

Georgetown Community Master Plan



GEORGETOWN
tribal council

Georgetown Community Master Plan

Prepared for
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September 2001

Foreword

I would like to begin by first recognizing the Administration for Native Americans. Without their funding and support of our efforts this planning project would not have been possible. A special thank you to Michael Fredericks, Georgetown's Project Director who mapped out the scope of work and led the efforts of the excellent project team she assembled. Flemming Petersen of RIM Architects was an immeasurable resource as lead consultant and often went above and beyond his call to keep the project on track and on schedule. Tim Potter directed the wide variety of DOWL Engineers expertise as needed by the planning efforts, including surveying, engineering, planning and road design. Kevin Waring of Kevin Waring and Associates assembled the research and information collected into numerous drafts of short and long term objectives for the review and final decision of both the Georgetown Council and members of Georgetown's Tribe. Keith Jost of the Department of Community & Economic Development was an invaluable resource as Georgetown Council translated the complex requirements of Section 14(c)(3). Keith never tired of our endless questions. Joe White and his associates from the Natural Resource Conversation Service produced invaluable resource information for our decision making and were warmly received by residents of our local Kuskokwim villages during their field investigations. They produced soils, vegetation and wetland maps that served as the basis of our planning. The quality of this plan represents not only the excellent work of the team, but their commitments to our vision.

For most of our members, it has been a long journey to reach this point. Many of us have waited a half a century or more for the opportunity to return to our home. While land claims were settled by the federal government through regional native corporations in 1971, regional corporations faced enormous challenges in settling third party claims and in re-conveying lands to village corporations. Those village corporations, in turn, were responsible for re-conveying lands to owners of prior existing claims and to municipalities and future municipalities. All of these land transactions were expected to occur in areas that had not been surveyed and in which many prior land transactions had not been recorded.

This difficult history makes this Master Planning effort even more meaningful. It defines our persistence, our resourcefulness, our commitment, and our inalienable tie to the place we call *home*.

This Plan represents a vision; a new beginning. What's crucial about a vision, however, is not its originality, but how well it serves the interests of its constituents. Georgetown's Master Plan, therefore, is intended to be dynamic. While it gives us a road map for direction now, it provides maximum flexibility to respond to changing conditions and to the interests of future generations.

To all of those who have helped us in this effort: individuals, organizations, state and federal agencies, members of our Congressional delegation, I again express our gratitude. This Plan is a testimonial to the success that can be achieved through partnerships, mutual understanding and genuine respect for cultural diversities.

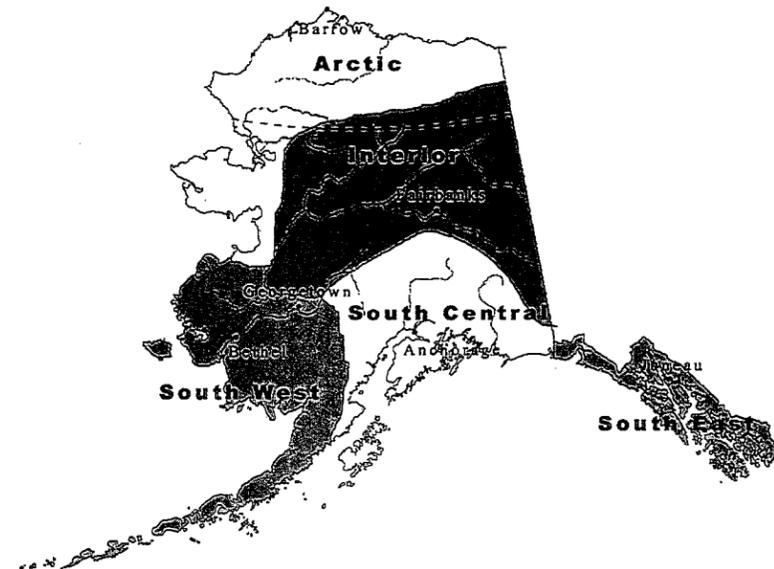
To the members of Georgetown Tribe, I am proud to say, "*Welcome Home*"!

Sincerely,

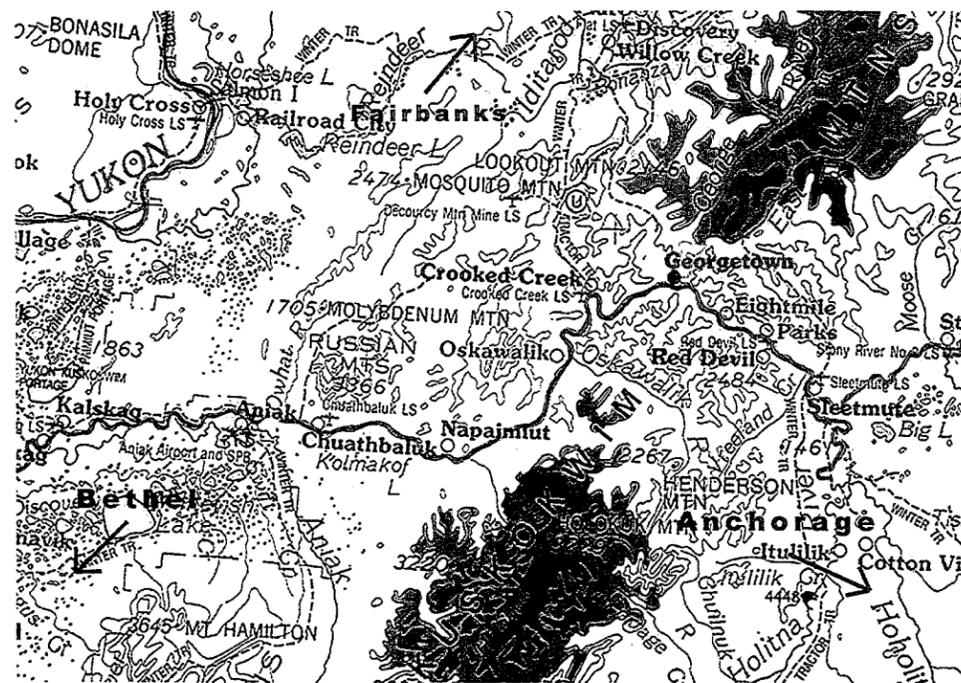
Glenn Fredericks
President

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Georgetown location in reference to the five regions of Alaska



Vicinity map



*"Georgetown, Alaska is where I was born,
and it is where I would like to spend the
rest of my life."*

- Andrew Fredericks

Georgetown is situated in southwest Alaska in the valley of the middle Kuskokwim River amid the Kilbuck-Kuskokwim Mountains. Georgetown is 60 air miles northeast of the downriver sub-regional center of Aniak, about 120 miles southwest of McGrath, 140 miles northeast of the regional center of Bethel, and 360 miles west of Anchorage.

The Georgetown Tribal Council (GTC) is the governing body of the federally recognized tribe for the Native Village of Georgetown. Under the Alaska Native Claims Settlement Act (ANCSA) of 1971, thirty-eight individuals enrolled to Georgetown, securing its status as a federally recognized Tribe under ANCSA. While many of these individuals had been unable to reside permanently in Georgetown because land title was frozen and jobs were scarce, they returned frequently and maintained strong ties to their ancestral lands.

Along with federal recognition, ANCSA also entitled the village corporation formed for Georgetown to 69,120 acres of surface estate in and around the traditional village. In 1977, the village corporation of Georgetown merged its assets, including its land selection rights, with nine other village corporations in the area to establish The Kuskokwim Corporation (TKC). TKC was then obliged under Section 14(c)(3) of ANCSA to reconvey acreage for community purposes to local municipalities or in the absence of incorporated cities, to the State in Trust for future community needs.

Although the Georgetown Tribal Council had been established for a number of years, it was the resources provided through the Bureau of Indian Affairs Small & Needy Tribes funding that enabled the members of Georgetown to hold an all-member tribal planning meeting. Through a cooperative effort, members agreed that resettlement of Georgetown was the tribe's primary goal. Based on that consensus, the conveyance of land from TKC for development of a permanent town site was considered most critical.

With the technical assistance of the U.S. Department of Agriculture's Natural Resource Conservation Service and a team of planners, engineers and architects, GTC identified several tracts of land totaling about 640 acres that would be most suitable for community development. By agreement with GTC, a proposed plan of survey was filed by TKC with the Bureau of Land Management to reconvey these tracts to the State of Alaska as Municipal Trust Lands for Georgetown. Official land ownership will transfer upon completion of field surveying in the summer of 2001.

1. Introduction



Carolann Fredericks,
winner of GTC drawing contest



Future development of Georgetown imagined by Carolann Fredericks



"Georgetown members have unique development goals and I am glad to see that this plan has included them."

- Pam Notti

Georgetown Tribal Council's (GTC) reasons for resettlement of Georgetown stem from a unique blend of traditional and contemporary values. By re-establishing its traditional village at Georgetown, Alaska, GTC hopes to perpetuate the cultural identity, survival and well being of its contemporary tribe. For many of the original members, Georgetown is their birthplace; the place they grew up, their fundamental definition of home. For newer generations, it is the thread that binds them to a shared identity, and for those generations to come, it insures the sustainability of that identity. For all, Georgetown is the fundamental definition of *who we are*; the constant source of individual and communal pride. These values serve as the basis of Georgetown's community goals:

1. To restore the traditional village as a tribal communal place
2. To sustain tribal subsistence traditions and preserve cultural heritage
3. To provide homesites to tribal members for:
 - a. Permanent residences
 - b. Subsistence
 - c. Recreation
 - d. Retirement
4. To design and construct a Community Center Complex

The resettled community will meet the multiple, varied needs of its members. It will provide housing lots and open spaces for the construction of personal residences, retirement homes and recreational cabins. It will provide a community center where tribal members can meet and gather. Extended families can enjoy subsistence and other traditional activities while at the same time passing on legacies. This revitalized community will also serve as a distinct location for the development of economic activities such as saw mill operations and tourism related facilities. All of these needs and possibilities have been incorporated into the planning efforts.

Georgetown Tribal Council's Master Plan is a strategic and comprehensive plan that provides a road map for the Tribe to responsibly develop the community and define the future. It incorporates the values, goals and mission of its members, and it creates a framework from which to evaluate new opportunities or elements of change. Most importantly, it provides a foundation for tribal members to manage their community with a true sense of ownership and control.

2. Community Goals

Table 1. Place of Residence, April 2000
Georgetown Tribal Council Members

| Residence | Number | Percent |
|----------------|--------|---------|
| Bethel | 46 | 44 |
| Anchorage | 17 | 15 |
| Red Devil | 13 | 12 |
| McGrath | 11 | 10 |
| Sleetmute | 7 | 7 |
| Aniak | 4 | 4 |
| Chuathbaluk | 1 | 1 |
| Outside Alaska | 7 | 7 |
| Total | 106 | 100 |

Table 2. Age Composition, April 2000
Georgetown Tribal Council Members

| Age Group | Number | Percent |
|----------------|------------|---------|
| Under 18 years | 49 | 47 |
| 18-24 | 18 | 16 |
| 25-34 | 6 | 6 |
| 35-44 | 16 | 15 |
| 45-64 | 9 | 9 |
| 65+ years | 8 | 7 |
| Total | 106 | 100 |
| Median age | 19.4 years | |



"The development of Georgetown's lands ensures that my son will always know the history of his family."

- Valerie Dudley

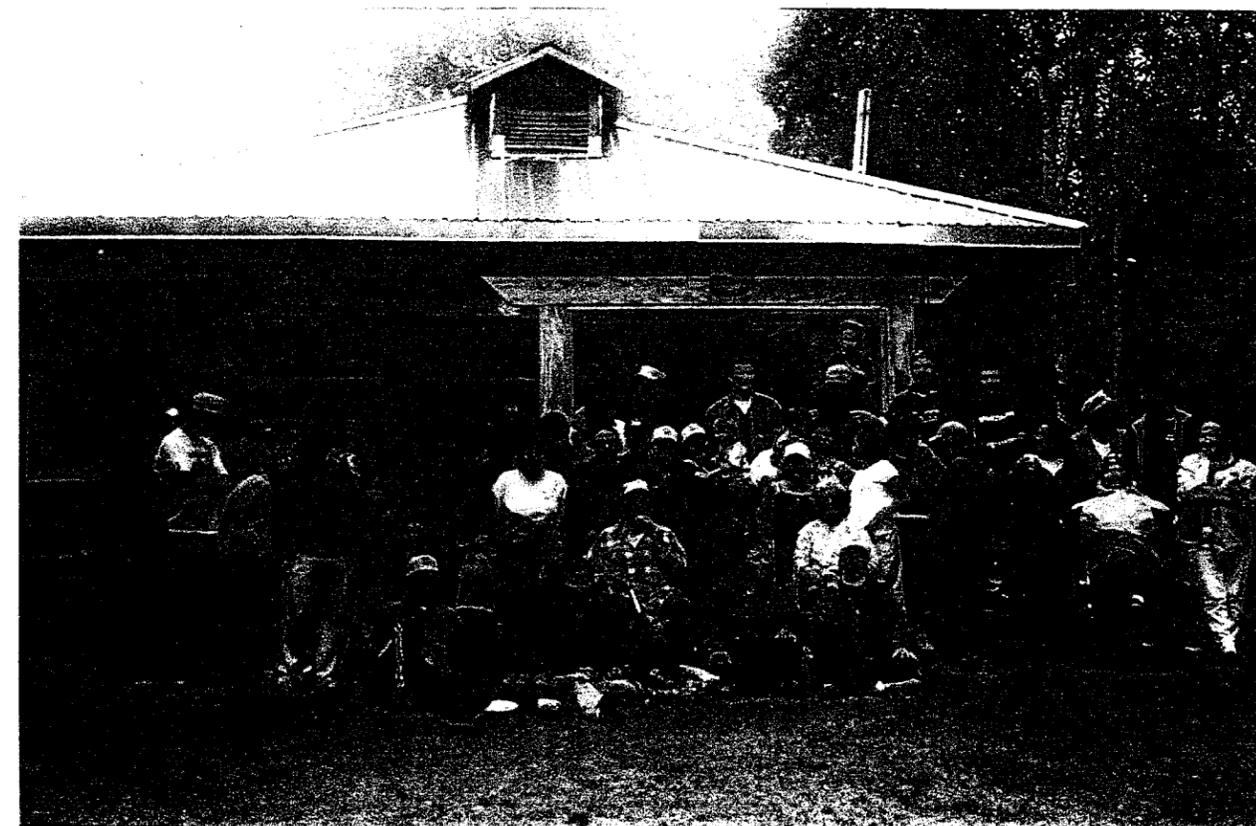
The following account of Georgetown's settlement history is excerpted from a 1979 *Georgetown Community Profile* produced by the Alaska Department of Community and Regional Affairs:

"The middle Kuskokwim area first experienced contact with European civilization when the explorer Zagoskin sailed upriver to the vicinity of McGrath in 1844. At that time, Georgetown was known as Keledzhichagat, the site of summer homes for the peoples of the nearby village of Kwigiumpai-nukamiut. In 1909, gold was found along the George River near Keledzhichagat, and a mining settlement was formed. Both the river and the settlement were named for the first three traders at the site: George Hoffman, George Fredericks and George Morgan. By the summer of 1910, about 300 prospectors were living in the vicinity. In July of 1911, a fire swept through the settlement, destroying all but 25 of 200 log cabins. Also saved were the two general stores in town—the Kuskokwim Commercial Company and the Northern Commercial Company. By 1953, the only large structure that remained at the site was the 2-story log house that belonged to George Fredericks.

In the 1950s, a second settlement, also called "Georgetown," began emerging on the opposite side of the George River from the earlier community. A state school was established at the site in 1965 and remained until 1970. By the summer of 1979, there were only 3 permanent residents in the village."

As mining declined, Georgetown inhabitants were forced to leave the area due to the lack of economic opportunities. It wasn't until the passage of the Alaska Native Claims Settlement Act (ANCSA) and the opportunity it provided to take ownership of ancestral lands, that former Georgetown residents and their descendants had an opportunity to move back home.

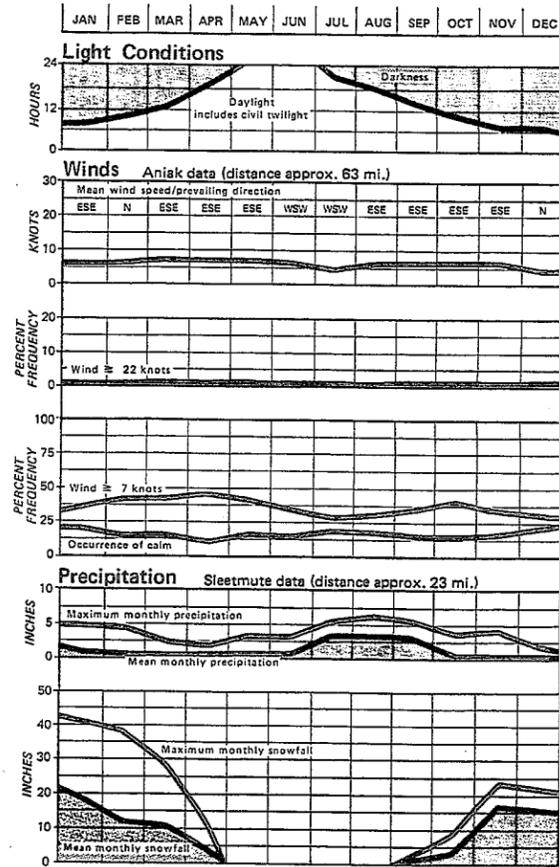
Thirty-eight persons enrolled as residents of Georgetown under ANCSA. Today, Georgetown Tribal Council has 106 members. Most surviving former Georgetown residents and their descendants still live nearby (Table 1), with eighty percent of tribal members living within 150 miles of Georgetown. Of the 106 members of Georgetown, more than half are less than twenty years old (Table 2). The large number of young adults and children ensures that tribal membership will continue to grow rapidly in the years ahead.



Georgetown Tribal Members at 2001 Georgetown Planning Meeting

3. Community History

Climatology



Climate Design Data

| Structure Life | Wind Speed | Snow Load |
|----------------|------------|-----------|
| 10 year | 85 mph | 30 psf |
| 25 years | 95 mph | 43 psf |
| 50 years | 105 mph | 54 psf |
| 100 years | 110 mph | 65 psf |



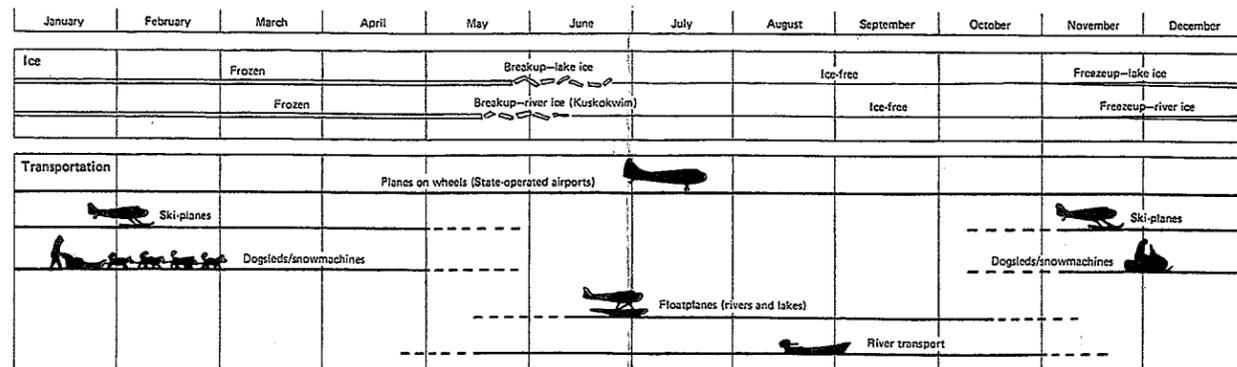
Crystalline ice structure from the Kuskokwim River break up season



"When the ice breaks on the River it sounds like hundreds of crystal chimes clinking together. It's absolutely beautiful".

- Debbie Hartman

Transportation



As is true for most settlements in the mid-Kuskokwim region, Georgetown is not connected by road to any other settlement. The Kuskokwim River provides the main local water transportation link to other villages, both for personal travel by small boat and for barge transport of fuel and bulk cargo. The barge lines that operate out of Bethel during summer serve all upriver villages, including Georgetown. In winter, local transportation is primarily by snow machine and aircraft. The nearest commercial airstrip is a state-owned and operated gravel runway 4,750 feet long, located at Red Devil, about 12 miles upriver. There is also a private dirt airstrip at a home site on the north side of the Kuskokwim River, opposite the village resettlement site.

Currently, no public health services are located in Georgetown. Residents must travel to one of the near by villages served by the Yukon-Kuskokwim Health Corporation. The nearest hospital is located in Bethel. Patients in need of major surgery or specialty health care are transferred to the Alaska Native Medical Center in Anchorage.

While early census records show a small school located in Georgetown, there is currently no school in operation due to the current population size. The closest school, serving kindergarden through 12th grade, is located in Red Devil, 12 river miles away.

Georgetown has a continental climate with temperatures ranging between -59 degrees F and 94 degrees F. The growing season is approximately 120 days long. Precipitation amounts to 17 inches annually. Mean snowfall amounts to 80 inches per year with the greatest snowfall in January. The Kuskokwim River is ice-free from mid-June through October. Fall and winter are frequently characterized by high winds which can delay local flights for days at a time.

4. Community Data



"The subsistence lifestyle is important to our members. Not only does it feed our families, it helps us preserve our culture."

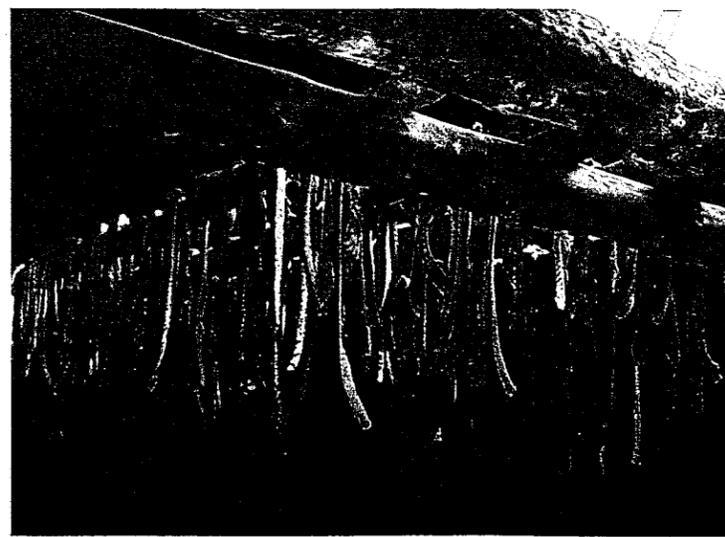
- Dario Notti



William Fredericks with wolf hides; his son Andrew in the background



George River fish weir for counting and identifying species



Red salmon from the Kuskokwim River

Before first Western contact in the 1830s, Georgetown was the site of a summer fish camp village for the Georgetown Ingalik people of Kwigumpainukamiut village, about 50 miles downstream. The discovery of gold near Georgetown in the early 1900s brought an influx of miners. The site thrived as a mining, trade and transportation center for the region's mining industry because it offered a good barge landing and access to regional gold fields. At its peak, Georgetown was a town of over 200 log buildings.

This brief history highlights four of Georgetown's six main economic assets:

1. local subsistence resources
2. local supply of building logs and lumber
3. accessibility to known mineralized areas
4. good river transportation access
5. opportunities for tourism
6. human resources potential

Subsistence

Earliest records show that Georgetown was a traditional summer subsistence fish camp. Today, despite the decline in the Kuskokwim River's commercial salmon fishery, the Georgetown area remains productive for subsistence fishing, moose and caribou hunting, waterfowl, trapping, and plant foods. Subsistence food-gathering and other subsistence activities such as local harvest of firewood and logs for home building are important sources of subsistence income.

Logging

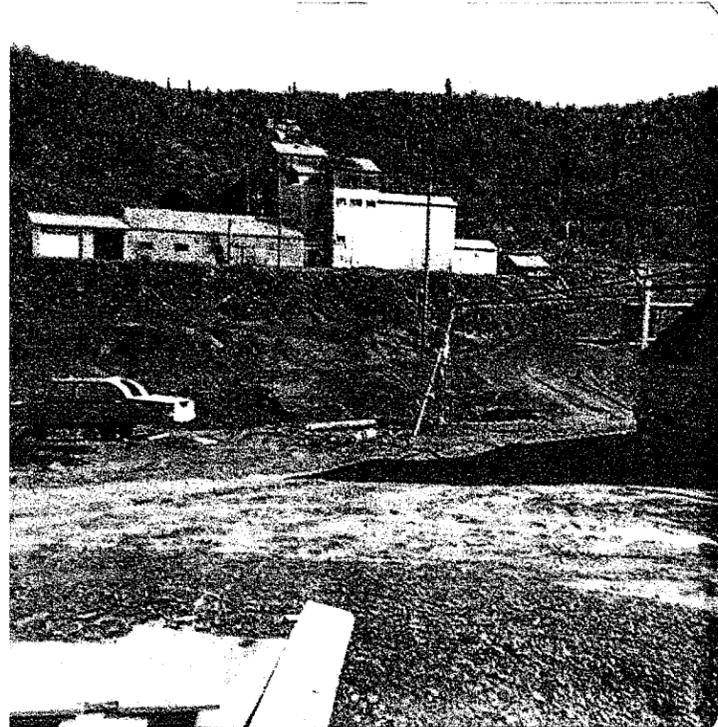
Forest Development Potential in the Middle Kuskokwim (1981) studied the potential for a commercial wood products export industry, and a local market industry. The study concluded that neither industry was economically competitive at that time. Though the study's economic analysis is now dated, its inventory of local forest resources and their potential for local use remains relevant.

Generally, the study indicates that the local supply of white spruce suitable for building logs, rough-sawn green lumber, and firewood is ample for Georgetown's local building needs. The superior timber is located along the Kuskokwim River corridor and upriver of Georgetown which would facilitate delivery of logs downriver to Georgetown.

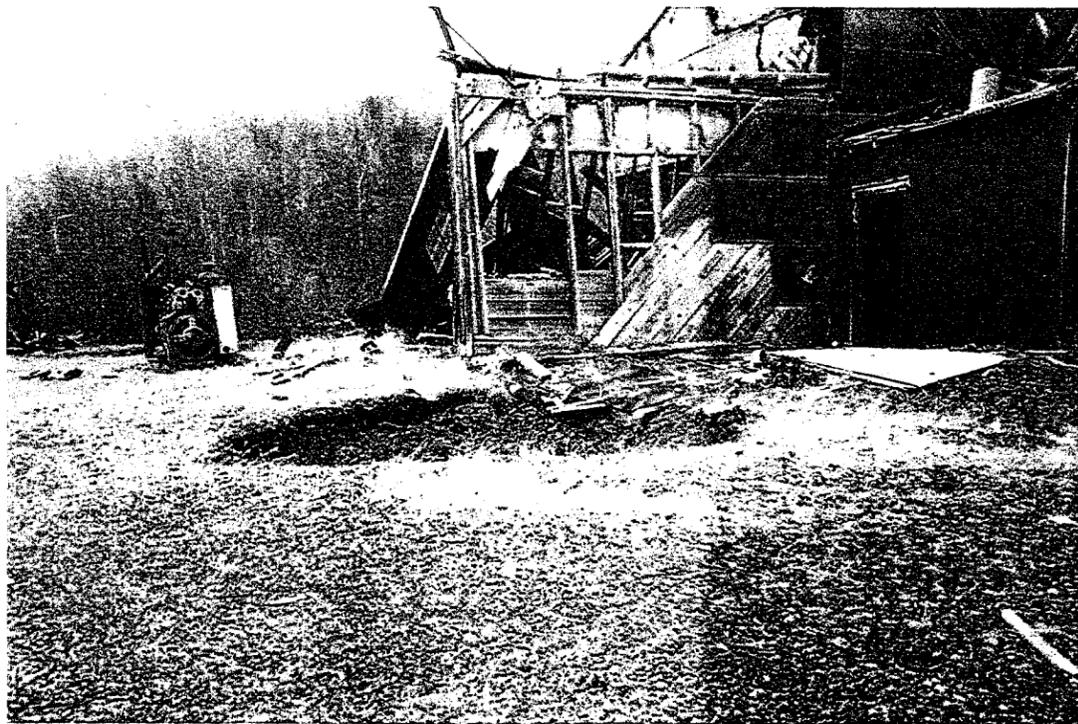
The design for the proposed community building calls for log construction. Log construction is also locally preferred for most residential and other buildings. Thus, the demand for and possible local supply of building logs and rough lumber can support a small sawmill operation at Georgetown for local use. This base demand may, in turn, make feasible an expanded operation to supply building logs and rough lumber to other Kuskokwim River villages.

5. Economic Resources





The crusher and smelter at Red Devil mine



Abandoned Red Devil Mercury Mine

Mining

Mining and mining support was once a major economic activity at Georgetown and other settlements in the region. The nearby village of Red Devil remained a significant mining community into the 1950s and 1960s. Today, the region still holds interest for mining activity and mineral exploration.

Alaska's Mineral Industry 1999 cites two significant areas of mineralization, both in the Iditarod quadrangle north of Georgetown.

- The Iditarod Mining District was historically a major placer gold district. It produced 1,562,674 ounces of gold through 1999, with most production occurring before World War II. Small-scale placer mining continues in the Iditarod district. With improved access, there is potential for revival of mining activity in this district.
- At Donlin Creek, about 21 miles overland north of Georgetown, Placer Dome Exploration has found a significant gold prospect on property owned by Calista Corporation. NovaGold Resources Inc. acquired a majority interest in the lease in May 2001 and replaced Placer Dome as operator.

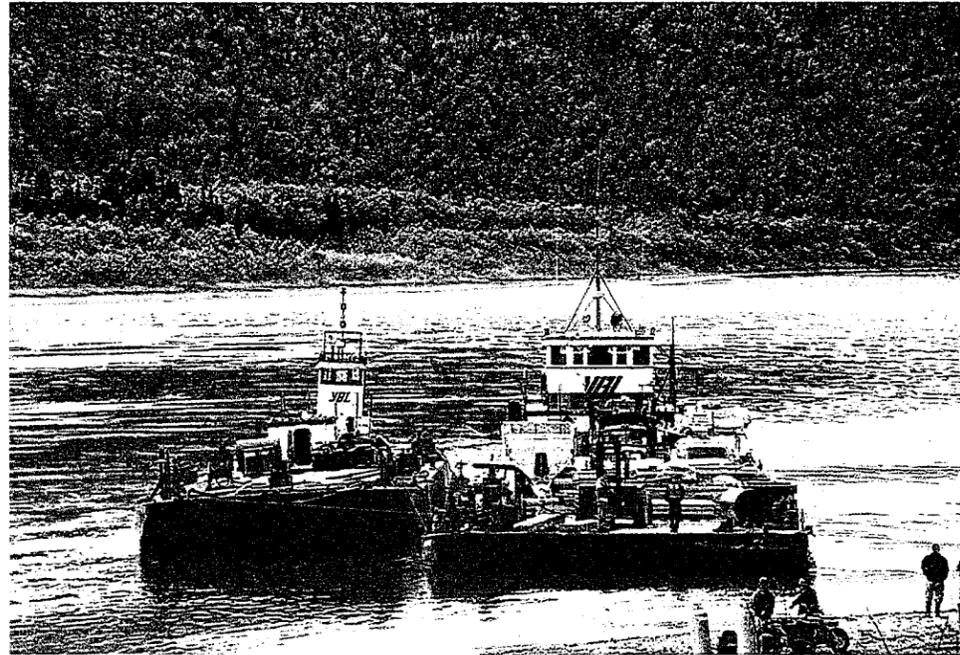
Alaska's Mining Industry 1999 reported as follows on the status of the prospect.

Placer Dome's Donlin Creek] 1998 core drilling program increased the overall gold resource to 11.5 million ounces of gold, with a measured and indicated resource of 5.4 million ounces of gold contained in 62.8 million tons of ore, grading 0.0876 ounces of gold per ton of ore.

[In 1999] Placer Dome Exploration cut back its exploration staff and continued evaluation of its 11.5 million-ounce gold resource at Donlin Creek near Flat with one core-drilling rig. Placer Dome confirmed the grade of the deposit.

[Notwithstanding the known gold reserves at Donlin Creek, low gold prices make its development economically unattractive today. Given the lead time for major mining projects, development within the next five years is unlikely. Meanwhile, NovaGold and Calista are continuing with resource assessment and other pre-production environmental and transportation studies. Calista has tentatively identified an overland access corridor from Canoe Village about 5 miles south of Crooked Creek to Donlin Creek. If and when development proceeds, Calista intends to give high priority to training and hiring of its shareholders on the project. Thus, the Donlin Creek project has long-run potential to employ residents of the region, including Georgetown members.

5. Economic Resources



Barge on Kuskokwim River delivering supplies and material



Putting a boat in the Kuskokwim River at the beginning of the summer season

Transportation

In an earlier era, Georgetown's location positioned it to serve as a transportation and trade center for the villages and mining industry in the mid-Kuskokwim area. With its re-establishment as a settled community, Georgetown has potential to re-emerge as a transportation subcenter for a cluster of four small mid-Kuskokwim villages (Crooked Creek, Red Devil, Sleetmute, Stony River) and for resource development in the region. Today, these four small villages between Aniak and McGrath receive limited and costly river barge service out of Bethel to supply fuels and bulk goods. While the villages are individually too small to support improved barge service, together they may comprise a sufficient market for a small, jointly owned and operated barge service and fuel distribution facility. A local barge service would also foster a market within the sub-region for locally processed building logs and saw timber.

Tourism

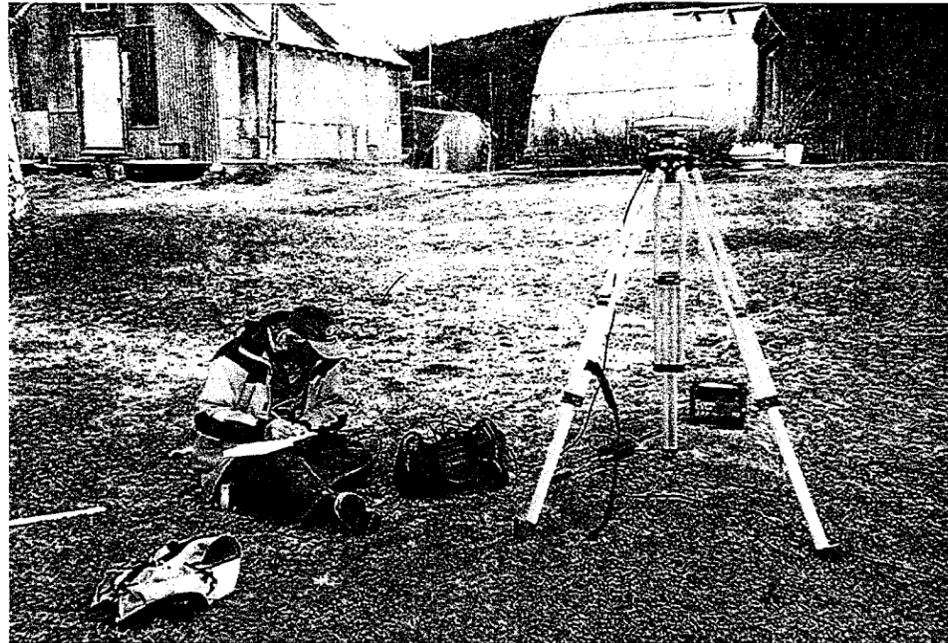
Fish and wildlife resources in the Georgetown area hold potential to support a sport-fishing/eco-tourism lodge and tours similar to existing operations now based in Crooked Creek and Sleetmute. Several years ago, The Kuskokwim Corporation studied the feasibility of a new commercial recreational lodge in the region, concluding it was not profitable at that time. However, a local lodge at Georgetown may be worth considering at some time in the future as community infrastructure and transportation improvements are developed.

More promising is the commercial potential to develop river-based eco-tourism businesses. The George River, near its confluence with the Kuskokwim River, is already a popular destination for fly-in fishing. The Georgetown area also offers visitors an exceptional opportunity to experience the recreational, historic/cultural, and scenic attractions of the mid Kuskokwim River. With the addition of overnight facilities and other visitor services, Georgetown has potential to become a new visitor destination. Further, Georgetown could serve as the mid-point for commercial river trips between the established lodges upriver at Sleetmute and downriver at Crooked Creek. Both of these lodges offer air charter services. Development of visitor services at Georgetown would enhance and add to the attractions available in the area as a whole, and enlarge the potential visitor base. With joint marketing, both existing businesses and new Georgetown-based enterprises could capitalize on the untapped potential for more locally-owned small businesses that would be compatible with local lifestyles.

Human Resources Potential

The opportunity to apply existing skills, knowledge and talents of Georgetown's members are bountiful. The process of village construction and maintenance offers significant employment opportunities for future Georgetown residents. Because many Georgetown members are skilled trade people and operators, they qualify for many of the paid jobs that village development projects may provide.

5. Economic Resources



McClintock Land Associates surveyor setting up to conduct ground control for Georgetown's aerial mapping



The NRCS in Georgetown reviewing Georgetown site analysis information.
From left to right: Hank Baij, Joe White, Glenn Fredericks, Bob Vanderpool, Mitch Michaud, and Michael Fredericks



"I am so proud of how far Georgetown has come, the Tribe has become an example for other villages in the region."

- Helen Vanderpool

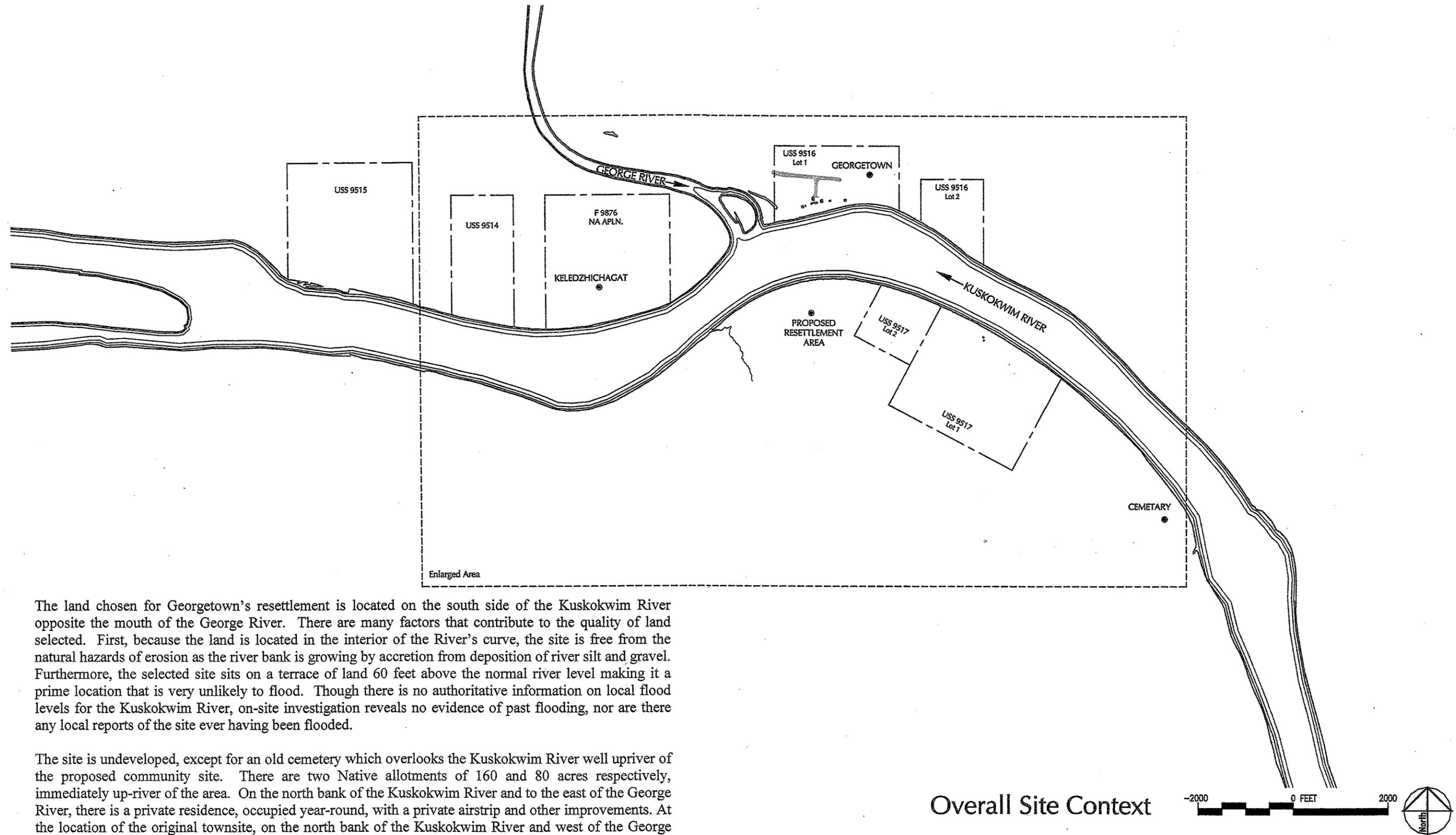
Under Section 12(a)(1) of the Alaska Native Claims Settlement Act (ANCSA), Georgetown village corporation was entitled to select up to 69,120 acres of surface estate in and around the village of Georgetown. Subsequently, nine village corporations in the area merged and Georgetown village corporation's land ownership rights were transferred to The Kuskokwim Corporation (TKC). TKC now owns all the surface estate immediately around the village, with the exception of two Native allotments. Under ANCSA Section 14(f), Calista Corporation retains ownership of the subsurface estate of TKC's lands.

Under ANCSA Section 14(c)(3), TKC is obliged to reconvey up to 1,280 acres to the State of Alaska in Trust for future community development. Though the property is transferred to the State of Alaska, Georgetown Tribal Council (GTC) has been officially recognized as the "Appropriate Village Entity" by the State. This designation acknowledges the Council's ability to represent the collective views of Georgetown members and empowers GTC to approve land transactions by the State with respect to the village. Should the residents of Georgetown elect to incorporate as a municipality at some future time, the ownership of the land would then be transferred to the governing body of the municipal corporation.

TKC, with the concurrence of the Georgetown Tribal Council and the State of Alaska, has filed a Plan of Survey with the Federal Bureau of Land Management (BLM) to reconvey about 640 acres to fulfill this obligation. BLM plans to survey the proposed reconveyance in summer 2001, after which the property will be transferred to the State of Alaska Municipal Trustee.

In order to prepare for the 14(c)(3) land selection process, Georgetown Tribal Council began to acquire and produce more useful and current information about the area in and around the village. In summer 2000, through grant funding from the Administration for Native Americans and the Bureau of Indian Affairs, GTC commissioned the production of aerial photography and topographic maps of Georgetown. As a supplement to these maps, the U.S. Department of Agriculture's Natural Resource Conservation Service (NRCS) surveyed and mapped local soils conditions and vegetation. The resulting data was used for community planning purposes and to make informed decisions on the selection of community lands.

6. Land Selection



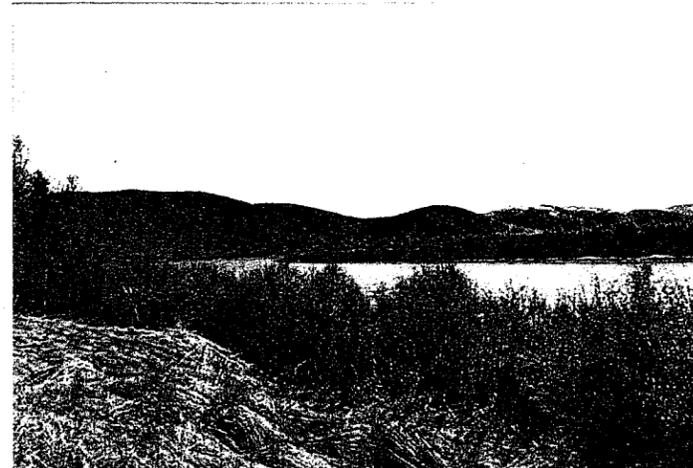
The land chosen for Georgetown's resettlement is located on the south side of the Kuskokwim River opposite the mouth of the George River. There are many factors that contribute to the quality of land selected. First, because the land is located in the interior of the River's curve, the site is free from the natural hazards of erosion as the river bank is growing by accretion from deposition of river silt and gravel. Furthermore, the selected site sits on a terrace of land 60 feet above the normal river level making it a prime location that is very unlikely to flood. Though there is no authoritative information on local flood levels for the Kuskokwim River, on-site investigation reveals no evidence of past flooding, nor are there any local reports of the site ever having been flooded.

The site is undeveloped, except for an old cemetery which overlooks the Kuskokwim River well upriver of the proposed community site. There are two Native allotments of 160 and 80 acres respectively, immediately up-river of the area. On the north bank of the Kuskokwim River and to the east of the George River, there is a private residence, occupied year-round, with a private airstrip and other improvements. At the location of the original townsite, on the north bank of the Kuskokwim River and west of the George River, the decayed ruins of several abandoned buildings remain.

6. Land Selection



Burled tree at Georgetown



View of Georgetown 14(c)(3) lands from the north bank of the Kuskokwim River



Georgetown 14(c)(3) lands



Lichen ground cover on 14(c)(3) lands

Generally, the main settlement area along the Kuskokwim River bank is rather flat, with slopes ranging from 2 to 7 percent. Steeper slopes upwards of 10 percent occur further inland. Several natural drainage ways transect the site. Topographic soils maps created by the NRCS identify several small, localized wetlands and drainage areas within the site. However, the soils at the lands selected for development are compatible to community improvements. These well-drained soils contain a top layer of wind-blown silt loam that ranges from 10 to 20 inches thick and overlies coarser very fine sandy loam to a depth of more than 60 inches. Due in part to the warming effect of the nearby river, the settlement area appears free of permafrost, though spotty permafrost may occur at higher elevations away from the river. Based on these characteristics, the NRCS found that most of the proposed settlement site was suitable for on-site water wells and septic systems on lots of one acre+ minimum size. The observed depth to the water table was greater than 80 feet, with no seepage observed from the riverbank. The hydrology and landforms suggest that the depth of the water table is related to the river level, and that the water table is likely several feet thick.

The predominate forest type at the settlement site is Black Spruce Woodland, with tree species including black spruce, white birch, tamarack, alder and willow. Tree densities range from fewer than 100 trees up to 500 trees per acre. The most heavily wooded area grows on the warmer soils along the riverbank. Typically, trees range from 80 to 100 years in age. Low plants include cranberry, blueberry, and snowberry. The primary ground cover includes sphagnum moss and crowberry, with some lichen-covered drier areas. Characteristics evident in both the trees and ground cover suggest that part of the area was burned over within the past 75 years.

Trees at the riverbank edge show scars from infrequent ice jams. NRCS recommends that trees near the riverbank be left intact to protect the bank against erosion.

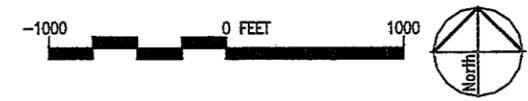
A significant amount of research, resource inventory, data development and on-site field investigation has been completed to insure that the land selected is most suitable for community development.

6. Land Selection



- Legend**
- WETLANDS
 - OUTBURST TERRACE
 - NEAR RIVER TERRACE
 - KNOBS
 - MODERATELY STEEP BACK SLOPE
 - BLUFFS ALONG RIVER
 - COLD TOE SLOPES
 - BUILDING
 - EXISTING PROPERTY LINE
 - 20' CONTOUR

Site Analysis

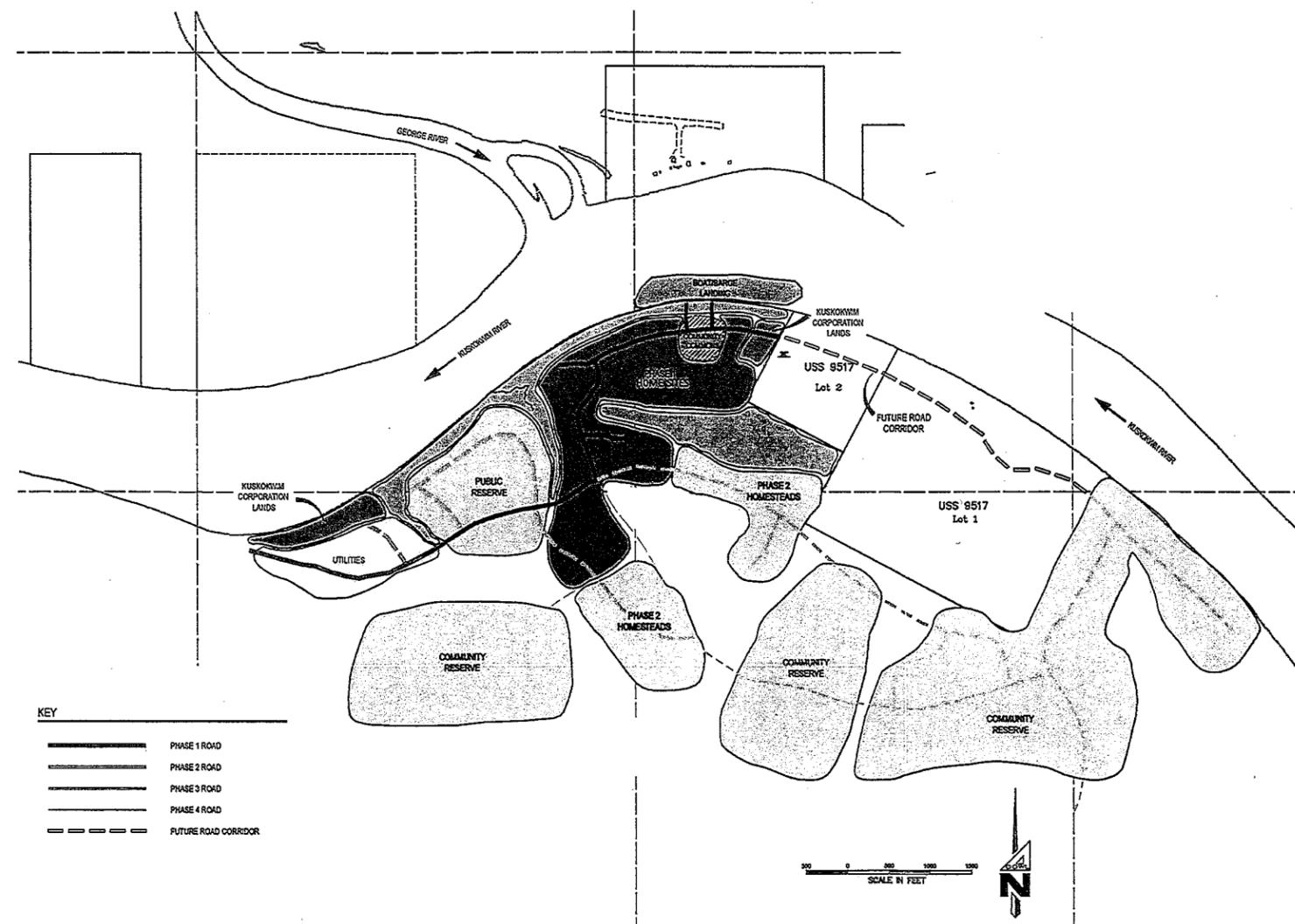


6. Land Selection



"I have waited for many years to return home to Georgetown and it has been worth the wait."

- Irene Venes



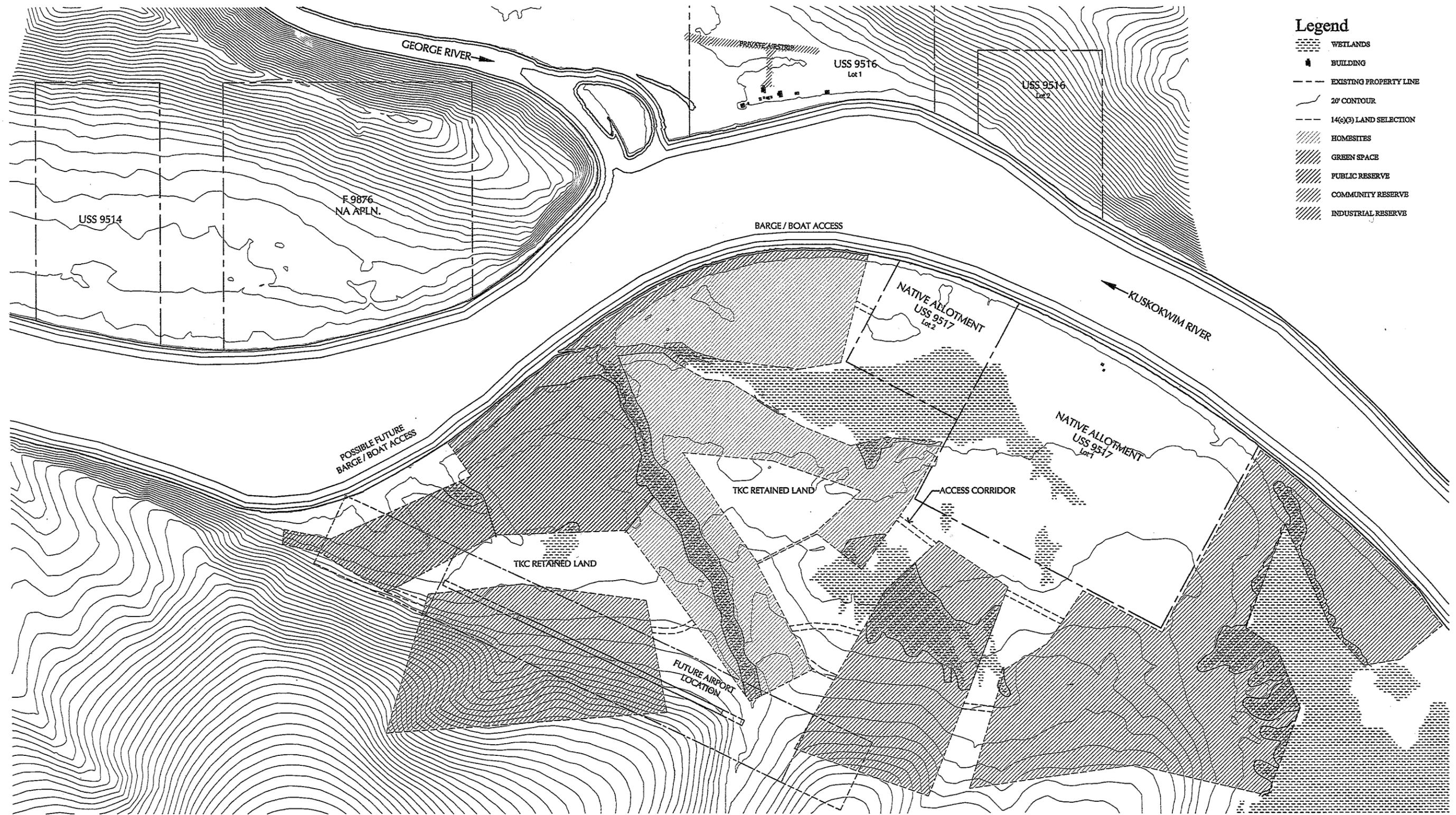
Preliminary Land Use Diagram

Following Georgetown Tribal Council's initial identification of the 14(c)(3) Municipal Trust lands, a Preliminary Land Use diagram was prepared identifying preferred sites for development. As much as possible, this Diagram attempted to take into account both the traditional patterns of development that had occurred in the area and the site's natural features and environmental conditions such as soil conditions; slopes; wetlands and natural drainage; climate and solar orientation; river access; and scenic views.

Included in this Preliminary Land Use Diagram were lands identified for the development of home sites, a community center, public utilities, public reserves, and community reserves for future development. Also identified were the principal road corridors that would provide access to the land, points of public access to the river, and areas set aside where no development would occur such as creeks, wetlands, and along the river bank.

Using this preliminary diagram as a guide, this the final selection of the 14(c)(3) Municipal Trust lands was made and the Land Use Diagram which follows on page 13 was prepared.

7. Land Use Plan



- Legend**
- WETLANDS
 - BUILDING
 - EXISTING PROPERTY LINE
 - 20' CONTOUR
 - 14(c)(3) LAND SELECTION
 - HOMESITES
 - GREEN SPACE
 - PUBLIC RESERVE
 - COMMUNITY RESERVE
 - INDUSTRIAL RESERVE

14(c)(3) Land Selection and Land Use Diagram



7. Land Use Plan



Glenn Fredericks and Richard Vanderpool explore 14(c)(3) lands



Jonathan Samuelson explores one of Georgetown's natural drainage paths



"I was born in Georgetown and I have always wanted to retire and live there all year long. With the direction the tribe is going, I have the chance to do that."

- Gary Fredrericks

Development of the components identified in the Land Use Diagram is divided into two Phases: an *Initial Development Phase* that provides for the resettlement of the surviving 36 original Georgetown members, and a *Future Development Phase* that identifies those elements necessary for the successful long term growth of the community.

The success of Georgetown's long term development lies in its ability to offer a template for sustainable growth but one not so rigid that it cannot provide for change. Planning must consider all aspects of the physical geography but leave room for definition by users. Georgetown Tribal Council is committed to using minimum public funds to maximize the opportunity for individual investment in the development of the community. Success relies on members' participation in development. Active member involvement and investment will create community success.

In order to achieve resettlement, the following goals were identified for the Initial Development Phase:

- Develop adequate infrastructure to support and encourage continued development by individual community members.
- Minimize initial public capital costs for community facilities and utilities.
- Minimize operating and maintenance costs.
- Minimize the potential negative impacts of initial development on the future growth of the community.

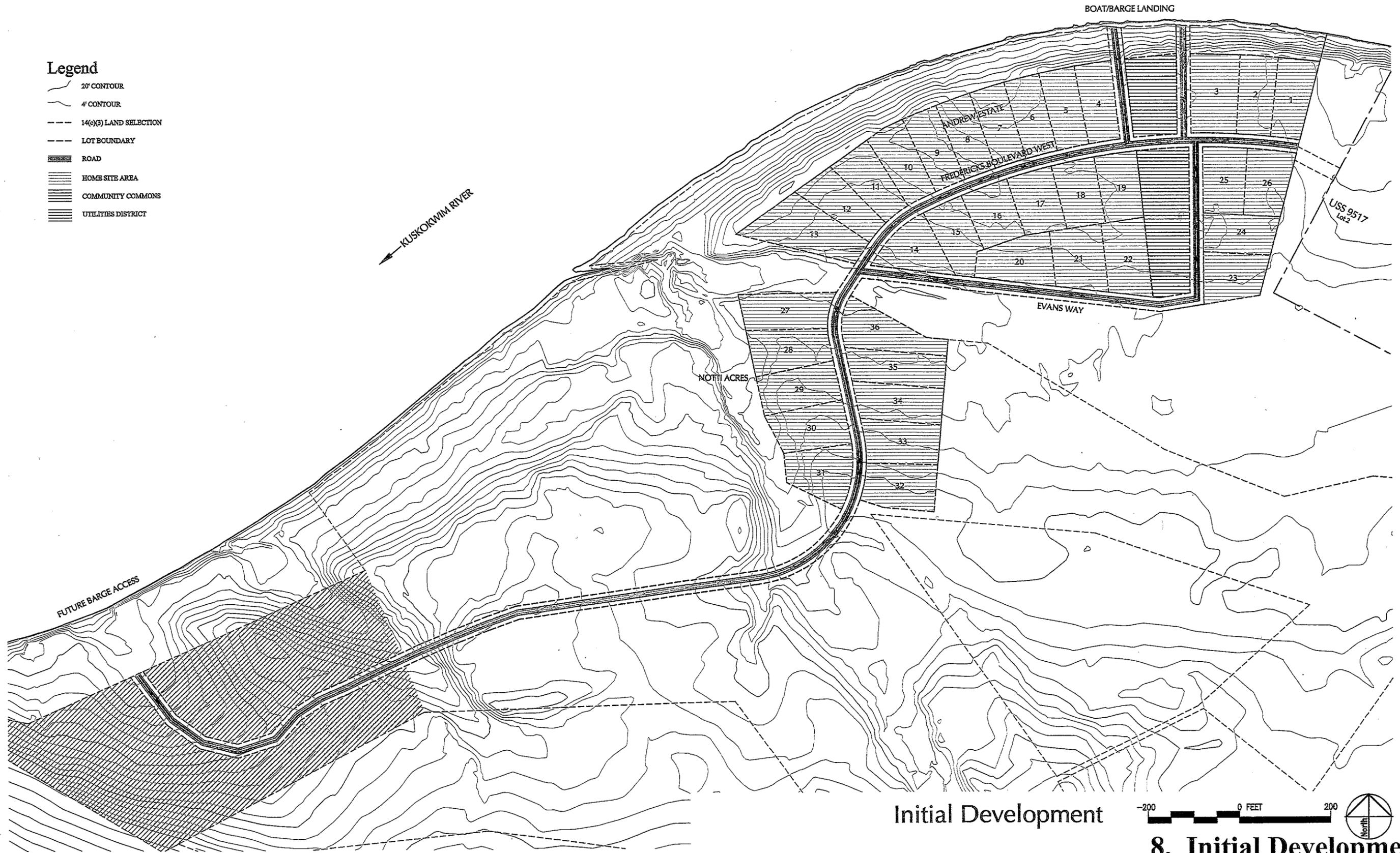
With these goals in mind, the following Initial Development Phase components were established:

1. Home site area
2. Barge/Boat Landing
3. Access Road
4. Community Commons
5. Utilities District

8. Initial Development

Legend

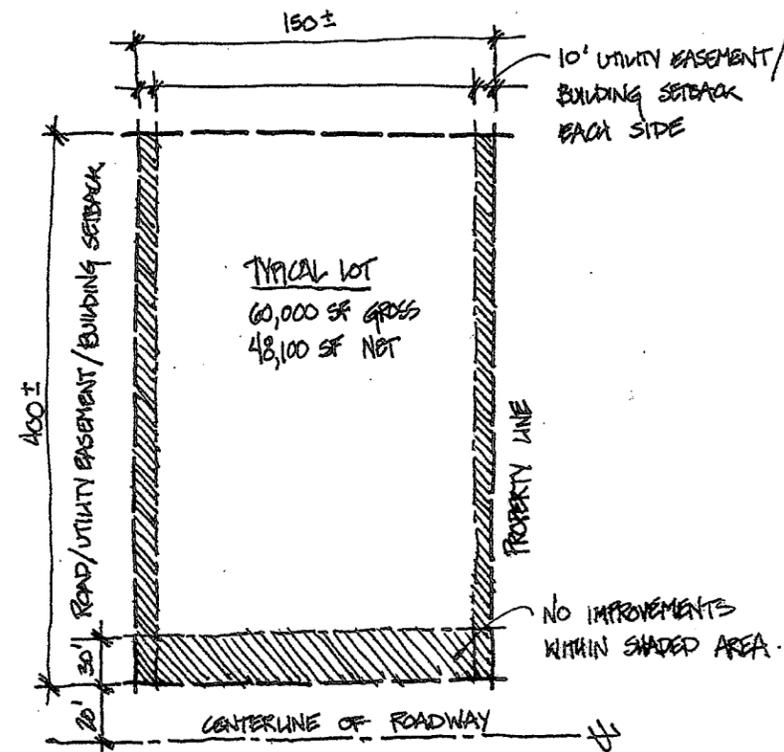
-  20' CONTOUR
-  4' CONTOUR
-  14(c)(5) LAND SELECTION
-  LOT BOUNDARY
-  ROAD
-  HOME SITE AREA
-  COMMUNITY COMMONS
-  UTILITIES DISTRICT



Initial Development



8. Initial Development



Individual lot configuration

Home Site Area

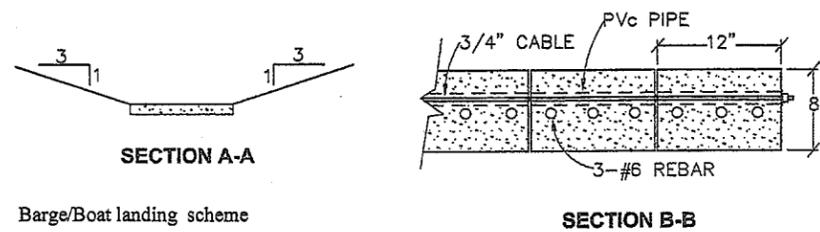
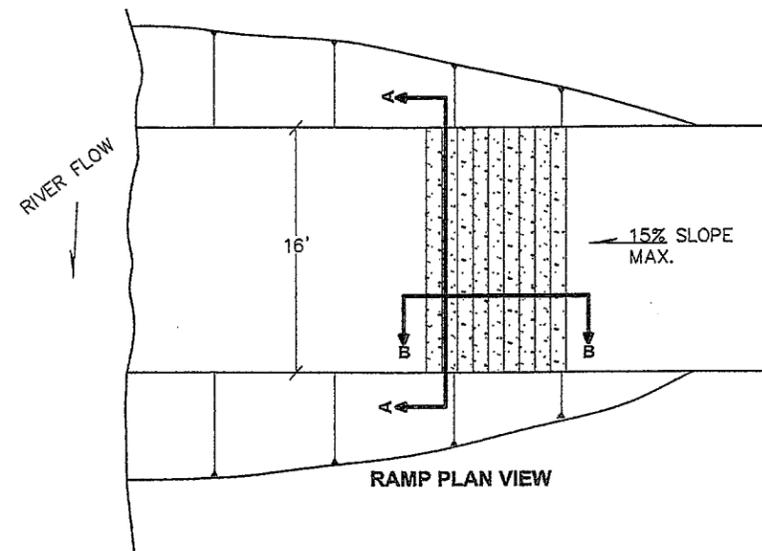
The area selected for initial home site development is on a stunning bench of land, approximately 60 feet above the riverbank. The bench offers mature vegetation and scenic vistas in addition to direct access to the water. Members expressed the need to be close to the river because it is the primary transportation route for traveling the area by boat or snow machine and certainly, it represents the cultural patterns of settlement. Individual lot boundaries are set well back from the river's edge at the top so that the community retains control of river access and development of the riverbank. Because the individual lots sit high above the river, there is minimal, if any potential for flooding. Limiting the development along the bench will help to mitigate the environmental impact of development and lower the risk of property damage from erosion. Further, because Georgetown's initial development goals include minimized public capital costs for utilities and maintenance, planning has been based on individual well and septic systems. Preliminary site investigation conducted by the Natural Resources Conservation Service indicates that the bench's soils are good and that individual lots of between 1 and 1.5 acres in size will likely support individual well and septic systems.

A subdivision plat responding to member input and soils information provided by the NRCS was created. The plat provides a total of 36 home site lots which will be made available to Georgetown's 36 surviving original members. Each lot ranges in size from 1.25 to 1.5 acres, depending on site conditions. This acreage range meets the requirements for individual on-site water supply and sanitary waste systems. To maximize river front property and minimize road infrastructure, the standard lots are rectangular in shape with a 1:2 size ratio. In order to further minimize infrastructure, housing lots are double loaded around the access road.

GTC will commission a field survey of the subdivision plat for the Initial Development home site tract, to be completed at the same time the ANCSA Section 14(c)(3) reconveyance lands survey is done. After the Initial Development home sites are surveyed, the appropriate easements and land use policies will be defined by the GTC Land Committee.

At the outset, GTC members will be individually responsible for building and financing homes on their own home sites. Individual home builders will be responsible for developing and maintaining on-site domestic water supply and septic waste systems for their own needs, consistent with State environmental standards. Provision of electric power for household use will also be an individual responsibility during this period. When housing development begins, GTC will provide technical assistance, including information about building methods and materials, utilities installation, and sources of home finance. In order to help those members who do not have the start up capital to build, GTC has established a home building program where it will provide members with some of the materials needed to begin development of their homes.

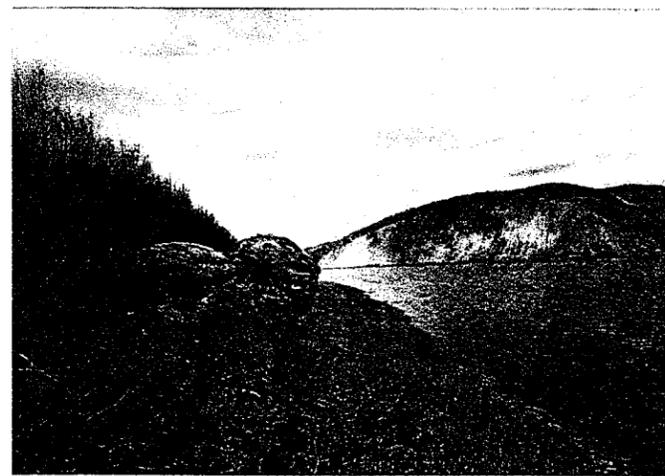
8. Initial Development



Barge/Boat landing scheme



Natural drainage path from 14(c)(3) lands to river bank



River bank at Georgetown

Barge/Boat Landing

The first component of the Initial Development Phase will be the construction of a community barge/boat landing. Initially, this will facilitate access to the site for heavy equipment and construction materials and then become the primary community access point minimizing the environmental impact of development by concentrating river bank disruption to a single area.

The landing is located at the Community Commons site at the bottom of a natural drainage where the river bank's shallow slope creates a natural boat landing and where the access path can be easily located. Further, it's placement at the center of the bank's outside curve ensuring that river erosion and seasonal scouring during break-up will be minimal.

It is important for Georgetown to have a well designed, serviceable river access/boat ramp path. Often, boat launches are muddy and rutted during periods of the year, making access difficult and unsafe. The planned path from the barge landing up to the selected lands coincides with an existing point of access and utilizes an existing cut through the bluff to the rivers edge. The existing "draw" is well located for a common launch facility and takes advantage of existing topography.

The figure opposite shows that a ramp using concrete slabs connected by cables will be used to create a functional ramp surface that permits safe access. The cabling system connecting the concrete ramp sections allows the entire ramp to be anchored on top of the bluff line, further ensuring its long-term serviceability.

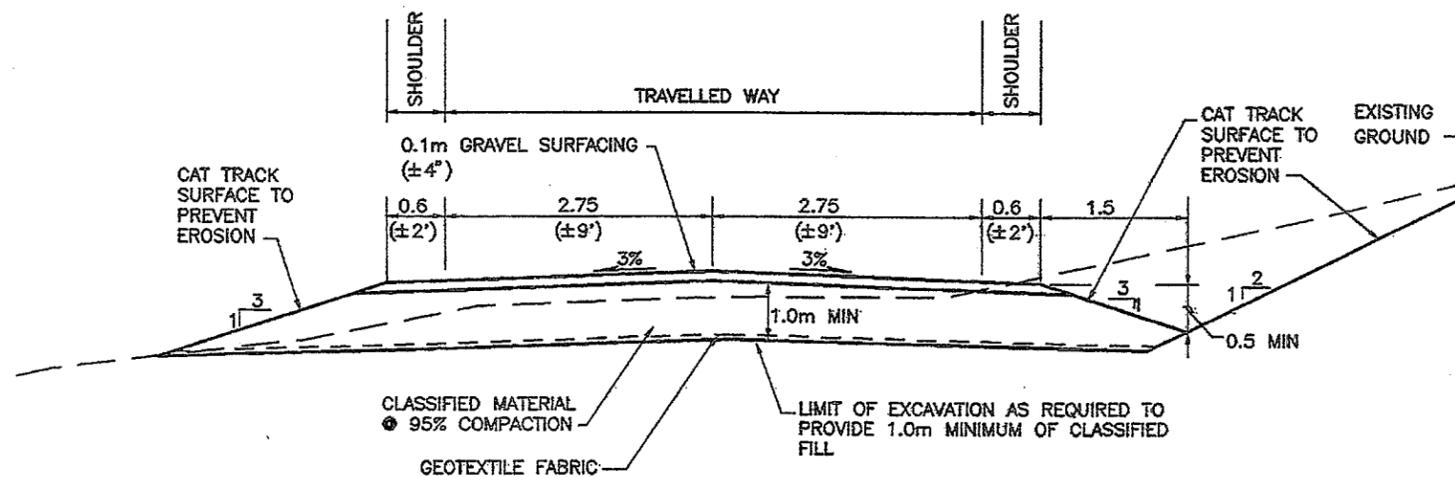
The maximum grade on the ramp will not exceed 15 percent. While the figure shows 3:1 side slopes adjacent to the ramp, these slopes can be modified with retainage, if necessary, to better fit into the existing topography.

Information obtained from the local barge company shows that the location and characteristics of both the landing area and access path meet requirements of barges traveling in the area to load and off load equipment, supplies and fuel.

8. Initial Development



Drainage way on Georgetown 14(c)(3) lands that the road will need to cross via a drainage culvert



Typical road section

Access Road

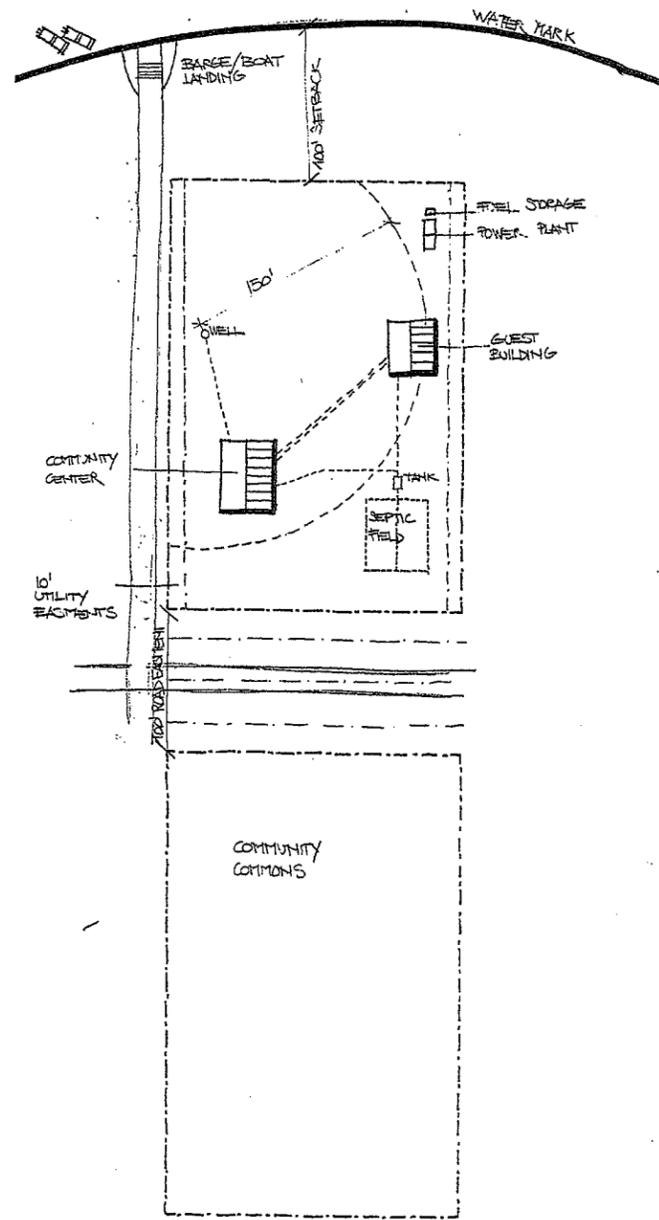
The Access Road is contained within a 60 foot wide corridor that roughly parallels the Kuskokwim River extending the length of the Plan of Survey from the upriver edge of the Initial Development Home Site area to the Utilities District site located at the downriver end of the resettlement site. It is laid out to minimize the environmental impact and to provide access to all of the initial development components as well as access to the upland tracts reserved for future development.

The road will be constructed to allow two-way traffic to circulate safely and with a cross-section that will control roadway drainage and keep the road prism dry. As necessary, culverts will be placed where the road crosses existing natural drainage.

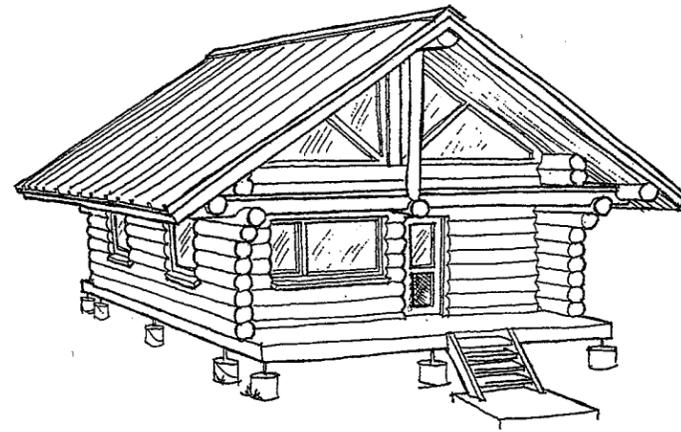
Critical to any road is the construction of the road base. The proposed road section uses a minimum of one (1) meter of classified fill on geotextile fabric. The geotextile material provides a barrier between potentially silty subsurface material and the clean, well-draining, classified fill. An approximate four (4) inch cap of gravel surfacing material will provide a good driving surface.

In addition to the 60 foot wide dedicated road right of way, a 20 foot wide easement will be retained on each side of the road way for the future development of a distributed utility system and/or road maintenance and widening.

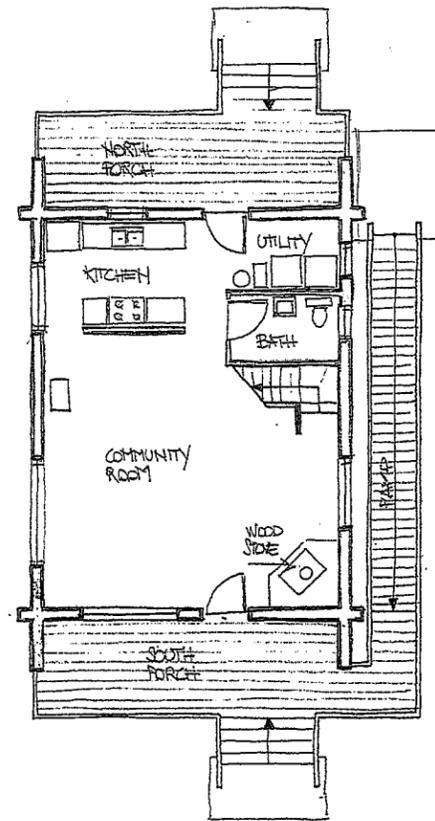
8. Initial Development



Community Commons



Community Center Building



Plan- First Floor

Community Commons

At the site of the Barge/Boat Landing, an area roughly equal to two of the individual home site lots will be set aside for the development of a Community Commons. After the landing is constructed, it will be possible to move heavy equipment onto the commons site, and the site will be cleared, graded, and surfaced to serve as a well-drained temporary staging and work area for construction activities.

Initially the commons it will serve as a staging area for the road construction and as a staging area for individual community members and possibly, a community sawmill. As development progresses, a portion of the Commons will be developed for a Community Center while the remaining property will be retained for ongoing development activities including the possible construction of a temporary secured storage area for equipment, construction materials, and other items that might be damaged by exposure to weather. An indoor workshop area may also be developed with limited power and fuel storage facilities. As the settlement grows, these functions will be relocated to the Utilities District, and the Commons will be developed for other community functions. Eventually, the Commons is envisioned as the location of the Community Center and a children's play area and community greenbelt.

Community Center Complex

The Community Center Complex is the most important component of the Initial Development Plan. Because there are no facilities in Georgetown for lodging or meeting, it will create the infrastructure to make home building possible by providing a place for Georgetown members to stay while they are building their own homes. The complex will consist of a community building, guest house, and utilities building that will provide housing, dining, office and meeting space, storage, and other support functions during the first stage of community development. The Community Center will include water, fuel, and electric power utilities on site.

After the first homes and improvements are built, the community center will be converted to a multi-purpose center to provide a community hall, a small general store, administrative offices, transient lodgings, and other appropriate community functions. The Community Center Complex also has the potential of serving as a central information site for tourism ventures contributing to the Tribe's economic development.

8. Initial Development



Glenn Frederick, Tribal Council President, Flemming Petersen, Rim Architects and DOWL engineers travel to Georgetown to conduct site investigation



DOWL engineers take soil samples in Georgetown

Utilities District

The Initial Development Phase identifies a Utilities District to serve as the interim material supply and solid waste disposal site. The site assessment conducted by the Natural Resources Conservation Service (NRCS) identified an area at the downriver end of the main town site road that could provide a limited, immediately accessible supply of rock material for road fill and/or surfacing.

Afterward, the depleted materials site would be well-located and naturally screened for conversion to a disposal site for construction debris and other solid waste on an interim basis. The site satisfies most of the criteria for a permanent solid waste site, however, a more detailed solid waste management study and plan are required to confirm that site conditions and capacity are suitable for use as a permanent landfill. Designation as a permanent landfill depends upon the location of the future airport runway and the identification of a community water source, both of which require more detailed engineering study.

The current planning recommendation is that the material supply site in the Utility District be developed and used as an interim solid waste site. Upon the completion of a detailed site study for airport runway location, coordinated with a solid waste management study, a permanent solid waste and landfill site will be identified that meets the criteria outlined in the Future Development Solid Waste Disposal section of this document.

When the permanent landfill site is developed, the interim solid waste site at the Utilities District would be closed and rehabilitated. Upon the closing of this solid waste site, the Utilities District would be developed to house such facilities as a power plant, bulk fuel storage, and heavy equipment storage. It is also possible that a future barge landing site would be developed at the river bank near the Utilities District to serve the future utility facilities and to supply transportation and utility services to surrounding villages.

8. Initial Development



*"I am proud to be a part of Georgetown
and I am glad we have planned
responsibly for the future"*

- Tamera Dietrich



The future of Georgetown - Austin Wilmarth and Kaelen Rosander

Included in the current Land Use Plan is the preliminary identification of additional community improvements needed to accommodate growth as the core settlement expands into a full-fledged year-round community. Appropriate locations for these future improvements have been established tentatively in relation to each other, and in consideration of the surrounding terrain.

With a goal of sustainable community growth, the following components for long-term development were established:

1. Future Home Site Development
2. Public Reserve Lands
3. Airport
4. Solid Waste Disposal/Landfill Site
5. Utilities and Industrial District
6. Phase Two Road Improvements

Though some of the Future Development Phase improvements, such as an airstrip, are vital and urgent for the quality of life and success of the community, other improvements may be scheduled for implementation as warranted by the rate of community growth and priorities.

9. Future Development



George Fredericks' cabin at original Georgetown townsite

Future Home Site Development

In addition to the 36 original members, Georgetown has enrolled 70 descendents of these members. Though Georgetown expects this rate of enrollment to slow, it is certain that the membership roll will continue to fluctuate as the cycle of birth and death continues. To accommodate these new and future members, areas totaling approximately 350 acres have been identified for future home site development.

This acreage includes 100 acres immediately adjacent to the initial home site area as well as 250 acres within two large tracts of the Community Reserve land, identified in the Land Use Plan. When the growth of the community begins to exceed the Initial Development Phase, subdivisions for the Future Development Home Site areas will be created. Lot size and layout of this subdivision will take into account soils information and terrain characteristics of the land, as well as community circumstances at that time.

Public Reserve Lands

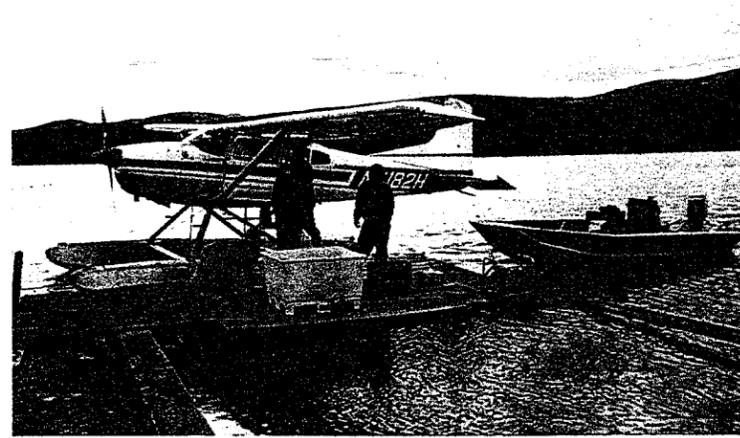
Initially, most public uses will be accommodated by the Community Center Complex and the Community Commons. However, in the long run, additional land will be required to locate future community facilities and accommodate future uses. The Land Use Plan identifies a Public Reserve area of approximately 45 acres. This tract would support such public facilities as schools and playing fields, public offices, a public safety building, and a health clinic as the need for such facilities materializes. It may also support appropriate private trade and service businesses, and private institutional uses such as churches. Depending on actual demand for public and commercial uses, part of the public reserve not needed for public purposes may be reclassified for residential use.

Site requirements for typical community facilities for rural Alaskan communities are:

- Combined school site 15 acres
- Outdoor playing fields included in school site
- Public offices 2-4 acres
- Public safety building 1-2 acres
- Health clinic 1-2 acres
- Post office 1-2 acres

The above site requirements are for stand-alone facilities with onsite water and septic systems. Coordinated planning for multipurpose facilities and common utilities may reduce site needs and lower capital and operating costs as well.

9. Future Development



Float plane on the Kuskokwim River



Typical village airstrip in Chuathbaluk, Alaska

Airport

As Georgetown grows, it is vital that an airport be developed for the community's use. As defined in the Alaska Aviation System Plan Update (AASPU), community class airports may range in length from 2,000 to 4,000 feet, depending upon the types of aircraft served. The minimum property dimensions recommended for the initial airport, including allowance for taxiways, shoulder areas, safety clearances, off-runway facilities, future lengthening, etc. are approximately 4,200 feet by 800 feet. The minimum property dimensions for an extended runway are approximately 6,200 feet by 800 feet. The Land Use Plan identifies a general area that could accommodate an initial runway approximately 2,400 feet long and 60 feet wide, with potential for later extension up to 3,530 feet long by 60 feet wide. The initial runway could accommodate aircraft with approach speeds up to 121 knots and wingspans under 49 feet, predominantly single-engine piston aircraft. The extended runway could accommodate aircraft with approach speeds up to 121 knots and wingspans under 117 feet, which includes twin-engine turboprop aircraft.

Experienced local pilots report a prevailing east-west wind pattern. Therefore, the proposed runway follows an east-west orientation. However, before a definite placement for the airport is developed, a site investigation by the Department of Transportation will need to be completed. Depending on its location and access in relation to the settlement, the airport tract or vicinity may also provide a convenient location for the community's post office and some retail and service businesses.

9. Future Development



Glenn Fredericks, Tribal Council President and Joe White, Natural Resources Conservation Service, discuss Georgetown's site data

Solid Waste Disposal and Landfill Site

As stated in the Initial Development Phase, Utilities District section of this document, a permanent, properly located and constructed solid waste disposal and landfill site is essential for safe disposal of solid waste and for maintenance of community appearance.

As noted earlier, the Natural Resources Conservation Service (NRCS) soils study identified a material supply site in the Utilities District that could be used for disposal of construction debris and other solid waste on an interim basis. However, its designation as the permanent landfill site is problematic until the final locations for the future airport and community water source are fixed by more detailed engineering studies.

Moreover, preliminary investigations by NRCS identified another area about a mile downriver of the Utilities District that might, with access, serve as an additional material supply source and as a permanent landfill location with adequate separation from the area proposed for the future airport. Therefore, the planning recommendation is that the material supply site in the Utilities District be developed and used as an interim landfill pending a detailed site study for airport runway location coordinated with a solid waste management study. At that time, it may prove advisable to select and develop another permanent landfill site that meets all siting criteria. The original landfill site would then be closed and rehabilitated.

Siting criteria for community landfills include:

- peripheral location, away from settled areas and areas reserved for future settlement or other incompatible community use
- adequate size for long-term community needs
- road access
- separation from drinking water sources and natural drainage ways
- safe distance from airport runways*
- not in wetlands or floodplain
- not in an unstable area subject to seismic, erosion, or other hazards

* The recommended standards of the Federal Aviation Administration and Alaska Department of Environmental Conservation discourage location of a landfill within 10,000 feet of either end of a runway used by turbojets or within 5,000 feet of either end of a runway used only by piston aircraft. This distance may, however, be adjusted if the landfill is designed and operated so that it does not pose a bird hazard to aircraft.

9. Future Development



Birch trees at Georgetown on 14(c)(3) lands

Small, remote, rural communities such as Georgetown may qualify for an Alaska Department of Environmental Conservation (ADEC) permit to develop and operate a Class III landfill. Class III landfills may accept up to 5 tons per day of solid waste. They do not require installation of liners or groundwater monitoring systems. Operating and record keeping requirements are simpler than those of Class I or Class II landfills.

Several steps precede an application for a solid waste permit:

- selection of a suitable site
- preparation of a solid waste management plan
- engineering design for site construction and operation

The main permit requirements for a Class III landfill include:

- ADEC Solid Waste Permit required for the construction and operation of a landfill or solid waste treatment facility
- Army Corps of Engineers Section 404 permit (if in wetlands or floodplain)
- Coastal Management Program Consistency Determination
- Federal Aviation Administration approval or letter of non-objection
- ADEC, the Corps of Engineers, and the State Division of Governmental Coordination will coordinate any other agency requirements (e.g., Alaska Department of Fish & Game)

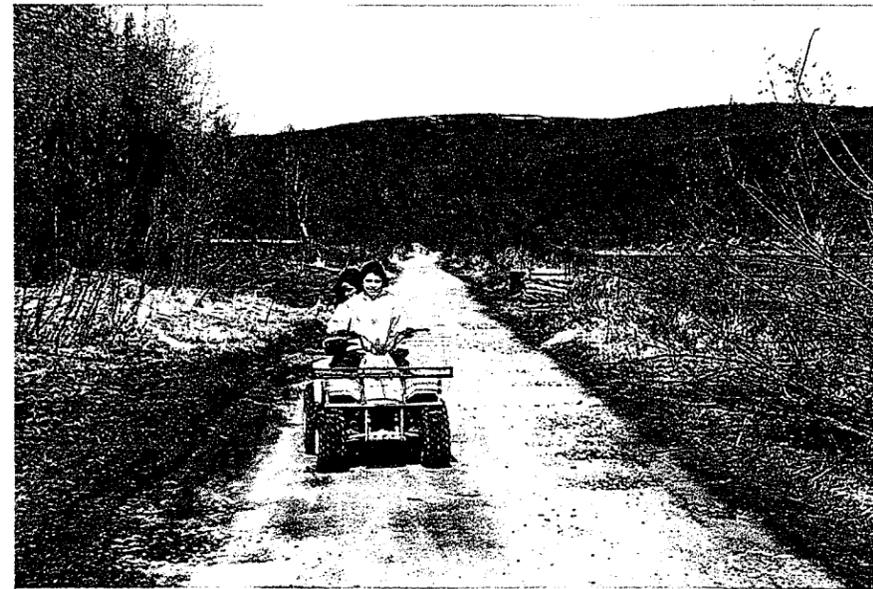
A proposed landfill that meets requirements for a Class III permit may qualify for funds to develop landfill improvements. However, even a proposed landfill that is not able to meet all Class III permit requirements may still qualify for development funds if a letter of non-objection can be obtained under the State's Rural Solid Waste Management policy.

The procedures for developing a landfill are explained in detail in *Landfills in the Bush* (Cenaliulriit Coastal Resource Service Area, 1996). The Alaska Department of Environmental Conservation's applicable regulations on solid waste management can be found in the Alaska Administrative Code at 18 AAC 60.

9. Future Development



Examples of insufficient road design in near by villages
Glenn Fredericks, Tyler Samuelson, and Debby Hartman in Sleetmute, Alaska



Renee and Rebecca Wilmarth travel by 4-wheeler in Red Devil, Alaska

Utilities and Industrial District

The Initial Development plan designates a Utilities District for quasi-industrial community utilities functions such as the interim material supply/solid waste disposal site. For future use, when a permanent landfill is designated, the District can be used to house future facilities such as a power plant, bulk fuel storage, heavy equipment storage, and an upland marine transportation support site for a future barge landing.

Future Road Improvements

Road improvements planned in the Future Development Phase will build on the existing access road created in the Initial Development Phase. When community growth calls for additional infrastructure, these roads will provide access to Future Development Home Site lands, as well as the lands identified for public and community reserves.

Like those road improvements previously discussed, these roads will be designed to Bureau of Indian Affairs standards.

9. Future Development

Community Profile Map
Alaska Department of Community and Regional Affairs. December 1979

Alaska Community Database (www.dced.state.ak.us/mra/CF_BLOCK.cfm)
Alaska Department of Community and Economic Development

10. References