

Appendix C

INDIVIDUAL ROADLESS AREA DESCRIPTION

ROADLESS AREA NAME: North Wrangell (227)

ACRES (NFS): 11,602

BIOGEOGRAPHIC PROVINCE: Etolin Island and Vicinity

ECOLOGICAL SECTION: Inside Passage Fjordlands

2003 WILDERNESS ATTRIBUTE RATING: 15 (17)

I. Overview and Description

(1) **Location and Access:** The area is located on north Wrangell Island and bounded on all sides by land owned by the State, City of Wrangell, and private entities. This State, City, and private land forms a narrow buffer, less than 0.5 mile in some areas, between the roadless area and saltwater on the north, east, and west sides. The Tyee powerline bisects the area, dividing it into north and south subareas. The city of Wrangell is located about 0.5 mile northwest of the area. Zimovia Highway and Ishyama Road parallel the boundaries of the roadless area on the west and north, respectively. The Pat Creek Road (Forest Road 6259) parallels the area on the south and southeast. The state has plans to extend Ishyama Road further east along the northern boundary of the roadless area. The area is accessed by roads and trails. There are no sites suitable for landing wheeled aircraft. Access into the interior is by foot or helicopter.

(2) **History:** The area was used by the Stikine Tlingit in prehistoric times. However, only a few sites have been recorded. Tlingit sites in the general vicinity include a former camp and a possible burial site. Limited timber harvest has occurred along the northwestern and southeastern boundaries.

(3) **Geography and Topography:** This area, which forms the northern tip of Wrangell Island, is a mountain ridge with six somewhat rounded peaks ranging in elevation from 2,000 to over 2,600 feet. Short, steep drainages on both sides of the mountains contain small streams that empty into salt water. There is no saltwater shoreline in federal ownership and there are no ice and snow, alpine, or rock features mapped in the area.

(4) **Ecosystem:**

(a) **Classification:** Biogeographic Province. The area is in the Etolin Island and Vicinity Biogeographic Province. This province is generally subject to continental influence from the mainland and the Stikine River. Glacial flour is present in the marine environment in the northern part of this province nearly year round. All forest plant associations except those occurring only on outer coast areas are present.

Ecological Section/Subsection. The North Wrangell Roadless Area is contained entirely within the Inside Passage Fjordlands Ecological Section (M247E), Zimovia Strait Complex Ecological Subsection (see table below). Stratified sedimentary rock and volcanic intrusions lie beneath broad glacial valleys and rounded hills. Roughly half of the Zimovia Strait Complex Ecological Subsection includes mineral soils supporting productive hemlock forests with occasional stands of cedar or Sitka spruce (Nowacki et al., 2001).

Ecological Section	Ecological Subsection	Percent of Roadless Area
Inside Passage Fjordlands	Zimovia Strait Complex	100%

(b) **Soils:** Soils in this area are formed in a wide variety of parent material, including bedrock and glacial drift. In general, well- or moderately-well-drained soils are on moderate to steep mountain slopes with permeable parent materials. These soils are acidic, have cold soil temperatures, and are very high in

organic matter. Rooting is largely limited to the surface organic layers and the top few inches of mineral soil. These soils are usually moist, sometimes wet, but are never dry. More-poorly-drained soils developed on less-sloping areas and/or areas with impermeable soil materials. These soils have deep accumulations of organic matter and range from scrubby forested wetlands to open muskeg.

Alpine soils, generally above 2,000 feet elevation, are mostly shallow, very wet organic soils or are extremely shallow and rocky.

(c) Vegetation: Alpine vegetation dominates above 2,500 feet elevation. Poorly-drained areas between the peaks, and flatter areas on the ridge top are generally covered with muskeg and scrub lodgepole pine. Steeper, more-well-drained mountain sides support heavy stands of Sitka spruce, western hemlock, redcedar, and Alaska cedar.

There are approximately 11,411 acres mapped as forest land, of which 7,154 acres or 63 percent are mapped as productive old-growth forest. Of the productive old growth, approximately 3,112 acres or 44 percent are mapped as high-volume, old-growth forest. The productive old growth includes about 478 acres of high-volume, coarse-canopy old growth. There are approximately 60 acres of second-growth forest where timber harvest has occurred in the past.

(d) Fish Resources: Overall, fish habitat values in this landscape unit are the lowest on Wrangell Island. Coho salmon, cutthroat trout, and Dolly Varden char have been verified in several streams near the coastline, but there is little fish habitat within the roadless area.

(e) Wildlife Resources: Important species include Sitka black-tailed deer, wolves, black bear, pine marten, and a small population of moose.

(5) Management Direction and Current Uses: The area was allocated to three Land Use Designations (LUDs) under the 1997 Tongass Land and Resource Management Plan. These three LUDs are Scenic Viewshed, Old-growth Habitat, and Municipal Watershed.

LUD	Acres
Scenic Viewshed	7,785
Old-growth Habitat	3,408
Municipal Watershed	408

Much of the roadless area, approximately 67 percent, was allocated to one development LUD. This development LUD is the Scenic Viewshed LUD.

Approximately 33 percent of the roadless area was allocated to a non-development LUD (Old-growth Habitat, Municipal Watershed). A small area along the northeast boundary of the roadless area and an area along the southern boundary were allocated to the Old-growth Habitat LUD. The Old-growth Habitat LUD accounts for approximately 29 percent of the roadless area. Land west of the Old-growth Habitat LUD area in the north was allocated to the Municipal Watershed LUD, which accounts for approximately 4 percent of the roadless area. This LUD encompasses the headwaters of the Wrangell municipal water supply.

Eastern Passage, on the east, and Zimovia Strait, on the west, receive moderately-heavy use by commercial and pleasure boats. The shoreline surrounding this roadless area is in state, city, and private ownership. The western shoreline along the Zimovia Highway receives considerable recreation and other use.

Recreation use is high in the roadless area due to the proximity of Wrangell. Areas closely associated with the roads, especially where they cross the larger streams, receive higher use during the summer. The Rainbow Falls, Institute Creek, and North Wrangell Trail system is probably the most popular trail system on Wrangell Island (USDA Forest Service, 1998). There is considerable subsistence use in the area, primarily associated with deer hunting.

Appendix C

Timber harvest occurred in a narrow strip along the western border in 1965, in small partial-harvest patches just north of the Rainbow Falls Trail in 1997, and along the southeastern border in 1975-78. Four timber sales were proposed for the area in the 1998 Wrangell Island Analysis (USDA Forest Service, 1998). The Institute Timber Sale project area is located south of an existing timber harvest area (cut in 1965) on the west side of the roadless area. The Zimovia Timber Sale is located on the west side of the roadless area, just south of the Tye powerline. The Back Channel and Doughnut timber sale areas are located on the east side of the area and were combined for analysis in the Doughnut Environmental Assessment (EA) (USDA Forest Service, 2000). The Doughnut timber sale is scheduled for sale in 2003. To access timber harvest in this area, road construction may be required from Zimovia Highway, Ishyama Road or Pat Creek Road.

(6) Appearance (Apparent Naturalness): Roads parallel the north, west, and south sides of the North Wrangell Roadless Area. The 138 kV Tye powerline bisects the area. Timber harvest has occurred along the edges in several areas. The area also has several recreational developments, including a network of boardwalk trails, two observation platforms overlooking rainbow falls, and three 3-sided shelters. Slightly less than half of this roadless area (49 percent) is natural appearing, with only ecological change occurring.

(7) Surroundings (External Influences): State, city, and private lands border the area to the north, east, and southeast. These non-National Forest System lands are currently roaded, with some existing harvest units. The state and city are planning additional roading and harvest in these areas in the future. The Tye powerline bisects the roadless area. Timber harvest has occurred along narrow strips of National Forest System lands and adjacent areas on the west and southeast sides of the area. The lands located west and northwest of the roadless area are also a mixture of state, city, and private lands. These lands are heavily developed with residences and roads. It is possible to see timber harvest areas and portions of the city of Wrangell from some locations within this roadless area. It is also possible to hear automobiles on the roads and other noises of the community from some locations.

Low-flying aircraft traveling to and from Wrangell may, at times, fly over the area. Boats using the waters of Eastern Passage and Zimovia Strait are visible from parts of the roadless area but are not usually intrusive.

(8) Attractions and Features of Special Interest: The area is accessible by road from Wrangell, which is considered an attraction by some. There are no special or unique features. The area contains six inventoried recreation places, which cover 9,022 acres, or 78 percent of the roadless area.

(9) Differences between the 1989 and 2003 Roadless Area Boundary: The roadless area boundaries have changed very little between 1989 and 2002. The 2002 version includes all National Forest System lands in this area, including unroaded harvested areas, which were left out of the 1989 version.

II. Capability for Management as Wilderness

(1) Natural Integrity and Apparent Naturalness: The area is bounded on all sides by a mixture of state, city, and private lands, with roads and timber management areas paralleling the north, west, and southeast boundaries. Timber harvest has also occurred along narrow strips of National Forest System lands on the west and southeast sides of the area. The Tye powerline bisects the area. The area also has several recreational developments, including a network of boardwalk trails, two observation platforms overlooking rainbow falls, and three 3-sided shelters (Shoemaker Overlook, High Country, and Pond).

(2) Opportunity for Solitude and Serenity, Self-Reliance, Adventure, Challenging Experiences, and Primitive Recreation: There is a low opportunity for solitude and serenity within the area. Present recreation use levels are low, except near the roads and along the trails. Generally, a person camped or traveling away from the roads is unlikely to see others.

Travel within the area is not especially challenging, requiring only moderate woods skills and experience. The presence of black bears presents a degree of challenge and a need for caution.

The area provides primarily semi-primitive recreation opportunities. The table below lists the acreage and percent of the various Recreation Opportunity Spectrum (ROS) classes that have been inventoried in the roadless area.

ROS Class	Acres	Percent of Total ROS
Semi-Primitive Non-Motorized (SPNM)	7,902	68%
Semi-Primitive Motorized (SPM)	2,763	24%
Roaded Natural (RN)	1	0%
Roaded Modified (RM)	935	8%

The area contains 6 inventoried recreation places, which cover 9,022 acres, or 78 percent of the roadless area.

ROS Class	# of Rec. Places*	Total Acres
SPNM	1	7,902
SPM	2	424
RN	1	<1
RM	4	694

* Some Rec. Places occur in more than one ROS Class; the sum of this column may exceed the total number of Rec. Places.

There are three trails, three shelters, and the Rainbow Falls Observatories in the northern portion of the area. The trail system is used in the spring, summer, and fall for hiking, and in the winter for snowshoeing, cross-country skiing, and snowmobiling. The North Wrangell Trail will provide a loop trail from the Institute Creek Trail to the Spur Road extension (Ishyama Road) when it is completed in the near future. The character of the landforms and vegetation generally allows the visitor to feel remote from the sights and sounds of human activity. The area is accessible by automobile from the community of Wrangell in less than 0.5 hour.

(3) Wilderness Attribute Rating System: In 1977, the Forest Service, along with public interest groups, developed the Wilderness Attribute Rating System (WARS), which was used to inventory the wilderness characteristics of roadless areas during the second Roadless Area Review and Evaluation process (referred to as RARE II). The purpose of WARS was to provide a measure of the area's wilderness quality, based on the key attributes of wilderness as defined in the Wilderness Act. It is largely based on the attributes described above in items 1 and 2 of this section (natural integrity, apparent naturalness, outstanding opportunity for solitude, and primitive recreation opportunities).

The inventoried roadless areas of the Tongass National Forest were rated according to this system in 1989 for the Analysis of the Management Situation developed in support of the Forest Plan Revision. At that time, the North Wrangell Roadless Area was given a rating of 17 out of 28 possible points. The rating was re-evaluated for this updated version of the Analysis of the Management Situation. Based on this re-evaluation, the area was given a rating of 15. This rating reflects the effects of the surrounding developments and activities adjacent to and within the roadless area. A separate rating was done for the portion of the North Wrangell Roadless Area that is north of the powerline and it received a score of 17.

(4) Ecologic and Geologic Values: Poorly-drained areas between the peaks, and flatter areas on the ridge top are generally covered with muskeg and scrub lodgepole pine. Steeper, more-well-drained mountain sides support heavy stands of Sitka spruce, western hemlock, redcedar, and Alaska cedar. There are no known unique features in the area.

(a) Fish Resources: The Tongass Fish and Wildlife Resource Assessment (ADF&G, 1998) did not list any VCUs in this area as primary salmon or sportfish producers.

This roadless area includes Institute and State Creek third order watersheds. These watersheds are sensitive to further development due to existing debris flows in Institute watershed, and steep slopes and high stream density in State Creek Watershed (USDA Forest Service, 1998). The high stream density of the State Creek Watershed offers efficient sediment transport to the short reach of fish habitat found at its mouth within state lands.

Overall, fish habitat values in this landscape unit are the lowest on Wrangell Island. Coho salmon, cutthroat trout, and Dolly Varden char have been verified in several streams near the coastline, but there is little fish habitat within the roadless area.

Appendix C

(b) Wildlife Resources: Important species include Sitka black-tailed deer, wolves, black bear, pine marten, and a small population of moose. The 1997 Forest Plan identifies high value marten habitat as high-volume, old-growth stands below 1,500 feet in elevation. Blocks of moderate marten habitat value occur along the beach and extend short distances into the North Wrangell Roadless Area (USDA Forest Service, 1998; 2000).

Eagle nest density is low. Northern goshawks are occasionally seen in the area in fall and winter (USDA Forest Service, 1998). Earlier analyses rated this area as moderate for wildlife.

Field review identified potential marbled murrelet nests, rough-skinned newts, willow ptarmigan, white-winged crossbills, black bear, and wolf use in the northern old-growth reserve. Several areas of high use and habitat value for deer were also observed in this area, which includes land within the adjacent Wrangell Municipal Watershed (USDA Forest Service, 2000).

The forested habitat in this area is believed to be important for north/south dispersal of wildlife species between the North Old-Growth Reserve, at the north end of the area, and the Pats Old-Growth Reserve, along the southeast border of the area. The importance of this area as a wildlife travel corridor will increase if adjacent State-owned lands are harvested.

(c) Threatened, Endangered, and Sensitive Species: The only federally listed threatened and endangered species in the Tongass are the humpback whale (endangered) and the Steller sea lion (threatened), both marine species. There is no marine habitat available in the North Wrangell Roadless Area. Three Forest Service Region 10 Sensitive Species are suspected or known to occur within the area: the trumpeter swan, Peale's peregrine falcon, and the Queen Charlotte goshawk. Trumpeter swans nest in the lowlands on small lakes and along large rivers and winter in ice-free areas throughout the Tongass. Peale's peregrine falcons nest on cliff faces and islands and feed primarily on seabirds. Inhabitants of late seral forests, Queen Charlotte goshawks are closely associated with productive old growth. In addition, eight sensitive plant species are known or suspected to occur in the Wrangell Ranger District.

(d) Karst, Cave, and Other Geologic Resources: There are no known karst, cave or other unique geologic resources in the area.

(5) Scientific and Educational Values: There are opportunities to observe and study fish and wildlife and the various forces that formed the landscape. The area is located approximately 1 mile south of the city of Wrangell and can be reached by road. This area is, therefore, very accessible to school-age children.

(6) Scenic Values: Much of this area provides spectacular views of the surrounding waters, other islands, and coastal mainland. Likewise, parts of the area are visible from small boat, ferry, and cruise ship routes around the north end of Wrangell Island. Parts of the area are visible from Eastern Passage and Zimovia Strait, travel routes along Alaska's Inside Passage mainly used by independent boaters and outfitters/guides and their clients. They are also occasionally used by small cruise ships and Alaska Marine Highway ferries as a secondary route between Wrangell and Ketchikan. The mountain ridges that forms the northern tip of the island dominates the visual landscape of this area, which is characterized by six somewhat rounded peaks and short, sharp drainages.

The entire area is inventoried as Variety Class B, which possesses landscape diversity that is common for the character type. Slightly less than half of this roadless area, 46 percent, has an Existing Visual Condition (EVC) Type I, with only ecological change occurring on the landscape. Two percent of the area appears to be untouched by human activity (EVC Type II). Nine percent of this roadless area is EVC Type III, where the average forest visitor notices changes in the landscape, but the natural appearance of the landscape remains dominant. Forty-four percent is in EVC Type V where changes in the landscape are obvious to the average person and appear to be major disturbances.

(7) Social, Cultural, and Historical Values: The area is accessible by automobile from the community of Wrangell in less than 0.5 hour. The Rainbow Falls, Institute Creek, and North Wrangell Trail system is one of the

few trails easily accessible to a major population center on the ranger district and probably the most popular trail on Wrangell Island (USDA Forest Service, 1998).

There is considerable subsistence use adjacent to the area, primarily associated with roadside wood and berry gathering. The Wildlife Analysis Area that includes this roadless area accounted for 5 to 10 percent of annual average Wrangell deer harvest during 1987 to 1994. There is some subsistence use of the area. The VCU's in this area were not included among the highest value community use areas but were listed among the VCU's with the highest sensitivity to disturbance of subsistence areas (ADF&G, 1998).

(8) Manageability as Wilderness and Boundary Conditions/Changes: The area is bounded on all sides by a mixture of state, city, and private lands, with roads and timber harvest areas paralleling the north, west, and southeast boundaries. Timber management has also occurred along a narrow strip of National Forest System lands on the west side of the area. The Tye powerline bisects the area and three shelters, two waterfall observatories, and extensive boardwalk trails exist in the northern portion of the area, making the suitability of the area for wilderness unlikely. The area is an irregular shape that broadly follows the outline of the coast, but is bounded by straight lines that form the boundaries between National Forest System lands and other land ownerships. These boundaries do not, for the most part, follow geographic or natural features and, except for several minor valleys, there is little physical screening from outside influences.

III. Availability for Management as Wilderness (including the effects of wilderness designation on adjacent areas)

(1) Recreation, Including Tourism Potential: There is potential for additional development of a trail system, and cabins or shelters. The area's proximity to Wrangell suggests that there is more potential for use of the area by off-road vehicles and snowmobiles, cross-country skiing and hiking.

(2) Subsistence Uses: Most existing subsistence activities in the area would not be affected by wilderness designation or management in an unroaded condition.

(3) Fish Resources: No specific fish habitat enhancement projects are identified for this area in the Tongass Land Management Plan, amended winter 1985 to 1986.

(4) Wildlife Resources: As identified in the Tongass Land Management Plan, amended 1985 to 1986, moose and deer winter range habitat improvement projects are planned in the area. These projects typically consist of planting, thinning, and seeding.

(5) Timber Resources: There are approximately 7,154 acres mapped as productive old growth and 60 acres mapped as second growth due to timber harvest in the roadless area. Of this, 4,903 acres are defined as tentatively suitable for timber production. Based on the Forest Plan LUDs assigned to this area (and estimated falldown and scheduling reduction factors), 2,206 acres or 19 percent of this roadless area are estimated to be suitable for timber production. Approximately 882 of the suitable acres are mapped as high-volume old growth; of these acres, 116 are mapped as high-volume, coarse-canopy old growth.

The potential for timber management is high as a road system is already present nearby and could be extended into parts of this area and a camp would not be necessary. A site for transferring logs to saltwater and a sawmill are already present on Wrangell Island. Some parts of this area are highly prone to strong winds which blow down standing timber left exposed by cutting adjacent stands.

Four timber sales were proposed for the area in the 1998 Wrangell Island Analysis (USDA Forest Service, 1998). The Institute Timber Sale project area is located south of an existing clearcut and partial harvest area on the west side of the roadless area. The Zimovia Timber Sale is located on the west side of the roadless area, just south of the Tye powerline. The Back Channel and Doughnut timber sale areas are located on the east side of the area and were combined for analysis in the Doughnut EA. The Doughnut EA with a Decision Notice was completed in June 2000 (USDA Forest Service, 2000) and it was scheduled for sale in 2002. To access timber harvest in this area, road construction may be required from Zimovia Highway, Ishyama Road or Pat Creek Road. Harvest activities could involve helicopter logging or a combination of road and helicopter logging.

Appendix C

- (6) **Fire, Insects, and Disease:** The area has no significant fire history. Endemic tree diseases common to Southeast Alaska are present. There are no known epidemic disease occurrences.
- (7) **Minerals:** The area generally has a low minerals rating and there are no known current claims.
- (8) **Transportation and Utilities:** The area is surrounded on three sides by existing roads and is bisected by the Tye powerline corridor. There is potential for additional road construction for timber harvest.
- (9) **Water Availability and Use:** The headwaters of Wrangell's municipal water supply are located in this roadless area. Many of the small watersheds in the area currently provide domestic water to private homes not connected to city water. City water lines are being extended on the west side of Wrangell Island, but it is expected that some homes will continue to use surface water originating from streams in the roadless area. Domestic water use is expected to increase with extension of the Spur Road (Ishyama Road) (USDA Forest Service, 1998).
- (10) **Areas of Scientific Interest:** The area contains no Research Natural Areas. The area has not been specifically identified for any scientific studies.
- (11) **Land Use Authorizations:** An area (400 acres) west of the northern Old-growth Habitat area was allocated to the Municipal Watershed LUD in the 1997 Tongass Land and Resource Management Plan. This area encompasses the headwaters of the Wrangell municipal water supply.
- (12) **Land Status:** The State owns most of the land along the east side of the area, with the exception of some private land along the beach. The Tye powerline corridor bisects the roadless area into north and south sections. The State also owns most of the lands adjacent to the south and west sides of the area. Other land surrounding the roadless area is owned by the city of Wrangell and private entities.

IV. Wilderness Evaluation (Need for Wilderness)

(1) **Public and Congressional Interest**

- (a) **Interest Expressed by Local Users and Residents:** There have been no local initiatives or public sentiment expressed to have the area remain roadless. There has been interest by some residents of Wrangell in developing additional roads in the area to facilitate additional logging and roaded recreation opportunities (USDA Forest Service, 1990).
- (b) **Congressional Interest:** In 1989, U.S. House of Representatives Bill HR 987 proposed to designate 23 areas as wilderness. The bill did not include this area. In 2001, HR 2908 did not propose this area for wilderness or as a Congressionally Designated LUD II area. It was proposed as a roaded area available for logging.
- (c) **Public Input During Forest Plan Revision and Appeals:** No specific recommendations for wilderness were made. The Wrangell Resource Council recommended that the area be allocated to the Primitive Recreation LUD. Comments from the timber industry recommended that Management Area S25, which includes the North Wrangell Roadless Area, be allocated to the Timber Production LUD. Other timber industry comments recommended that with the exception of some Scenic Viewshed or Modified Landscape along the ferry route, all of Management Area S25 should be allocated to the Timber Production LUD to keep timber harvest economic in these already-developed areas.
- (d) **Public Input During Roadless Area Conservation Rule and Road Management Policy Review:** This area was not specifically identified in the comments received on the Roadless Area Conservation Rule or Road Management Policy Review. However, some commenters wanted all unroaded lands in the Tongass to be protected from development.
- (e) **Public Input Expressed for Project-level EISs and Other Input:** Public comments summarized for Wrangell Island in the Wrangell Island Analysis (USDA Forest Service, 1998) did not include a desire

by the public to have the area remain roadless or be designated wilderness. Many of the issues raised concerned recreation, with local residents citing the need for more hiking trails, winter recreation opportunities (snowmobiling and skiing), cabins and shelters on the island and recreational driving/camping opportunities. This summary suggested that local residents generally consider timber and recreation to be compatible on Wrangell Island, with people generally wanting to keep logging roads open for public use. The summary also noted an increasing concern about the cumulative effects of timber harvest, road building, and recreation development on wildlife habitat (USDA Forest Service, 1998).

Public comment received on the Doughnut Timber Sale EA covered a range of issues, with comments opposing new logging roads, clearcutting, and interference with streams. Others were concerned with recreation-related issues indicating that they would like to see a connection to the Wrangell East Road that would give young people an area to go snowmobiling, a link with the Pats Creek Road, and a loop road.

(f) Public Input Expressed During Supplemental EIS Process: The Alaska Rainforest Campaign (a coalition of national and Alaska conservation groups) recommended Roadless Area 227 for permanent protection as LUD II. SEACC recommended the remaining roadless areas on Wrangell Island be designated LUD II.

(2) Nearby Roadless and Wilderness Areas and Uses: The state lands along the Pat Creek Road separate this roadless area from a smaller roadless area (less than 5,000 acres) to the south. The south part of Wrangell Island consists of five roadless areas separated from one another by roads that follow drainages. Additional roadless areas are located nearby, across narrow saltwater channels, on Etolin Island and on the mainland. The nearest wilderness is the Stikine-LeConte, approximately 10 miles to the north. The South Etolin wilderness is located approximately 15 miles south of the North Wrangell Roadless Area. The area currently receives light to moderate use inland, away from saltwater or road access.

(3) Distance From Population Centers (Accessibility): Approximate distances from population centers are as follows:

Community	Air Miles	Water Miles
Ketchikan (Pop. 14,070)	70	100
Wrangell (Pop. 2,308)	1	1
Petersburg (Pop. 3,224)	35	35
Juneau (Pop. 30,711)	150	130

Wrangell is the nearest stop on the Alaska Marine Highway and is approximately 1 road mile from this area.

(4) Relative Contribution to the National Wilderness Preservation System: The North Wrangell Roadless Area is located on north Wrangell Island and bounded on all sides by land owned by the state, city of Wrangell, and private entities. This state, city, and private land forms a narrow buffer, less than 0.5 mile in some areas, between the roadless area and saltwater on the north, east, and west sides. The Tyee powerline bisects the area, dividing it into north and south subareas. The city of Wrangell is located about ½ mile northwest of the area. Zimovia Highway and Ishyama Road parallel the boundaries of the roadless area on the west and north, respectively. The Pat Creek Road (Forest Road 6259) parallels the area on the south and southeast. The state has plans to extend Ishyama Road further east along the northern boundary of the roadless area. This roadless area, which forms the northern tip of Wrangell Island, is a mountain ridge with six somewhat rounded peaks ranging in elevation from 2,000 to over 2,600 feet. Short, steep drainages on both sides of the mountains contain small streams that empty into salt water.

The area is mostly unmodified, but is heavily influenced by development and activities on nearby lands, and the powerline, which bisects the area. The area has high natural integrity and moderate apparent naturalness. The portion north of the powerline has high natural integrity and very high apparent naturalness when rated separately. The opportunity for solitude and primitive recreation is low for the roadless area.

None of the area is classified as distinctive for the character type from a visual perspective. There are no ecologic, geologic, scientific, or cultural features of significance in the roadless area.

Appendix C

The roadless area includes about 3,112 acres of high-volume, old-growth forest. Of these acres, 478 are mapped as high-volume, coarse-canopy old growth.

The North Wrangell Roadless Area is classified as being in the Etolin Island and Vicinity Biogeographic Province and makes up about 2 percent of the province. It is 1 of 14 inventoried roadless areas found within the province that collectively make up about 54 percent of the province. The South Etolin Wilderness is located in this province and makes up about 16 percent of the province.

The North Wrangell Roadless Area lies completely within the Inside Passage Fjordlands Ecological Section and represents 0.5 percent of the ecological section. Approximately 20 percent of the Inside Passage Fjordlands Ecological Section is in existing wilderness, 2 percent is in existing LUD II, and 30 percent is protected by other existing non-development LUDs.

The North Wrangell Roadless Area lies completely within the Zimovia Strait Complex Ecological Subsection and represents 5 percent of the ecological subsection. Approximately 5 percent of the Zimovia Strait Complex Ecological Subsection is in existing wilderness and 26 percent is protected in other existing non-development LUDs.

The North Wrangell Roadless Area was rated 15 out of a possible 28 points under the Wilderness Attribute Rating System (WARS). As such, its WARS rating is ranked 103rd from the highest (along with 3 other roadless areas) among the 109 Tongass inventoried roadless areas. The portion of the roadless area that is north of the powerline was rated separately and scored 17.

There is little support locally or nationally for managing this area in an unroaded condition or to be designated as wilderness. Designation would create a relatively small wilderness that is divided into two portions by a powerline, and that is heavily influenced by other developments and activities on adjacent lands. Overall, the factors identified here indicate that the relative contribution of this area to the National Wilderness Preservation System would be very low.

V. Environmental Consequences

The North Wrangell Roadless Area would be managed under the existing Forest Plan if Alternative 1, 2, 3, 4, 5, 6, or 7 is implemented. Approximately 33 percent of the roadless area would be managed under non-development LUDs. Timber harvest and road development could occur in the remaining 67 percent. The land in the development LUDs provides an estimated 2,206 acres that are suitable for timber production (2 percent of the suitable acres on the Wrangell Ranger District). Approximately 116 of the suitable acres are classified as high-volume, coarse-canopy old growth. The timber sales, recreation, minerals, and special use programs would continue. The values associated with the natural settings of the roadless area could be affected by ongoing developments in the area.

Under Alternative 8, the entire roadless area would be converted to Recommended Wilderness. No timber sales would be allowed and the ongoing recreation, minerals, and special uses programs could be restricted. Mineral prospecting would be allowed up to the time that the area is actually designated as wilderness by Congress. The values associated with the natural settings of the roadless area would receive long-term protection if designated wilderness.

Appendix C

Land Use Designation Allocations and Suitable Timber Lands by Alternative for Roadless Area 227 (in acres)								
Land Use Designation	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7	Alt 8
Recommended Wilderness								11,602
Wilderness								
Recommended Wilderness Nat. Mon.								
Wilderness National Monument								
Non-wilderness National Monument								
Research Natural Area								
Special Interest Area								
Remote Recreation								
Enacted Municipal Watershed	408	408	408	408	408	408	408	
Old-growth Habitat	3,408	3,408	3,408	3,408	3,408	3,408	3,408	
Semi-remote Recreation								
Recommended LUD II								
LUD II								
Wild, Scenic, Recreational River								
Experimental Forest								
Scenic Viewshed	7,785	7,785	7,785	7,785	7,785	7,785	7,785	
Modified Landscape								
Timber Production								
TOTAL	11,602	11,602	11,602	11,602	11,602	11,602	11,602	11,602
Suitable Timber Lands	2,206	2,206	2,206	2,206	2,206	2,206	2,206	0