79
2013	1,550
2014	7,780
2015	8,534
2016	10,628

Source: US Department of Transportation, faa.gov

Freight volumes for the two airports show a similar pattern with relatively little freight through Klawock from 2006-2013 and an increased amount of freight into Klawock starting in 2014. Freight into and out of Craig has remained relatively stable, however the amount of freight sent out of Craig in 2016 was the lowest volume in the 15 year period shown in table 25. Figures 10 and 11 show historic freight and mail volumes for Craig and Klawock.

Mail volume also follows the general pattern of passengers and freight, with virtually no mail going through the Klawock airport between 2007 and 2012. In 2014 the US Postal Service consolidated mail being flown onto Prince of Wales Island primarily into one carrier in Klawock. Mail volume in Craig decreased sharply in 2014-2016 and the vast majority of mail was transported through Klawock. Figure 14 illustrates the dramatic difference in mail volume in these years.

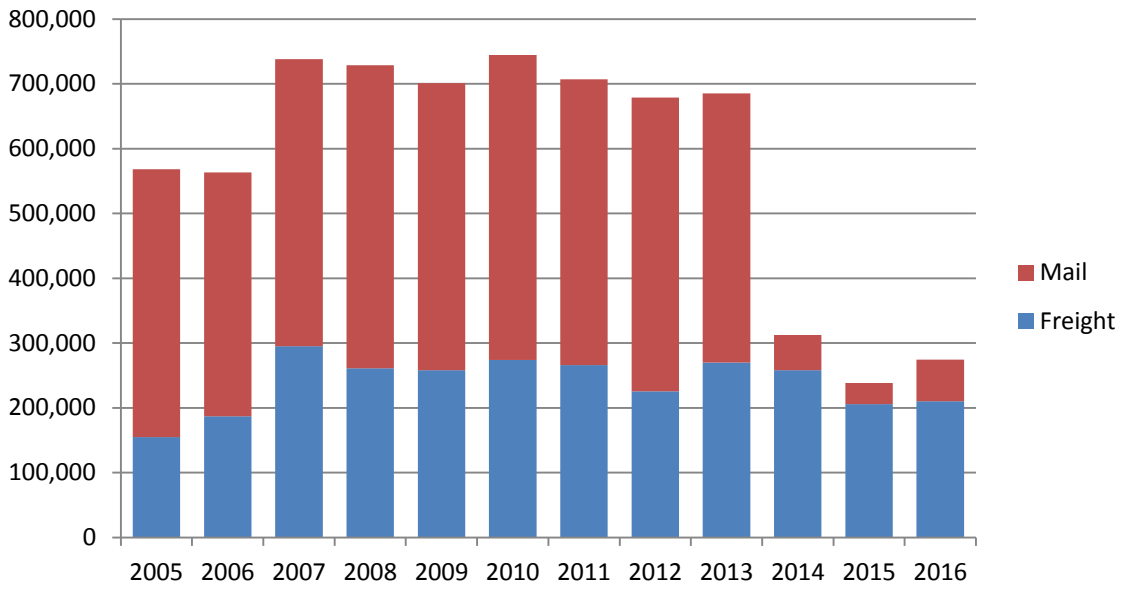
Hollis is often used for flights into the Craig and Klawock area when weather does not permit flights from across the island. Figure 12 shows the historical volume of mail and freight transported through Hollis. While freight remained relatively stable the amount of mail transported through Hollis also dropped precipitously in 2014-2016. This drop is likely also attributable to the consolidation of mail to a single carrier.

Table 25
Freight and Mail Volumes (Pounds)
Craig and Klawock, Alaska 2005-2016

Year	Craig				Klawock			
	Cargo In	Cargo Out	Mail In	Mail Out	Cargo In	Cargo Out	Mail In	Mail Out
2016	167,617	42,272	23,821	40,733	58,168	75,579	567,362	59,464
2015	152,665	52,879	5,140	27,656	28,730	52,237	525,315	64,863
2014	170,716	87,206	26,233	28,441	62,539	70,271	464,095	76,664
2013	181,779	87,920	329,248	86,151	24,317	8,555	25,263	4,178
2012	154,118	71,384	356,514	96,871	0	0	0	0
2011	165,358	100,748	343,544	97,149	0	15,580	0	5,040
2010	195,411	78,496	362,214	108,517	5,500	60,398	0	0
2009	175,313	82,603	340,116	102,867	0	9,425	0	0
2008	178,949	81,979	361,332	106,578	0	9,046	0	0
2007	187,621	107,348	343,665	99,323	0	250	0	0
2006	100,216	86,901	290,396	85,931	155,00	13,672	41,856	10,797
2005	82,572	72,194	306,108	107,140	15,667	34,711	46,265	36,086
2004	92,996	99,736	342,605	97,357	14,539	29,391	63,248	25,036
2003	147,916	77,719	303,643	74,915	26,581	176,982	141,672	64,029
2002	147,581	119,635	283,204	79,642	16,770	27,792	162,674	72,972

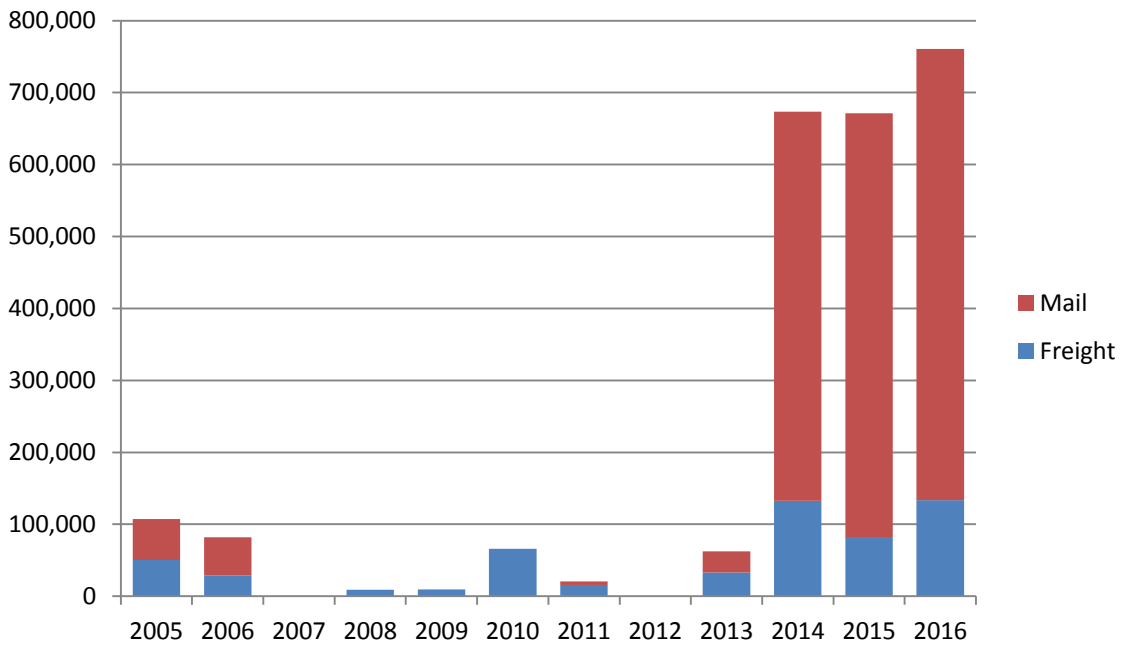
Source: US Department of Transportation, Bureau of Transportation Statistics

Figure 10
 Freight and Mail Volume (Pounds)
 Craig, Alaska 2005-2016



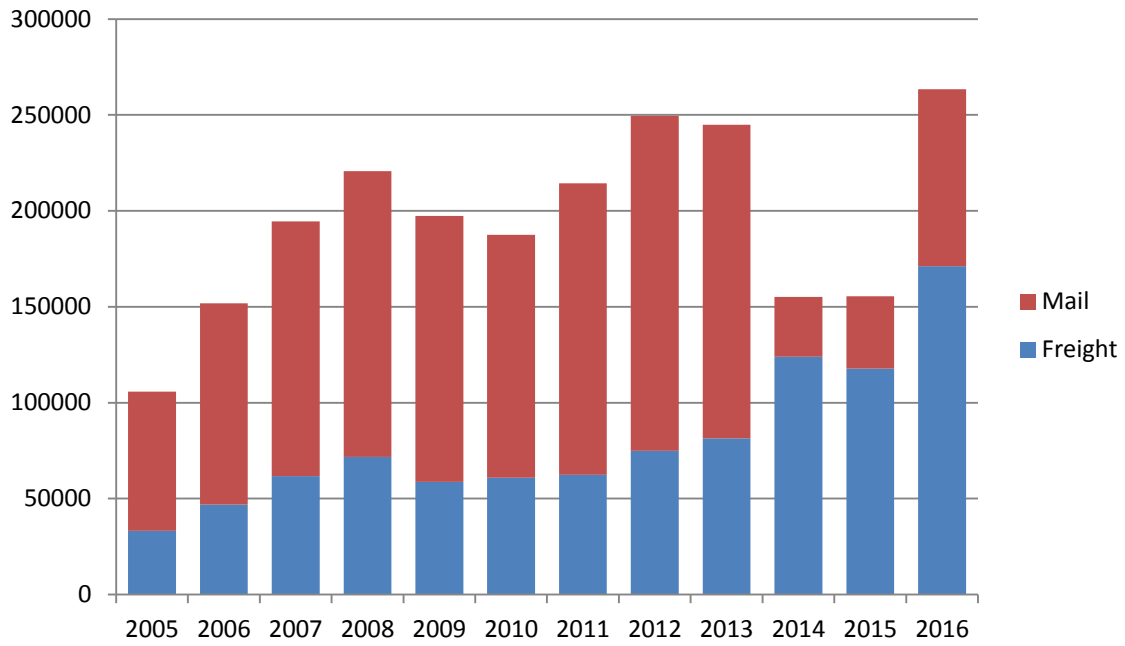
Source: US Department of Transportation, Bureau of Transportation Statistics

Figure 11
 Freight and Mail Volume (Pounds)
 Klawock, Alaska 2005-2016



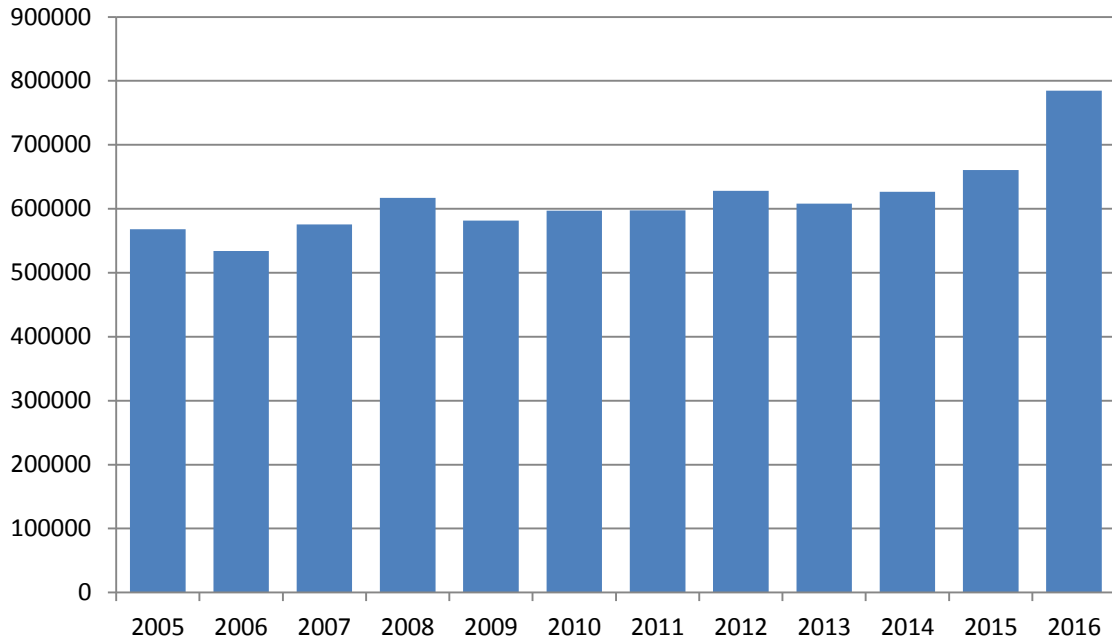
Source: US Department of Transportation, Bureau of Transportation Statistics

Figure 12
 Freight and Mail Volume (Pounds)
 Hollis 2005-2016



Source: US Department of Transportation, Bureau of Transportation Statistics

Figure 13
 Total Mail Volume (Pounds)
 Craig, Klawock and Hollis 2005-2016



Source: US Department of Transportation, Bureau of Transportation Statistics

Figure 14
Mail Volume (Pounds)
Craig and Klawock, Alaska 2005-2016

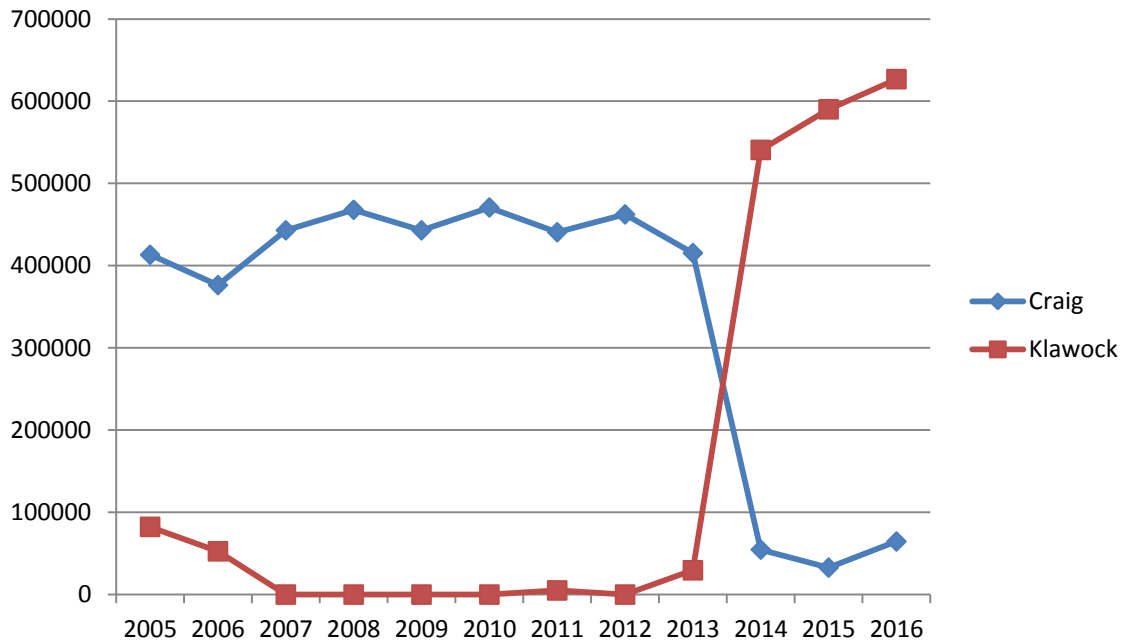


Table 26
Air Traffic Forecast Summary
Klawock Airport 2004-2024

Aircraft Operations	2004 (Base)	2009	2014	2019	2024
Low Forecast	5,844	4,080	4,225	4,376	4,534
Moderate Forecast	5,844	4,638	5,072	5,559	6,107
High Forecast	5,844	5,766	6,513	7,929	9,865
Enplaned Passengers (Includes Charters)	2004 (Base)	2009	2014	2019	2024
Low Forecast	1,181	2,157	2,286	2,402	2,525
Moderate Forecast	1,181	2,652	3,074	3,564	4,132
High Forecast	1,181	3,067	5,369	8,763	11,726
Cargo/Mail (enplaned and deplaned – in pounds)	2004 (Base)	2009	2014	2019	2024
Low Forecast	343,731	361,275	379,704	399,073	419,429
Moderate Forecast	343,731	398,490	461,959	535,537	620,834
High Forecast	343,731	460,003	615,588	823,795	1,102,424
Based Aircraft	2004 (Base)	2009	2014	2019	2024
Low Forecast	4	4	4	5	5
Moderate Forecast	4	5	5	6	7
High Forecast	4	5	7	10	13

Source: Klawock Airport Master Plan Update 2006 (Original data from Southeast Strategies, Dec 2004)

The 2006 Klawock Airport Master Plan Update contained projected passenger, mail and cargo estimates for the Klawock airport through 2024. As of 2014 both passenger counts and mail/cargo volumes exceed the high forecast.

Aviation Issues. Improvement of passenger and cargo services, even by relatively small carriers have greatly expanded travel and shipping options and have allowed for cargo shipping of specialty goods, particularly seafood. There is likely additional capacity, particularly for cargo out of the Klawock airport. Other aviation issues include access to and parking at the floatplane dock in Craig.

Future Transportation Needs. The City of Craig identified several road improvement priorities that resulted in amendments to the 2000 Comprehensive Plan, particularly through the adoption of the Craig Transportation Plan and the adopting ordinance (Craig Ordinance 502). Most projects contained in the current transportation plan have been completed as the city has worked aggressively to complete roads and asphalt paving throughout town. The transportation plan should be updated to reflect current priorities. The existing transportation plan is attached as appendix C of the city's comprehensive plan. Updates to the transportation plan are incorporated into appendix C of this plan.

In addition, as part of the 2016 Community Survey Craig residents have identified general transportation system needs, which include:

- Improved pedestrian and bicycle facilities (i.e. sidewalks, bike paths, hiking trails)
- Improved lighting
- Roadside aesthetics
- Increased parking
- Pavement of all city streets

Land Use and Transportation Relationship. There is a close connection in Craig between land use and transportation. Land uses generate vehicle, pedestrian, and bicycle trips. In order to manage traffic along the highway, land use and transportation policies must be coordinated to guide development in a manner that enhances development while moving people and cars efficiently. To manage one without the other will result in congestion, deterioration of the transportation corridor, and resident, business, and landowner dissatisfaction.

Local Craig streets may pose problems for industrial uses due to weight limits, neighborhood conflicts, and limited maneuvering space. The highway system serves as both a barrier to and a connector between land uses. Even in Craig, traffic congestion and delays affect the desirability of doing business along parts of a highway corridor. Improvements designed to ease congestion often attract more traffic requiring more improvements in the future. Increased highway capacity may result in the spread of development to peripheral areas leaving vacant and abandoned areas behind.

In addition, traffic congestion and delays that result from too many driveway access points affect the safety of the corridor for travelers as well as the desirability of doing

business along parts of the corridor. Access to arterial or collectors should be restricted to secondary roads or one access point on the highway if there is no secondary road. To the extent feasible, dead end streets and cul-de-sacs should be avoided because they reduce access and contribute to congestion.

As Craig grows, it will need to consider the concept that by separating land uses only reinforces driving as a mode of choice. Low density land uses also encourage driving and require longer travel times. More people walk in compact, mixed use centers like Old Craig. Low density commercial and residential developments, often with large lots, big road setbacks, and low density, can discourage walking and bicycling. Buildings set far apart by vast parking areas, generous landscaping that is misplaced, and wide access roads discourage walking between uses. Connected sidewalks, creating attractive walking environments, and pedestrian crosswalks in compact settlements encourage more walking trips.

The pedestrian pathway and trail network provides a way of “getting around” Craig. As new developments occur, there must be a system in place to account for traditional trails, to accommodate them in the subdivision layout, and to protect them from encroachment by structures and roadways. Pedestrian movement in Craig is vital to all residents but especially those who are not able to or choose not to own or use an automobile. Connected sidewalks, attractive walking environments, and pedestrian crosswalks within compact settlements and commercial centers encourage more walking trips.

8.0 Natural Environment

Climate. Located on the west coast of the Prince of Wales Island, the climate of Craig is maritime with cool summers (46 -70 degrees F), mild winters (32 - 42 degrees), and year-round precipitation (100 inches annually). The dominating factor in the local climate is the community’s proximity to the Pacific Ocean. Moist air, brought in from the prevailing southeasterly winds, cools as it meets the colder continental air and releases moisture as precipitation. Increased rainfall is experienced at higher elevations due to topographical features while the prevailing winds create rain shadows on the north and west slopes of Sunnahae Mountain. Because of the northerly exposure, these areas have snow fields with snow that remains late into the year. Mainland air masses also influence the climate and can provide temperature extremes in both summer and winter but to a lesser degree.

Hydrology and Geology. Craig is situated in a basin surrounded by mountains to the north, east, and south. Mount Sunnahae is the tallest geologic feature at 2920 feet and for most of the area, steep topography surrounds the community which slopes down to sea level. Intensive development and use of certain areas is limited because of the steep topography associated with the lands surrounding Craig.

Mineral Resources. Currently, there is no metallic mineral development in Craig. Limestone, crushed and used for road surfacing and construction aggregate from two quarries on the Pt. St. Nicholas Road, and a series of pits on Klawock-Heenya property,

are the primary mineral use in the area. However, declining supplies of readily available, plentiful minerals in other parts of the world have raised the value of some minerals to the point that Alaskan minerals are becoming more attractive. The current interest of large corporations in southeast Alaska mineral exploration may spark development in the south Prince of Wales area, Niblack, and Bokan Mountain south of Craig have promising exploration.

Natural Hazards. According to U.S. Army Corps of Engineer data, Craig is located in an area classified as Moderate Seismic Risk. The Alaska Division Homeland Security and Emergency Management estimates the possibility of earthquake caused damage to be major. Associated with seismic activity are tsunamis, large catastrophic waves caused by a sudden displacement of mass on the ocean floor. In 2015 the City of Craig completed all requirements to be Tsunami Ready through the National Oceanic and Atmospheric Administration, National Weather Service Tsunami Ready Program.

An area located in portions of sections 4, 5, 8, 9, 15, and 16, Township 74 S., Range 81 E. was identified in the May 1987 *Craig Comprehensive Plan* as a landslide hazard area with the potential to affect future development within the city. In the planning process, it is important to identify these potential hazard areas and to restrict intensive development in these areas and/or limit logging which could affect development.

High winds can cause waves, coastal flooding, erosion, and timber blowdown, which may result in direct damage to property and human life. Local sources report that Craig annually experiences winds of 70 MPH or greater. Craig is exposed to the wind on the north, south, and west. Windthrow and timber blowdown, which are extremely common due to thin soils, shallow root systems, and heavy precipitation, compound this danger.

Waves are also a hazard to the City of Craig. Waves are generally responsible for coastal flooding and erosion during wind storms. The southern shore of Old Craig is particularly susceptible to erosion due to southerly prevailing wind storms. However, data from the U.S. Corps of Engineers indicates that flood potential in Craig is low and a river flood has never been recorded. Only one coastal flooding occurrence was recorded by the US Army Corps of Engineers and all roads along the coastal areas of Craig have been raised and currently sit above the flood level from that incident. The City of Craig is part of the Southern Southeast Local Emergency Planning Committee (SSLEPC). The SSLEPC assists Craig and other Prince of Wales communities with emergency planning and preparedness.

Natural hazards and mitigation strategies are identified in the Craig Multi Hazard Mitigation Plan (MHMP) which was completed by the City of Craig, WH Pacific, and Bechtol Planning and Development for the city in 2009. The Craig MHMP will be updated as needed. In 2016 the Craig Tribal Association completed the Craig Tribal Hazard Mitigation Plan which outlines hazards and mitigation strategies for the tribe as part of a coordinated hazard mitigation program for the City of Craig. These two plans are complimentary and mitigation projects are coordinated between the city and the tribe.

Eel grass. The high prevalence of eel grass in the Craig city limits is the focus of much attention from local, state and federal authorities. The city has found that the presence of eel grass beds at nearly all its project sites presented a chronic difficulty in acquiring the permits necessary to complete the planned projects. State and federal resource agencies were reticent to approve projects designed for placement within eel grass beds. Those agencies have identified eel grass beds as exceptional habitat, and therefore desired to see projects that impact those beds relocated or substantially altered. That policy, however, presented a dilemma for the city because nearly all near-shore waters suitable for development contained eel grass beds, making impacts to them unavoidable. In addition, all the projects pursued by the city were adopted within its comprehensive plan; this left the district to wonder how much more legitimate a claim a municipality could have to a project.

The city, knowing that eel grass is extraordinarily prevalent here, could not avoid the impacts judged inappropriate by the agencies. At the encouragement of the Corps of Engineers, the district applied for funding to document the extent of eel grass in Craig. The survey was necessary to document the great amount of eel grass present within the city's boundaries. In an attempt to quantify the impact of any given project on the local eel grass population, a local survey of eel grass beds was conducted in 1998. That survey revealed approximately 222 acres of eel grass within or immediately adjacent to the Craig city limits. That area represents the largest concentration of eel grass known in Southeast Alaska.

The eel grass data is valuable because now the impact to eel grass of any given project in Craig can be measured against the whole population.

The Craig Coastal Management Plan adopted in 2007 established a protected area of eelgrass in Crab Bay as mitigation for impacts elsewhere. Although the State of Alaska has not participated in the federal Coastal Zone Management Act program since 2011 and local coastal management plans are no longer necessary, the city continues to consider the Crab Bay eelgrass area as protected.

Habitat. Port Bagial and Crab Bay are shorelines of particular importance because of the wetlands and tide flats present there. Crab Creek is the only substantial freshwater body in the district and supports runs of pink, coho, and steelhead salmon.

Endangered Species. Several threatened or endangered species may exist near or within the city boundaries of Craig and are subject to the management of several government agencies. Bald Eagles are also known to nest in the district, typically on large old trees in the coastal beach fringe forest. The following table lists identified federal and state threatened or endangered species likely to occur within the area.

Table 27
Protected Species
Craig, Alaska

Status	Species
Federally Listed Endangered Species	Humpback Whale (scheduled for removal from the ESA)
Federally Listed Threatened Species	None
State Endangered Species	Humpback Whale (scheduled for removal from the ESA)

Source: Alaska Department of Fish and Game, State of Alaska Special Species and Federal Special Status Species

9.0 Local Government and Services

The City of Craig was incorporated in 1922 as a second-class city under the laws of the Territory of Alaska. It became a first-class city in 1973. The city functions under a mayor/council form of government with the day-to-day operations of the city overseen by a city administrator. There are six council members and a mayor all of whom are elected. The city employs approximately 33 full time employees and 15 part time staff.

By 1974, the City Council created the planning and zoning commission. The commission is charged with responsibility for preparing and implementing the comprehensive plan, preparing and implementing zoning and subdivision ordinances, and for other planning and platting duties as assigned by the council or by ordinance.

Schools. Three buildings are maintained by the Craig School District; an elementary school, middle school, and a high school. The high school was separated from the current elementary/middle school campus when a new high school was built in 2000 to serve grades 9 through 12. The elementary school serves grades kindergarten through five and the middle school serves grades 6-8.

Student enrollment increased a dramatic 70% between 1990 and 2000 but has declined significantly since then. School enrollment is shown in figure 1. To accommodate the growth up to 2000, a new high school was built on reconveyance parcels Block 1 and 2 of Tract B.

Clinics and Medical Services. The city owns the Prince of Wales Health Center and leases space to PeaceHealth Prince of Wales, Alaska Public Health Nurse, and Community Connections. PeaceHealth provides health services to the community with a variety of primary and mid-level providers. Itinerant physician specialist clinics are scheduled regularly at the clinic. However, most major medical services are provided in Ketchikan. Ketchikan General Hospital is part of the PeaceHealth system along with the clinic in Craig. There is one dentist in private practice in Craig, and at least one at the native health clinic in Klawock. The Klawock clinic has multiple primary and mid-level medical providers as well. The Public Health Nurse provides public health services for Prince of Wales communities.

The City of Craig funds the local emergency medical technician (EMT) program. The city employs one full-time EMT to administer the EMT program for training, operation of the city ambulances and other duties attendant to the EMT program.

Fire Protection. Fifteen volunteer fire fighters operate two fire trucks and associated equipment. The city has an ISO rating of 5.0.

Low Income Housing. Thirteen low income housing units are available in Craig. Built with HUD funds, the low income housing program is managed by Tlingit/Haida Housing Authority.

Community Services. Senior services are provided in Craig by Catholic Social Services. Funded by the State of Alaska and the City of Craig, “meals on wheels” services are provided, as is a Senior Citizen home.

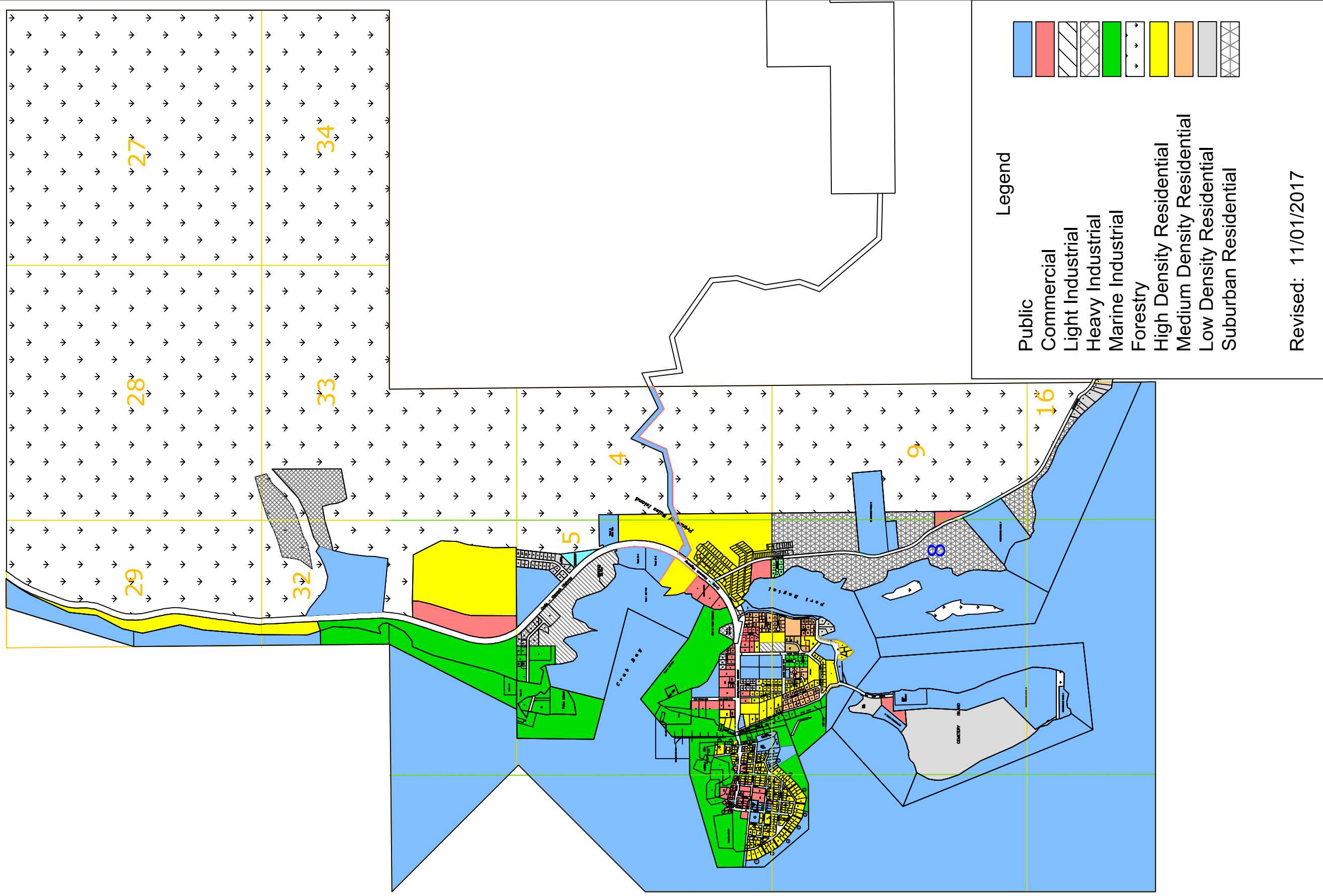
The city owns and leases several facilities to local non-profit corporations, at one dollar per year, that provide specific community services. These include the Craig child care center, leased to the Craig Child Care Center, Inc.; HOPE (Helping Ourselves Prevent Emergencies); Community Connections; and, the POWER building, leased to Prince of Wales Emergency Resources. The city also leases facilities and land to other government agencies including Alaska Public Health, NOAA and the FAA. These lease arrangements are advantageous to all involved: city residents receive additional services that do not require an increase in the number of public employees; the private non-profits focus on specific, community-needed tasks and are able to manage those tasks at their discretion and at lower costs.

The City of Craig owns and operates the Craig Aquatic Center, City Gym and Craig Recreation Center which provide recreation and educational opportunities.

**Craig Comprehensive Plan
Section Three
Appendices**

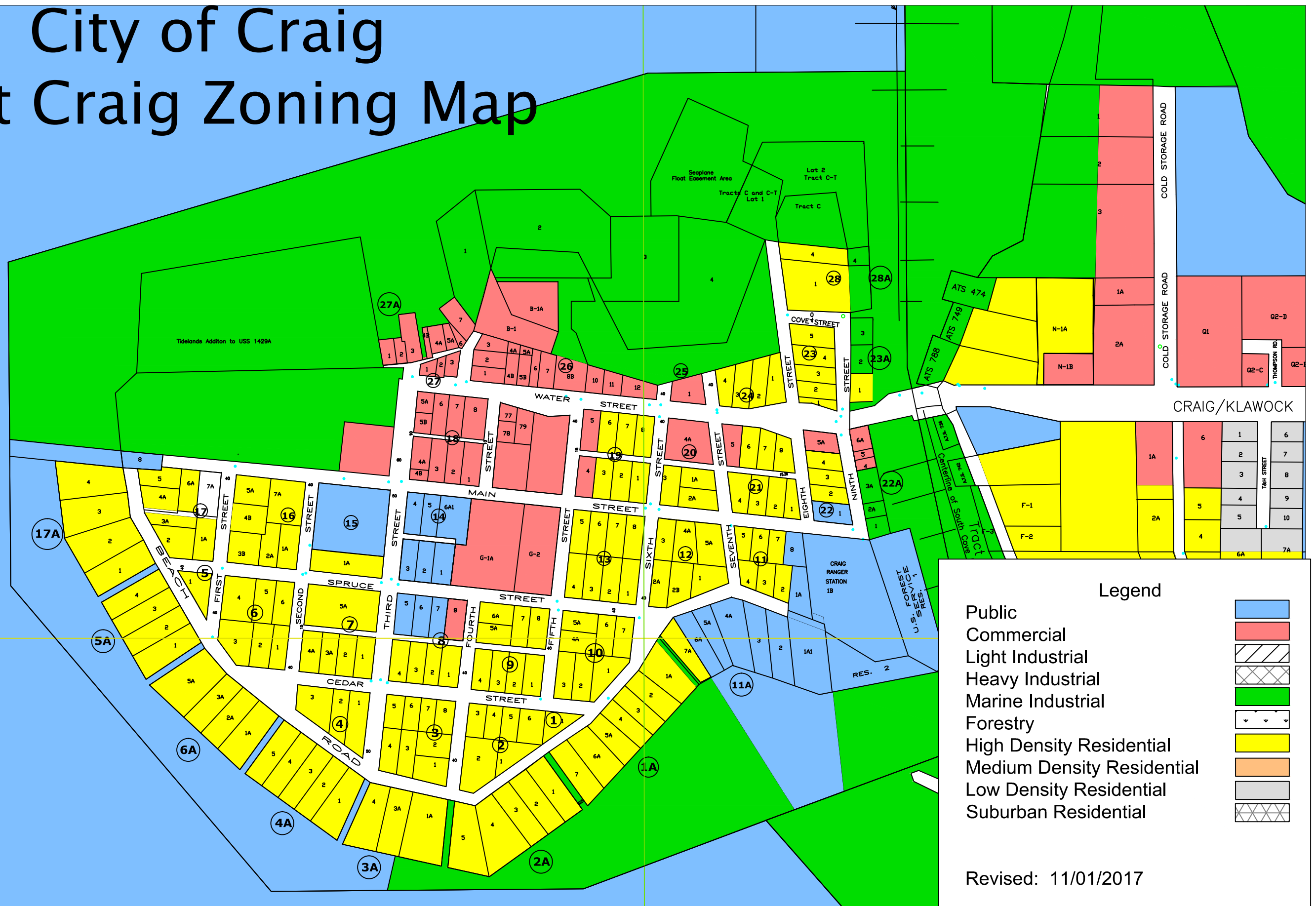
**Appendix A
Zoning Maps**

City of Craig Zoning Map



Revised: 11/01/2017

City of Craig West Craig Zoning Map

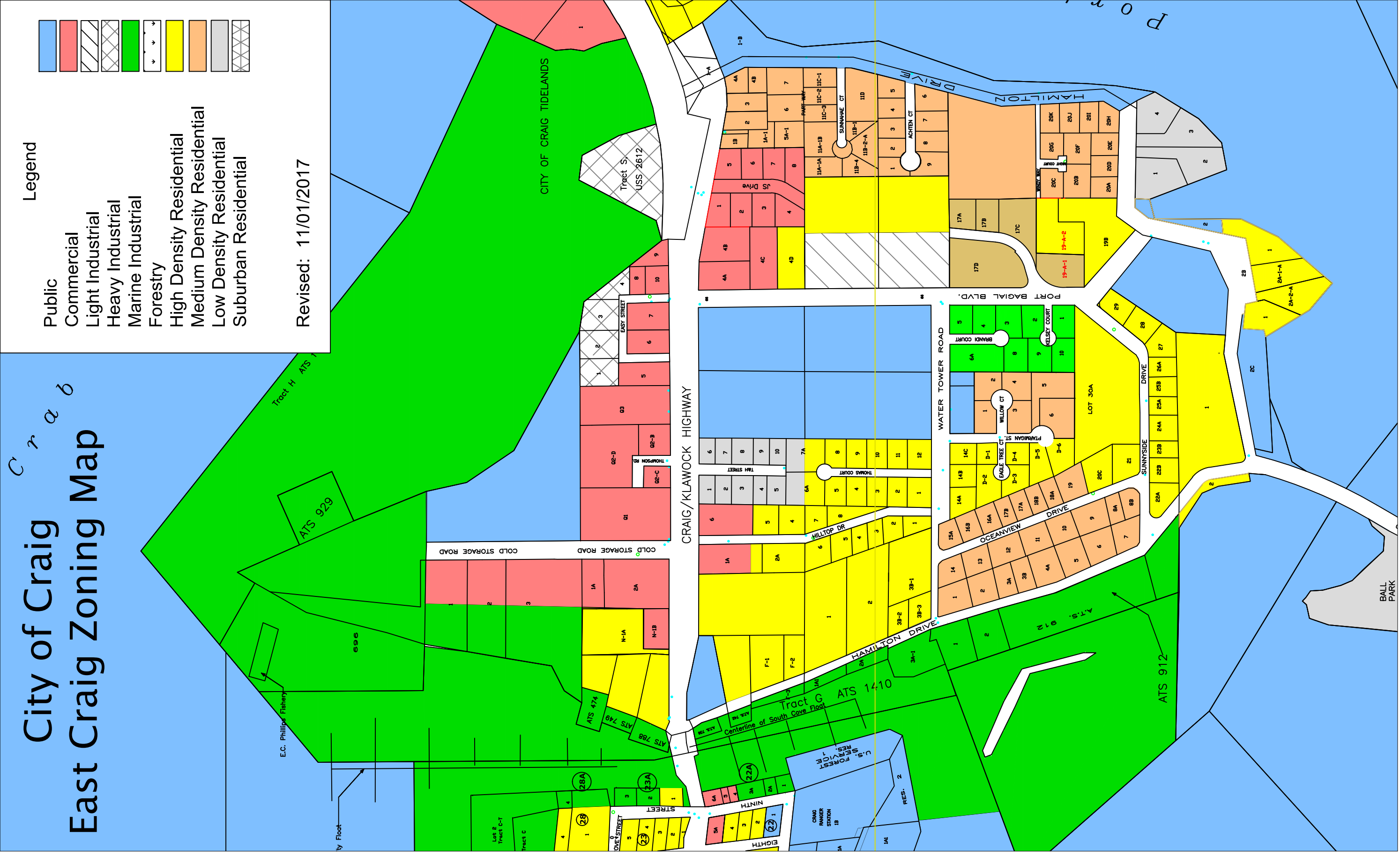


Legend

- Public
- Commercial
- Light Industrial
- Heavy Industrial
- Marine Industrial
- Forestry
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Suburban Residential

Revised: 11/01/2017

City of Craig East Craig Zoning Map



Legend

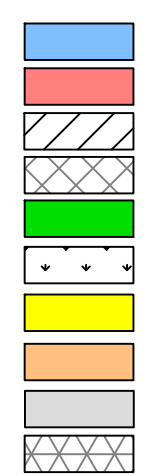
- Public
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- Forestry
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Suburban Residential

Revised: 11/01/2017

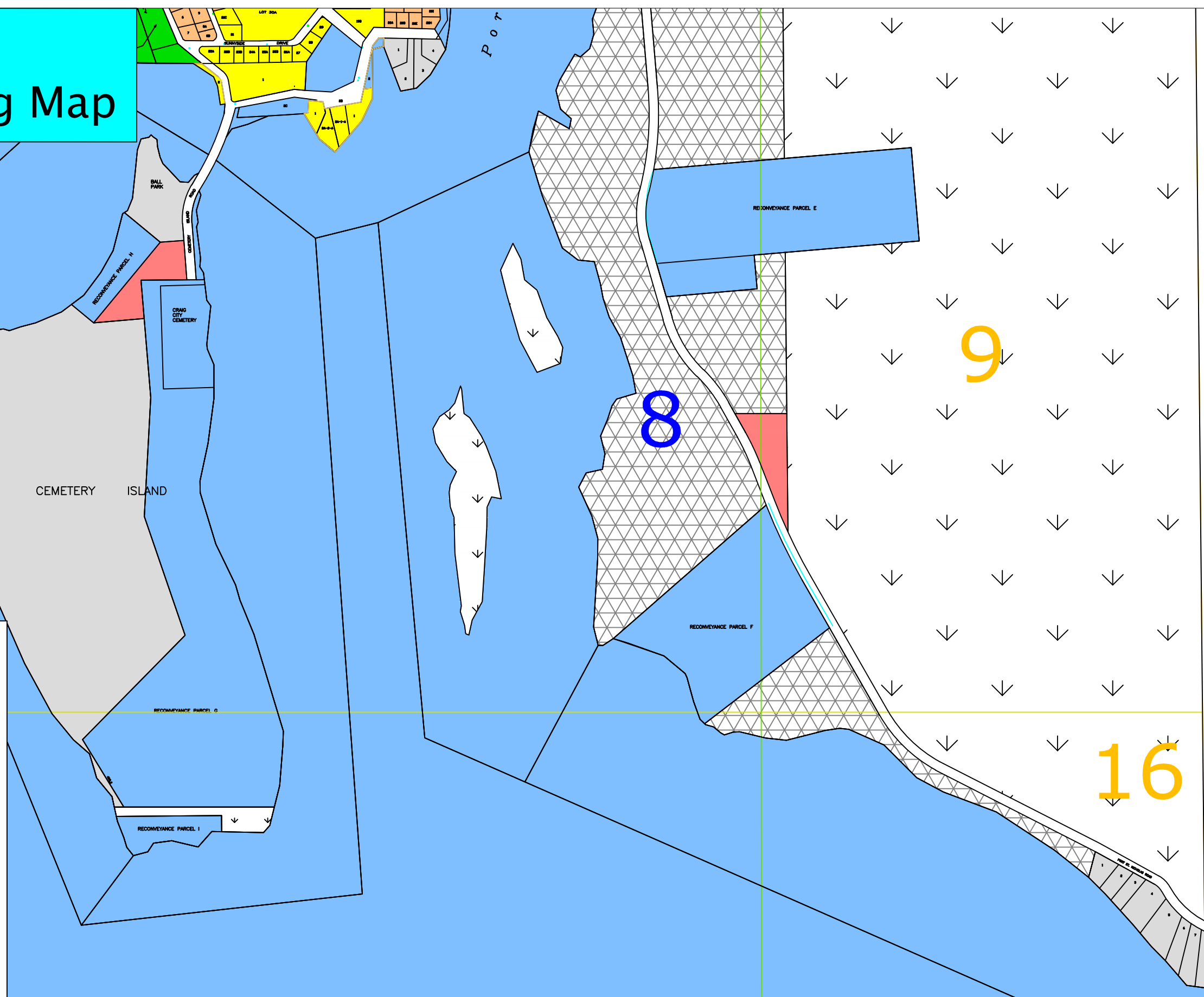
City of Craig South Craig Zoning Map

Legend

- Public
- Commercial
- Light Industrial
- Heavy Industrial
- Marine Industrial
- Forestry
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Suburban Residential



Revised: 11/01/2017



Appendix B

2016 Community Survey Results

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Methodology

Between October 27 and November 31, 2016 the City of Craig conducted a community survey. The purpose of the survey was to collect community input about the city's priorities for the next 15-20 years, current concerns, and demographic data to support the results analysis.

The survey was developed by the Craig City Planner with input from the Craig Planning Commission, city department managers and the Craig City Council. The final revised copy of the survey was approved by the Craig City Council at its regular meeting on October 6, 2016.

A soft release of the survey was made electronically on the city's website, Twitter feed and Facebook page on October 26, 2016. Paper surveys were mailed to every Craig post office box holder on October 28, 2016. The electronic survey was constructed using Survey Monkey and was identical to the paper survey questions. Approximately 950 paper surveys were mailed out. Additional paper surveys were available at Craig City Hall and the Craig Library.

All surveys (electronic and paper) were entered into the Survey Monkey database for information analysis. Most charts and data shown in this appendix were generated using the integrated analysis tools in Survey Monkey.

All returned surveys (with names attached) were entered into a drawing for utility credit, aquatic center pass or gym rental as an incentive to complete and return the survey. Name and address information was immediately separated from survey results to ensure anonymity.

The 2015 population estimate prepared by the Alaska Department of Labor and Workforce Development (ADLWD) shows a total population of 1,180. The population estimate shows 921 residents aged 15 and higher (the youngest age range in this group is the 15-19 year old range shown in the Population by Age and Sex table prepared by ADLWD). The 2010 decennial census data shows 470 households in Craig. While some households submitted more than one survey, the majority of households submitted one survey. Survey confidence and margin of error are calculated using total households as the sample size.

Based on the sample size calculator available as part of Survey Monkey's integrated analysis tools the following sample sizes would be required to ensure 90% confidence and a +/-6% margin of error for this survey:

Households = 470, Sample Size \geq 134 surveys
131 surveys were returned.

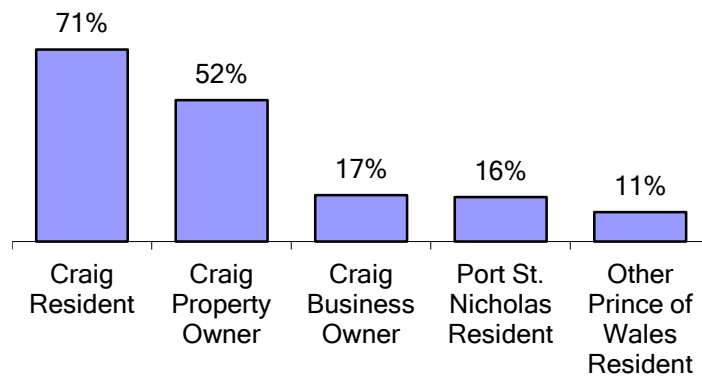
The survey was broken into two distinct parts. Part 1 consisted of the Community Survey. This part of the survey gathered primarily new data from respondents. Part 2 of the survey consisted of an assessment of the 2000 Comprehensive Plan goals.

Survey Part 1. Community Survey

Residency

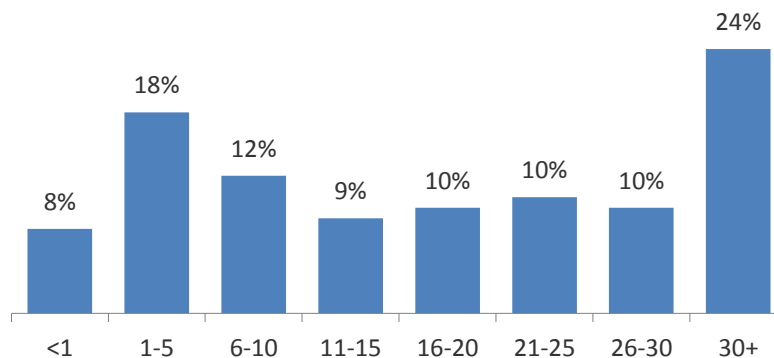
Respondents were asked to choose residency, property ownership, and business ownership as applicable. Respondents who indicated that they were Craig residents were asked to indicate how many years they had resided in Craig. Based on **Question 1** the majority of surveys returned were Craig residents (71%) with just over half (52%) also identifying themselves as Craig property owners.

Q1: Residency (please check all that apply)



In **Question 4**, respondents who identified as Craig residents were asked how many years they had been residents. The question was open ended and the results were compiled into ranges. A small number of residents (8%) identified as being residents less than one year and nearly a quarter (24%) identified as being residents for more than 30 years.

Q4: Years of Residency

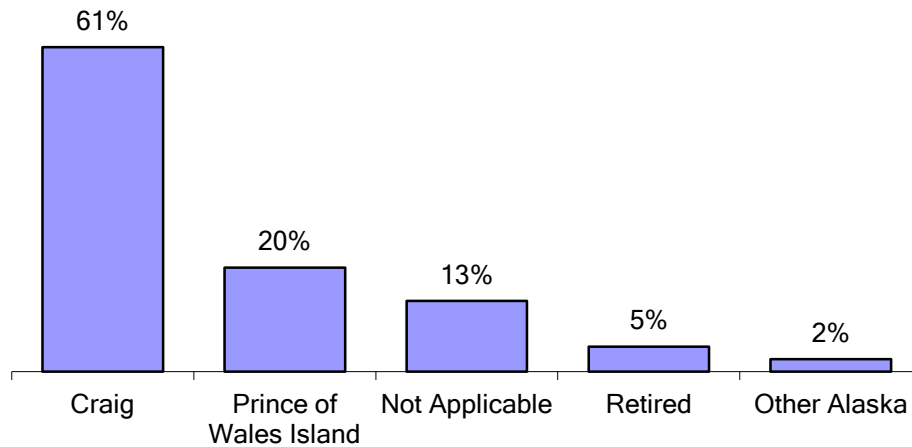


Housing and Demographics

The survey asked a number of questions related to housing and general demographics.

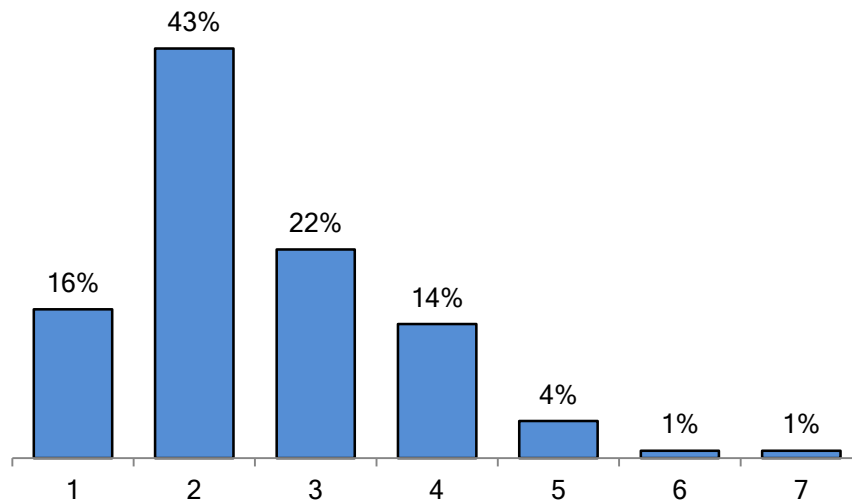
Question 2 asked where people worked or attended school. This question allowed for one answer per respondent. The majority of respondents (61%) indicated that they work or attend school in Craig.

Q2: Where do you work/attend school?



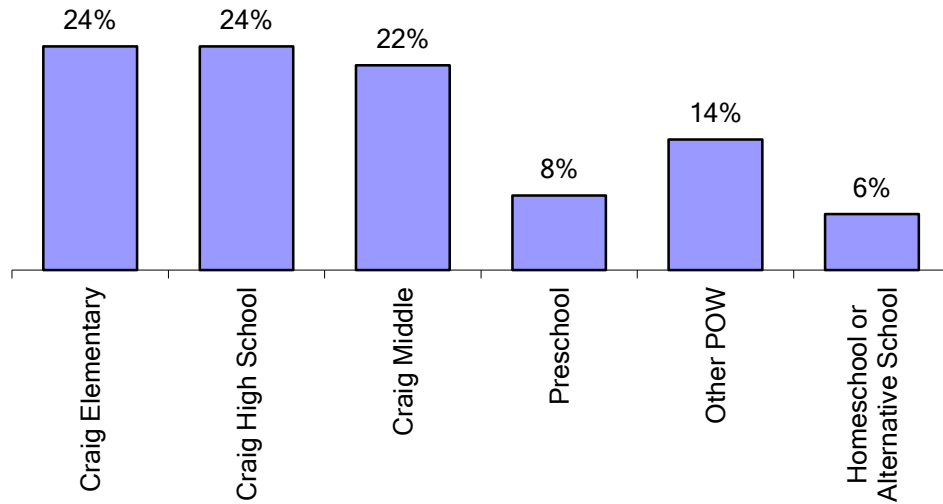
Question 3 asked how many people lived in the household. Nearly one-half (43%) of respondents live in a two person household. 16% of respondents indicated that they live alone. The largest response was that 43% of households had 2 people. Responses from the survey calculated a mean of 2.53 people per household which was nearly identical to the mean of 2.5 persons per household shown in the 2010 US Census data for Craig.

Q3: How many people live in your household?



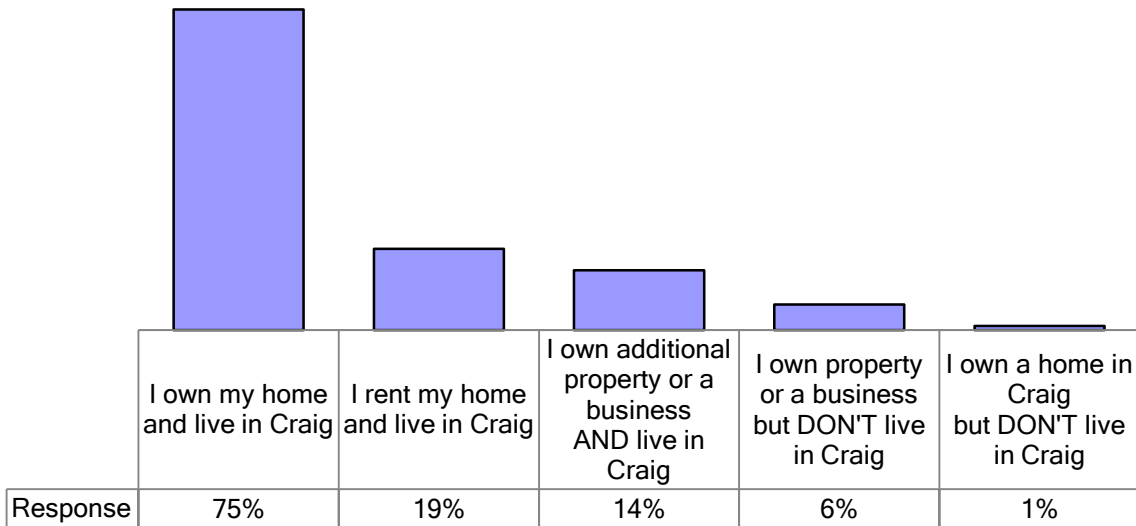
Question 5 asked respondents who had school aged children living in their households what school/s those children attended. 70% of respondents indicated that their children currently attended school at one of the Craig City School District campuses in Craig. Of these responses

Q5: If you have school age children (Pre K - 12), what school(s) do they attend?



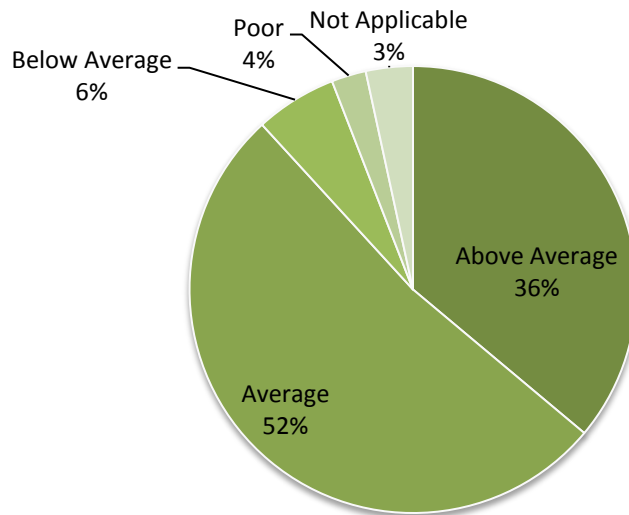
Question 11 asked respondents to indicate if they owned a home, property or business in Craig. The majority of respondents indicated that they owned (75%) or rented (19%) their home in Craig and that Craig was their primary residence.

Q11: Home and Property Ownership in Craig



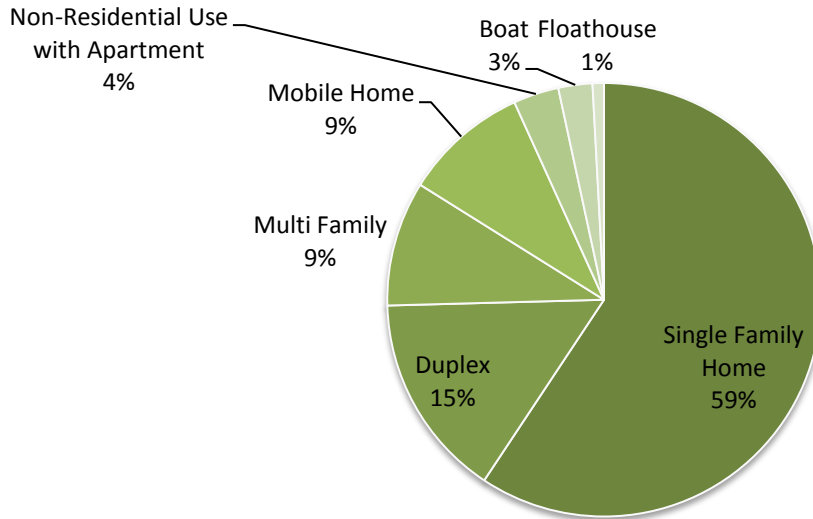
Question 12 asked respondents to self identify the quality of their home (owned or rented). No preset criteria were provided, respondents were simply asked to provide a self assessment. Most respondents felt their homes were “average” or “above average” condition. About half (52%) of these respondents felt their home was “average” condition and an additional 36% felt their home was “above average”. Less than 10% of respondents felt their homes were “below average” or “poor” condition.

Q12: I believe the condition of my home (owned or rented) is best described as:



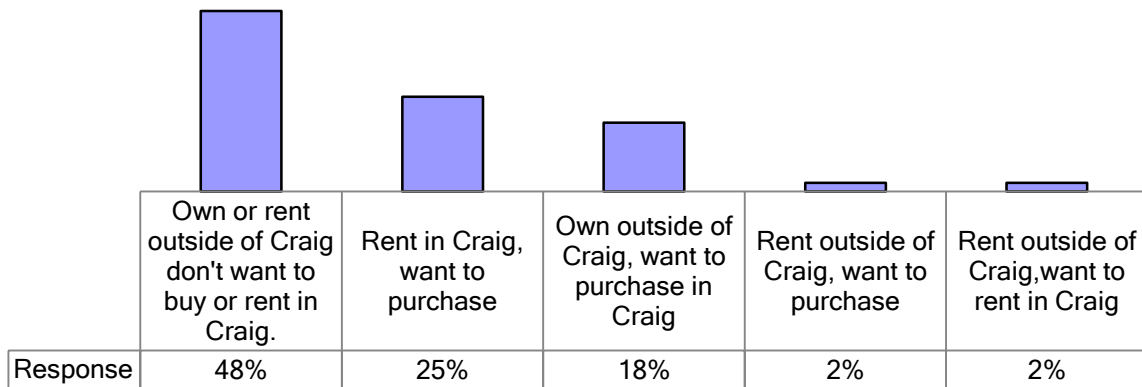
Question 13 asked respondents to indicate what type of structure best described their home. The survey indicated that houses with apartments were considered “duplexes”. Over half of these respondents (59%) indicated that they lived in single family homes.

Q13: What type of structure is your home?



Question 14 asked respondents who indicated that they did not currently own a home in Craig if they wanted to buy or rent in Craig. Almost half (48%) of these respondents said that they currently live outside of Craig and wanted to continue to live outside of Craig. 45% of the respondents who currently rent (in or out of Craig) or own outside of Craig indicated that they want to purchase a home in Craig. The responses to this question indicated that there are currently at least 20 respondents who want to purchase a home in Craig.

Q14: If you don't currently own a home in Craig, or if you currently live outside of Craig, would you like to move to Craig, or purchase a home in Craig? (check all that apply)



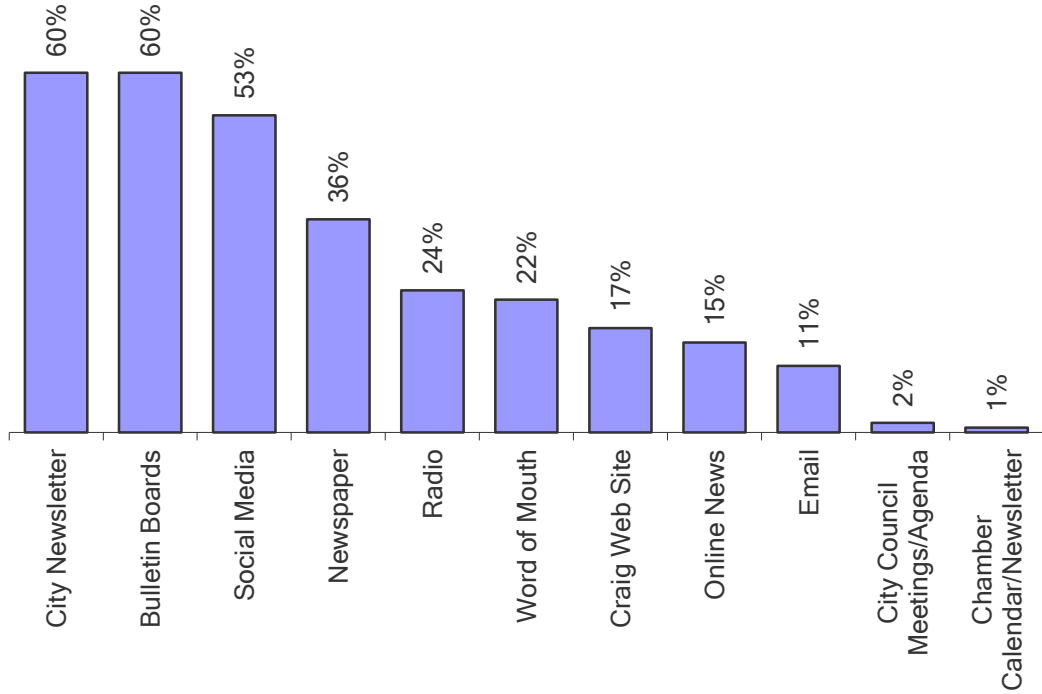
Question 15 asked respondents who indicated that they do not own a home in Craig, but who indicated that they wanted to purchase a home in Craig what the largest barrier was to owning a home in Craig. The question was asked as an open ended question and the results were compiled into five categories: Cost, Availability, Taxes/Regulation, Jobs/Economy and Cost to Build. The largest barriers to home ownership in Craig were listed as Cost (48%) and Availability (38%).

Q15: Barriers to Home Ownership in Craig



Question 16 asked respondents to indicate how they got information regarding community news, notices or events. Respondents were asked to indicate **all** of the methods that they used regularly. The responses indicated that the City Newsletter, local bulletin board postings and social media were the most frequently used sources of information. Respondents were given the option to write in an “other” category. “Other” answers were compiled at the conclusion of the survey and included as categories on the graph below.

Q16: How do you get information regarding community news, notices or events?

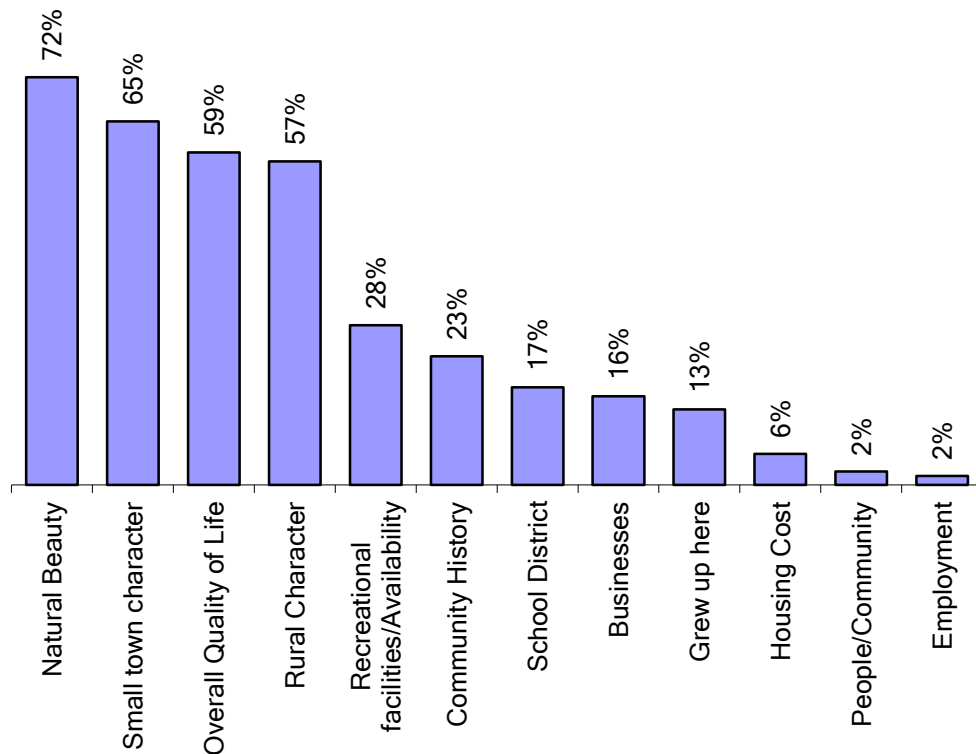


Perceptions of Community Life

The survey asked a number of questions related to how respondents felt about various services and quality of life issues in Craig.

Question 6 asked respondents to select the qualities that they valued most about Craig. The majority of respondents indicated that the natural beauty, small town character, overall quality of life, and rural character of Craig were most valued.

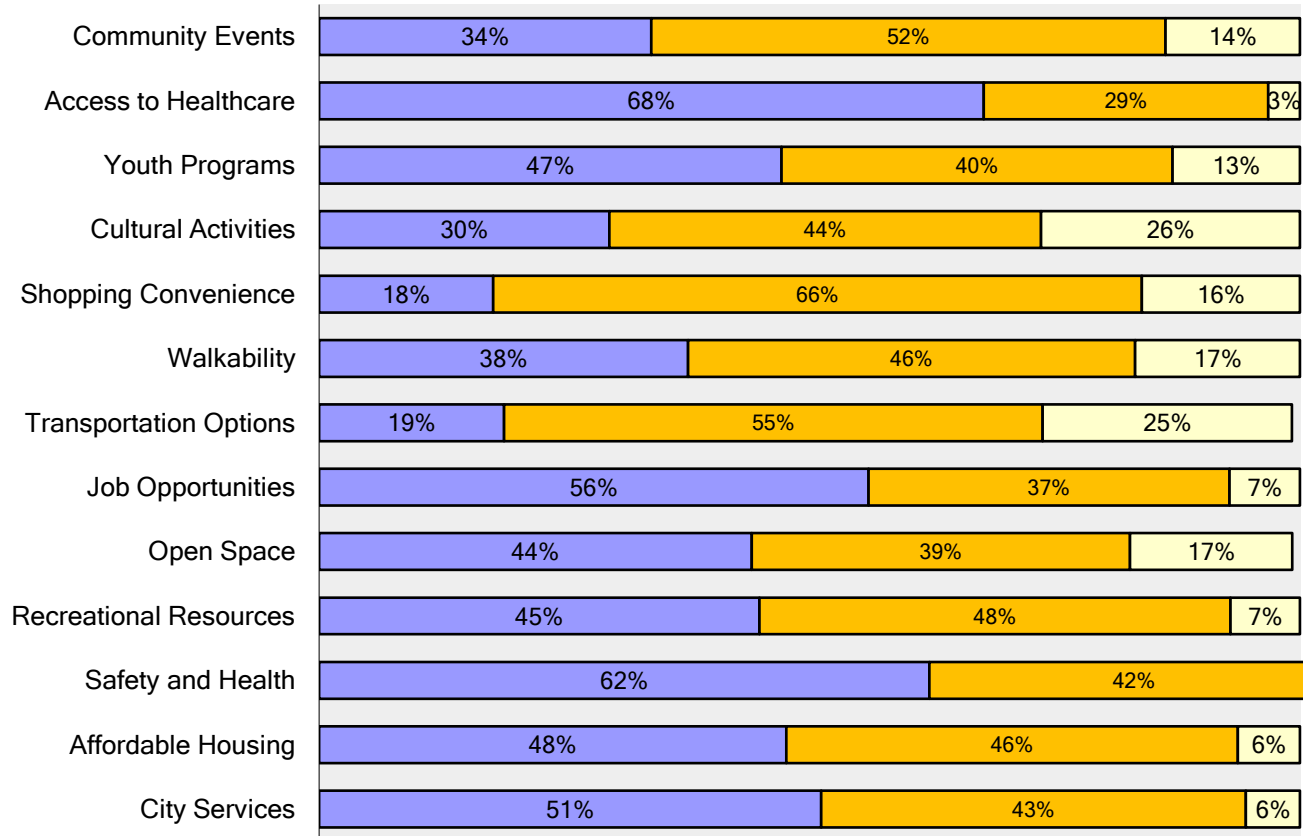
Q6: What do you value most about Craig?



The selected responses in Question 6 were often repeated in other questions throughout this part of the survey, particularly in Questions 7 and 9. Respondents clearly indicated that features (natural beauty, small town character, overall quality of life, and rural character) were more important to the quality of life in Craig than other tangible benefits (recreation facilities, school district, businesses, etc.) This overall response was echoed throughout the survey when asked questions about quality of life, recreational habits, transportation improvements, etc.

Question 7 asked respondents to rate various qualities as Very Important, Important, or Not Important to the quality of life in Craig.

Q7: How important are the following to quality of life in Craig?



■ Very Important
 ■ Important
 ■ Not Important

Question 9 asked respondents to describe what they saw as strengths for quality of life in Craig in an open ended question. The responses were compiled and a visual representation was created using a word cloud generator. This program uses the number of times that a word is used and depicts words larger as they are used more. This word cloud is used to quickly see what words and phrases were most commonly used in the responses. A full set of responses is also shown starting on the next page.



Q9 - What do you see as strengths for quality of life in Craig?

- Small town, location, history
- Small town atmosphere, outdoors, wild life, beauty
- Wilderness area
- Availability to wilderness and subsistence resources. Community involvement and volunteerism.
- Outdoor beauty, subsistence lifestyle
- Clean air, water, small town setting, wilderness recreation nearby, no freeways, stoplights, natural environments accessible.
- Recreation- indoors and outdoors, services are affordable- but some services need work, small town feel, beautiful location, beautiful town
- Small town feel. Rural but options to get health care, shopping and materials here as well.
- Community supporting each other - small town living. Good school and support services. Business hub of the island, no tour boats like other SE towns.
- Friendly, safe, hunting, fishing, hiking
- Natural beauty and small town character
- Rural, sunsets/rises, walks, trail hiking, fishing
- Location
- It's on an island in Alaska a long way from down south B.S.!!
- How much the community cares for one another
- A safe place to live, easy access to nature (hiking, fishing, hunting), great schools, and beautiful town.
- Community Involvement
- Lots of space to breathe. No stoplights and traffic. Good roads. Just enough shopping. Clean water.
- Small town charm. Access to fishing and hunting
- The people as a whole come together when something happens to someone
- Great natural environment, small community environment, I know many people in town. Well managed community
- A great community to raise a family.
- Small town, safety.
- Jobs for people and housing
- The people and their relationship to each other
- Job opportunities within the fishing and timber industries and schools, natural resources, food availability at our fingertips.
- Location
- Small town feel, abundant natural resources and green space
- Small town
- small town atmosphere - people
- Educated people
- Recreational possibilities - hunting, fishing and water (ocean) activities. Also children activities, open gym, pool, baseball, parks
- Subsistence hunting - fishing
- Very good
- Walkability, community events and support networks, physical & behavioral health programs, natural environment, subsistence opportunities
- Strong community help
- Community events, health
- Small town environment, family oriented community
- There are lots of welfare benefits and drugs
- Fewer distractions
- The unique character of the people. Drop dead gorgeous area. Rural living.
- For the size of the community there is a pretty good library.
- Small community feel, infrastructure and city services, small population
- Rural beauty, uniqueness of island living and overall sense of community
- Small government, natural beauty, decent infrastructure
- Small local & family oriented village. Mostly small city government, regulation and taxes
- National forest land
- Fishing, Hunting, Timber, Tourists
- Peaceful, safe, outdoor activity, beauty
- Small town advantages of knowing most everyone you see
- Small town, small classrooms
- The community pulls together for events and support of each other
- Small town feel
- Driving around island - mountains to flat areas. Recreational Activities
- Community connections/cohesion
- Very little these days, the town is in obvious decline due to a lack of regulation, preponderance of no-income/ low-income housing, an over lenient court system and lack of policing that has supported a flourishing drug economy.
- Sense of community and community/cultural events and activities
- Access to fishing + hunting - subsistence lifestyle
- Natural beauty. Access (easy) to basic services.
- Clean air - not much traffic. Beauty
- No crime. Family and friends.
- Access to POW lands and surrounding waters. Sports programs for youth and adults.
- Small town atmosphere. Knowing and doing business with people here. Feeling safe.
- The feeling of community!
- Healthy environment for the children!
- Being safe in our homes.

- Schools.
- Small town, friendly character, less/fewer regulations than other towns in SE AK, recreation, fisheries
- Access to subsistence lifestyle. Not too much tourism.
- Safety and support for the population are important. Clean water etc. Our location is a big contributor to our appeal. Paved streets, good water, health facilities including the pool. But we cannot attract young people to grow and support schools without good jobs.
- The remoteness and natural beautiful scenery
- Walkable town. Low density housing areas. Services.
- strong community - we work together when needed good recreation opportunities
- The tourism and fishing industries being sustained as other job's are disappearing.
- I like the sense of "community" that is here. There seem to be many opportunities to be at community events and share in each other's lives.
- Everyone is always willing to help. If something happens on the weekend the city will still send people to help assist if they can.
- I enjoy that you can have a conversation anywhere at anytime with a friend or neighbor.
- The ability to fish, hunt and provide food for your family naturally. Also, that everyone is willing to help if you are in need. There are a lot of great people that live here.
- Access to subsistence. Craig Recreation. Island Grind. Neighborly Neighbors. Police force interaction with local kids.
- I like the size of the community and the services that are available. Climate is a real plus and access to a road system. I also believe we have good schools and a community that is friendly for families, seniors, and most people.
- Not so many regulations
- Rural subsistence lifestyle
- City services, life's basics easily accessible
- Location; access to ocean and mountains; recreational opportunities - trails and swimming pool; view shed
- Community size
- The recreation programs for children are a huge benefit to the residents of Craig. The small town mentality is also a main staying point for my family. We appreciate the people that live in Craig, and the willingness to help one another.
- Clean Air, Clean Water, Culture.
- Small town, beautiful setting
- The many activities available, the natural beauty
- Everyone is able to talk about what they want for Craig, not just a small group. Lots of volunteers
- Recreational activities, City of Craig services.
- Small town, beautiful surroundings, friendly people.
- The people.
- Small town without to much progress.
- I feel that our community is very strong in being small and personal. I would think that looking into the liquor stores closing and being less active to help decrease alcohol related death and injury.
- Reducing government.....
- I see the difference in crime rates from communities down south to here. My grandkids would never be allowed to walk around their community unsupervised. The idea of leaving your keys in the car while you went inside the post office would be laughable.
- Lifestyle, small town community
- Timber and Seafood.
- The amazing community of people we share it with, who always come together in times of need. The laid back lifestyle. The beauty of our town. The small town vibe.
- Small town feel, great people in the community, very family friendly
- Location...Community feel... Safety.
- Nice views and slow pace of life.
- Friendly neighbors and community. Many activities and events. Somewhat isolated

Question 10 asked respondents to list the potential areas of improvement or development that would improve the quality of life in Craig. The responses were compiled into a word cloud in order to see the most commonly used words and phrases. All of the responses are also listed.

Q10 - What do you see as potential areas of improvement or development that would improve the quality of life in Craig?



- Local economic development to increase revenue for local community. We need to look better. Clean up our city.
- I believe the community and island could economically benefit from promoting Craig as a destination for travel. Also a branding for the community identity would help.
- Recycling
- Recycling, composting, larger library, museum at old cannery site.
- ward cove cannery site protected more from vandalism and some of the buildings/land preserved. We need to beautify our town. Trim trees, weed eat, work on the harbor stalls
- Solid waste issues. Beautification, incentive for other small businesses - restaurant, museum, value added wood products, housing. Updating renovated/dilapidated buildings, removing buildings, trailers that should be condemned and disposed of. Revisit Ward Cove property plan, lots of potential.
- more transparency with city government
- Annex Port St. Nick so ALL can share in the costs of running our town. Eliminate the burn pit which is Port St. Nick's own landfill on Craig land that they pay nothing for!
- Facilities need better maintenance, routine maintenance and in general- employees that care and know what to do with suggestions and especially employees who care to remedy complaints about areas that are lacking
- Sustainable logging
- Support of the fishing industry
- Cost of food

- Senior housing improvements, sidewalk or developed side of road between Craig & Klawock for walkers
- Develop cannery site for locals and tourists along with summer fishermen. Museum. Rental cabins for recreation equipment and art shops. Net storage and useable dock. Kayak storage.
- It's fine the way it is!! Actually think it was better 20 yrs ago..
- More help for people suffering from addiction. More things for kids to do
- More businesses, more youth activities, developing more tourism
- I would like to see no change. It has everything here that I need already.
- I would like to see no change.
- Some indoor activities for rainy season like bowling alley.
- Possibly some developing fisheries, kelp, expanded oysters.
- I'm worried about the population of Craig decreasing. There is not enough jobs for people to stay or attract people from the outside. Our community population continues to decrease.
- Health care, City character (decorum).

- More things for the kids to do
- Openness to new ideas and the mindset that change is not always a bad thing! It would be awesome to see updates to and use of the Ward Cove Cannery - possibly a historical museum or library.
- Cable TV
- More middle income homes available
- More tourist options for summer visitors. Restaurants that serve more than just fried foods. New library
- Bicycle lanes
- Walking paths and sidewalks. Also increased maintenance of the ballparks
- More affordable housing
- good
- I would like to see more opportunities for young adults - ability to purchase affordable homes, social opportunities for singles, assistance with job training etc.
- Movie theater
- More opportunity in consumer availability
- Less drugs
- We need to think outside the box. We need tourism. We need to enhance fishing and timber but they are not sustainable...It's been 2 years since voters ok Cannabis-let's give it a shot!
- Enhance marine access and harbor support
- Develop cannery property for multipurpose use
- The area of Parks and Recreations, there is a need for program development, better facilities and management of those facilities. More restrictions on private property in city limits - too many old abandoned cars, condemned homes and the "old cannery" needs to be utilized. Code enforcement at the harbor
- Affordable housing
- Aquaculture, seaweed production & processing plant. Full use of Silver Bay Plant for local processing for resale of fish.
- Tennis court, More for youth to do
- Less of all the above (timber, hunting, fishing, tourists)
- Internet Bus to/from Klawock, Klawock Airport and Hollis ferry
- Updating the city gym
- The addition of new, creative businesses that would add to the employment opportunities
- More industry and business opportunities
- Tourism - Ward Cove boardwalk/buildings year round draws
- Special interest networking improvement
- Craig needs to look at Petersburg and Wrangell and see what they have that's missing here. Or better yet what we have that's missing there! Take a drive around Craig and look at the number of rotting dumps and compare those to the number of decent houses a reasonably smart young couple might find to live in if they wished to move here or stay here. Intelligent folks are not going to pay rent to live in a dump long term next to a bunch of meth heads with no options on the horizon. So go figure why the town is in decline.
- I believe the city should renovate and expand the harbors and harbor facilities
- Encourage commercial enterprises which would employ current residents of Craig
- Prices are too high. Bus service is poor
- Need for a bigger job base. Continued upgrades to public infrastructure. Additional residential property that is available for home construction.
- As we age I am concerned about health care. As a resident of PSN, I'd like our road improved.
- Lower taxes (city taxes) and smaller city government. Less government run enterprises (i.e. pools, ice plant, haul out).
- Less police presence (currently feels like a police state).
- Road access to new mining development. Forming a borough. Better internet. Inclusion of Port St. Nick
- Better healthcare - dump peace health. improve dock quality and haul out facility (copy Wrangell)
- Regulate
- Long term stability in industries.
- Development of the cannery property -- perhaps, museum, restaurant, park facilities including restrooms etc -- would add options for locals and visitors alike.
- Better street improvement's sidewalk's etc, more improvement's for our youth such as plumbing for the baseball field. Upgrading our parks more City trash clean-up Im sure there are plenty of people who need to do community service let's put them to work cleaning up our town.
- I would love to see a city-wide, perhaps Island-wide, basketball league for adults. Healthy competition is a great way to strengthen the bonds between men (and women) and can help promote a healthy lifestyle during the coldest, wettest months.
- Our youth in the community NEEDS entertainment other than fishing and hunting. Perhaps a movie

theater, bowling alley, gaming center, skate park, etc.

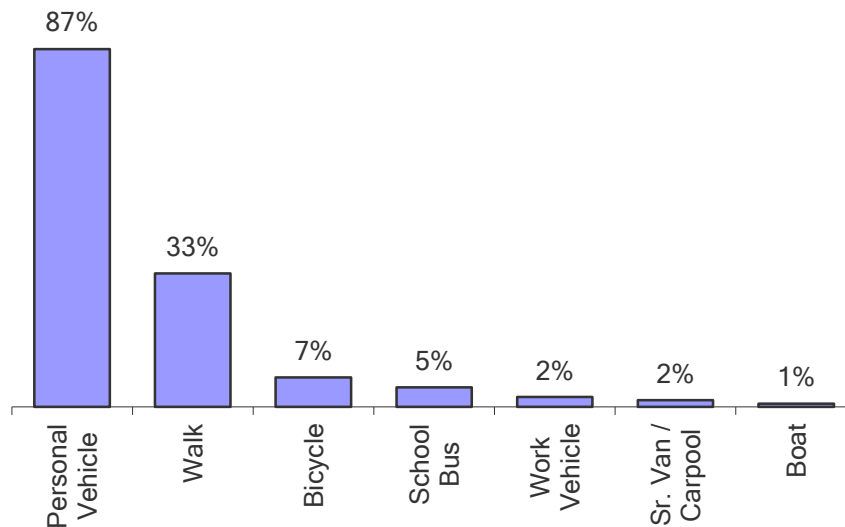
- I feel that a full size rec center would really benefit the life quality in Craig.
 - Stronger sense of community. It seems as though people aren't as in tune with each other as it used to be. There doesn't seem to be a "my kids are your kids" attitude anymore, and working to build that idea back into the community would go a long way to improving life for all.
 - More strict leash laws in city limits, cleaning up after dogs, abandoned vehicles on roads, and cars permanently parked alongside Port St. Nick road. And above all BETTER and SAFER parks for our children. Most equipment is unsafe, rusted, or broken. This is not safe for our children. Perhaps the city would consider fencing the parks so stray or unleashed dogs don't have access to the parks where kids can run and play.
 - Not sure how the city could help, but housing is ridiculously expensive.
 - More affordable housing and jobs to support community members. I wish there were other activities like a movie theater, bowling or other indoor sports and recreational options for those looking for those options.
 - Keep local government small and living well within its means so that the community stays self reliant and independent
 - Enforcing no wake zone with a random sting operation. \$1,000 investment max
 - Encourage pedestrian routes, access; work on trash, unmaintained property, storage of vehicles, no new trailers.
 - Better lines of communication
 - More indoor activities. The adults in Craig have few options for indoor activities, and in the winter, that is where everyone wants to be. A bowling alley or movie theater would be great. Even turning the cannery into a coffee shop/library/small shopping center would be huge.
 - Good employment opportunities. Everything else will follow!
- Better upkeep of facilities
 - I think this city is great the way it is, for the most part
 - More parking, more maintained trash containers, regular maintenance of parks, more boat moorage
 - More commercial business development.
 - More general recreational opportunities
 - A central news website where we can keep up with current events/news.
 - More available boat moorage and storage.
 - I think no company should be allowed a monopoly in supply ownership to create fair business, such as Canadian store has.
 - Taxes on city waste ordinances like emergency vehicle use enforced as all are used all week all day for personal.
 - Reducing government.....
 - I see a problem with it being too expensive for a person to dispose of Garbage. When I say garbage I mean the stuff people keep in their yards like old car parts, junk, yard debris. As a community we should make it easier for our neighbors to keep their residences clean and tidy.
 - City Landfill cost could be lowered encouraging people to use it rather than dumping trash. Developing attractive and affordable housing and store fronts on the old cannery property. This encourages both business and allows for people to live in Craig. There is a lack of quality, affordable housing within the city.
 - More broadband needed for those who work in Timber and Seafood industries.
 - More housing options. The closed cannery buildings should be developed. The abandoned brown lodge in town should be torn down.
 - Equal Opportunities for affordable housing. Opportunities for pet owners to have a specific, secure place to exercise friendly pets.
 - The 911 system and emergency response
 - More walking trails

Transportation

The survey asked respondents about transportation priorities.

Question 18 asked respondents what mode of transportation they most commonly used to get to work/school. The most common response was personal vehicle (87%). Respondents were allowed to indicate more than one mode of transportation.

Q18: What mode of transportation do you most often use to get to work/school? (check all that apply)



Question 19 asked respondents what transportation or street related improvements they would most like to see in Craig. Sidewalks, improved/more walking/bike paths and paving were commonly commented on.



Q19 - What transportation or street related improvements would you like to see in Craig?

- Clean up and improve the roadside. Culverts and landscaping.
- I'd love more sidewalks. I love the hiking trails on the island. The recent improvements by facilities/park in Craig is awesome - Kudos to Craig Parks and Facilities for cleaning things up.
- None. Just fine the way it is.
- Cut back alders and don't just throw them in the ditch take them to the burn pile. fix potholes, pool parking lot is terrible, work on the ditches for better drainage.
- Upkeep/improvement of bike/walking path along Hamilton. Needs gravel and grading. Maintain existing paved roads.
- Remove pot holes; build sidewalks; more residential "play" areas for smaller kids; repair water main leaks/breaks; better street lighting at corners and marked x-walks; reduce speed in residential areas to 15mph. Increase speed to max design speed in non-residential areas. Enforce the speed limit with double fines throughout residential areas. Reduce the speed limit on roads that are not maintained to safely drive the maximum design speed. Use sand on icy roads, not chemical sprays.
- It would be very nice to see completion of paved/chip sealed side roads in craig residential areas, some are great/ some are uncompleted
- Maintain sidewalks and trails.
- The Port Saint Nicholas road worked on, the dirt part
- Pave all streets, cheaper gas
- Add more trash bins along the streets accessible to walkers, so walkers can help keep our street clean. More defined cross paths for walkers - along log cabin, arrowhead road going to JT Brown etc.
- Bicycle path between Craig and Klawock
- Finish paving.
- Better cab service, path from Craig to Klawock, more street lights
- Sidewalks
- Pot holes and drainage along Oceanview Drive.
- Better taxi service. Maybe bus Craig to Klawock or shuttle to ferry
- It'd be nice to have more street lights up by my house on 1205 Water Tower road on the stretch of road between the pool and around the corner down toward the Bay Company.
- Senior van. Transport for other community events.
- Bicycle lanes
- Public Bus
- Sidewalks to keep people from walking on streets.
- Bus system
- I would like to see the bike trail extended all the way to Klawock. It could follow the power line in many places.
- Bus transportation every hour
- 1 small bus for transportation to Craig/Klawock/Hollis
- Pave the rest of the streets
- Craig does well we need to carpool to the ferry!!!!
- Any road improvement would be nice; but reality of affordable cost is vital.
- Brighter streetlights, especially near crosswalks
- Bike path extension, better maintained sidewalks
- Pave Oceanview Drive, and Cemetery Island causeway
- Port saint Nick road
- No parking on paved streets or sidewalks to include intersections
- Try to cut back vegetation blind spots when stopping at an intersection
- Paved, or at least smooth paths, bike paths/walking paths Craig - Klawock
- Sidewalks on West Hamilton
- Main Street between the Forest Service and 7th Street is a disaster. Congestion along Beach Road is an issue. Enforcement of traffic laws needs to happen with too many people speeding and running stop signs. Need to add four way stop at intersection of Main Street and 7th Street road to slow down traffic and focus more traffic to 6th street where there are less residences. Need 3-way stop at corner of Beach and 7th Street to slow down traffic at that intersection.
- Sidewalks on side streets, pedestrian walk ways in "rural" areas. For example, extension of walk path toward Klawock +/- St Nick. Many streets very dark.
- Public bus
- More sidewalks, wider streets, bicycle path to Klawock.
- Finish street paving near Forest Service
- Things are good now
- Fill in all the holes going down to the lower part of the CTA building.
- None. Too much money spent on streets already.
- We still need sidewalks in some areas. The trails are good
- More parking space at harbors
- Paving of bike/walking path around Hamilton East & West. Resurfacing of cemetery trail
- more sidewalks for non-muddy walking

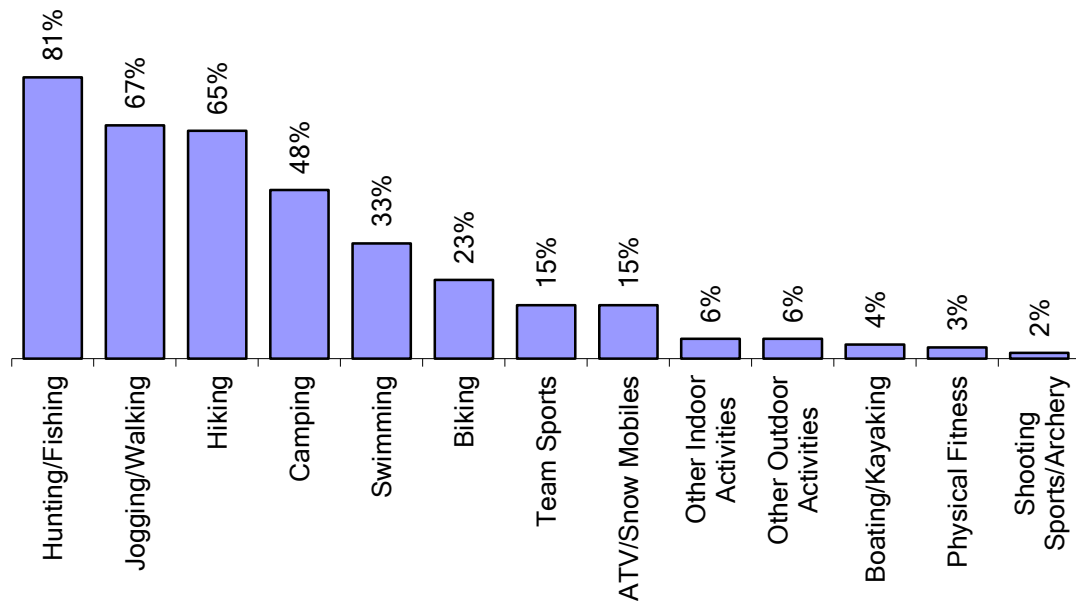
- Sidewalks taken care of brush cut back from road ways and sidewalks. Lines painted signs telling people to stop at crosswalks for pedestrians and enforced by police.
- Better crossing during school hours on the Craig Klawock Highway. It seems we need traffic guard or a light to assist kids in crossing over to the stores after school.
- Craig has some very narrow streets that could use some dedicated walking areas.
- More strict leash laws regarding abandoned vehicles on roads, and cars permanently parked alongside Port St. Nick road.
- Connected sidewalks. Bike paths.
- Complete pavement and curb efforts in central areas, expand sidewalks to pool and other higher use areas.
- Keeping brush cut at intersections so you can see oncoming traffic easier.
- In ground utilities - electric and other cables. More consistent sidewalks.
- Road maintenance
- A bike path to Klawock?
- Would be nice if they could do maintenance on roads and shoulders at night, or only for a couple hours in the middle of every day. Seeing flag people every day is getting old.
- Paved Roads
- I think the roads are pretty dang good!
- Better sidewalks - repair of potholes
- Finish the paving project.
- More sidewalks
- Feel its adequate
- More sidewalks.
- Something needs to be done at the post office. Not enough parking. Poor traffic management. Why isn't there a three way stop to allow traffic to exit from Grocery, Bank, post office? The misalignment of Cold Storage Road and the street up to Bay Company is atrocious. In my opinion there should be a three way stop by Wells Fargo and a 3 way by Cold Storage
- I would like to have a voting voice on the Craig City Council so that I would no longer be taxed or threatened with a tax without representation. Once I had a voting voice I would like to see improvement to the PSN road. Rather than rely on a handful of residents to support the city's need to access its water plant, I would like to see the road maintained in a passable manner. Up to this point very little has been done to the road and its condition past the payment is unsafe.
- More lighting
- More bike paths, improvement to path on Hamilton road
- Complete paving of streets. Improved transportation to/from ferry - shuttle bus? Shared ride service?

Recreation

Respondents were asked a number of questions about current recreation priorities and recreation needs.

Question 24 asked respondents what recreation activities that they regularly participate in. Outdoor activities (hunting/fishing, jogging/walking, hiking and camping) occupied the top four spots. This response validated quality of life questions that indicated that access to outdoors, walkability, natural beauty, etc. were important quality of life issues in Craig.

Q24: What recreation activities do you regularly participate in?



Question 29 asked respondents to list their top three recreation related priorities for Craig.



Q29 - List your top three recreation related priorities for Craig (Compiled)

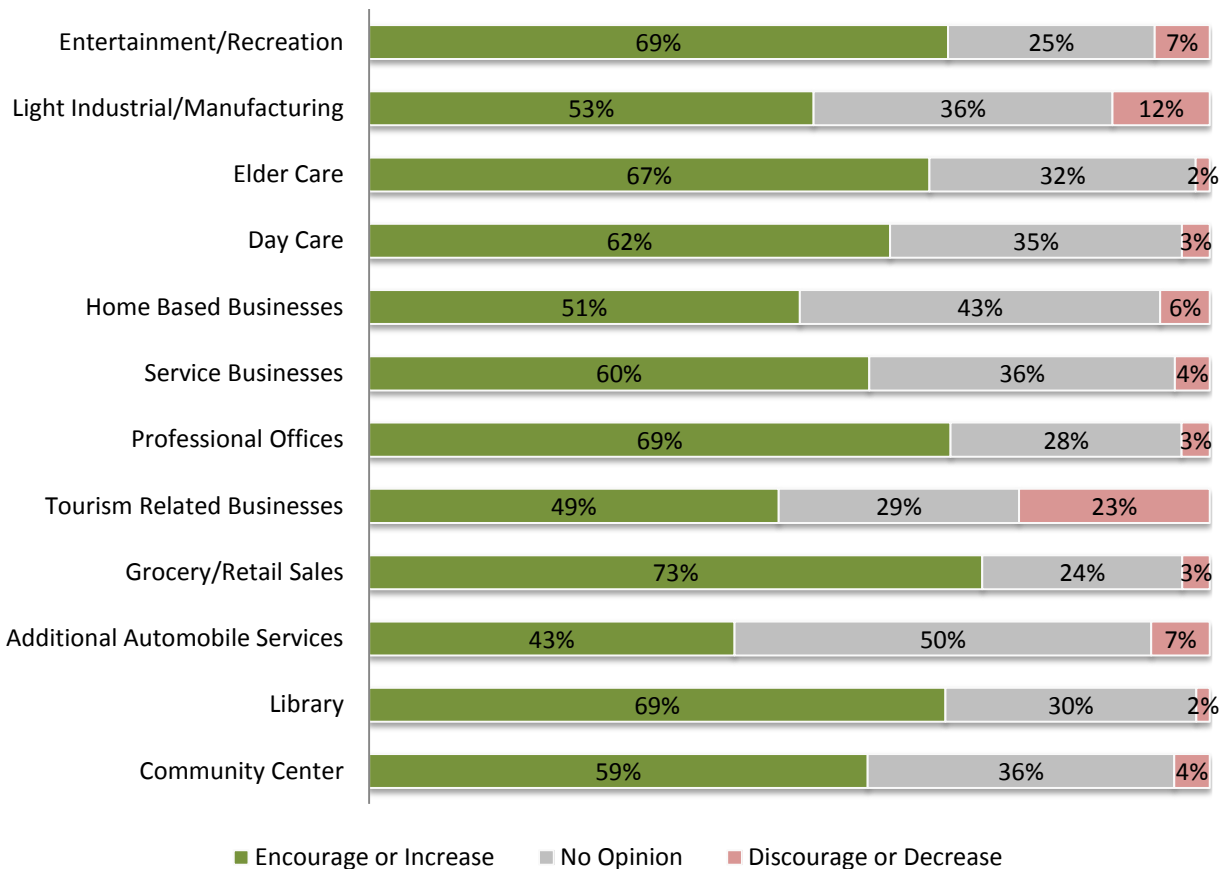
First Choice	Second Choice	Third Choice
Adult and Elderly Activities and Programs	A wider selection of dining sites. Fast food, Chinese, Mexican, etc.	4th of July activities
Boat Launch and Harbors (X5)	Adult and Elderly Activities and Programs	Access to beach in residential areas
Bowling Alley (X2)	An area large enough for flea market to include cars and boats etc	Adult and Elderly Activities and Programs
Cultural Activities	Boat Launch and Harbors (X8)	Adult and Elderly Activities and Programs
Dog Park/Pet Areas	Camping	Boat Rental
Fishing/Hunting (X12)	Cannery Point Development	Bowling alley would be fun
Improve and Maintain Recreation Center and City Gym for Public Use (X4)	Classroom/Group Fitness Space	Camping
Improve/Expand/Maintain Library Facilities (X2)	Community Garden	Kayak/Canoe Trails and Storage
Improved Fitness Room (X2)	Dog Park/Pet Areas	cemetery point
Indoor recreation (non sports) for all ages	Events and Festivals	Adult and Elderly Activities and Programs
Indoor Sports Courts (i.e. raquetball, handball, tennis)	Family activities	Events and Festivals
Kayak/Canoe Trails and Storage (X2)	Fishing/Hunting (X6)	Events and Festivals
Live Music and Dance	Improve and Maintain Recreation Center and City Gym for Public Use (X3)	food gathering - subsistence
Maintain and Improve Ballfield Facilities (X2)	Improve/Expand/Maintain Library Facilities	gathering
Maintain/Improve Aquatic Center (X11)	Improved Fitness Room (X4)	Classroom/Group Fitness Space
Maintain/Improve Parks and Public Beaches (X3)	Kayak/Canoe Trails and Storage (X3)	Outdoor Family Recreation Opportunities
Movie Theater	Line dancing	Fishing/Hunting
Outdoor Family Recreation Opportunities	Maintain and Improve Ballfield Facilities (X3)	Improve and Maintain Recreation Center and City Gym for Public Use (X2)
Outdoor Sports Facilities/Courts (i.e. tennis)	Maintain/Improve Aquatic Center (X3)	Improve/Expand/Maintain Library Facilities (X2)
Pool hours kept stable or increased	Maintain/Improve Parks and Public Beaches (X7)	Improved Fitness Room (X2)
Provide opportunities for youth basketball tournaments @ least 2x a year	Movie Theater	Indoor Sports Courts (i.e. raquetball, handball, tennis)
Public Land Accessibility	Museum/Historical Display	Youth Recreation Activities/Sports
The Public Pool costs are sky high and I would love to be a member but the fee is too high	Outdoor Family Recreation Opportunities	Maintain what we already have.
Walking/Hiking/Bike Trails (X20)	outdoor play areas for kids in all neighborhoods	Maintain/Improve Parks and Public Beaches (X6)
Youth Recreation Activities/Sports (X9)	outings with family, something to go do indoors	Parking areas for harbor in summer
	Recreation opportunities for children and families	Photography
	Running/Walking Events	Playing sports but probably not fit enough
	shooting guns at gun range	Skate park
	Skate park	Outdoor Family Recreation Opportunities
	Support for performing arts	Adult and Elderly Activities and Programs
	Walking/Hiking/Bike Trails (X8)	Walking/Hiking/Bike Trails (X13)
	Youth Recreation Activities/Sports (X4)	Weekend events for kids and adults both.
		Youth Recreation Activities/Sports (X2)

Economic Development

The survey asked a number of questions related to the type of development and the role of city government.

Question 20 asked respondents to indicate the types of development that they wanted to encourage (increase) or discourage (decrease) in Craig. Respondents generally supported increased development in most areas.

Q20: What kind of business or municipal development would you like to encourage or discourage in Craig?



Respondents were also given the opportunity to indicate “other” types of business or comments. Specific comments were:

- Restaurants, cultural - arts center, renovate the cannery
- Facilities for the boat yard - Encourage or Increase
- That by motivated individuals with no city involvement
- Swimming Pool - Increase or Encourage
- Small hospital
- We need to draw folks to Craig statistically we are declining. I think a snazzy alternative health care would be awesome.
- Marijuana sales - Discourage or decrease
- Restaurant - Encourage or Increase
- Marijuana Store - Encourage or Increase
- agriculture, industry and manufacturing
- Current community center too crowded. We need a stronger economy.
- Forestry Related - Encourage or Increase
- Marine repair/maintenance - encourage or increase

- Advertise and support new ideas
- Advertise and support NEW ideas
- Making Craig an attractive, desirable place to live and provide incentives for people to invest
- Make an attitude change from maintaining the city's business and facilities from a dirty little town where there might be opportunities to a well maintained community that is positive, welcoming, and not only concerned about the first impressions of newcomers to town, but the wellbeing of its residents.
- Keep sales tax lower than other areas, provide infrastructure and maintenance. Example - ice machines and boat haulout trailer working and not being serviced during peak haul out times and expand yard to support mechanics and trade workers.
- Providing better services for business such as keeping up on maintenance of major & minor equipment and structures used by local businesses or that would be used if in better condition, this would also bring in more business
- Work with the native corps to allow land expansion for business
- Not too many rules
- Keep business regulation to a minimum or don't over regulate businesses
- Always back the businesses you have. Logging fishing tourism schools
- None. It'll mean more taxes for residents.
- Stay out of it
- Employing locals
- Providing and supporting solid infrastructure
- Tourism
- Fair treatment to all
- Enabling existing businesses to expand and attracting new businesses
- Engage citizens more
- Keeping taxes low
- Make the regulations as simple and user friendly as possible
- Taxes on business - tax consumer - cost business
- Signs (fish) on street to show different businesses
- Encourage, enable, small business
- Encourage them
- An educated workforce
- Fork out a little dough and praise businesses!!!!
- Control their own desire to grow and increase the need for more revenue
- Unsure; encouraging businesses that contribute to quality of life
- Be easy to work with, taxes, space for development
- Promoting the city and its assets
- Tax incentives, land leases
- Infrastructure
- We voted for it - encourage and support marijuana stores
- Upkeep of facilities, roads etc...
- Envisioning industry. Once we see it, and want it to happen, we can then seek people, companies and investors to bring it to life.
- Support development & jobs/strong school district
- Encourage the support of existing business (espec by city employees)
- Clean the town up and make it hard to rent a dumpy rotten house trailer or other property that would be condemned anywhere else. This would over time, free up some property in town for new development.
- incentives and support
- Support housing development
- Promoting Craig as a recreational destination, in concert with other towns in SE Alaska
- Communication
- Improve public infrastructure, advocate for access to public resources.
- Fewer regulations, zone laws. And a low tax base.
- Equal treatment
- Keep city taxes and regulation very low. Otherwise, stay out of businesses' business
- Providing dependable services, a safe environment, taxes as low as possible
- Keep there greedy hands out of City project Kick backs
- I'd have to say entertainment. More variety. There is very little to do here in Craig. Our restaurant selection is poor. How about a fast food chain moving here? This would also provide opportunities for High Schoolers to work after school and gain employment experience.
- The city needs to find a way to encourage 21st Century growth in business in Craig. Right now our next generation has very few job opportunities of interest and of adequate pay that would keep them here or bring them back.
- Making the community appealing to businesses by keeping it clean, friendly, welcoming, and KID FRIENDLY such as daycare options and friendly parks.
- Encouraging growth and balance, and maintaining an atmosphere that is friendly to business and other community interests.
- Let the business do it not to overregulation
- Keep government small. Keep taxes and regulations minimal. Do not pick winners and losers: stay neutral in economic development.

Q23 – If you are a business owner, how can the city better support your local business?

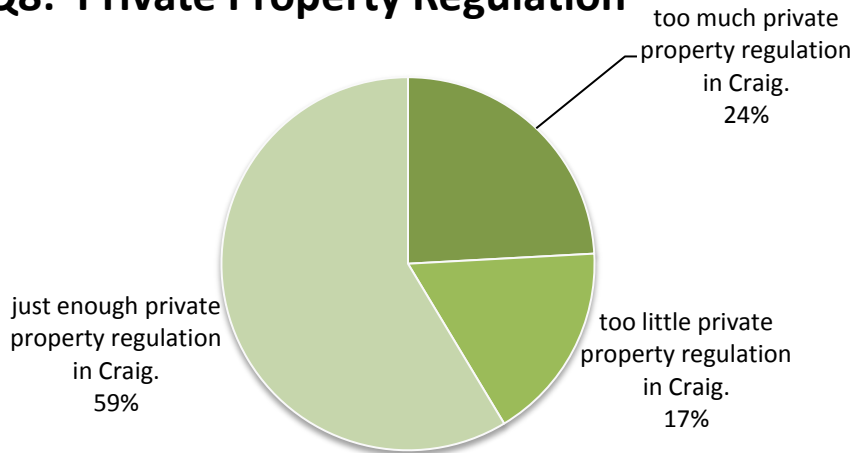
- Not be a competitor
- I could really use meeting rooms with advanced technology to do seminars.
- Maintenance on broken equipment big and small is mainly what affects my business and the business' of my peers
- Maintain the harbors
- Things like the sales tax cap. Encourage AP&T give a power break or the city giving a water break to an economic developer that's a go getter. AP&T needs to give power breaks like Wrangell - unfortunately our city doesn't own the power source.. Outside sources need to better support the city like bed taxes from PSN or Philips Cold Storage paying some kind of tax other than Ketch. Getting all the fish tax, charter outfits.
- Maintain the harbors. We pay for a service that we hardly receive. I no longer troll out of Craig. I spent my 5 months out of Sitka. As the ice house is not trust worthy. The one time I tried to come back this last summer it broke for the 4 time in 2 years. The city cranes are a joke/ unsafe leak oil into the harbor. There a hole in the city dock/SPC that has gone unfixed for 2.5-3 years. I have had multiple meetings with the city the last of which I was told i would be contacted by week's end with a solution. Never received any call and crane still leaks oil the ice house crane has leaked oil for two years from the same spot!!! FIX IT!
- Less catering to charter fisherman. In that I mean with the airlines
- Hands off
- Advertisement
- Praise businesses, I do the sales tax and honestly we report to the IRS, tracking our non tax business costs us! I don't think Hillary does as much as we do in reporting income.
- Support fishermen & industry. Help or encourage local processing and labels of Craig caught fish and fishermen.
- Enforce illegal business on Beach Road
- Stop bad mouthing businesses because of one or two employees. I feel the city is against our business and will not support projects we go after.
- Patronize the local businesses of West Wind Plaza
- Reduce sales tax.
- Low taxes. Good services
- Take benefits away from city council members. Keep taxes low. Quit buying new vehicles/equipment ever couple years
- I am not a business owner, but I run one of the larger businesses in the City. You do a great job of supporting the school district and we appreciate that. In many ways, I'm afraid residents don't realize how lucky we are to have the City and the services and people you have that support what we do in so many ways.
- Don't overtax or over regulate
- Try to keep property taxes and utility costs as low as possible , including monitoring and objecting to rate increases by AP&T
- Improve marine facilities
- Just sold business. City did well.
- The city does a great job already supporting my B&B.
- Stop lying
- Stay out of the way when new innovation evolves.

City Services and Local Government

The survey asked a number of questions related to city services, local government and city revenue (for operations/maintenance and capital projects).

Question 8 asked respondents their opinion on the level of private property regulation in Craig.

Q8: Private Property Regulation



Question 17 asked respondents to rate various local services from “Very Satisfied” to “Very Unsatisfied”.

Overall, respondents seemed satisfied with available services. Respondents appeared most satisfied with the Library Services (73%), Fire/Ambulance Protection (72%), and Police Protection (71%). These services received the highest percentage of Very Satisfied/Satisfied responses.

Respondents appeared most unsatisfied with Internet Services (53%), Recycling (41%), and Telephone (cell) service (30%). These services received the highest percentage of Unsatisfied/Very Unsatisfied responses.

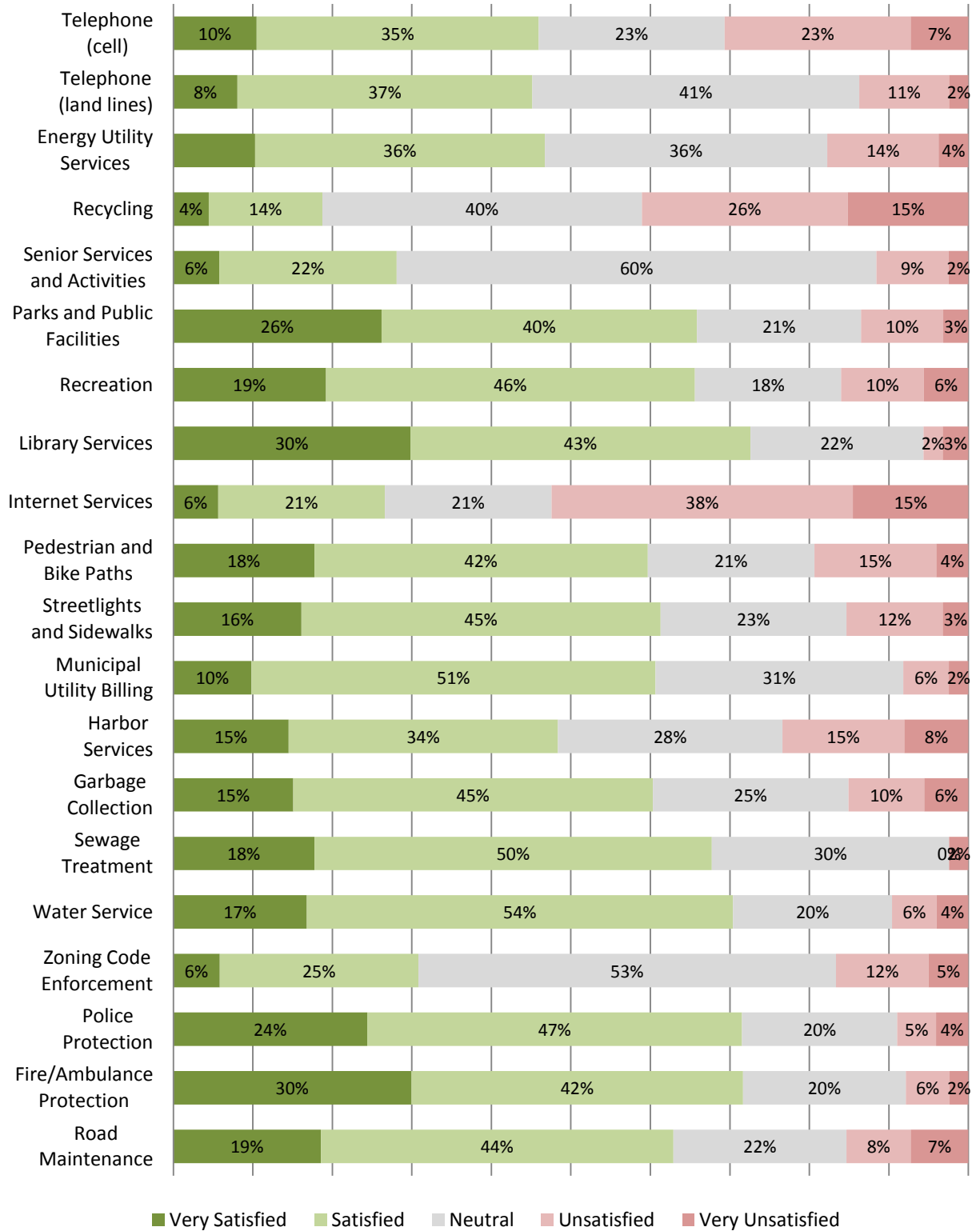
Parks and Public Facilities, Recreation, Library Services, Pedestrian and Bike Paths, Streetlights and Sidewalks, Municipal Utility Billing, Garbage Collection, Sewage Treatment, Water Service, Police Protection, Fire/Ambulance Protection, and Road Maintenance were all rated above 50% Satisfied/Very Satisfied.

Internet Services was the only service rated at more than 50% Unsatisfied/Very Unsatisfied.

Telephone Services (land lines), Energy Utility Services, Senior Services/Activities, Harbor Services, and Zoning Code Enforcement did not receive more than 50% Satisfied/Very Satisfied or 50% Unsatisfied/Very Unsatisfied ratings.

The following chart shows the ratings for each of these services.

Q17: Satisfaction with Services

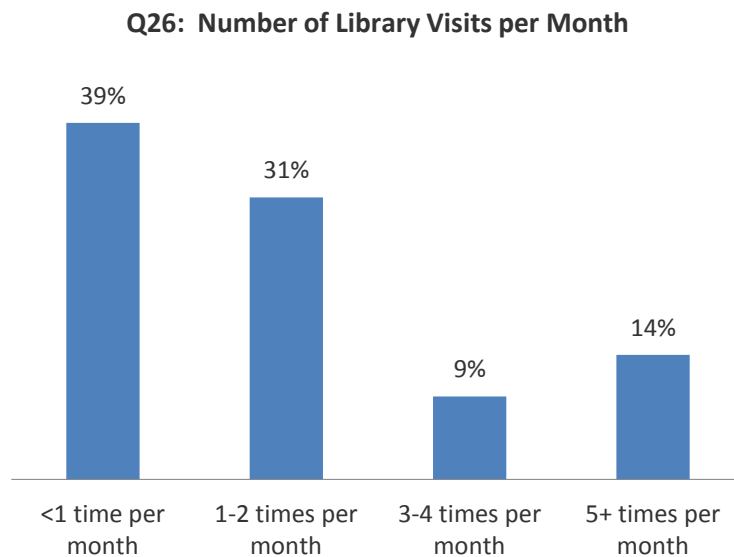


Question 17 on the survey also included an “other” option to allow respondents to rate other services or to provide specific comments on services. “Other” responses included:

- City wood burn pile - can't comply with DEC regulations as a landfill. We are "downwinders" and there are days I have to leave my home because of the pollutants from burning waste. It is the free landfill for people in PSN - not fair! Should be fenced.
- New dumpsters not good
- Harbor cranes need lots of work, ice house reliability and docks all need work! Raise rates whatever we need to keep us fishing.
- Harbor boards are rotting
- Internet too expensive - very unsatisfied
- Kudos to generous donations to veterans. I love Craig!!!!!! Internet is not good. Recycling could be better-you do great for what you can do.
- Garbage collection - cost high
- Pool - Unsatisfied
- Issue a onetime tax free card / number for seniors
- Animal control
- Internet - spendy
- Our electric service is very expensive and internet not very competitive
- Unsatisfactory zoning enforcement- I think some regulations are too strictly imposed. For garbage- harbor trash cans when lined up +3 makes it hard to navigate parking lot.
- Ice machine - very unsatisfied
- Social services - Very Unsatisfied

City departments were given an opportunity to have department specific questions included in the survey. The Library Department included two questions in the survey. **Question 25** of the survey asked respondents whether or not they had a Craig Library Card. 69% of respondents responded that they do have a Craig Library Card.

Question 26 asked respondents how often they visited the library.



Question 27 asked what services people most liked about the library. 78 surveys had responses to this question. Internet, books/periodicals and electronic media were very common answers.

Q27 – What services or aspects do you value most about the library?

- Alaskana Books (x2)
- Books and Periodicals (x29)
- Children's Programs and Material (x13)
- Community involvement in keeping library open after hours which allows me to take advantage after getting off work
- easy access
- Electronic Media (CDs, Books on Tape, DVDs) (x20)
- I would be happy to get a library card as soon as possible!
- I'm glad it's there and they do a good job.
- Information
- Interlibrary Loan Program (x2)
- Internet access/Computers (x29)
- Librarian and Staff (x10)
- Libraries in general are a great resource! The Craig library also provides a great low key place for group meetings and provides great programs for our youth.
- Meeting Space (x4)
- Online Ebook Library (x4)
- Our library is a wealth of info, recreation, a safe place for our kids - books, mags, videos. Love our library!
- Quiet Place to Read/Study
- research topics of interest
- Children are able to be at the library and check out books. This is a benefit to many working parents, as it is a safe place. As long as the children are well-behaved, I see this as a huge benefit to the city.
- That you are there for those who need that service and want that access.
- The library is a nice place to study - it would be nice if there was more space, I often feel crowded when I go there. I would frequent the library more often if it wasn't so crowded.
- The variety is wonderful. I've used the library to do volunteer tax assistance - have discontinued due to lack of privacy.
- The variety of services they offer
- Video Learning and Classes (x7)
- Welcoming attitude toward the kids.

Question 28 asked respondents how the library or its services could be improved. 99 returned surveys contained comments on improving the library services. Comments included:

- Expanded Collection (including historical works, standard literature, classics, Craig/POW history) (x5)
- Expanded/New Facility (x22)
- Good use of volunteers. If more help is needed, perhaps volunteers could be used during inventory, etc. to keep library costs low.
- I think they are doing a great job of accommodating children and early literacy.
- I think they do as much as they can for what they have.
- Improved/Faster Internet (x5)
- Including happenings on the city calendar and have download information for where to download books on city web site.
- It is a bad daycare.... adults pay for the library, should be adult time reserved...
- Keep children quiet
- Keep the children's computer games off the computer
- Keep up good work - money for purchase of new books
- Larger children's area
- Libraries are essential to a community
- Loan out other items
- Location, parking are reasons I forget about using the library.
- Maybe a place that can offer adult programs such as a book club.
- Longer Hours/Increased Staff (x2)
- Maybe they could have events for young adults (actual twenty somethings, not teenagers)
- More table space would be nice; the last few times I've been there it has been stuffy and too crowded to concentrate on my homework.
- New Librarian
- Perhaps request \$\$ donations or DVD/book donations if more funds are required.
- Photocopying Services (x2)
- Safer location

- Separate Meeting Rooms/Private Areas/Separate Program Space (x6)
- Services are improving every day.
- Stay current with computer technology.
- way too crowded - Not inviting for patrons to just go & read
- Weekend activities for kids. Working parents can't participate in the few weekly activities that the library provides.

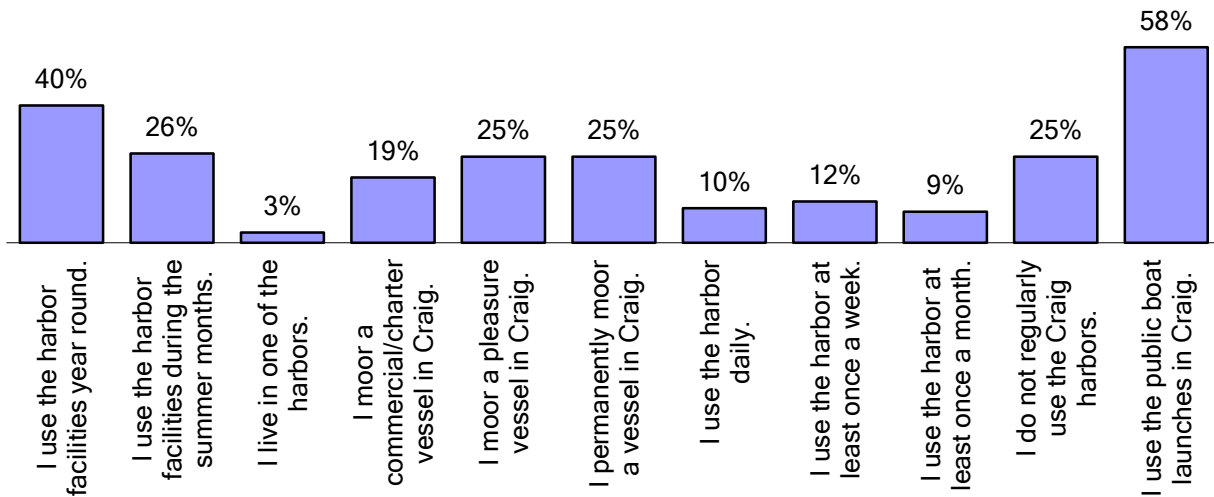
The Craig Harbor Department included questions on the survey to determine the demographics of harbor users, what services were most valued, and where harbor improvements could be made.

Question 30 asked harbor respondents to identify their harbor usage. Of the 99 respondents for this question 40% identified as year round users and 26% identified as seasonal (summer users). 3% of the respondents identified as live-aboard in one of the Craig harbors.

25% of respondents permanently moor a vessel in Craig. 10% of respondents reported using the harbor daily, 12% reported using it at least weekly, 9% reported using it monthly and 25% reported not regularly using the harbors.

58% of the respondents reported using the public boat launches.

Q30: If you are a harbor user please check all that apply:



Question 31 asked respondents what services they value most about the Craig Harbors. 69 respondents provided comments.

- Safe, accessible moorage with services (x17)
- Bathrooms/Showers (x2)
- Boat Grids (x2)
- Boat launches (x9)
- Carts
- Clean docks
- Clean, dry and serviceable
- Close to the fishing grounds. A harbor employee who actually cares.
- Close to town and services (x3)
- Cranes
- Ease of use, well kept
- Easy Access. Daily patrols to check on boats; good communication with owners when there is a problem.
- Fish Cleaning Tables (x5)
- Fuel dock.
- Haul Out Trailer and Boat Yard (x6)
- Helpful, friendly staff (x5)
- Ice house & ice quality needs improvement, processing of local caught fish for retail sale by fishermen (local)

- Ice House (x7)
- Lights
- Maintained well
- Nice facility
- Other than having a decent place to tie the boat up at a relatively fair price, I particularly like walking in all the dog crap in South Cove and tracking that on my boat. I also like checking out the meth heads and their junk yard they have going down there. Gives me a warm fuzzy feeling every time I go by.
- Parking
- Parking, garbage disposal, launch
- All suck - worst harbor in S.E.
- An available slip for our boat in the summer
- At this point I'm just happy it floats. It's not the cheapest in SE like the city likes to say... yet it sure looks like and is maintained like the cheapest. A harbor user has had requested the city fix his power box for three years. Had to tell city he was not paying his bill till it got fixed. This problem has been

brought up by multiple people over two harbor masters yet nothing gets done. The hallout is now broken. The city purchased a building to put up for the lift to keep it out of weather. Now the steel for that shop sits out and rusts just like the lift. There a massive maintenance problem with the harbor!!!

- Pressure Washer (x2)
- Reasonable Rates (x5)
- Slips, harbor staff keeping watch on boat
- The bathrooms used to be the cleanest in the state when previous harbormaster was in charge, he cared about the office and wanted his facility to be the best in the state.
- The great docks to walk on
- The ones we don't get. Parking
- Well maintained floats
- When something is wrong it is almost always fixed (like when the South Cove lights don't work)
- Yearly moorage

Question 32 asked respondents how the harbor could improve its services and/or facilities. 62 respondents included comments to this question. Many comments centered on maintenance of existing facilities, upgrades to existing facility, cleanup and enforcement of harbor rules and regulations. Substantive comments are shown below:

- The harbor could really use a face lift - it is often the first impression of Craig - we have so many recurring visitors to the island via yacht, sailboat - other pleasure vessels. The city seems focused on commercial fishing only (but some friends visited; spoke well of harbor)
- Make sure boats that anchor out front of town in summer are charged to dump garbage in Harbor dumpsters. They are regularly seen filling the dumpsters yet don't pay moorage fees.
- Lots of stalls/fingers need work and are in poor/dangerous conditions. Mine in south cove is and we have let staff know several times. Nothing has been done. Tired of dog poop on the dock and broken hoses.
- In the summer give tickets to the CHRONIC offenders, those who leave their car parked in the 24 hour lot for almost a week repeatedly, not to someone who does it once or twice. Every time my son and father went out fishing we dropped them off, they parked in long term, or I moved it for them. There are a few that follow the rules and a few who repeatedly park there.
- Maintain existing harbors, could use some pressure washing, cleanup of debris left on fingers, rid harbor of derelict boats. Monitor sheens/bilge water. Fine repeat offenders.
- Better parking
- Harbor needs to be maintained better, the harbors are in a state of disrepair - wiring, water and dock itself all need money. This needs to be the top harbor priority for the city and not building a new breakwater and harbor down town. Also private meters during the summer need to be available to transients and \$ collected for the bill - as in most other harbors in SE.
- Maintenance! And employees who care about maintenance, there are a lot of 'fix its' that fall to the way side by just a few employees who give the impression that they could care less. If our dock structures, dock carts, cranes, haulout, power boxes, water lines and ice house received the maintenance they desperately need- we would flourish as a fishing community. I have heard first hand that those issues are what keep fishermen & business away from our harbor.
- Change the energy of the department and prioritize the facility.
- Maintain and fix broken items
- The docks are in need of repair and it doesn't seem like enough harbor money is used for maintenance. Our harbor department needs direction, motivation and leadership. Improve and enlarge the boat yard.

- Shaan Seet could have a better boat yard if AP&T would raise the power line at a lower rate.
- Shower facilities - cleaner and improved hot water to shower
- Priority of LOCAL commercial boat owners getting year round permanent slots. Update power pedestals.
- New leadership, management in harbor.
- Need to get building for haul out trailer done.
- Maintenance on some docks
- The fish table and boards are rotting
- Allow annual moorage fees to be paid 2 a year or quarterly. Of course there would be a small charge for that option (like 10 \$ extra per payment)
- More room - lower cost
- Be sure non skid strips on the docks
- New docks, cleaning up dog feces off the docks
- Keep the ice house in tip top running order
- Garbage seems to be a problem
- Renewable resources and keep it up, have you fixed the rot in South cove?
- With more transient dock space the seasonal visitors might spend more time and dollars in town
- Keep spare PFDs available for use and in good condition
- Enforce code on parking and abandoned vehicles.
- Overhaul restrooms and showers.
- Beautify area w/better managed flower baskets and landscape maintenance at harbor office
- Parking! clean up the garbage vehicles at harbormaster property
- Repair or replace lights, have lower rates for commercial local boats that are residences. Fix the ice house & chill the ice. Install LED lighting to cut power cost.
- Make it free
- Get rid of non registered vehicles stranded & dumped rigs, trailers, etc.
- Every boat slot should have a parking spot.
- Clean the bathrooms once in a while. It is a mess and gross. Know how to use the marine radio and answer captains when they call Craig harbor. I hear no reply all the time.
- Redo the north cove boat launch to remove some pressure at false island or better yet add a launch and small boat harbor down at the old cannery.
- The harbor department can start by making people pick up their dog poop off the dock!!!
- I am currently contemplating purchasing a boat in the 30-40' range. There are no slips available for boats in that size class. However, the harbor map in the harbormaster office indicates that several slips are assigned to people who are not Craig residents, EG. Klawock, Hollis, Thorne Bay. Craig residents/property tax payers should have first priority on slip availability, and should be able to bump non-residents out of the harbor until space allows for them. It would be foolhardy for me to purchase the boat I want without some guarantee that moorage space is available.
- Upgrades to existing harbor facilities are badly needed. Electrical, plumbing, float/ramp repairs, safety issues resolved.
- Provide a "work float" for fishermen
- More gear storage & clean up breakwater
- Utilize our natural resource to bring economic growth
- Add a pump-out facility. Harbor is currently too small and cramped (based on conversations with fisherman)
- Better attention to maintenance of equipment.
- Work toward a drive down loading dock
- Parking
- Divest the city of the ice plant and haul-out to free up harbor staff for harbor maintenance duties.
- More slips
- Better floats
- Upgrade Electrical, Water, Parking
- Better shower/bathroom
- Put the garbage bins back in the dock cut out.
- Better maintenance.
- The parking at the harbors is always an issue.
- maintain the main floats (secure timbers and planking)
- Consider selling/privatizing city ice plant and haul-out
- The harbor staff is over extended in areas that are not harbor related (i.e. ice plant)
- Maintenance of docks/facilities currently used in Craig seems hard to keep up with small staff and varied duties (ice plant, haul-out).
- I would suggest NOT creating a new harbor with federal money when the current facilities are hard to maintain with current local funding.
- Well the docks and stalls are showing signs of wear. City wharf needs repair.
- Name plates on reserved slips.
- Maintain/upkeep - harbormaster office/lot, docks maintained, parking
- Garbage containers
- Enlarging the harbors.
- More moorage.
- Cleaning it up! Regular maintenance very dirty. Discontinue use of city vehicles on personal time. very run down looking repairs cleaning maintenance regularly

- Better clean up of the wash rack, and keeping debris clear such as old boat parts and junk left by people.
- I'm not sure what it costs the city to make new plastic tags every year when we pay our fees,
- however, I would make one plastic tag and print a renewal sticker similar to license plates. This could save money.
- Focus on local fisherman more than transient boats.

During public discussion on the survey during a regular Craig City Council Meeting a member of the public suggested that the survey include questions related to the community perception of operations and capital funding for municipal programs and projects. Questions 33 and 34 were added to the survey based on this comment.

These two questions asked for respondents opinions on the relationship between services and general revenue fees (i.e. taxes) and user fees (i.e. utility bills, etc.).

Question 33 was related to Operations and Maintenance (O&M) funding and revenues. Respondents indicated that they generally did not support decreasing services to avoid increasing either general revenue fees (49% disagreed or strongly disagreed) or user fees (48% disagreed or strongly disagreed). About one-third of respondents were neutral about decreasing services to avoid increasing general revenue fees (30%) or user fees (32%). 21% of respondents agreed or strongly agreed that services should be decreased to avoid increasing general revenue and user fees.

Respondents were fairly evenly split between support, neutrality, or non-support of increasing general revenue fees to increase or improve city services. Slightly more respondents (35%) agreed or strongly agreed that they would support increased general revenue fees to increase or improve services. 31% strongly disagreed or disagreed and 34% were neutral with regards to increasing general revenue fees to increase or improve city services.

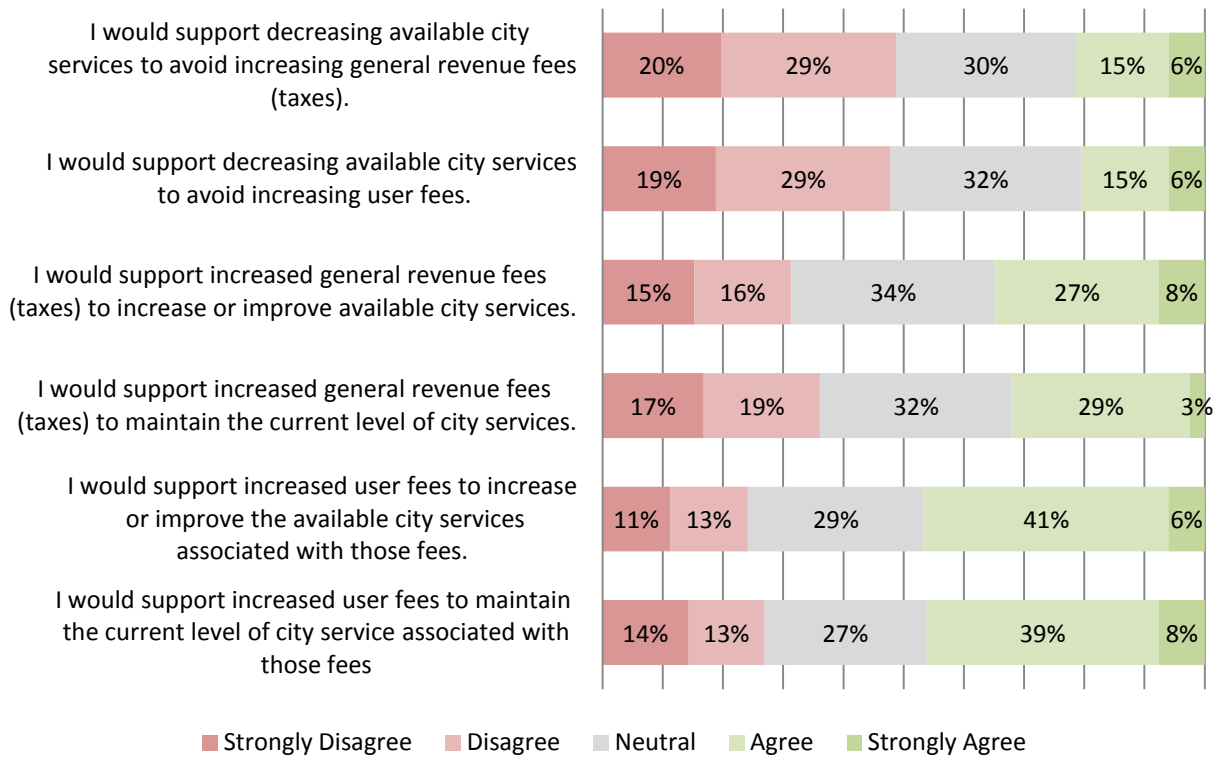
Responses regarding support of increased user fees to increase or improve services were more favorable. 47% of respondents agreed or strongly agreed that they would support user fees to increase or improve the available city services associated with those fees. 29% were neutral and 24% disagreed or strongly disagreed.

Responses regarding increased general revenue fees to maintain current levels of service were also split almost evenly into thirds with slightly more respondents disagreeing or strongly disagreeing that they would support increased general revenue fees to maintain the current level of city services. 32% were neutral and 32% agreed or strongly agreed with this statement.

Responses regarding increased user fees to maintain current levels of service were again more favorable. 47% of respondents indicated that they would support increased user fees to maintain the current level of city service associated with those fees.

Overall respondents indicated that they would support increased fees rather than decreased services. Respondents also indicated that they would more likely support increased user fees associated with particular services rather than increased general revenue fees.

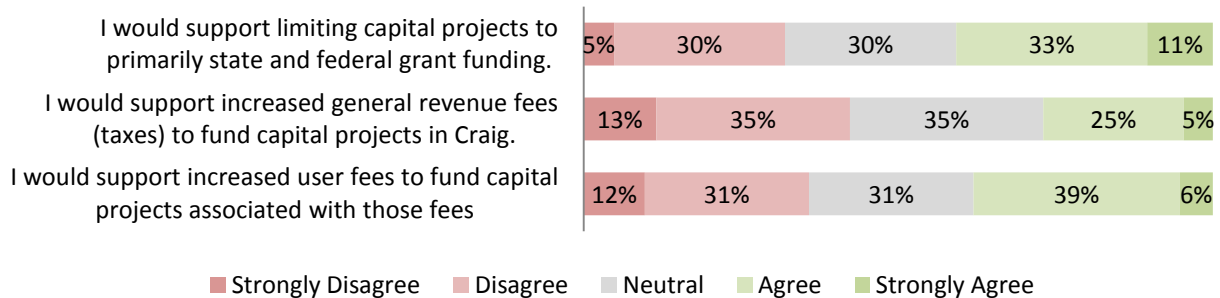
Q33: Please rate the following (Operations and Maintenance Costs)



Question 34 was related to capital funding. The purpose of the question was to determine general support for increased general revenue fees, user fees or reliance on grants for capital type projects (generally one time construction or equipment costs).

Responses generally indicated that respondents were generally in favor of using increased user fees rather than increased general revenue fees or limiting capital projects to grant funding.

Q34: Capital Funding



General Comments

The last question in the first part of the survey gave an opportunity for respondents to make other comments. Comments for **Question 35** included:

- The current CCP contains 90% of what we are looking for today. It needs to be updated. Nothing in what I can see talks about infrastructure and asset maintenance. The community needs a facelift. Landscaping and architectural details would be huge along with "funded" maintenance.
- The city should look to increase revenues via new revenue sources and increased sales/collection of current revenues vs. increasing taxes. Would like to see the numbers for increased fees to maintain services. Would like to see study related to what is reduced and the impact if services reduced.
- Why didn't the projected growth happen? The Comprehensive Plan has some good goals but they don't seem to have been acted on. Also the city buildings seem in a state of disrepair, like the youth center; POWER. But I have noticed facilities painting the gym.
- Thank you for doing this survey. We love living here and believe that the future of the community can be awesome with a focused vision and plan.
- We have too many charter boats. I would like to see a cap on this. There are too many boats taking our resources and I have found several of the guides to be rude. They have an I don't care attitude about locals.
- This summer while commercial fishing with my dad during our short king salmon fisherman. A charter boat saw us pulling fish and pulled directly in front of us and stopped. We had to totally change course of we would have run into them. This is not the first time this has happened and it is happening way too often.
- Feel that zoning ordinances can be changed too easily. Medium density, single family zoning changed to accommodate need for housing that includes apartments, triplexes, light industry changed to accommodate a mill near a residential area. Park property purchased for private use, burn pile abuse by people living outside city, used as a dump.
- Own a home in Craig but considering a move due to neighborhood changes, and little improvement/incentive for small businesses, cultural, historical attractions in downtown area. Craig has so much potential but emphasis is to keep it only a commercial fishing town, but it could be both, with a vibrant but small downtown that attracts visitors and residents.
- Feel that other people using services aren't contributing a fair share - PSN.
- Depends on whether projects are truly needed, wanted by majority of residents.
- Would like a public review of Craig Comprehensive Plan and Ward Cove property. Should look at Ward Cove property - lots of potential that is sitting idle while we wait for this new harbor. Don't understand why with some planning, uplands could not be developed. Still hoping for a museum, new library, community center, area for shops, restaurant, pub integrated into a maritime setting. The Ward Cove property could be all of this and more.
- I don't want to see taxes go up on property owners in Craig to fund projects that will be used by residents of Port St. Nick without them contributing to the projects. We have tons of people out PSN that don't pay taxes, and lots of native land in town that is not taxable - so that leaves the rest of us to carry everyone else and it isn't fair. Also we need to utilize the Ward Cove property for community development - either selling portions or using for city infrastructure.
- If the present fees were used for what they were intended to go for. Not go into general fund.
- Continue to work on airport services and runway. Someday jets will come to the island.
- Decrease city services/projects to only those that meet basic needs of the community and just work within the budget. If there is not enough grant/budget for a certain project then don't build it.
- I think Pt. St. Nick users ought to be denied any and all city amenities if they pay no taxes
- If user rate is raised and we don't see our harbor improve then we will leave Craig. We love this town but there's a massive problem with the way the pool and harbor maintain them selfs... I feel the problem is not all cash flow. There are other problems within that need to be addressed before more money is just thrown at the problem
- I would support increased user fees for capital projects on a case by case basis. Some yes, some no.
- There is too much of an assumption that development is a given. Consider maintaining what we have. Be frugal. Be humble. Be careful not to destroy what the natural environment provides us. I am talking about its very existence. Too many people creates too much stress on people, animals and other natural resources. If anything, prevent

investors from coming in to use the area as a moneymaking machine in a way that exploits the inhabitants and the natural environment - leaving a mess behind for the residents to clean up. Weigh the consequences of each anticipated move - good but especially the negative ones. We might very well be happy to do without a new convenience if we are aware of the negative consequences. Development is an area where I believe less is more.

- I feel that Port Saint Nicholas residents need to pay for items that they use at higher rates than Craig city residents such as harbor usage, PSN road maintenance.
- Work on making it possible for young local people to buy a home.
- The city needs to have condos - even if pre-constructed prices to owners could finance the building of them.
- This questionnaire was limited. We need to be proactive not reactive.....
- Without the financial history (5 years) of Craig total revenue and expenditures it is difficult to judge whether certain areas should receive more support. I feel that the city should support emergency services, road, water, and sewer service (within city), harbor infrastructure (maintenance and expansion via fees); library; and public swimming pool.
- I would love this opportunity to bring up the obvious lack of proper maintenance/management at the city pool inside and outside. This facility is a huge asset to the city and deserves to be maintained at a higher level to represent the city. Many tourists use the pool, as well as locals and fishermen, the grounds and overall outside appearance is embarrassing. The inside restrooms need attention with broken faucets and leaking water and the weight room could use some updates.
- Wages and benefits to public employees (i.e. insurance, retirement) need to be held in check to reflect area incomes not down south city incomes and benefits.
- There is not much said about protecting property rights, animal control, parking on sidewalks - intersections in front of hydrants
- No enforcement of pool or hot tub sanitary practice - Sorry but you still need to take a bath
- Increased taxes are OK and best if the purpose is for a specific reason, then put up to vote or similar public comment before the city council
- Enforce existing zoning laws with fewer variances - especially at shorelines

- Increase taxes on delinquent/under-developed properties to force change and help make these improvements
- The Craig Aquatic Center could be a fantastic place with the right person managing the facility. I never see the manager in the pool except for the rare swim lessons. The pool has a block of time every day reserved for swim lessons, why can't that time be used for lap swimming or some other activity if the pool is not offering lessons on a regular basis. The management is driving people away and almost seems as if they want to see the pool fail. Management's relationship with the Craig Wave Runners is always strained because she doesn't like the team. That team provides steady revenue for the pool and provides a great activity for our community. When I swim with the masters team three days a week we are usually the only ones in the pool but management doesn't encourage the masters team either. It just seems like it could be a really great place for kids and community and management needs to be more enthusiastic and encouraging to see the pool thrive.
- Making infrastructure improvements to make Craig a desirable location for businesses.
- Consider funding for capital projects from foundations or other non-profits.
- No other comments - we the citizens of Craig, overall, are pretty satisfied.
- Limiting capital projects to primarily state and federal grant funding...But would these be a sure thing - could we depend on federal/state funding?
- With a new harbor proposed, how much added expense will this put on harbor dept? Will additional vessels moored at this facility pay these expenses?
- Too much police protection and zoning code enforcement.
- The city has no business picking winners or losers in businesses. The city should be neutral regarding this issue, and neutral regarding overall economic growth or lack thereof. If growth occurs it should occur organically, sustainably, without grant money or government help or hinderence.
- Use interest/dividends from city endowment fund to fund capital projects. This would become self limiting.
- The city government should never grow to the point of requiring a larger percentage of resident's wealth. (i. e. property tax mil rates should never go up and sales tax percentages should never go up.) If the wealth available in the area should shrink (i.e. Silver Bay closes) then the city government must shrink accordingly. Likewise if the population shrinks, local city government must shrink in proportion.

- NOTE: City employees should be excluded from participating in this survey due to a conflict of interest.
- The city is doing a good job providing services.
- We need job opportunities for our young people.
- The city cannot be all things to all people and must keep government as small as possible while providing essential services
- I would support increased user fees/general revenue fees to increase or improve available city services - employees need to do their jobs.
- City employees are not doing their jobs that they are paid for. Administration and council is not doing their jobs. The pool for instance needs a CPO with experience
- give employees health benefits, not the city council
- To be frank R&M Engineering is benefiting some administrative people at city hall. They are involved in every function the city makes. It should be investigated by the state or FBI (you think I'm kidding).
- Harbor Services - Poor electrical.
- Pedestrian and bike paths - no upkeep, need to be paved for safety reasons.
- Parks and Public Facilities - needs maintenance
- Craig needs a Community Center - City owned, not tribal.
- I question the need for a harbor expansion. I would like to see the Ward Cove Cannery area targeted for tourist development (library, brew pub, museum, music festival, etc)
- Police Protection - too many and too much \$\$ spent for amount population.
- Police - too much \$ spent for population. Consider seasonal employment if required.
- Can't \$ be "saved" to fund capital projects?
- I would support limiting capital projects to primarily state and federal grant funding - "only if local funding at current level can operate and maintain the project.
- School funding (brick & mortar) - those attending the facilities should be assessed a "user" fee to offset community O&M costs (annual fee? % of state dividends?)
- Combine all students in 1 facility?
- Promote online learning rather than institutional learning.
- There are many who use the harbor and city services that do not pay property tax. The only fair way is for user fees to increase. As I said above, user fees are the only fair way to make the appropriate people pay for the services they use. However, that will only go so far before rebellion occurs so on large capital projects a combination of user, grants and general taxes need to be used. It would be nice if once the project has been paid for property taxes go down.
- The city should use zoning and code enforcement to emphasize higher quality buildings and residences. A goal should be to eliminate sub-standard trailers and other structures from housing stock. Yard garbage including abandoned/non functioning vehicles should be moved out of residential neighborhoods. Move towards zero emission heating - at least remove inefficient wood stoves by measuring particulates.
- Some important things, like recreational opportunities for kids, should be done by volunteers, not the City.
- Appreciate everyone's hard work
- Utilize volunteer help to cut cost if need be.
- Why do treat this town like a large city? Fire half the staff and find people who care about the people in town instead of their healthcare plans and lousy jobs.....
- Why is St. Nick treated as if we aren't part of Craig? Do we not shop, spend our money, and use the facilities as much as anyone else?
- If the city is going to continue to charge higher water fees, and also attempt to tax a portion of PSN residents for road maintenance, then it should consider going ahead and annexing the development. At that time services could be provided to the subdivision. Once that occurs residents in the development can vote and take an active role in services and improvements to the subdivision. Also, in regards to increasing fees and taxes, although I am not opposed to paying more for services provided, I would have to thoroughly review each proposal before i would support increased fees or answer agree/disagree in a survey. The statements above are too general and too encompassing.
- Please pay more attention to the daycare. They are giving a lot of families the ability to work instead of stay at home.

Survey Part 2. Goals Assessment

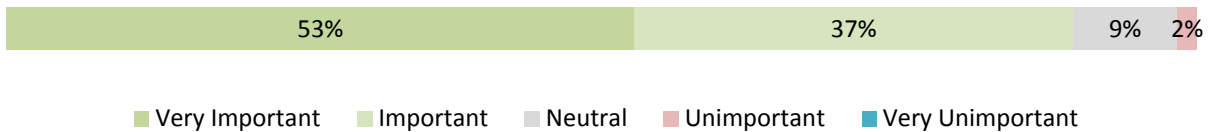
Overview

Part 2 of the community survey included goals taken from the 2000 Comprehensive plan. The survey asked respondents to determine if those goals were still Very Important, Important, Neutral, Unimportant or Very Unimportant. This section of the survey also asked respondents to include additional comments or suggestions for additional goals in the updated comprehensive plan. This information will be used as a basis for public meetings on individual goal areas to draft the final goals and objectives for the updated comprehensive plan.

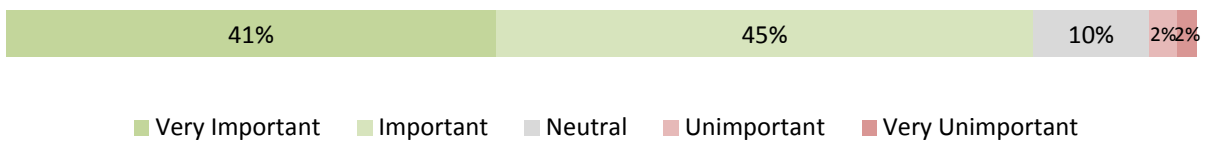
Land Use Goals

Question 36 included the seven general land use goals contained in the 2000 Comprehensive Plan. Goals for specific land uses (i.e. residential, commercial, etc.) were not included due to the length of the survey but general land use goals will be used to review each of the specific land use goals for discussion at public meetings and drafting for inclusion in the final comprehensive plan update.

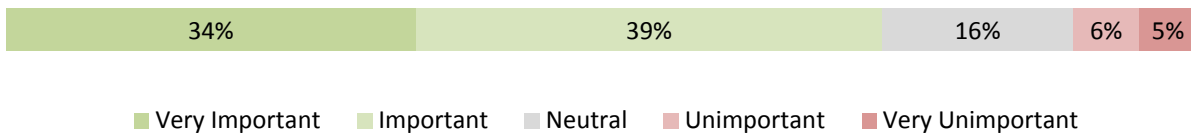
Goal G1.1 Maintain the community's small town atmosphere, sense of community and high quality of life.



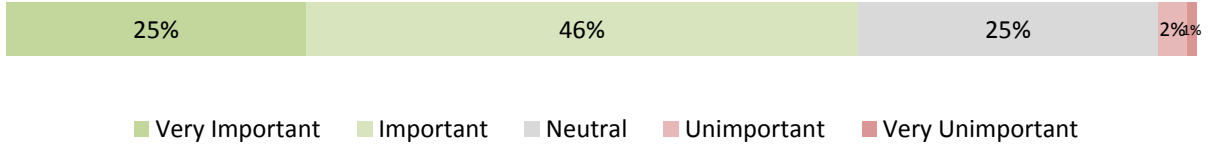
Goal G1.2 Guide development in a manner that enhances Craig's natural appeal, taking steps to ensure that negative impacts from future growth are minimized.



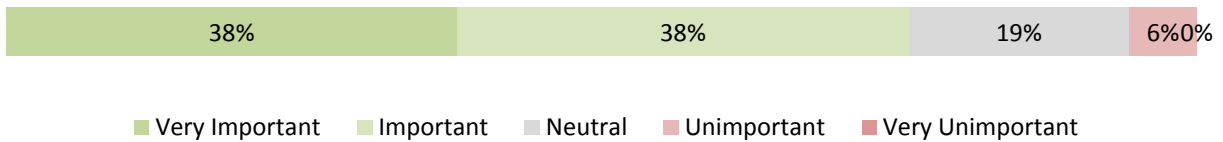
Goal G1.3 Encourage development and revitalization of the downtown (Old Craig) area.



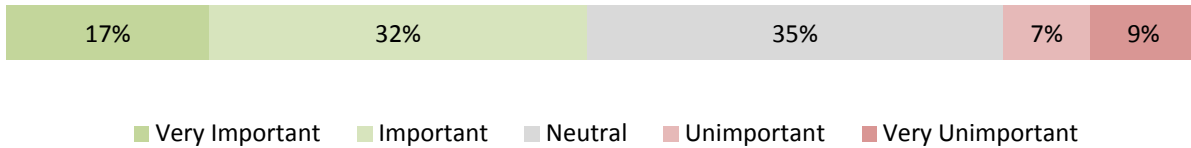
Goal G1.4 Link future land use growth with the availability of city services such as sewer, water, roads, fire protection, and proximity of schools, parks and other community facilities.



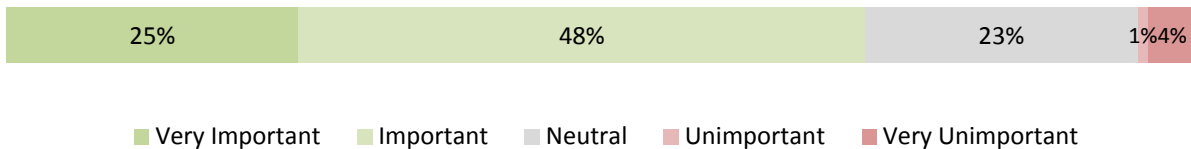
Goal G1.5 Develop the community in a manner that protects the cultural and historical integrity of the community.



Goal G1.6 Encourage Shaan-Seet Inc. and Klawock Heenya to develop their lands.



Goal G1.7 Work with state and federal land managers to ensure that the results of the Craig comprehensive plan are incorporated into updates of the coastal management plan and the state and federal management plan.



Other Comments on General Land Use Goals were:

- Renovate the cannery. Create walking trails there - retail, restaurants, meeting places. The web loft events have been great!
- I think there are lost revenue dollars, increased costs and a blighted building due to a lack of big

picture goals. From my limited viewpoint, I think it would have been far better for the city to collaborate with rather than compete against the Thibodeau building to keep the court system in Craig.

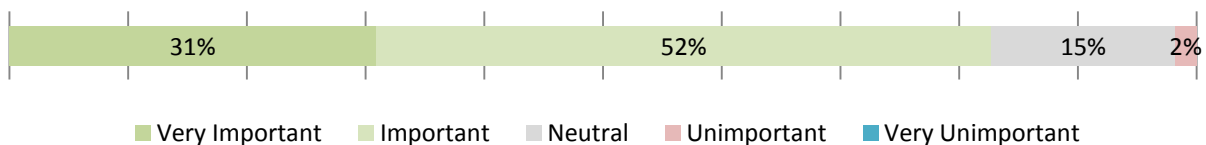
- Focus on maritime history and maritime theme. Development of SSI and Klawock Heenya property as long as it is consistent with the community's comprehensive plan. Does the coastal management plan still exist?
- Annex Port St. Nick - or encouraging them to pay a fair share - Very Important
- Land needed for housing availability - Very Important. People have gone to Mary Jackson because no land here or affordable.
- Annex Port St. Nick - Very Important
- Do not develop without a very good reason, avoid it. Development destroys the natural environment that is our asset (the biggest).
- Land into trust - very important
- This question is slanted more options... I believe we could improve the accommodations for more tourists. We do not need to be pot heads. But there is an economic development with a natural wellness center that could attract tourists. You could maintain pristine small town but get out of town revenue.
- A greater local tax burden will have negative impact on future growth.
- I do not see development of old downtown Craig as a pursuit to justify an increase of revenue burden.
- Encourage Shaan-Seet to help develop the ballpark - very important
- Clean up the pool - very unimportant
- Encourage development of all areas of Craig. Not just downtown. Other areas of this small town can be built up for industry, restaurants and commercial use.
- If you are going to encourage the development of property it needs to be done so that the problems in Craig are not compounded. More trailer parks and low/no income housing will only exasperate the situation. Work to increase the standard of living, not make ways for a lower standard to flourish.
- Keeping our town cleaner - no garbage along side of the streets
- The people leaching off Craig need to pay the Piper
- Those living off the City limits and using the City services should pay for it. There should be fees for anyone who shows up 4 month in the summer only because the City has supplied the infrastructure for their operations
- Pay a user fee for using the air facilities to the city. They wouldn't be here if the city wasn't here.
- Stay neutral - don't encourage or discourage.
- Don't encroach or let others encroach on peaceful "pursuit of happiness" goals of others.
- Keep working toward POW borough formation, and incorporate St Nick
- Develop Ward Cove - important
- More walking trails - very important
- Utilize land for community needs more such as abuse shelter, dog pound, homeless and disadvantaged - very important
- You are not qualified. Laughable that you can even think of encouraging Native land sales. Find qualified people to work within the City that have integrity and solid business backgrounds... Stop lying.

All general land use goals from the 2000 Comprehensive Plan were generally supported (more than 70% Very Important/Important) except Goal G1.6.

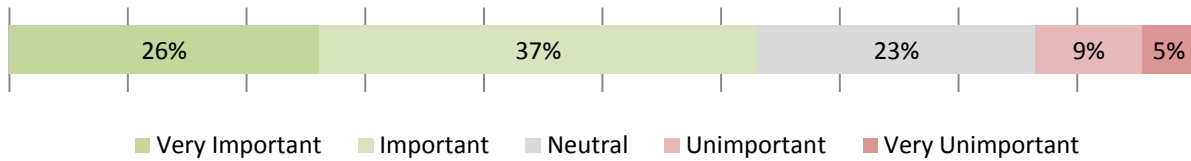
Community Facility Goals

Question 37 contained feedback on the three community facility goals found in the 2000 Comprehensive Plan. This section of the survey also included an opportunity for additional comments or suggested goals.

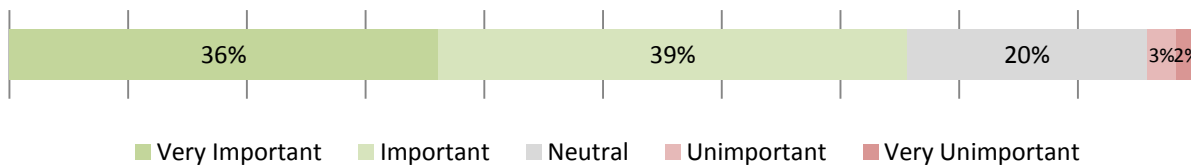
Goal CF1.1 Develop and expand community facilities as needed for the long term benefit of the community. Community facilities include sewer, water, solid waste, storm water drainage and roads.



Goal CF1.2 Satisfy the recreational needs of Craig citizens by providing more recreational facilities such as parks, ball fields, and trails.



Goal CF1.3 Retain, to the extent feasible, publicly owned areas for public uses such as educational and recreational facilities.



Other comments regarding community facility goals included:

- City should not sell public (park) land for private purposes. Support the restoration of historic buildings for purposes of a museum, library, and community center.
- More recreational facilities not affordable for the city at this time.
- Existing parks and ball fields just need to be enhanced/maintained good/regularly
- Satisfied recreational needs would help tourism
- An indoor option for entertainment such as bowling or movies
- Would be good to utilize cannery for shops- Important
- Do not fix what is not broken. There are plenty of opportunities for activity such as traditional arts, shrimping, berry picking, hunting, reading, etc. without resorting to making AK like the lower 48.
- Cultural center which is a place for cultural classes
- If we do not maintain a source of revenue for the city we cannot maintain what we have... we need to think for the future, we need to do renewable energy!!!!!!!!!!!!!! we need to recycle.
- It is my understanding that the City of Craig took on the obligation to maintain PSN road to 5 mi. Also the city is trying to levy fees against PSN residence. I feel that will be bad policy. I would support establishing PSN road toll booth so that all users pay. The proceeds to go toward maintenance and improvement with strict financial oversight.
- Cannery property development - neutral
- Better manage city gym, youth center and pool - very important
- Maintain the parks, ball fields and trails that are currently in the Craig system - Very Important
- It is more important to maintain our existing recreational facilities than to provide more facilities than we currently have.
- Do not try to central plan for long term future trends, you don't know what trends will be.
- Recreation abounds here without city help.
- Stick to basic city facilities - sewer, water, roads. Then reduce tax rates to accommodate these basic facilities.
- Get rid of the pool - too expensive!
- The pool. The swim coach needs to be a Teacher the school provides. You need to hire professional staff and pay benefits. The present situation is unbearable. You get what you pay for and part time employees are dangerous. Three full time employees minimum
- Keep it the way it is don't need pet projects
- Maintain at current levels w/local funding available.
- Not more schools please.
- Charge garbage to St Nick residences. We all know it is going into dumpsters in the city! Care for existing facilities. Ask existing staff to do other things in spare time, like cleaning and small maintenance at the pool when time allows.
- Future tennis, volley ball, badminton courts - important

- Shelters, actual crisis centers for animals and people - very important
- Stay out of the path of this town....
- Consider not having two High School, two Middle Schools, and two Elementary Schools within 7 miles of one another. The cost a maintaining a

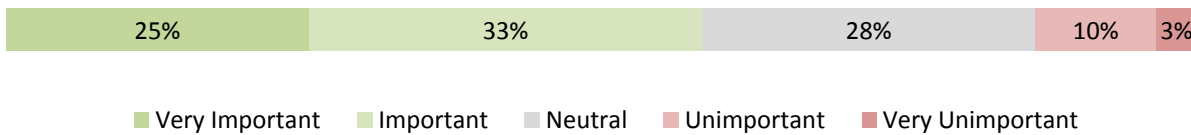
Craig school district, Klawock school district and a SE Island School district is high in Administration alone. Consider working with the entire Island to create one district and reduce the number of duplicate costs that occur maintaining facilities so close to each other.

All community facility goals from the 2000 Comprehensive Plan were generally supported (more than 70% Very Important/Important).

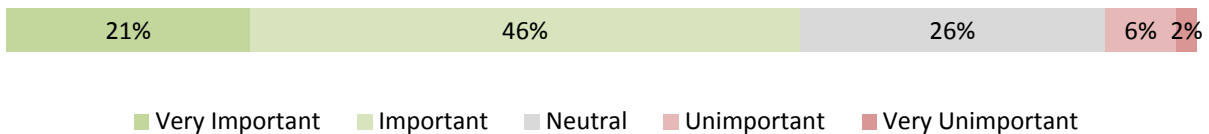
Transportation Goals

Question 38 contained feedback on the seven transportation goals found in the 2000 Comprehensive Plan. This section of the survey also included an opportunity for additional comments or suggested goals.

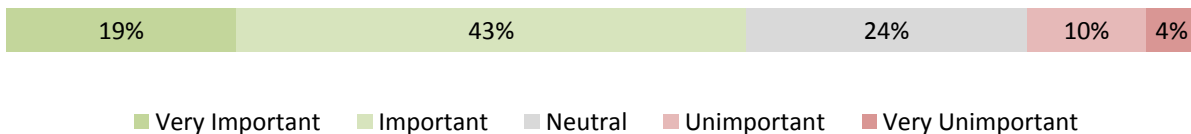
Goal T1.1 Establish a well designed and safe transportation system, both within Craig and linking Craig with surrounding communities.



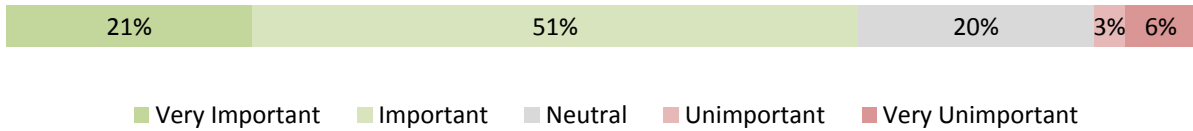
Goal T1.2 Support access improvements to and within Craig for various modes of travel including automobiles, non-motorized vehicles, pedestrians, aircraft, marine ferries and small boats.



Goal T1.3 Provide for the efficient transport and transfer of airplane (sea and wheeled) passengers.

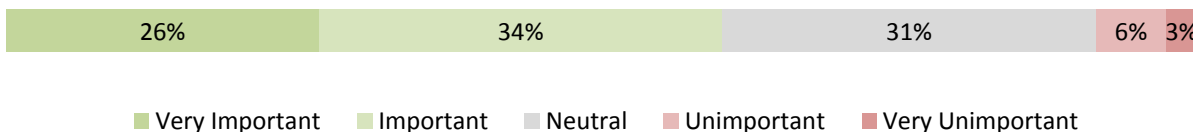


Goal T1.4 Provide for the efficient transport transfer, and storage of air and marine cargo.



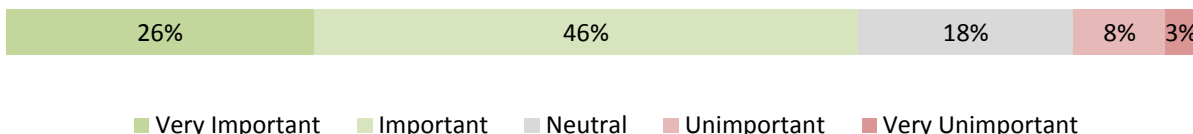
Very Important Important Neutral Unimportant Very Unimportant

Goal T1.5 Expand and develop a permanent trail network distributed throughout the city to accommodate all trail users.



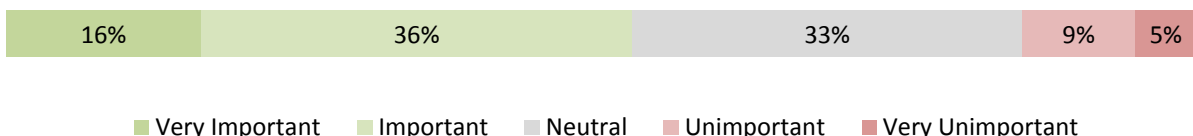
Very Important Important Neutral Unimportant Very Unimportant

Goal T1.6 Establish a system of neighborhood parks and trails that are safe, attractive, and accessible to residential areas and business areas.



Very Important Important Neutral Unimportant Very Unimportant

Goal T1.7 Promote traffic (both auto and pedestrian) safety and reduce congestion.



Very Important Important Neutral Unimportant Very Unimportant

Overall respondents indicated that the goals listed in the 2000 Comprehensive plan were still important (over 50% very important or important). Other comments and suggested goals included:

- There really is no congestion.
 - Safe transportation system is in place.
 - Bus
 - Not worried about traffic congestion if you think we have a problem go south.
 - The enabled government of Craig, like all other governments, has one unvoiced purpose; to grow.
- i.e. spend more and collect more money. This whole survey is about inviting the people to endorse more government spending and control. In short, bad
 - Other than road mtc, I see these goals taken care of in private sector/state
 - Enforcement of traffic regulations would go a long ways, speeding and running stop signs needs

addressed. Do more of that instead of pulling everybody over for busted tail lights.

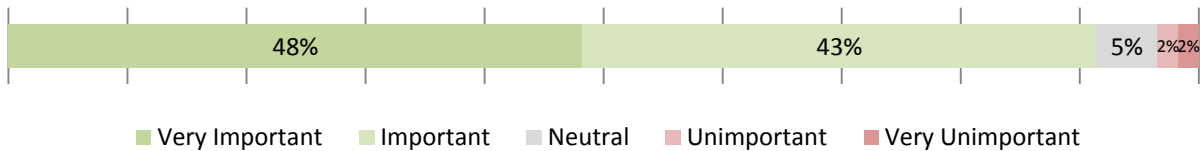
- First goal is State and Private. Second goal is state. Third and fourth goals are private.
- Buses
- We don't have a problem with traffic congestion. We already have an established system of neighborhood parks and trails.
- Provide for efficient transfer of passengers...Why would it be the city's responsibility to do this?
- Establish a system of safe neighborhood parks...We have that.
- This is a rural area, not urban.
- Provide for the efficient transport... - not city business - Private enterprise does this. People's Republic of Craig?
- Stay out of the business of transportation beyond basic road maintenance.
- Reduce number of police so people aren't constantly worried about petty traffic stops and police harassment. Also saves lots of \$\$!
- Establish a well designed and safe transportation system... - The ferry system is going to cost us a fortune in benefits. Run the ferry 4 days a week and make all jobs part time
- City not responsible for cargo handling/airlines responsibility.

- Pave existing trails in town, extend bike /waling path past CHS.
- Develop a community-funded animal shelter
- We have what we need
- Transportation system - Why can't this be done privately? Not cost effective?-then do not do this. Rural is rural and urban amenities such as bus transportation is not applicable unless done privately. (Unless people can hop on school buses - Coffman Cove to Craig?)
- Efficient transport and transfer - let the businesses pay for these costs.
- Expand and develop permanent trail - use volunteers & donations to do this work/trail maintenance. Create community esprit de corps.
- Never give up on getting scheduled jet service to Klawock!
- More bike and scooter spaces - important
- You are just trying to justify taxation, fees and poor growth ideas.
- Promote Jet service or more affordable air transport to and from the island. The current cost of a ticket between POW and KTN is more than a flight to SEA. Keep ferry costs reasonable. Possibly consider early booking discounts.

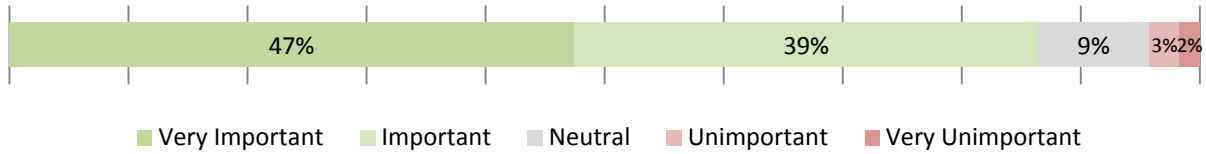
Economic Goals

Question 39 contained feedback on the five economic goals found in the 2000 Comprehensive Plan. This section of the survey also included an opportunity for additional comments or suggested goals.

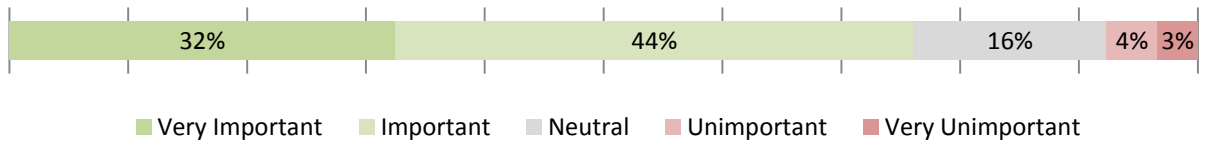
Goal E1.1 Encourage a diverse economy that provides long term, year round employment for local residents compatible with the local lifestyle.



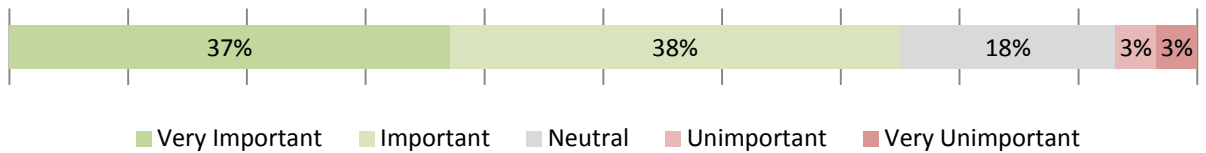
Goal E1.2 Keep the cost of doing (private and public) business low by concentrating on reliable and efficient marine and air transport, efficient local traffic circulation and delivery of goods, and keeping energy and utilities costs as low as possible.



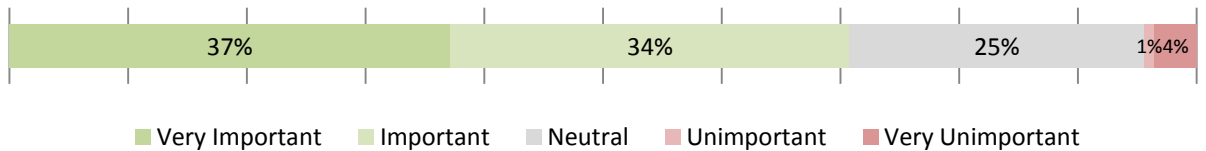
Goal E1.3 Promote private and governmental cooperation and coordination in developing small businesses and enterprises and in attracting and locating new industry that benefits Craig.



Goal E1.4 Encourage development that capitalizes on Craig's growing economy and strategic location on Prince of Wales Island and in Southeast Alaska.



Goal E1.5 Encourage development of value added industries.



Respondents strongly supported the economic goals found in the 2000 comprehensive plan with over 71% - 91% of responses indicating very important or important. Other economic goals comments and suggested goals included:

- Look for ways to keep visitor dollars in Craig/POW - a recent study shows most visitor dollars end up in Ketchikan.
- Restore/renovate the cannery - a brewery would be awesome!
- Seek to promote Craig as the service center of the island.

- Would be good to work with local business and governmental enterprises
- Do not intervene and by so doing create a replica of the lower 48, when most of us prefer life here. That is why we are here. Craig will lose much of its appeal if it has shopping malls and increased population and a stress level equal to the rest of the US its lack of development is its selling point.
- How do we encourage a diverse economy?
- We need new industry
- You bring in the set of the walking dead, they could use all the Craig meth heads, drunks and druggies that stagger around as the zombies.
- Keep up the public support of both the commercial fishing and timber industries.
- Do not attempt to centrally plan the economy by picking winners and losers. City government should remain NEUTRAL on economic growth/development. Some people (many people) DO NOT WANT more growth/development. Some

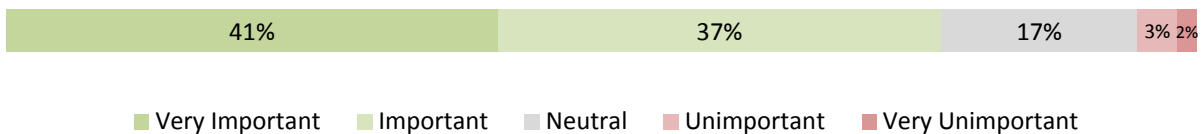
do want growth. The city best represents all by remaining NEUTRAL. Also, planned economies inevitably fail in the long run. Best left to the individual to come up with ideas and develop them sustainably.

- This area is a unique environment it can only be manipulated so far. The ferry system as an example. The backers of the present system should be hanged and the managements. They are criminals feeding off the port
- We like it the way it is.
- Stay out of economic development. Keep taxes and regulations low and the "natural" beauty and resources of the area will grow on its own. Gov't is a poor central planner in business and social activity. Stay small and neutral. Let growth or non-growth happen organically w/a self-sustainable future. Do not subsidize growth that is unsustainable w/out the subsidy.
- Keeping jobs for locals - very important
- Not qualified. In over your bureaucratic heads...

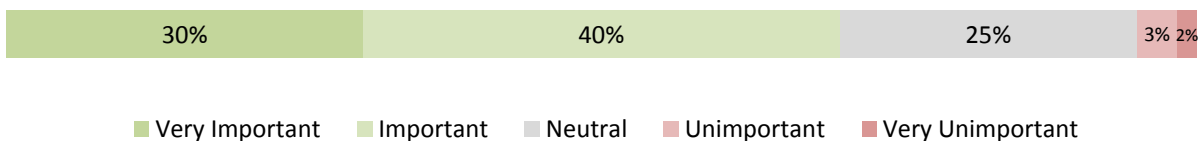
Recreation Goals

Question 40 contained feedback on the three recreation goals found in the 2000 Comprehensive Plan. This section of the survey also included an opportunity for additional comments or suggested goals.

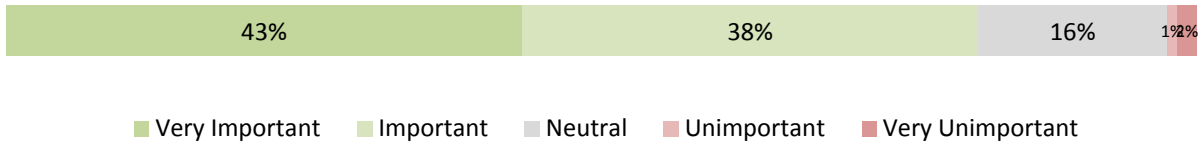
Goal RC1.1 Encourage recreational opportunities in Craig to improve the quality of life in the community.



Goal RC1.2 Provide for the future community recreational needs.



Goal RC1.3 Retain areas in public use which have traditionally been used by the community for recreation.



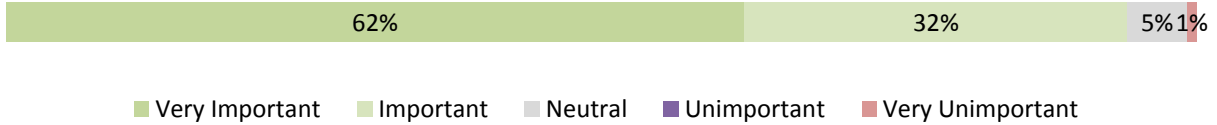
More than 70% of respondents indicated that the 2000 Comprehensive Plan recreation goals were important or very important. Many of the comments specifically talked about maintaining and enhancing current facilities as being just as, or more important than developing new facilities or opportunities. Other recreation goals comments and suggested goals include:

- Kayaking - other water sports.
- Consider ecotourism as a revenue opportunity.
- City should not be selling public land for private use.
- Yearly maintenance of picnic areas, parks, city gym, ballpark and Craig Recreation Center should be done by providing clean atmosphere or new facilities
- There are plenty already
- The importance of recreational opportunities can't be over emphasized. Healthy recreation is vital to Craig's quality of life - Very Important
- Kayak or boat rentals - Very Important
- How many parks do you have? We need some areas that bring revenue. I have to admit Victoria does a good job but we need more community volunteerism.
- Provide payment and training to encourage rec. classes for residents; aqua aerobics, other fitness classes. Cooking classes, senior fitness classes, senior water classes, other classes of interest to adults.
- Walking & biking trails Craig > Klw - Very important
- Develop downtown Craig/cannery area with small boat harbor/ transient boat harbor and launch. This would focus more of the summer activity toward downtown. Bring in some cultured activities in the summer like live music or art shows.
- Ok to substitute new public use areas with like features for existing ones, should existing areas be closed to the public.
- Recreation abounds around Craig without the city spending taxpayer's money on recreational activities sought by a few well - connected or very vocal people (special interest). Also, eliminate the Parks and Rec. position by phase-out or severance offer. Taxpayers should not pay for a city party organizer.
- This whole area is a recreational opportunity. No need to manage it. Be a "good neighbor" to all corporations/communities to keep recreational access open (i.e. Klawock Heenya). Keep communications open.
- Expand and promote recreational opportunities as a selling point for growth.
- More outdoor spaces

Environmental Goals

Question 41 contained feedback on the four environmental goals found in the 2000 Comprehensive Plan. This section of the survey also included an opportunity for additional comments or suggested goals.

Goal N1.1 Maintain and protect the quality of the water, land and biological resources within the city to provide for sustainable use of those resources for current and future generations.



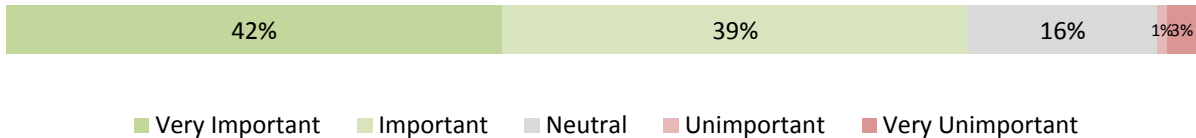
Very Important Important Neutral Unimportant Very Unimportant

Goal N1.2 Safeguard the ability of city residents to use the land and waters in and near the city for traditional subsistence and commercial uses.



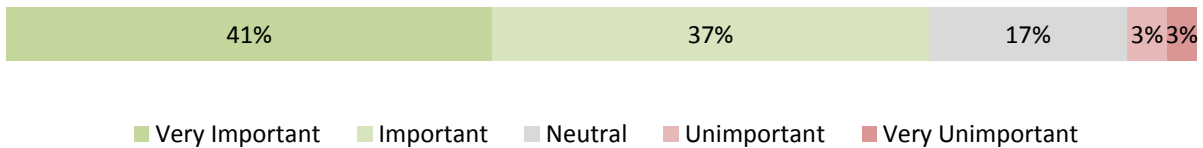
Very Important Important Neutral Unimportant Very Unimportant

Goal N1.3 Protect sensitive areas when designing new subdivisions, new roads, or other intensive land uses.



Very Important Important Neutral Unimportant Very Unimportant

Goal N1.4 Guide development to areas where soils, geology, drainage, and natural hazards pose the fewest limitations.



Very Important Important Neutral Unimportant Very Unimportant

Most respondents (over 70%) indicated that the 2000 Comprehensive Plan environmental goals were still important or very important. Respondents commented on recycling efforts and suggested increasing recycling in the area. Other environmental goals comments and suggested goals included:

- I sure wish there was a cost effective way to address recycling on the island.
- Work to recycle on the island and reduce solid waste. Clean up and fence wood burning area so hazardous and other non-burnable do not enter. Improve harbor clean up of diesel spills & bilges. More awareness of coastal zones and what is being dumped into them.

- Good to keep track but not interfere
- Slanted question we need to ask about renewable resources and recycling
- The above goals have only minimal cost to the city budget but require planning, regulation and oversight.
- Actual recycling program for glass & plastic, not just landfill - neutral
- Remove cable TV lines - unimportant
- Have an oil spill plan in place for harbors - Very Important
- Enlarge recycling program so less waste ends up in landfills or incinerated
- We like it the way it is.
- Goal to encourage local business to be responsible for debris brought in to be recycled in effort to reduce waste - very important

**Craig Comprehensive Plan
Section Three
Appendices**

**Appendix C
Transportation Plan**

This Space Reserved

**Craig Comprehensive Plan
Section Three
Appendices**

**Appendix D
Community Economic Development Strategy
(CEDDS)**

This Space Reserved

