INTRODUCTION

This is the first update of the City of Unalakleet's first official comprehensive community development plan that was completed in 1985. The Native Village of Unalakleet secured funding for the update through a grant from the Federal Emergency Management Administration (FEMA. Since 1985, many changes have occurred over the years that dictate the compelling need for a comprehensive development plan to insure orderly growth. The update is based upon community discussions on what is best for our community and how we should achieve these goals.

Community planning is partly a :

- Technical process of describing and analyzing the community conditions;
- Political process in which the community establishes its own goals and objectives for future development;
- Imaginative exercises to define, test and choose among planning options to see which options best suit the community's goals and objectives;
- A practical process of setting the City agenda for action by to implement the plan.

Comprehensive plans usually take a long-term outlook, perhaps 20 years on community development issues. A comprehensive plan sets the basic policies to guide the community in its decisions about land use, community improvements, and resource management for the years to come. This long-range perspective helps to make sure that concerns for today's problems do not override fundamental long-term issues and choices for the future development of the community.

This Comprehensive Plan addresses the capital projects that will be a critical factor affecting the future community development patterns. A portion of this Comprehensive Plan is devoted to capital improvements designed to address the most important current and pending community needs for orderly growth and continued economic viability.

Although the plan addresses the responsibility of the City of Unalakleet's hereafter referred to as the "city", to guide community development, in practice the City's concerns and resources are linked to the missions and programs of the active public and private agencies within the city and region. For this reason, positive means of coordination and cooperation between the City and these other groups is stressed. This coordination and cooperation will enable the City to promote and coordinated use of all the resources at its disposal including resources of other agencies that share responsibility for governance of Unalakleet.

Ideally, the Comprehensive Plan will be formally adopted as public policy by the City and will serve as a blueprint to guide major decisions for the future community development.

The Comprehensive Plan is presented in five chapters:

- **Chapter I: Planning Background** presents the facts and forecasts about Unalakleet's environment, population, economy and community condition on which the plan is based.

- **Chapter II: Community Development Issues** describes the issues of concern to Unalakleet's residents and the community goals and objectives for future development.

- **Chapter III: Comprehensive Plan** presents the land use, housing and community facilities elements of the plan.

- **Chapter IV: Plan Implementation** sets out means to achieve the plan in an orderly, practical, efficient, cost-effective manner. These means make coordinated use of the legal and fiscal tools available to the City to implement its development plan.

- **Chapter V: Capital Improvements Program** outlines an initial agenda of capital improvements to implement the development plan.

I. PLANNING BACKGROUND

INTRODUCTION

Regional Setting

Unalakleet is the eastern-most community of the ten towns and villages that rim Norton Sound between Nome and the mouth of the Yukon River delta. The nearest villages are Shaktoolik situated thirty miles to the north and St. Michael located fifty miles to the south. Nome, the regional center, is on the outer edge of Norton Sound, about one hundred fifty miles northwest of Unalakleet. (See Figure 1.)

Unalakleet is the sub-regional transportation hub for the communities of eastern Norton Sound that includes St. Michael, Stebbins, Shaktoolik and Koyuk. Unalakleet is accessible only by air for the normal travelling public. Airfreight and passengers are flown from Unalakleet to these surrounding communities on a regularly scheduled basis. The State of Alaska Department of Transportation and Public facilities operates and maintains the airport that consists of a 6,000-foot north-south runway and a 3,000-foot east-west runway. There are no roads connecting the City to the statewide transportation network.

Like most of the communities in this area, Unalakleet developed at the mouth of a river whose resources have sustained the inhabitants for millennia. The Unalakleet River and its tributaries extend inland more than sixty miles into the Debauch Mountains to the north and the Andreafsky Range to the south. The Unalakleet River has a drainage basin of over 2,000 square miles. The meandering river gains elevation slowly, taking a full 25 miles to gain 100 feet in elevation. The coastal Nulato Hills, bisected by the river system, rise to about 500 feet in elevation about three to five miles northeast of the city and average 1,000 to 2,000 feet farther inland. The geological structure of the hills tends to form flat, long southwestern slopes, such as the foothills northeast of the city.

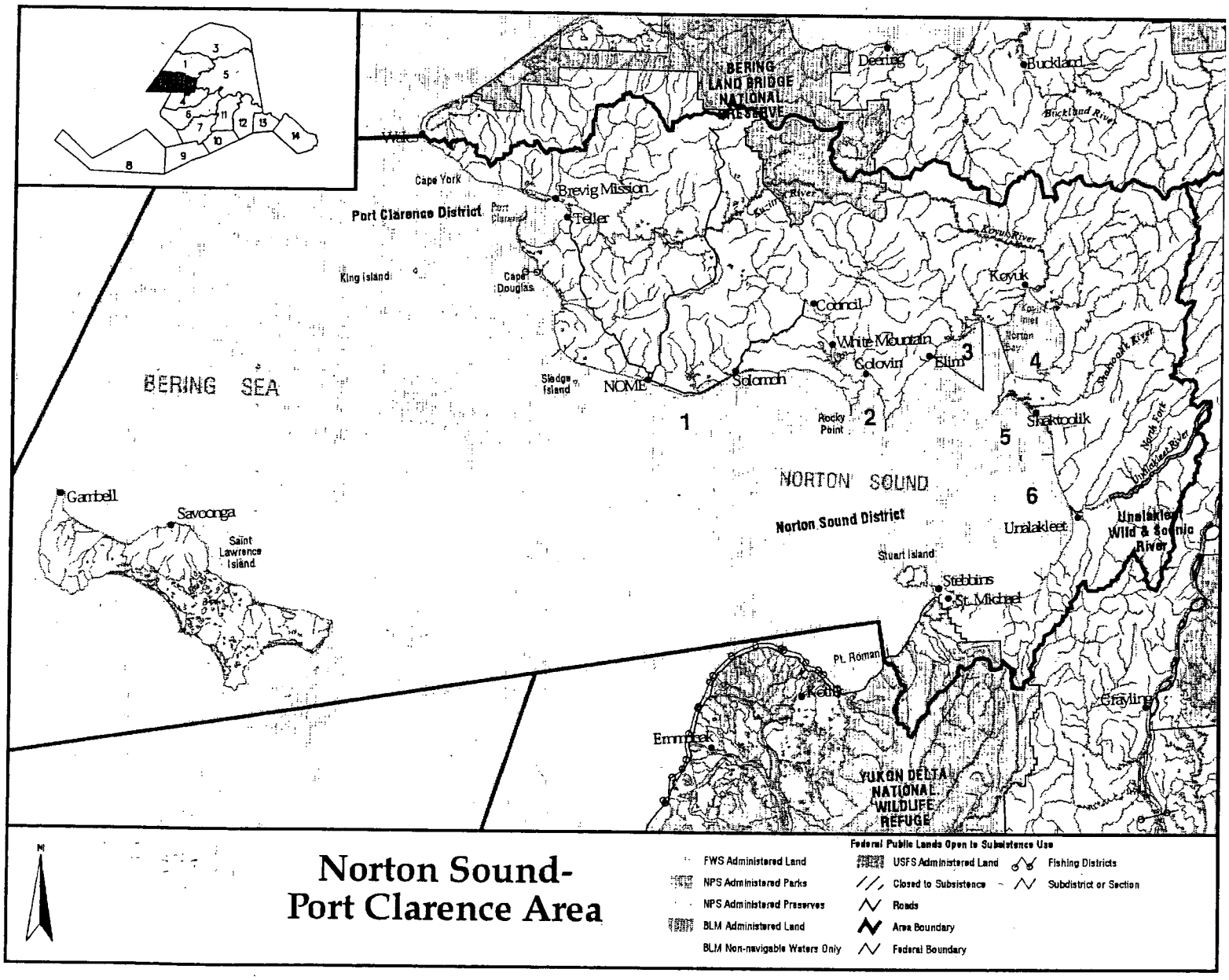
Norton Sound-
Port Clarence Area
BERING LAND BRIDGE NATIONAL RESERVE
Deering
Buckland
Buckland River
Wales
Cape York
Brevig Mission
Port Clarence District
Teller
Fish River
Koyuk River
King Island
Cape Douglas
Koyuk
Council
Koyuk Inlet
Norton Bay
White Mountain
Golovin
Elim
3
4
Nulato River
BERING SEA
Sledge Island
NOME
Solomon
1
Rocky Point
2
Shaktoolik
5
North Fork
Unalakleet River
NORTON SOUND
6
Gambell
Savoonga
Saint Lawrence Island
Norton Sound District
Unalakleet
Unalakleet Wild & Scenic River
Stuart Island
Stebbins
St. Michael
Pt. Romanof
Kotlik
Grayling
Emmonak
YUKON DELTA NATIONAL WILDLIFE REFUGE
N
FWS Administered Land
NPS Administered Parks
NPS Administered Preserves
BLM Administered Land
BLM Non-navigable Waters Only
Federal Public Lands Open to Subsistence Use
USFS Administered Land
Closed to Subsistence
Roads
Area Boundary
Federal Boundary
Fishing Districts
Subdistrict or Section

FIGURE 1

Vegetation and Soils

Local vegetation consists of grasses, shrubs and wet and moist tundra at lower elevations, dense mixed spruce/hardwood along upper reaches of the river and along the drainage channels in the hills and alpine tundra at the higher elevations. Riverbank vegetation consists of willow, dwarf birch, alpine spruce, shrubs and grasses.

With the exception of the sandy, well-drained spit on which the city sits, most of the soils at the lower elevation are of a peaty character with small hummocky tussocks supporting lichen, cotton grass and sedges, and shrubs in the drier spots. The thick, silty and gravelly sediments and lagoonal deposits underlying the lowland areas are contrasted with shallow bedrock underlying the Nulato Hills (USGS 1996). On the upper reaches of the Nulato Hills, alpine tundra grows in thin cobbly soil, amidst occasional bedrock outcroppings. Lower slopes in at least one valley, Trail Creek, are mantled with thick flood plain deposits of organic silt, derived from bedrock broken up by the frost action and windborne loess.

Fish and Wildlife

The Unalakleet area is rich in fish and wildlife, most of which is used as local subsistence resources. The general location of the species harvested by Unalakleet residents may vary recognizing that the distribution may be different beyond the local area of subsistence activity.

During the summer, the Unalakleet River is home to all the species of pacific salmon, except red salmon. There are two species of anadromous char, Arctic char and Dolly Varden (locally known as trout) grayling, whitefish, lingcod, tomcod and smelt inhabiting all or portions of the river in late summer, fall and early spring.

The eastern portion of Norton Sound in the vicinity of the city has a diverse marine mammal population, including spotted hair, ringed and bearded (locally called oogruk), beluga whales, and

walrus. Salmon, herring, clams, crabs, mussels and shrimp are also found along the shores close to Unalakleet.

The land around Unalakleet is similarly rich in wildlife. Brown and black bear thrive on fish and local berries, moose inhabit the willow stands and sedges along the river and stream system, caribou are found in the high tundra and snowshoe and arctic hare inhabit the lower wet tundra zones. Reindeer, introduced at the turn of the century, are still present. Fur bearing animals found in the river drainage does include beaver, marten, mink, muskrat, wolverine, lynx, fox, ermine and otter. Bird species are important to subsistence and they include ptarmigan, and waterfowl such as geese, ducks, cranes and swans mostly taken along the river and in the wet tundra south of the community.

Climate

Although Unalakleet's weather is classified as transitional, two distinct season can be distinguished: a dry, cold winter typical of intercontinental regimes and a cool, wet summer typical of maritime climates. Seasonal changes correlates closely with sea ice conditions. Norton Sound is ice covered in the winter and ice free in the summer. Break-up on the Unalakleet River is usually occurs in late May shortly before the break-up in the Sound. River freeze-up occurs in October. Over the last 40 years, precipitation has averaged about 14 inches per year, with 41 inches of snow, although the 70's were generally drier years.

On a year-round basis, wind speed averages 14 miles per hour (12 knots), with the strongest winds occurring between November and March. The moderate snowfall is normally delivered by strong and persistent east winds. Drifts on the west side of larger buildings in the community sometimes exceed 20 feet in height. Despite the prevailing easterly winds, strong west and southwest winds during fall storms are a major concern because of the erosion damage they cause to the Unalakleet spit area.

Archaeological Sites

Norton Sound has been occupied continuously for two to three thousand years. Evidence of a number of settlements and burial sites have been found along the rivers (particularly the Unalakleet River), at the mouth of rivers along the coast at locations in proximity to migratory routes of marine mammals, salmon and birds. No systematic inventory have been included in the land selections made by the Unalakleet Native Corporation (under Section 12 of ANSCA), but fee title to other known and probable existing cemetery sites and historical places remain to be conveyed under Section 14©(1).

The most important but still preliminary archaeoligic investigations along the Sound were carried out in 1972 (Slaughter, 1972). This survey documented about ten sites within the municipal boundaries of Unalakleet. Confidential information on these sites is retained in the Alaska Heritage Resources Survey, on file in the Department of Natural Resources in Anchorage. In order to protect sites from damage caused by any projects sited on State land or which involve state funds, the Department can survey sites and require methods be used to preserve sites threatened by construction, under the State Historic Preservation Act (AS 41.35.070). Four archaeologic sites are located on land in the Unalakleet Airport tract. The first and most important archaeologic site is on the east side of the north-south runway. It is over a quarter-mole long and contains over 100 house pits. The site was occupied for a period of 500 years, beginning about 200 B.C. The second site, which is in poorer condition and was inadequately tested, is located immediately east of the former military airport Tacan station, near the northern end of the runway. A third site of 20 well-defined house pits is located on the east side of the Kouwegok Slough near the roadway extension of the former slough crossings. This site has been partially damaged by road construction. The fourth site contains a single house pit at the eastern end of the east-west runway.

Other archaeologic sites include the original village site on the spit south of the Unalakleet River, which was abandoned after the 1839 epidemic, and sites along the north coast. The opportunity

for preservation of these sites appears to be greater than those located on the airport, where future runway improvements may take place.

EXISTING LAND USE

Settlement History

The archaeologic and historic records testify to the Unalakleet site's merits for human settlement. The townsite vicinity is blessed with rich and varied food resources, superior building conditions and scenic beauty. Unalakleet has been continuously occupied from at least 100 B.C., although village sites have shifted among different locations around the mouth of the river. Land Use changed in response to seasonal hunting and gathering, through trade with Interior Athabaskan Indians (via the Kaltag Portage, a trail along the river to the Interior) and by gold rushes, reindeer herding, missionary activities and measles and influenza epidemics.

The period of greatest change occurred in the 19th century following the first protracted contacts with non-native Russians at St. Michael, about 50 miles south of Unalakleet. The Russians constructed a fort at St. Michael in 1833. In 1836, after an epidemic in Unalakleet reduced the population from perhaps 120 people to 13 (John Muir Institute, 1983), the village site on the south side of the Unalakleet River was abandoned and moved to its present location on the north side of the river. In 1839, a Russian-American Company fur-trading hut established at Unalakleet stimulated migration of native traders speaking Yupik dialects from the Seward Peninsula. Commercial activity brought the Swedish Evangelical Mission Church of America to Unalakleet, and with it, a school and reindeer-herding venture.

The gold rush at Nome at the end of the century brought miners through Unalakleet via the Kaltag Portage and encouraged some herdsmen to take reindeer to Nome to be sold for meat and pack animals. Accompanying the influx of outsiders into the region was a measles epidemic, which

took many native lives and decimated the reindeer herd. The reindeer herd was reestablished in 1911, and gradually dwindled in size until its last remnants joined the caribou herd in 1966.

The measles and worldwide influenza epidemic of 1918 had the effect of encouraging migration from smaller communities, which were most severely hit, to Unalakleet to be with families and to take advantage of schools, missions and job opportunities (Koutsky, 1982).

Another population spurt occurred during and after World War II, when a U.S. Army base was established for a short period, and a U.S. Air Force radar base was built and operated for over 20 years. Migration to Unalakleet from smaller villages followed the war and villagers began to replace traditional hunting and fishing methods and dog sleds with guns, skiffs and outboard motors and snow machines.

In 1941, Unalakleet became a reservation under the provisions of the Indian reorganization Act (IRA), and was granted 870 acres to be held in reserve, since revoked by the Alaska Native Claims Settlement Act. The village ratified a constitution under the Act and organized an IRA government to administer community affairs and its economic enterprises. The IRA government also gained access to programs administered by the Bureau of Indian Affairs (BIA). Village population grew to 574 in 1960 but fell to 434 by 1970 as children were sent away to BIA schools and the BIA encouraged adults to move to Seattle and other cities for on-the-job-training (John Muir Institute, 1983). This period also saw over 50 families take up commercial fishing under regulations of the Alaska Department of Fish and Game.

During the 1970's, Unalakleet's population grew 82 percent. Many former villagers returned home form Anchorage and the outside. New employment was created by governmental expansion and by implementation of the 1971 Alaska Native Claims Settlement Act (ANCSA). Many new homes were built, along with electrical, water and sewage improvements, new schools and many other public and private buildings. The city government was incorporated in 1974. The

Berings Straits School District moved its administrative office from Nome to Unalakleet in 1981. The Unalakleet Village Corporation, organized as the ANCSA village corporation, became the main local private employer and will ultimately receive surface title to 161,280 acres of land around the village under ANCSA. The traditional IRA village council continues its role as the governing body for the Native community under federal law.

Historically, Unalakleet has been a center of trade and commerce for its region. Now, Unalakleet has become established as an important sub-regional center, providing air transportation, medical, educational, governmental, social and commercial services to villages in the eastern Norton Sound region. With the addition of the new Norton Sound Health Corporation sub-regional clinic, the IRA Housing Authority constructing new homes and IRA Community Center construction, this growth has raised concerns for future land to accommodate the long-term growth of the community.

Traditional Land Use

A 1984 study of subsistence activities in Unalakleet provides a thorough analysis of past and present-day traditional use of land in the Unalakleet area. This study, along with a compilation of mapped data on subsistence patterns (originally obtained by Alaska Attitudes and Research, 1982), provides the background material for the following observation.

While much of the land surrounding the village appears as unused "open space" to outsiders unfamiliar with life in Alaska villages, it is in fact extensively used throughout the year. Patterns of subsistence followed for hundreds, if not thousands of years demonstrate the value of the land and its resources, which permeate the culture. Decisions confronting the village in the coming years will inevitably require trade-offs between traditional and non-traditional uses of the land.

The seasonal availability of the animals, fish, wild berries and vegetables influences the use of land and waters around the village. Land use for hunting moose, for example, varies from hunter

to hunter and season to season. The same land may be used for hunting rabbits or collecting bird eggs or harvesting wild greens at other times of the year.

The distance traveled and the land area covered by hunting and harvesting also varies by the seasonal availability of resources. Most are found with 60 miles of Unalakleet (with greens and berries usually taken in closer), but trips by snow machine to hunt caribou and moose sometimes exceeds 120 miles or more. Trips from the village can last from one day to one or two weeks. Remote fish or hunting camps allows for short excursions in which villagers hunt, fish, and trap and pick berries.

Native villagers keep mental maps of the areas used in different seasons, which – if combined-would illustrate a complex, overlapping pattern of land use. **FIGURES AND FIGURES** illustrate very generally the patterns of land use with about six miles of the village, ignoring seasonal variations in use. The maps show intensity of use as gauged by the number of households that identified certain areas as most frequently used by them for certain purposes. The maps may ignore area that other individuals (who chose not to be interviewed) use for some purpose. A much more detailed series of maps, showing areas where individual animal species and plants are taken, is included in Jorgeson, 1984.

Existing Land Use Patterns at the Townsite

The settlement pattern of the Unalakleet townsite reflects the lifestyle that prevailed when the settlement was originally laid out. The basic layout of the older settled area was convenient for the traditional lifestyle – no airport, no motor vehicles, no utility networks – but did not provide for the rights-of-way and easements needed for installation of water, sewer, power, telephone utilities and streets essential for today's community.

This misfit between the layout of the historic townsite and design requirements of standard engineering practices is central to some of the planning issues that the community now faces.

The random arrangement of homesites and buildings in older areas have and continue to cause problems for the design, construction and operation of the sewer and water systems, housing, power and roads.

Today, most of the land on the Unalakleet spit is either developed or has regulatory or natural constraints that restrict development. The spit is surrounded by the Kouwegok Slough on the east, the mouth of the Unalakleet River on the south, Norton Sound on the west and the airport on the north. The compact town occupies the southern end of the spit and the airport the northern end. Within the town, there is an estimated 109 permanent structures in areas particularly prone to flooding in a 100-year flood. With the central, built up portion of the town, there are few sites available for infill development. (NRCS, 2001)

In the past twenty years, the community has grown more in the direction of the airport with new commercial structures at the airport, new individual homes and the Happy Valley Subdivision. Further expansion may be limited by airport approach and clear zones, which impose specific limitations on the location and height of permanent structures.

Flooding and Erosion

The Unalakleet townsite is exposed to damage from both sea and river flooding. The town is situated on a long, low-lying spit of land bordered by Norton Sound on the west, Unalakleet River on the south and Kouwegok Slough on the east, a channel that drains into the river.

Throughout the years, the village has endured tremendous storms such as the 1960 storm that produced 20-foot sea swells along with 75-knot winds. Subsequent storms in 1965, 1967 1969, and1992 have continued to erode the spit. As a result of the erosion that occurred with the 1992 storm, a gabion was constructed in 1999 around the south end of the spit from the fish processing plant to the approximate location of the old Covenant Church.

In addition to the seasonal flooding and erosion, the forces of the sea and river are constantly reshaping the spit. It is a barrier beach composed of sedimentary or metamorphosed deposits of sandstone and shale's. The prevailing northerly shore currents of Norton Sound tend to scour the beaches south of the river mouth, leaving cobbly materials behind transporting finer gravels north to be deposited on the Unalakleet spit. Additional beach deposits are provided by the ice thrusts each winter, replenishing materials leveled off by summer storms, particularly on the southerly point of the spit.

At the same time that ocean waves are depositing material on the coast, the Unalakleet River is depositing silty sands on the rear of the beach, and eroding the tip of the spit. Because the spit on the south of the river is building up at the same time the Unalakleet spit is being eroded, there is an apparent northerly migration of the river mouth. The installation of the gabions in 1999 is an attempt to mitigate this occurrence. In any case, the coastal flooding and erosion of the spit are a serious concern to the health, safety and future land use of the spit.

In the summer of 2001, the Natural Resources Conservation Service, a Division of the U.S. Department of Agriculture, began a ground survey of the entire community to determine the flood prone areas. Additional surveying was undertaken to verify the previously obtained data and survey additional areas that were not included in the initial survey. The survey showed that a 100-year flood would impact 109 of the 263 total structures in the community. Although a dike protects Happy Valley, all the homes within this subdivision have a first floor elevation below the 100-year flood mark. The survey further indicated that UVEC and the school classrooms would be minimally impacted in a 500-year flood. The Unalakleet Emergency Plan recommends that all emergency evacuation routes have a minimum elevation of the Kouwegok Slough bridge plus one-foot.

With the State of Alaska Department of Transportation and Public Facilities blocking vehicular access to the perimeter road paralleling the north-south runway, evacuation is limited to the

landfill access road constructed in 2000. The land fill road contains areas that are below the 100 year flood plain elevation. The lower elevations of this road would inhibit evacuation if a sudden flood prevailed upon the community. The City has included a request to raise this road above the 100-year flood elevation through the State of Alaska Statewide Transportation Improvement Plan (STIP) nominations in 2002.

To mitigate potential loss of property from future floods and storms, the Floodplain Management Report recommends that all new structures be built with a minimum first floor elevation of 13.2 feet above mean sea level

At a Public Meeting held in June of 2002, the residents did express deep concern for flooding and the continued erosion of the spit as well as means to mitigate this never ending problem.

Land Status

In 1993, the Unalakleet Native Corporation completed the surveying and platting of the original townsite and provided the residents with titled homesites and vacant parcels of land. The platting process was the result of compromising by individuals to gain a legal right of ownership to their homestead. Since sewer and water had been primarily installed in the City during the late 1970's, the utilities along with electricity, telephone and cable tv were installed in areas that resulted in numerous easements being required to accommodate their existence. The platting of the townsite excluded the patented landholdings and surveys such as the school district, BIA School, and Covenant Church as well as the airport.

With the platting and subdividing of the townsite, the Unalakleet Native Corporation retained ownership to some vacant land within the corporate limits that are suitable for building. This land recently has been reduced with the construction of the new clinic that consumed one block of platted lots and the new community center that will consume six lots adjacent to the Ticasuk Library and school playground.

When the City incorporated in 1974, under Title 29 of the Alaska State Statutes, it was entitled to a land allotment. Since the Unalakleet Native Corporation selected the land within the corporate limits, no vacant land was available for selection to satisfy the City's entitlement. The Unalakleet Native Corporation has conveyed some land to satisfy the City's 1,280 acres allotment. The City obtained title to 1,320 acres from the State of Alaska, which was a part of the airport property. The City and the Native Corporation are presently negotiating the 75 – 25 split of this acreage, with the City receiving 25 percent.

Future Community Expansion

The interrelated issues of community expansion, health and safety are the most important issues in Unalakleet. The areas for the construction of new housing and community facilities within the existing townsite are limited by geographical and airport constraints. Therefore areas outside the existing city limits have to be considered for future development. The areas will have to be flood and erosion free, will not impinge upon the airport clear zones, provide wind protection from the prevailing easterly winds and foremost potentially offer private ownership.

The existing townsite has housing densities that make residents feel hemmed in not only by the sea and airport but also their neighbors too. Sanitary sewers and potable water serve the entire existing townsite. Providing utilities to any newly developed area outside the city limits will be costly in light of the fact that the water treatment plant and facultative lagoon are situated in the existing townsite.

The most favorable area for future residential and public facilities expansion is the area paralleling the newly constructed BIA Road and Landfill Access Road. The area is above the flood plain, away from the airport clear zone and shielded from a majority of the easterly winds. The initial cost of extending utilities may slow the expansion along these new roads; however, costs will be overcome, as buildable sites are more scarce.

Upon the completion of the negotiations of the 1,320 acres of former airport property, both the Native Corporation and the City will have land for disposal, should they choose to do so. The City's original intent was to use this land for future expansion and economic development. In 2001, the City enacted legislation that requires all newly subdivided property to have a minimum of 7,500 square feet. State law requires lots to be one acre in size for individual water and wastewater disposal for health reasons. Lots of this size will reduce the amount of land available for development as well increase the cost of new utilities to serve each site.

Economy

Unalakleet's cash economy has fluctuated with the fishing success. Although compared to other rural communities, Unalakleet is relatively prosperous, though well short of the urban Alaska standard of living. During the 1980's the City was successful in capitalizing on important economic and community assets that have brought a favorable state of affairs for the community.

Although Unalakleet is a sub-regional center for eastern Norton Sound, the decline of the fishing industry in recent years has forced the area to make a transition from subsistence to a wage/cash economy. While Unalakleet is less dependent upon a subsistence economy and more dependent upon the cash economy, Unalakleet has successfully blended the elements of subsistence and cash economies into a relatively stable and economically sensible balance.

The decline of the once valuable salmon and herring roe industry has resulted in a financial impact both to the fishermen as well as the private sector in providing goods and services. With the disastrous 1998-fishing season, the local economy lost over $1,450,000.00 in sales and services directly or indirectly. A herring roe permit had an estimated value in 1997 of $19,500.00 and in June of 2002, the value of the same permit is $3,800.00. A salmon permit for the same period has not devalued as greatly. In 1997, a salmon permit had an estimated value of $5,200.00 and in June of 2002 the same permit had an estimated value of $4,500.00 (ADFG Permit Value Report 2002-07-08).

Regional Employment Patterns

The City of Unalakleet's population growth is an indication of the lack of employment opportunities with only a population growth of only 124 people between the 1980 and the 2000 census. The ability to obtain decent, safe and sanitary housing at a reasonable cost may also be a contributing factor with the number of persons per household growing from 3.71 persons in 1990 to 3.82 persons per household in 2000.

Upon the completion of the 2000 Census, the City had 747 residents. The Median Household Income was $34,531.00 and the Medium Family Income was $40,347.00. At the time of the census, there were 75 people living below the poverty level or 11.6% of the population. There were 391 potential workers (16 years or older) with 211 employed. This resulted in an unemployment rate of 19.2%. There were 103 people employed in the private sector or were self-employed. In addition, 115 people were employed with the Local, State or Federal Governments.

The education services classification employed the most people at the time of the census with 76 followed by transportation sector with 26, the retail trade sector employed 24 and public administration employed 23 people. In July of 2002, the Berings Straits School District, which is the largest employer, employed 99 people of all classifications. Ironically, there was no one who listed forestry/fishing/farming as his or her occupation.

Although the community cherishes the education system, the out-migration of the younger generation is indicative of the lack of employment opportunities. The school system does afford teaching opportunities, but the number students choosing this profession has been minimal in the past.

Employment by Occupation:

Executive Administrator	24
Professional Specialty	57
Technician	2
Sales	12
Administrative Support	19
Private Household	0
Protective Service	10
Other Professional Service	23
Forestry/Fishing/Farming	0
Precision Craft or Repair	31
Machine Operators	11
Transportation or Materials	4
Handler/Equipment/Labor	18

Employment by Industry:

Forestry/Fishing/Farming	0
Mining	0
Entertainment/Recreation	6
Construction	0
Non-Durable Manufacturing	7
Durable Manufacturing	0
Transportation	26
Communications/Utilities	8
Wholesale Trade	0
Retail Trade	24
Finance/Insurance/Real Est.	5
Business & Repair Service	10
Personal Services	9
Health Services	8
Education Services	76
Public Administration	23
Other Professional Services	9

(Source: AKDCED Economy, Employment, Income and Poverty)

Trade and Services and Transportation

At the time the census was conducted, the City had two retail stores that provided the majority of the 24 retail jobs in the community. In April of 2002, the Unalakleet Native Corporation/WAVE Store closed its doors leaving the Alaska Commercial Company as the sole providing of food staples, dry goods and other commodities for personal consumption. The Unalakleet Native Corporation is the sole provider to the community with heating oil and gasoline.

With Congress passing new rules and regulations governing by-pass mail, the future of the small commuter airline is in jeopardy. The City is presently served with passenger service by PenAir, Hageland Aviation Services, Cape Smythe Air, Bering Air, Tanana Air and Warbelow Air. Penair is the only carrier providing scheduled passenger service to and from Anchorage. Airfreight service is provided by Northern Air Cargo and Everts Air Cargo Express on a scheduled basis. Since Unalakleet is a sub-regional transportation center for eastern Norton Sound, airfreight is distributed out of Unalakleet to the neighboring communities via the commuter air service providers as well as Arctic Transportation Services, a freight only carrier. The new by-pass mail rules and regulations become effective in 2003 and that in all probability will have an impact on the number of commuter airlines that will continue to serve this area with passenger service. Although it is the desire of the residents to enjoy jet service to hub cities, the current condition of the runway does not favor jet aircraft use as well as the number of passengers deplaning or embarking from the community.

Fish and Fish Processing

Although commercial fishing was an important component to Unalakleet's private sector economic base, the past five years of low fish returns and low market prices has had a devastating effect upon the community, fishermen, suppliers of marine goods and services as well as the newly constructed fish processing plant. Some fishermen in Unalakleet have ventured into the Norton Sound crab and halibut fisheries.

Salmon Fishery

The salmon fishing industry has been devastated on two fronts since the mid-1980's namely lack of fish and lower prices. The combined factors have reduced the number of permit holders from actively fishing. The low prices and low catch along with increased operating costs make it economically unfeasible for a person to make a living as a fisherman. The downturn in the

salmon fishery in Norton Sound was happening well before the heralded Yukon-Kuskokwim and Bristol Bay fishery collapses. The Norton Sound Seafood Products plant in Unalakleet primarily process salmon and was built to replace an out-dated inefficient plant. During the salmon season, normally the plant employees a large number of Unalakleet residents as well as residents from neighboring communities, with emphasis on NSEDC member cities and villages. With the horrendous salmon return for the past five years, the plant operation was marginal at the best. The impact of farmed fish and Russian imports have created artificially low prices for whole salmon. Without fish, there is nothing that can be done by either the fishermen or the Norton Sound Seafood Products to increase the ex-vessel fish value. The value-added theme must be geared for a niche in the market specifically for Norton Sound fish.

Other species of fish should be given closer scrutiny for their potential value to the markets such as trout, sheefish, pike and whitefish.

Although the salmon market is depressed, planning should take place for a rebound of the fish stock. To market "fresh" salmon, the airport should be paved to accommodate jet aircraft and larger payloads. At the same time, the niche for producing a viable value added salmon product must be provided in the Unalakleet fish processing plant well in advance of a stable salmon industry.

Not only in Unalakleet, through the entire region the value of a salmon permit has decreased in value in the past five years form a value of $5,200.00 in 1997 to a 2002 value of $4,500.00.

HERRING

Being the last herring fishery for the season, the price per ton usually garnered for the herring is usually lower than the other similar fisheries. Even being late in the season, the industry can be lost due to ice, winds, turbidity and other unpredictable factors. The local harvest varies including

the unpredictable factors as well as the price per ton being paid by the floating processors. The price per ton dictates the number of fisherman who enters this short fishery.

Strong harvests occurred during the mid-1990's when the herring roe value was high. Since that time, participation in this fishery has steadily declined.

Another factor in the herring roe fishery in Norton Sound is the crashing value of a permit. In 1997, the value of a herring roe permit was worth $19,500.00 and in 2002 the value now is only $3,800.00 or an 80.5% decrease in value in just 5 years.

CRAB

With the rebounding of the red king crab stock in Norton Sound some fisherman are venturing into this fishery. Although the Unalakleet processing plant cannot handle crab, the newly constructed processing plant in Nome was constructed to specifically process crab and halibut. With the processing plant in Nome, this requires the fisherman to fish in water closer to Nome rather than the waters in eastern Norton Sound.

Future Economy

In recent years, the local economy has been fueled with the construction of the new homes by the Unalakleet Native Village Housing Authority, new clinic being constructed by the Norton Sound Health Corporation, Bureau of Indian Affairs road construction, to name a few major projects. Although these projects will be completed in the near future or are nearing completion, the continuation of major construction projects in the community from all indications will continue for the next few years. Being a sub-regional center, the impact of the health clinic is an unknown factor, but is viewed by the community as being a very positive ultimately. The need for additional affordable housing both in the single family dwelling units as well as apartment units is apparent from the 2000 Census figures of number of persons residing in a residence. Of the 224

households, 42 or 18.75 percent were living alone. For the long term, the continuation of major capital projects appears to be very limited in both the private and public sector.

For the purposes of economic analysis, it is important to note that locally raised revenues such as sales tax and user fees accounted for a very small portion of the public sector expenditures. The State of Alaska, through its own programs and financial assistance to local government, the school district and other public organizations, is ultimately the main source of public revenues. As a result of the declining state shared revenues, education funding and reduced or cancelled programs, Unalakleet is very sensitive to the State's fiscal condition. All of the public construction projects are impacted by the State's fiscal condition especially projects subject to discretionary funding or low priority programs. The continued shrinking of the State budget has stymied local public sector growth over the past twenty years and will continue to do so for the foreseeable future.

In the private sector, it appears that fishing has some room for growth, but this industry has been cyclical in recent years. The newly constructed fish processing plant has not been able to sustain production without the importation of fish from other areas in the region. Venturing into a "value added" process will increase the periods of operation and employment. Crab fishing may help to stem the fishing decline. Future growth in the transportation, services and trade areas will be directly linked to the level of employment and growth in the public sector. Based upon the forecast of declining State revenues, the rate of growth will be directly dependent upon the future employment and economic opportunities afforded by the public sector.

With sales tax being the largest source of local revenue to provide the essential services, this revenue stream is subject to the annual state of the local economy. Even with a fluctuation in the local economy and sales tax revenues, the City's total annual revenue has remained nearly constant since 1994 while at the same time the cost of goods and services has increased. This reflects upon the fact that no major construction or new employment opportunities have taken

place during this period of time nor were new homes constructed. With the sales tax remaining constant, this indicates that more families are purchasing food staples in bulk and receiving them as by-pass mail. This avoids the payment of sales tax. At the beginning of the 21st century, the City has enjoyed a construction boom as well as the construction of new single family homes. The new homes only relieved overcrowding in existing homes and will not have an impact on the total population. The new health clinic will bring new employment opportunities. The sales tax burden falls upon the resident since most of the large employers have a tax-exempt status.

TABLE ----

SALES TAX, GROSS SALES, TOTAL CITY REVENUES

CITY OF UNALAKLEET 1994 TO 2001

YEAR	SALES TAX	GROSS SALES	TOTAL REVENUE
2001	$272,800.00	$5,456,000.00	$1,095,705.00
2000	$245,605.00	$4,912,100.00	$1,039,880.00
1999	$235,096.00	$4,701,920.00	$1,273,449.00
1998	$225,740.00	$4,514,800.00	$1,182,897.00
1997	$298,331.00	$5,966,620.00	$1,070,875.00
1996	$263,612.00	$5,272,240.00	$1,098,241.00
1995*	$231,898.00	$4,637,960.00	$802,917.00
1994*	$221,621.00	$4,432,420.00	$796,014.00

NOTE: * AFTER 1994 AND 1995, ONLY LEVIED 3% SALES TAX, AFTER 1995, 5% SALES TAX WAS COLLECTED. FIGURES BASED ON YEAR ENDING JUNE 30TH.

POPULATION

In the early years, the population of Unalakleet fluctuated with the subsistence fishing, wildlife reserves and disease outbreak cycles. Now with the improved sanitary conditions as well as improved health care, this has helped to lower the infant mortality rate and bring about better economic conditions.

The composition of a community's population and characteristics are key factors for setting community priorities and evaluating future capital improvements to increase the quality of life. Population trends provide the insight as to how fast a community will grow overall as well determine how fast the specific segments of the community will grow. Long range population forecasts are needed to plan for community improvements to be available at the right time as well as being of the size to accommodate the anticipated population growth. It is also imperative that special needs sub-groups, such as senior citizens, children, large families, disabled, are planned for their particular needs. Not only must the population be looked at but also the make-up of the population and at trends for future population changes.

Changes in the population occur from two sources and they are natural increase and net migration. Natural increase implies the surplus over the number of deaths among the permanent residents. Net migration implies the difference in number of new permanent residents and those who have left the community. Both numbers are important figures in Unalakleet's population statistics.

Recent Population Trends

The best source available for the historic population data is the decennial U.S. Census. Over the last 120 years, most the most part, Unalakleet has sustained slow moderate growth except for the period of between 1960 to 1980 when the population decreased in1970. There is no given reason attributable to 140-person decrease from 1960 to 1970 other than a possible undercounting by the census workers. The net population increase between 1960 and 1980 was 49 new residents. In 1981, the Bering Straits School District headquarters relocated to Unalakleet from Nome causing a major influx of new residents and impact upon the local economy. This population growth was considered in the long term as a one-time event. The new Norton Sound Health Corporation Clinic should also be considered a one-time event on a

lessor scale. It should be recognized that the population growth between 1980 and 1990 rest upon much of it being a one-time event and the growth from 1990 to 200 being on going.

TABLE –

TOTAL POPULATION

CITY OF UNALAKLEET, 1880 TO 2000

YEAR	POPULATION
1880	100
1910	247
1930	261
1940	N/A
1950	469
1960	574
1970	434
1980	623
1990	714
2000	747

Source: U.S. Census, Alaska Department of Community and Economic Development

Age Structure and Natural Increase

Over the past thirty years, (1970 to 2000) the median age of the community has risen from an average of 17.8 years in 1970 to 30.5 years in 2000. This is a great shift toward a more mature population during this period of time. This trend of a more mature population can be attributed to declining birth rate, more newcomers and residents returning to Unalakleet and a decreasing number of young adults leaving Unalakleet for other places. On the whole, Unalakleet has a young population with a median age of 30.5 years compared to the State, which has a median age of 32.9. The Nome Census Area Median Age is 27.6 years of age. Another indication of the

population becoming older can be seen in the percent of the population. In 1990, 43.7% of the population was under the age of 20. In 2000, this percentage for the same age group had declined to 39.6% of the total population. It now appears that the population has stabilized which will lead to a slower growth than was seen in the 1980 to 1990 period. The number of people under the age of 20 years decreased by 16 people from 1990 to 2000. Or, 312 people in 1990 were under the age of 20 while according to the 2000 census there were 296 people in this age group. This would appear that the school enrollment has been stabilized over this period of time except that in the most recent years enrollment is decreasing. The increasing number of young adults will continue to exert a demand for housing associated with new families. The number of senior citizens in the community increased by 50% over the past ten year period form 41 senior citizens in 1990 to 61 senior citizens in 2000.

The workforce in whole numbers has increased during the 1990 – 2000 census period from 338 people to 352 people. However, as a percent of the total populating, the workforce was 47.1 percent of the population in 2000 and 47.3 percent of the population in 1990.

Net Migration

Other than the surge in population the City encountered in 1981 with the Bering Straits School District relocation, there has been no real in-migration of residents into the community.

TABLE –

POPULATION COMPARISON BY AGE

CITY OF UNALAKLEET, 1990 AND 2000

	1990		2000	
-	TOTAL		TOTAL	
AGE GROUP	#	%	#	%
UNDER 5	89	12.5	58	7.8
5 TO 20	296	39.6	312	43.7
20 TO 24	30	4.2	30	4.0
25 TO 44	234	32.8	199	26.6
45 TO 54	55	7.7	105	14.1
55 TO 59	19	2.7	38	5.1
60 TO 64	23	3.2	18	2.4
65 TO 74	24	3.4	41	5.5
75 TO 84	15	2.1	19	2.5
85 AND OVER	2	0.3	1	0.1

Often in-migration brings with it community newcomers who have a different outlook on traditional community values and lifestyles. Often the net change in population is due to an in and out migration and tends to gloss over the significant fact that this population turnover is the loss of the young Native residents. Unalakleet is like most rural Native communities and has traditionally experienced a major out migration of the young adults. This is especially true of the Native female who move to urban areas or outside Alaska in pursuit of better educational and economic opportunities than are offered locally. In comparison, Unalakleet has less out-migration of its young adults than the majority of other rural communities in the region. This may be due to improved economic conditions locally. In reality, net migration does factually represent the population turnover the community is undergoing.

Trends in net migration generally reflect personal responses to ups and downs in economic conditions and work opportunities. A natural increase on the other hand simply reflects the trends in birth and mortality rates.

Race

In 2000, 85.3 percent of Unalakleet's residents were Alaskan Native, up from the 81.8 percent in 1990. This increase in the ratio of Alaskan Native can be attributed to increased employment opportunities requiring special skills and qualifications that were obtained in either urban Alaska or outside. As more and more of the young adults pursue higher education, especially in the health care field, they will be able to fill the anticipated need as Norton Sound Health Corporation continues its health care expansion. This is also true that many non-natives will be drawn to the community for employment in areas requiring expertise.

TABLE ----

POPULATION DISTRIBUTI0N BY RACE

UNALAKLEET, 1990 AND 2000

	1990		2000	
	NUMBER	PERCENT	NUMBER	PERCENT
NATIVE	584	81.8	637	85.3
NON-NATIVE	130	18.2	110	14.7
TOTAL	714	100.0	747	100.0

In most rural Alaska native villages, male residents commonly outnumber females and this is especially true in the 20 to 54 year old age group. The male population of Unalakleet was 52.8 percent during the 1990 census and 53.4 percent in the 2000 census or 40 more males in 1990 and 51 more males in the 2000 census.

Population Growth Estimates

A population forecast is to be used to develop a guide for land use development as well as capital improvement plans. The population forecast takes into account the previous growth history and economics as well as the more mobile society of the community to help anticipate the future needs. There is no scientific sure-fire answer to what the population of Unalakleet will be in 2010 or 2020. As can be seen in the population growth in Table --, from 1990 to 2000, there was a net population increase of 33 people.

In the late 70's and early 80's, the City as well all communities in the State enjoyed an unprecedented amount of income through various State grants and programs. Then, in 1986, the entire State suffered from a major downturn in the economy as well as depressed oil prices. State shared revenues to communities and schools were dramatically decreased as well as many programs that had been instituted previously were shifted to the local communities without funding. Communities such as Unalakleet without a tax base were unable to continue the mandated programs without funding assistance. The loss of these programs and grants resulted in an out-migration of professional people whose positions were eliminated with the loss of funding. The City as well as the school district had to downsize and provide the basic services or meet the minimum requirements. The public sector will continue to be a main source of employment with the health care field expected to expand region wide. With the closing of the WAVE store in 2002, the City lost a number private sector employment opportunities.

Although the City is a sub-regional center, the hub status is only viable for the movement of airfreight. Commuter airlines will continue to serve the communities situated on Norton Sound only as long as it is economically feasible. The implementation of the new by-pass mail may force some commuter airlines to curtail operations or eliminate scheduled service in favor of air taxi operations.

Another factor in the static population growth is the age of the population. According to the 1990 census, Unalakleet had 89 children under the age of 5 years. In contrast, during the 2000 census, there were only 58 children under the age of 5 years. At the same time, the age of the population is growing older. In 1990, there were 97 people in the 45 to 64 age group and in 2000 this same group had grown to 161 people. From this alone, the City is experiencing fewer births while the population is growing older.

Table – depicts the population growth forecast for the planning period of 2000 to 2020. This population forecast assumes that the City will be static for the years to come without the impact of a major employer. The number of housing units will grow with both the City and Unalakleet Native Corporation making land available for single family development. This assuming that the new residential units will only reduce the household size and alleviate the crowding that exists.

TABLE---

POPULATION ESTIMATE

CITY OF UNALAKLEET 2000 – 2002

YEAR	POPULATION FORECAST	NET POPULATION INCREASE	CUMULATIVE INCREASE
2000 (Actual)	747		
2005	785	38	38
2010	825	40	78
2115	867	42	120
2020	911	44	164

(Projection based upon a one-percent per year increase in population)

In making population projections in rural Alaska, so many factors need to be considered at the onset and in so many instances are subject to error as a result of an unforeseen economic change. The unpredictable fishing economy plays a major factor in the local economy especially

when the construction industry is lean in the area. The fewer the construction opportunities available in the community, the larger the number of fisherman who are plying the waters. For the Nome Census area as a whole, during the 1990 to 2000 period there was an out-migration of residents from the area.

INVENTORY OF COMMUNITY FACILITIES AND SERVICES

Utilities

The City of Unalakleet water and sewer system was developed in stages by the U.S. Public Health Service between 1964 and 1976. Operation and maintenance of the initial system was transferred to the City in 1979. The system in 1979 consisted of an infiltration gallery at Powers Creek, approximately 8,000 feet of 4-inch transmission line, a 1,000,000-gallon storage reservoir and approximately 11,000 feet of 4 inch circulating water pipe.

Since the City has received the Powers Creek water source and related appurtenances, the source has frozen several times creating hardship upon the community and requiring emergencies to be declared by the Governor. The Powers Creek source froze in 1982 and again the 1983/1984 winter, 1996 and again in 1999. Both the 1983/1984 and 1996 freeze-ups required emergency declarations to obtain the necessary funding to make the repairs and corrections. During the 1983/1984 freeze-up the southeast loop in the city froze leaving the residents without water for two months. In 1996, the transmission main froze from Powers Creek to the airport and a major portion of this line was replaced.

In 1996 a new filtration system was installed at the downtown water treatment plant for the entire system. The charcoal filters filter all the incoming water prior to going into the reservoir and chlorination. In 2002, the City installed cathodic protection for the reservoir and replaced all the copper plumbing in the treatment plant. New flow meters were installed at both the water plant

and Powers Creek. The flow meters enable the City to determine line loss from the source to the plant. The present rate for a residential user for sewer, water and baler use is $61.00 per month. Commercial users are charged for sewer and water plus a baler fee based upon the amount of waste generated. Presently, only two accounts are metered.

Sewer

The sanitary sewer system was constructed at the same the water system was being installed. A 2.2-acre two-stage facultative lagoon replaced the original seepage pit. The system also includes 4 lift stations and approximately 7,300 feet of 6-inch sewer main and 7,200 feet of 4-inch sewer mains.

In 2001/2002, the City retained the firm of Montgomery Watson to design a new wastewater treatment facility along with possibly relocating the facility to a new site. The existing site offers a percolation to the cells resulting in an acceptance effluent entering the Kouwegok Slough and eventually the ocean. The new facility will include sludge drying beds to be located at the landfill and a settling tank to settle out the solids from the incoming wastewater before it enters the facultative lagoon.

Solid Waste

The baler, storage building and landfill were constructed in 1992-1993and the landfill equipment storage building was constructed in 1994. The City has a baler that compacts the garbage into bales that are then hauled to the landfill and stacked in the pre-dug cells or in the winter are stored in the cold storage portion of the facility until spring. The existing landfill was designed for a twenty-year life. At the present rate of usage, the existing landfill site should become full in the year. Since everything must be shipped into the community, the large volume of cardboard boxes being baled reduces the capacity of the landfill. The Department of Environmental

Conservation allows for the burning of cardboard so the City has constructed a burn barrel to specifically burn cardboard boxes and reduced the waste volume. This has been very successful in reducing the volume now being baled and hauled to the landfill

Power and Heat

The Unalakleet Valley Electric Cooperative (UVEC) is associated with the Matanuska Electric Association and supplies the power to the entire City and the Federal Aviation Administration remote site. Four diesel-powered generators provide the current peak demand of 800 KW/hr to 324 customers. Two 620KW and one 500KW generators were installed in 1983 and at that time tripled the capacity of the system. UVEC At the present, UVEC has a bulk fuel stage tank farm that was built in 1963 and upgraded in 1982 and 1983 by adding a dike and a 180,000 gallon fuel tank. Currently, UVEC has an application into the Denali Commission for the purchase of a new generator that will be more fuel efficient to operate.

The flat monthly rate for residential user, as of 2002. Is $0.2649 per kWh with the average annual monthly bill costing the consumer approximately $120.00 per month.

The commercial flat rate is $0.2361 per kWh. With such a diversity and demand in the commercial accounts, a meaningful average is difficult to determine.

The Unalakleet Valley Electric Cooperative also supplies waste heat from its generators to the City's Baler Facility, City Shop, Old City Office Building, Head Start Building and the Bering Straits School District for a nominal cost thereby reducing both entities' heating fuel costs. The new community center will also benefit from the use of waste heat.

Efficient oil burning stoves are the main source of heat for the residential homes with wood burning stoves used as a supplement to reduce fuel costs. The 2002 price of heating oil is $2.50 per gallon. It is estimated that the average home spends $1,400.00 annually for heating oil.

Communications

In 2001, United Utilities bought the former General Telephone system in Unalakleet as a result of GTE divesting itself of all the Alaskan operations. Alascom transmits the long distant telephone calls via satellite. The main plant has the capacity for additional subscribers but certain portions of the system need to be upgraded since they are near at capacity. With the advent of the fax machine and personal computer, the system currently has over 400 lines in use. GCI provides long distance service and will provide Tele-medicine technology to the new clinic.

The former cable television operator, Frontier Cable, filed for bankruptcy in 2001 and discontinued service. A majority of the residents now have individual satellite dishes to receive television signals. The area is served by locally operated radio station KNSA, which is a part of the statewide radio network and receives its feed from KDLG in Dillingham. Residents also receive the signals of KICY and KNOM in Nome for news, weather reports, fishing reports and music. The Nome Nugget and Tundra Drums are two weekly newspapers that are available with regional news in Unalakleet.

COMMUNITY SERVICES

Health

At present the Euksavik Clinic provides the City with the health care needs such as long-term chronic care, acute care, and emergency services. The facility is staffed by a physician's assistant, four health aides, mental health worker and a Unalakleet based dentist who also serves

Stebbins, St. Michael, Koyuk and Shaktoolik. The existing facility that was constructed in 1978 through a grant to the City and an addition was constructed in 1983 through the joint efforts of the City and IRA. The Euksavik Clinic will be replaced in 2003 with a modern sub-regional clinic constructed by the Norton Sound Health Corporation. The new sub-regional clinic will serve the communities of Koyuk, Shaktoolik, Stebbins, St. Michael and Unalakleet. The new clinic will not only house the medical staff but also house mental health workers presently located in various offices throughout the City. Periodically specialist such as doctors for the eyes, ear, nose and throat visit the clinic otherwise, residents must travel to Nome to receive these services. At present, all emergencies requiring specialized treatment are medivaced to either Nome or Anchorage depending upon the severity and nature of the illness.

Public Safety

Police

The City of Unalakleet is presently served by a Police Department that consists of a Chief, two officers and a Village Public Safety Officer financed by Kawarak, and a part-time jailer dispatcher. The Alaska State Troopers have a Regional Public Safety Officer stationed in Unalakleet to serve not only Unalakleet but also Koyuk, Shaktoolik, Stebbins and St. Michael. The most significant on-going problem in the community is alcohol-related violence and abuse.

The ability of the existing service providers to meet the public demand is limited by the number of officers and staff. The officers are only able to perform basic law enforcement and are unable to engage in any prevention activities. The alcohol related requests for services occupy the majority of the officer's time. This results in a lot of frustration because of the repetitive calls for peacekeeping services. The continued high rate of alcohol abuse needs intervention jointly pursued by education, health and social service agencies as well the public safety providers. Education of the young people will be made through the implementation of the DARE program

beginning in the 2002 – 2003 school year being taught by the Village Public Safety Officer trained in this area.

Although many are accustomed to police facilities that are their own identity, the Unalakleet police facilities are limited but do provide minimal room to provide care and custody of prisoners. The normal areas such as a squad room, booking area, dispatch center, chief of police office, evidence rooms and interrogations rooms are non-existent but rather combined into one office and a large open area. The facility has four cells with space available for a maximum of six prisoners at one given time. During the period of incarceration, a jailer/dispatcher is on duty until the disposition of the prisoner. When a person is sentenced to serve time, the prisoner is transported to Nome for incarceration by one of the City's officers. The current police offices were last remodeled in 1985.

With the availability of State and Federal grant funds for law enforcement for small communities almost nil, it is difficult to upgrade a department using local financial resources. The continued cutback in State services such as the State Troopers, Fish and Wildlife Protection has shifted the local law enforcement upon the communities. Training for law enforcement for small communities is sporadic at best leaving many law enforcement officers woefully under trained for the situations. The City has been fortunate to receive the services of a Village Public safety Officer for the past twelve years that has aided immensely in the overall protection capability of the City's forces.

Fire

A volunteer department provides the fire protection for Unalakleet with one 1,300-gallon fire truck located centrally in the core area of the community. There are 22 fire hydrants spaced throughout the community with the majority of the water system being four-inch mains. A large continuos fire flow is a major concern due to water main and pump size. The one million-gallon

reservoir provides adequate storage and fire fighting reserve. The previous Powers Creek and transmission main freeze-ups had jeopardized the fire fighting capabilities during those extended periods.

At present, the department lacks organization as well as training. The response to a fire by the volunteers is overwhelming. The need for modern up-to-date fire fighting equipment is needed. Similar to the Police Department, grants for small community fire department is almost non existent. The small communities must rely upon their local State representatives and senators to provide financial assistance in the form of grants for department equipment and upgrades. Local financial resources already strained are incapable of providing the level of funding required to upgrade and maintain the department adequately.

Recreation and Library

The existing sports facilities available to the youth and young adult are inadequate to meet the demand. The outdoor basketball court use is limited to weather conditions and the same holds true for the impromptu softball field. With school district's policy prohibiting summer use of facilities, the Native Village is seeking funding for a $5.0 million plus community center-gymnasium to alleviate some of the needs. The Native Village has secured funding for Phase I of the facility. Construction of Phase I is schedule for the fall of 2002 and at the same time additional funds are being sought for Phase II.

The Ticasuk Library was constructed in 1982 and presently is open 4 days per week during the afternoon hours. Use is limited since the majority of the younger population is still in school while the library is open. The City had received some funding in the past from the State to maintain and expand the collection of books and periodicals. The City did not spend the required fifty-percent of the grant to maintain and expand the collection and was penalized. State funding should now reoccur and fifty percent of the grant money must be spent on the collection. At

present, there is interest to change the library hours to be more conducive for student use. The University of Alaska - Fairbanks – Northwest Campus uses the library for their off-campus classes in Unalakleet.

Public Works and Transportation

The City maintains 9.77 miles of streets in the city limits as well as the 3.36-mile long landfill access road that was constructed by the State of Alaska. During the platting of the City in 1987, the main thoroughfares were platted to fifty foot right of ways and the majority of the streets off the main thoroughfares were platted at ten foot right of way plus easements varying in widths. The narrow right of ways limits the City's ability to maintain these streets and often the traveled roadway encroaches upon private property.

The Native Village is currently constructing a new access road to the old White Alice road from the Landfill Access Road along the base of the foothills. This will shorten travel distance to the new homes being constructed in the Brown's Subdivision and surrounding areas as well as open new housing opportunities parallel to this road upon the final selection with the City. The previously traveled road paralleling the north-south runway was closed by the State in 2001 eliminating the Federal Aviation Administration concern for aircraft safety.

In recent years, the number of 4-wheeleres and automobiles has increased greatly. Currently there are ___ vehicles in the community. During the dry periods of the year, the vehicular traffic causes an undue amount of dust, which in turn enters the households and causes breathing problems. The City is pursuing the purchase of equipment to water the streets as a temporary health cure and paving or chip sealing of streets as a long-term elimination of the dust. The State of Alaska Department of Transportation and Public Facilities currently has the paving of the major thoroughfares scheduled for construction in 2007 for an estimated cost of $2.9 million.

Currently there is one dock that is adjacent to the Norton Sound Seafood Plant. All fuel off-loading takes place along the Kouwegok Slough near the facilities receiving the fuel. Due to the tidal and siltation problem associated with the Unalakleet River, bulk goods and supplies are off-loaded north of the community at the City gravel pit. This area is adjacent to the White Alice Road and has easy access to the new BIA Road. The City levies a $0.01 per pound or per gallon for wharfage charges.

LOCAL GOVERNMENT ORGANIZATION, POWERS AND FINANCE

Unalakleet was incorporated as a Second Class City in 1974 and at incorporation voted to levy a three-percent sales tax on all goods and services. Since the City is in an Unorganized Borough for the assumption of powers and exercising of powers granted in the State Constitution and Title 29 of the Alaska State Statutes, there certain functions that are required to be performed. The City boundaries (See Figure _) contain about 5.25 square miles, with about 3 square miles of land and 2.5 square miles of water. Regular elections are held the first Tuesday in October. The City Council meets monthly. The Mayor is elected annually from the City Council members.

Powers exercised by the City as allowed under the State Constitution and Title 29 are:

- construction and/or maintenance of streets
- construction and/or maintenance of sanitary sewers and wastewater treatment facilities
- construction and/or maintenance of water system
- Police protection and jail facilities
- Library facilities
- Fire protection services
- Garbage and solid waste disposal
- Platting powers
- Games of skill and chance

In addition to State Shared Revenues, the City voted to impose a three (3%) percent sales tax at the time of incorporation for general operating monies and in 1993 voted to impose an additional two (2%) percent sales tax for the operation and maintenance of the solid waste facility. In 2002, the combined five (5%) sales tax will generate approximately $275,000.00. (See Table --, Page 25) The amount of State Shared Revenues has steadily decreased since 1987 to a FY02 funding amount of the combined revenues being only $99,580.29 or 8.12% of the total City budget. of $1,226,828.00. The Police department consists of three full time and one part-time officer as well as on-call jailer/dispatchers. The Public Works Department consists of a Superintendent, Water Plant Operator, Baler Facility Operator and Mechanic and seasonal help to supplement the workload. Other City personnel include a full time City Clerk, part-time administrator and part-time file clerk and part-time librarian.

The City was entitled to receive up to 1,280 acres for public uses and community expansion under the ANSCA Section 14 © (3) reconveyance. The City and the Unalakleet Native Corporation are completing the process of dividing the recent 1,394 acres received from the State that was formerly part of the airport. This will provide for expansion to the east for new residential and commercial development.

II COMMUNITY DEVELOPMENT ISSUES

Community development issues define the choices open to the community as it responds to changes brought about by such factors as population fluctuations, economic changes, shifts in government policies. The course taken to adjust to these variables will affect the quality of life enjoyed by the residents. The decisions made today will set the course for the future of the community. The choices facing the residents is how to allocate the limited resources both material and financial to best serve the community. And at the same time maintain the vitality of Unalakleet's distinctive traditional social and cultural values while facing major changes. The choices for the future of Unalakleet need to be made by all the residents and institutions working harmoniously for the common goal.

The major issues that will affect the community in both the near-term and long-term future development can be described into three broad categories:

- **Community expansion**
- **Community improvements**
- **Community traditions**

Community Expansion

With the completion of the platting of the original townsite in 1993, the most critical issue now is to create a strategy to develop land for residential, commercial, institutional and public uses above the flood plain and away from sea erosion of the spit. The Natural Resource Conservation Council's inventory of the community's flooding susceptibility indicates that approximately forty (40%) percent of the community would be impacted by a 100-year flood and a 500-year flood would impact even more of the community including the schools and power plant. The continued ocean erosion of the community is a major concern to the residents both in the immediate and near-term future.

With the lack of building sites in the original townsite, development can only take place east and north of the community along the new roads. Development in these areas will also provide new homesites above the flood plain and devoid of ocean and river erosion. The native corporation policy on land disposal is to provide land on a long-term lease basis while the City has the option to either sell land outright or to provide long term leases. The area east of the community is not presently served by sewer, water, electricity or telephone while the are north of the community is served by electricity and telephone. The area north of the community presently uses individual well for water and septic fields for waste disposal. The initial cost for extending utilities to the area east of the community will be exhorbant due to the long and challenging crossing the lowland area as well as the area to be crossed is subject to tidal action. The future development rate of the land to the north and east of the community will be determined by the following:

- Current and future demand for privately owned residential units
- Current and future demand for multi-family housing units
- Current and future demand for commercial uses
- Future demand for institutional facilities
- Ability to provide utility infrastructure to area

With the community not having a tax base (State of Alaska Full Value Determination for FY2002 is $17,865,000.00 for personal and real property), nor levying property taxes, the ability to secure long-term infrastructure financing is limited to only obtaining State and Federal grants as the means to provide basic utilities. The filling of the lowlands should not be considered as an option to providing additional land available for development as it is widely used for subsistence.

For long-term purposes, the community should give serious consideration to relocating the community east and north above the flood plain and away from ocean erosion. The present evacuation route across the Kouwegok Slough has portions of the road subject to being underwater during a 100-year and 500-year flood. Both the City and the Kawerak Transportation Committee recognize the need to raise the road above the flood level for a safe evacuation route.

The Corps of Engineers as well as the State of Alaska Department of Transportation have been advised of this defect in the road construction.

Community Improvements

Community improvements relate to the long-term needs of the community to maintain the quality of life and provide safe ands sanitary living conditions. This includes public improvements to the sanitary sewer and water system so they are reliable for community expansion and extreme weather conditions. Erosion control is a basic life support concern for the entire community, and more of a concern of those closest to the ocean in the southern portion of the townsite that is disappearing into the sea.

Another concern is the ability to safely treat the community wastewater and safely dispose of the effluent. The present flocutative lagoon in use was constructed in 1978 and has performed satisfactorily since inception. The City recently had a study completed by Montgomery Watson for improving and upgrading the wastewater collection system and upgrading the flocculate lagoon. Although the present system has operated very well over the 20 plus years with minimum maintenance, it will require a major expansion and upgrade to serve the community at the present and long-term.

The City completed a new landfill and baler facility in 1993 and made a storage building addition to the facility in 1997 so during winter months bales could be stacked and stored while the landfill access road was impassable. The City's landfill and operation is State certified as a Class III Landfill.

The Native Village of Unalakleet and City jointly have entered into an agreement with the U.S. Army Corps of Engineers to conduct a harbor feasibility for the possible construction of a new harbor. The feasibility study is to be completed in 2007 with the estimated costs of $1,730,216.00

to be cost-shared fifty-fifty between the Corps and Native Village and City. At present the Native Village has secured $500,000.00 as part of the local share to begin the study. Access to the Unalakleet harbor is limited to shallow draft barges and high tides due to the continued siltation of the river channel and changing course. At the same time, discussions are on-going with the City, Unalakleet Native Corporation, Unalakleet Valley Electric Cooperative, Bering Straits School District and West Coast Construction to consolidate and relocate fuel storage facilities away from the core area of the community. Funding for such a move would be sought through the Alaska Energy Authority and Denali Commission.

A major concern of the community is transportation. The concern is not limited to just travel but also road maintenance, dust control and increased vehicular and all-terrain vehicle traffic. With an aging population and increased all-terrain vehicle and motor vehicles in the community, during any period of the year when the road surface is dry, fine particle dust is raised causing breathing problems and a thin film of dust throughout the residential homes and community buildings. During Public Meetings held recently in Nome and Unalakleet, the dust control problem is the number one concern of areas that do not have paved streets. The State Department of Transportation and Public Facilities who conducted the Nome public meeting noted that among other concerns, dust control was the major concern that needs to be addressed as a health issue for all of rural Alaska. The City nominated as a part of the Department of Transportation and Public Facilities State Transportation Improvement Program (STIP) FY2004 to 2006 dust control as its Number Two Priority after the upgrade of the Landfill Access Road Evacuation Route Upgrade. The dust control included the paving of the main thoroughfares of the community that contained a minimum right of way of fifty feet or more. DOT/PF has indicated that as a matter of scale of economy, the paving of the local roads would be better suited to be part of the runway paving since the mobilization costs are extremely high for a small project of the streets as a stand alone project.

The Kawerak Unalakleet Transportation Committee recently considered many items for enhancing transportation to and from and in and around the community. Aside from the number one concern of erosion control to southern and western portion of the community and evacuation routes, the paving of the airport and construction of a new east-west runway was a high priority. Under the current DOT/PF long-range construction schedule, the Unalakleet airport is scheduled for a major construction upgrade in 2007. This will include a new east-west runway. A more desirable long-term solution to the potential erosion of the airport runway and continued flight cancellations because of localized weather conditions would be to relocate the airport to the former White Alice site or the present FAA VOR site. This not without cause of concern for travel to and from the proposed airport especially during short winter months. The access road would have to upgraded in its entirety as well as the North River Bridge reconstructed. (Scheduled for 2003). The movement of freight and mail to and from the community needs to be considered too.

The lack of adequate and affordable housing is a paramount need to afford an orderly growth of the community. The lack of single family residential housing units as well and apartments of adequate size to house a family has been a hindrance in community growth. This need is compounded by the fact that there is little or no private or publicly owned land for sale for development of a senior housing or apartment complex. Many young families live with their parents since there is no affordable housing units to rent. With the completion of the new Norton Sound Health Corporation sub-regional clinic, the demand for quality affordable housing will become more pronounced in the immediate future. The providing of affordable housing should be a function of the private sector and not the public sector. Both the Unalakleet Native Corporation and Bering Straits Native Corporation have been contacted to fill this need. As the population continues to grow older, a distinct need for senior citizen housing has been shown. Although many elders want to continue their independent living and not be a burden upon their children, affordable, decent, safe and sanitary housing that a senior housing complex affords should overcome the fears. As the population to continues to grow older, the need for assisted

living quarters needs to be considered not only for Unalakleet but the sub-region as a whole. A sub-regional assisted living quarters would provide those in need of special care the ability to enjoy their years close to their immediate family. Presently there is an Elders Nutrition Program that affords the elders a nutritious meal as well as an opportunity to gather or a daily basis. This program could be incorporated into a senior housing development and assisted living quarters eliminating the need to travel during inclement weather.

The quality of education provide by the Bering Straits School District has led to an increased number of graduates attending higher education schools. At the same time though, for those who have no desire to attend a college or university are left to fend for themselves with no gainful employment skills. Although there are trade schools available in the State, leaving the community where a person was born and raised results in an emotional crisis in being without the support of family and friends. With the lack of housing, the school district may want to pursue a local building trades program providing the initial training to those who may want to join the skilled labor force. At the same time, the skilled positions are filled and apprentice opportunities are nil. Job opportunities at the best are seasonal. Those who continue to pursue a degree for a college or university usually remains outside of Unalakleet because of the lack of employment opportunities in the community. There is no sure-fire answer to addressing all the educational or training needs of the community. With the low-interest student loans, we can only encourage our younger generation to pursue a trade through the apprentice programs or continue on to a college or university of their choice and field.

Although the Bering Straits School District does allow the use of their facilities for seasonal recreational use and meetings, the overall availability of recreation facilities for the non-sports orientated person are inadequate. The long-term goal of the Native Village to construct an all-inclusive community center that will have a gymnasium as a major focal point. This new facility will greatly alleviate this void. Still, there is the need to create parks and viewing/resting areas within close proximity to the City. The viewing areas could be for bird watching or enjoying an

afternoon away from the home and hustle of the community. The creation of a day-care center in the new community center will also assist many families in allowing both members of the family to be gainfully employed. The lack of a day-care facility is hampering many families presently from moving up the economic ladder. Funding for the new community center has been secured through a grant from the Economic Development Administration and construction of Phase I will start in 2003. Additionally, the community center will have office space available for lease and the leases in turn will generate income to pay for the operation and maintenance costs associated with the facility.

The new Norton Sound Health Corporation sub-regional clinic to serve Unalakleet, Stebbins, St. Michael, Shaktoolik and Koyuk will provide a higher quality of medical service to the region. The new clinic will be able to provide the quality of care desired by all that may be injured or sick without requiring the costly medivac of patients to Nome for treatment. The clinic will provide both medical and dental services as well have the ability to have a patient stay overnight for observation. The new clinic once fully staffed will greatly impact the need for additional housing units. The telemedicine options in the GCI communications upgrades will enhance the health services provided by the sub-regional clinic resulting in more outpatient services provided by the new clinic to the region.

The Unalakleet Valley Electric Cooperative provides the electricity in the city. At present their generators are capable of providing the necessary electricity to the community. The high cost of diesel fuel relates to a high cost of generation of a kilowatt-hour. The addition of the new clinic and further development of new housing units has caused the cooperative to seek funding for a more efficient generator and at the same time is also pursuing funding for an alternate energy source through wind generation. There will be the need to extend their transmission lines and services to the potentially new housing sites east and north of the City in the near future and in turn increase the demand on the system.

Community Traditions

The values placed on this the activities and places are those that are highly cherished to the quality of life in Unalakleet. The most important factors are the ability to subsist through the food-gathering, hunting, fishing and berry picking. These activities and traditions of the people of Unalakleet serve as the foundation of who they are and why they live in Unalakleet. Local residents and institutions as well as State and federal agencies should and can work effectively to protect these values. Conservation of the community values should be the overriding consideration in all future development issues. The lowlands should be left untouched and provide nesting grounds to the waterfowl and for public use. The river provides the residents' access to their food gathering areas and should be protected to maintain the pristine national recognition it enjoys today for its beauty and sport fishing.

III. LAND USE ELEMENT

LAND USE PLAN

This section is to be used as a guide for future development away from the core area of the City. The present townsite having been nearly fully developed except for several parcels or tracts of land under the control of the Unalakleet Native Corporation cannot be modified to any degree to impact the current land use within the core area.

The Land Use Plan is to be used as a tool for the future development of the community in an orderly fashion. The plan must be designed to meet the long-term goal for relocating the City from the sandspit in advance of accelerated erosion due to global warming.

With the airport under the control of the Department of Transportation and Public Facilities, the Airport Layout Plan that they have prepared and the Federal Aviation Administration has approved can be the basis for present and future airport land use. The paving of the existing north – south runway and relocation and extension of the east – west runway will create additional lease lot sites for airport related uses. Being a sub – regional hub airport, the expansion of freight and passenger services will benefit the City by having flight crews based here.

The proposed Land Use Plan is basic in concept by establishing specific classes: (1) Single Family Residential, (2) Multi-Family Residential, (3) Commercial, (4) Public and Institutional and (5) Open Space. Initial layout assumes the minimum lot size to be 40,000 square feet in size due to the lack of sewer and water. The need for on-site disposal and soil conditions warrants lot of this size until potable water and sanitary sewer facilities are installed.

The majority of the property east of the townsite is under the ownership of the City and Unalakleet Native Corporation. This ownership will provide the basis to develop a long-term plan for future development and at the same time implementing the Land Use Plan intent. This will help to avoid the co-mingling of land uses and protecting property values and owner rights.

In the previous Comprehensive Plan completed in 1985, it was the desire of the residents to perpetuate the traditional community values associated with living on the spit. This plan does not alter those values and desires, but instead looks toward the future and desire of many people to be able to "own" their own home and at the same time continuing to respect the traditions.

The Land Use Plan takes into consideration these desires in assuming the tradition townsite to remain status quo. The Land Use Plan also assumes that the growth to the east and north will be gradual and initially this area will in a sense isolated by the Kouwegok Slough and lowlands.

The land use patterns were developed using planning standards as well as individual wastewater disposal standards of the Department of Environmental Conservation. These standards dictate lot sizes to accommodate proper on-site disposal and distance from the individual water source to avoid possible contamination. When public sewer and water are available to the sites, it may be the desire of the property owner to subdivide into smaller lots. The current City standard lot size is 7,500 square feet, if served by water and sewer utilities. With the current lack of privately owned land for sale for development into single family or multi-family, it is nearly impossible to determine the immediate and long-term need for residential land. With the initial land use plan setting the lot size standards high and the size of the household in Unalakleet, according to the 2000 Census, being 3.33 people and family size being 3.82 persons, it can be said that the new land use plan calls for 3.82 persons per acre. The planning standards for lots served by sewer and water is 10.0 persons per acre.

RESIDENTAL

The new land use plan calls for residential development to be the predominant land use of the area east of the community. Extrapolating the Native Village of Unalakleet's housing survey and Unalakleet Native Corporation lot request waiting lists, the following table has been developed indicating the need for new residential land as well as using the populating growth estimates. The most recent letters of interest received by the Native Village of Unalakleet Housing Authority indicated an interest in 25 new homes. The Unalakleet Native Corporation has approximately twenty-five requests for land to build new residences upon. Both the Unalakleet Native Village Housing Authority and Unalakleet Native Corporation are planning apartment buildings to serve the low-income and additional clinic personnel in 2003.

TABLE –

ESTIMATED DEMAND FOR NEW HOUSING AND LAND DEVELOPMENT

CITY OF UNALKLEET 2000- 2015

	POPULATION FORECAST	POPULATION INCREASE	HOUSING DEMAND	ACRES OF LAND REQ
2000 (ACTUAL)	**747**			
2002	**762**	**15**	**4**	**4**
2005	**785**	**38**	**10**	**10**

Although the conceptual land use plan calls depicts a major subdivision layout including all the amenities, due to the high cost associated with the installation of the sewer, water, roads, electricity, it would be ideal to develop those lots that will require the least amount of money for improvements first. The remainder or the area can be subdivided in phases to help assure that development will take place in an orderly fashion consistent with the goals of the community and land use plan. Phasing would also allow for the City to receive an income to offset the continual cash flow otherwise needed for utility installation.

MULTI-FAMILY RESIDENTIAL

Multi-family residential is designed to provide ample area to construct apartment units whether as a duplex, four-plex or many apartments under one roof. The area allows for various individuals or companies to erect facilities to accommodate those who do not wish to own their own home or are financially unable to do so at a point in time. This will provide young married families with an alternate living site rather than living with one of the parents until they are financially on their feet. Multi-family housing should not be mixed with single family housing nor should it be mix with commercial activity under the best scenario. The land use concept has made ample room for multi-family housing and it is assumed that the immediate desire will be to erect these types of structures.

COMMERCIAL

This land use would include retail and service businesses, commercial office space and lodging. It is envisioned that outdoor storage and light industry as well as warehousing will continue to remain on the spit and close proximity to the airport or the slough. Since transportation costs are a limiting factor for industrial ventures, if an industry chose to locate to the community, this too would be located in the proximity of the airport. As the migration continues to the east and north, the current business center will diminish. At the on-set, the new business area could be classified more as a neighborhood business area primarily serving those who reside east and north of the townsite. Eventually this will evolve into a business center.

PUBLIC AND INSTITUTIONAL

Public and institutional uses generally include schools, churches, public offices and facilities, community centers, playgrounds, police and fire stations, medical facilities and similar public and

semi-public uses. In the near future, the Bering Straits School District will have to contemplate the replacement of the current facilities due to age and functional obsolescence. The current facility will receive some water damage in a 500-year flood according to the National Resource Conservation Service Floodplain Management Report - 2002. At the time funds become available for a new plant, a site should be selected to avoid possible flooding and erosion. At the same, whenever a public agency is deciding to improve its plant, serious thought should be given to relocating the facilities away from the townsite.

OPEN SPACE

The open space classification is designated for preservation of the lowlands or wetlands, berry-picking sites, natural habitat, archeological sites, protected watersheds and subsistence areas. This use also includes parks and playgrounds, green belts and buffer zones. The preservation of the open spaces are key to maintaining many of the traditional values of the community.

IMPLEMENTATION OF LAND USE

With the anticipated growth north and east of the townsite, now is the ideal time to plan for the orderly development of the area. Although a majority of the area is under the control of the Unalakleet Native Corporation, other public and private landowners should work harmoniously to develop the long-term masterplan for the future of Unalakleet. To insure the orderly and compatible growth as envisioned in the land use plan, zoning will provide the property owner with the pre-insurance of their property rights. Since nearly all the property proposed in the land use plan is outside the current city limits, all the property owners should petition the city for annexation to assure the orderly development as well be afforded public utilities.

IV. PLAN IMPLEMENTATION

This section of the Comprehensive Plan makes certain recommendation for the City to consider in implementing the plan.

OFFICIAL PLAN ADOPTION

The first step toward the implementation of the comprehensive plan is the formal adoption by ordinance of the plan. With the formal adoption of the Comprehensive Plan, this becomes the official development policy of the City. If the community undergoes wholesale changes, the comprehensive plan should be reviewed and updated to reflect the changing community characteristics. Regardless of the changing community characteristics, the plan should be revisited at a minimum of every five years, especially the capital project portion to reflect the changing community needs and growth.

OFFICIAL MAP

The Official Map is a tool to identify developed and undeveloped land, reserve for public use roadways and utility rights of way. The map requires the City to undertake advanced planning to insure compatibility with the long-term goals of the community and needs. The Official Map aids in protecting the landowner of his investment against the uncertainty of future land use adjacent to his/her property. The Official Map depicts the main access to the property but the direct access is decided upon the subdividing of the property. The Official Map provides the long-term guidance to the City officials in determining how the vacant land is to be used in the future and that uses are not commingled.

BUILDING PERMITS

A building permit system is an effective means to provide the homeowner with quality assurance to minimum building standards. A building permit system provides the City with the ability to eliminate encroachments and property line disputes. For this reason alone, it may be incumbent upon the City to institute a building permit system for all-new construction, remodeling and additions. With the lending institutions as well as Alaska Housing Finance Commission requiring new mortgaged homes to be inspected by the private sector if the City does not have a recognized building department, there would be no need for the City to provide inspection services. With the number of housing units constructed in the corporate limits each year, the permit value can be readily determined using area-wide average construction costs.

CAPITAL IMPROVEMENTS PROGRAM

The Capital Improvements Program or commonly known as the "CIP" is a multi-year plan for proposed public improvements. The CIP describes the proposed projects and project sites, estimates the capital costs, if possible, identifies possible funding sources and projects a schedule for development. The CIP coordinates the City's efforts with various State and Federal funding agencies as well as the private sector for the project development. The CIP may include anticipated operation and maintenance costs for a project and the source of the City's match, if required.

The CIP usually covers a five or six year period as well as projects that may be out ten years such as the new harbor. Since the majority of capital projects are subject to either State or Federal Funding, ideally the CIP should be included in the annual budgeting process. The City's financial ability for funding CIP projects is limited to "in-kind" services. The cash disbursement responsibility is usually retained by the lead agency, such as Village Safe Water, DOT/PF or Corps of Engineers. The City is normally reimbursed for direct costs incurred on the project.

One distinct advantage the CIP does for the City is that it can help establish a long-term replacement program for buildings and facilities.

HOUSING DEVELOPMENT

The availability of new housing sites as well as new rental units is a priority of the community. With the recent land exchange with the Unalakleet Native Corporation, the City can develop its property into housing sites large enough to accommodate on-site waste disposal and private wells. The development of rental units will fall upon the private sector while the Native Village of Unalakleet Housing Authority has the ability to provide senior citizen housing, assisted living quarters and subsidized single family housing. The Alaska Housing Finance Corporation has various loan programs to assist low to moderate-income families as well as veterans in the purchase of new homes or the rehabilitation of existing residences. When new housing sites are available, the initial demand will exceed the supply.

FLOOD CONTROL

With the continual erosion of the spit through higher tidal action and possibly the effects of global warming, the safety and future of the existing residences and businesses is a major concern. The goal to construct as beach road adjacent to the ocean from the south end of the spit to the Berings Straits School District facilities is a high priority in preserving the traditional community. With the lack of new building sites in the old townsite, new residents and businesses will eventually relocate to the east and north gradually. In the interim, with the recently completed Floodplain Management Report, a minimum first floor elevation should be established to be at least above the 100-year flood level and preferably above the 500-year level to help mitigate the financial and emotional effects of flooding. With the establishment of a minimum first floor elevation, existing vacant parcels of land can be utilized. A first floor elevation still does not preclude the ability of a flood to impose damage and heartache upon the individual or residence.

It is only to be used as a precaution should one choose to build in the flood plain and they are aware of the possible consequences resulting from a 100-year or 500-year flood.

ANNEXATION

The State of Alaska Local Boundary Commission as well as the State Legislature would like to see the entire State developed into Boroughs and thereby transfer the education responsibilities to the local level. As previously stated, the State's FY 2002 Full Value Determination of Unalakleet for both real and personal property is only $17,865,000.00. For the most part, that portion of Alaska that is in the unorganized borough do not have a tax-base capable of supporting local government much less education. The City as well as the residents should continue to resist the formation of a borough.

With the pending land exchange between the City and UNC, a portion of this area is outside the existing corporate limits. The City and UNC should jointly pursue the annexation of this property to the City for development under the Comprehensive Plan. An additional point is that the City under the State Constitution is prohibited from expending monies to provide services outside its corporate boundaries. There may be other areas that warrant consideration for annexation to the City and made part of the request to the Local Boundary Commission.

V. CAPITAL IMPROVEMENTS PROGRAM

1. COMMUNITY CENTER

The new community center that has been partially funded through an initial grant from the Economic Development Administration to the native Village of Unalakleet is scheduled to be under construction in 2003. Phase I will include offices, day-care facility, meeting rooms and a mechanical plant capable of serving the total phased project that will include a new gymnasium. The new facility will be constructed on land donated by the Unalakleet Native Corporation on land adjacent to the Ticasuk Library. Estimated Cost $5,500,000.00

2. EROSION CONTROL

With the gradual erosion of the spit from tidal storms as well as increased ocean levels, the concern and need is to halt the continued erosion. To halt the erosion of the spit, a road/breakwater would be constructed parallel to Norton Sound from the terminus of the gabion project to the Bering Straits School District facilities. The Native Village of Unalakleet has been working with Corps of Engineers and congressional delegation to secure funding for this project. This project would protect the townsite from tidal storms and reduce the erosion of the spit. Estimated Cost: To Be Determined

3. FUEL TANK FARM RELOCATION AND CONSTRUCTION

At the present, the City, Unalakleet Valley Electric Cooperative, Unalakleet Native Corporation, West Coast Construction, Bering Straits School District all have their respective fuel storage facilities located in the core area of the townsite. Just the nature of the use is a cause for a life safety concern. The City, Native Village and Native Corporation have been in discussions with the Alaska Energy Authority and Denali Commission for funding for the construction of a new tank farm removed from the City proper. The new tank farm would have a storage capacity of 1,500,000 gallons combined. Estimated Cost: $15,000,000.00

4. WASTEWATER TREATMENT FACILITY EXPANSION

The current wastewater treatment facility was constructed in the 1970's and has served the community admirably since then. During this period of time, the sludge accumulation has never been removed from the cells causing a putrifious odor during the spring roll over. The growing population and new facilities will create an additional hydraulic loading that will exceed the current design capacity. The new facility will incorporate a settling tank, replace lift stations, and replace existing forced mains and construct sludge drying beds at the landfill. Estimated Cost: $1,780,00.00

5. NORTH-SOUTH RUNWAY PAVING AND EAST-WEST RUNWAY RELOCATION AND RECONSTRUCTION

This project calls for the paving of the existing North-South runway with asphalt to accommodate jet aircraft without the fear of ingesting stone or gravel. Paving the North-South runway will reduce maintenance costs since the gravel runway will not need to be graded and compacted periodically throughout the year. The East-West Runway relocation and reconstruction will allow large aircraft to land at Unalakleet regardless of the wind direction and short crosswind runway. The proposed runway would be relocated to north of the existing crosswind runway. The project is under the jurisdiction of the State of Alaska Department of Transportation and Public Facilities. Current construction schedule projects both projects to occur in FY06. Estimated Cost: $13,000,000.00

6. COMMUNITY ROAD IMPROVEMENTS AND CONSTRUCTION

With all the streets in the community being constructed of gravel and beach material as well as the ever increasing number of motor vehicles and ATV's, during the periods of dry weather the dust raised by the traffic causes health problems for asthma suffers and those with respiratory problems. The City has requested the State to fund the paving of the major thoroughfares and construct the platted but unconstructed street in the townsite. This request was made as a part of the FY04 to FY06 STIP Plan. The dust problem raised by vehicular traffic is not unique to

Unalakleet but all the communities in the region have voiced the same concern to DOT/PF. DOT/PF has indicated that the paving and construction of the platted roads and constructing other platted roads, would ideally be combined with the airport paving project to save mobilization monies but also receive better unit prices due to the scale of economy of the large volume of material required for all three projects. Estimated Cost: $2,900,000.00

7. POWERS CREEK WATER SOURCE AND TRANSMISSION LINE

In years past and most recently during the winter of 1999-2000, the City's main water source froze relegating the City to seek a saline free emergency water source. In 2001, the City received a grant through Village Safe Water to study the Powers Creek water source not only for the causes of the freeze-ups but also as a long-term water source to meet the growing needs of the City. The study concluded that the water source could meet the future needs of the City with underground storage changes such as a bentonite curtain be constructed to impound more water for the gallery and that the transmission line from the source to the water plant had to be replaced due to leaks caused from the line thawing during the 1996-1997 freeze-up with a six (6) inch main. The study also included the installation of a sleeve inside the existing transmission line to eliminate the line loss. Replacing the main, the Estimated Cost is $3,666,000.00. The put a liner in the existing four- (4) inch main, the Estimated Cost is $1,800,000.00,

8. NEW HARBOR AND HARBOR FEASIBILITY STUDY

The Unalakleet Native Village and the City are working with the Corps of Engineers to conduct a feasibility study for a new harbor for the City. The study will not be completed until 2007 and then if the cost benefit ratio is positive, a new harbor would be constructed dependent upon State and Federal funding. The study is estimated to cost $1,888,216.00 of which must be a Local match. The Native Village has so far obtained a grant from the State of Alaska in the amount of $250,000.00 and a grant from the Norton Sound Economic Development Corporation in the amount of $250,000.00. There still is a local cash match of $286,108.00 required along with

$158,000.00 of in-kind services to fully fund the study. Remaining funds needed to complete the study is $286,108.00. Harbor Construction costs: To Be Determined

9. UTILITY EXTENSION TO NEW SUBDIVISION

The need for new housing sites away from and above the flood plain is a priority of the community with the anticipated growth resulting from the new clinic. As the ocean waters rise, the townsite becomes more vulnerable to erosion. During a recent visit by Senator Ted Stevens, the erosion concern was expressed. His recommendation that in the long-term the community should be relocated to higher elevations. The existing townsite has very few buildable sites that are scattered throughout the community. With the City and Unalakleet Native Corporation completing a land exchange, a new area is open for development and above the 100-year and 500-year flood plain elevation. To make the building sites more suitable for building, especially for low-moderate income housing, in sub-arctic soils, the sewer, water and electricity need to be extended to the area. After the initial extension of the utilities, proceeds from the sale of lots could be rolled over for continued extension of utilities and roads in the subdivision. Estimated Cost: In Preliminary Design Stage

10. SENIOR CITIZEN HOUSING/ASSISTED LIVING FACILITY (SUBREGIONAL)

As the population not only in Unalakleet but nationwide continues to grow older, more people are returning to their roots for their golden years. Even at present, the over 65 age group increased from 5.8% of the population in 1990 to 8.1% of the population in 2000. As one gets older, the maintenance of a home becomes harder and expensive if it must be contracted. According to the 2000 Census, 18.8% of the householders were living alone and 21.9% of the household had a person over 65 living at the residence. Caring for a person who is infirm requires a lot of patience and at the same places a lot of stress on the entire household. The Elders wishes are heeded to even though it may place financial and emotional strain upon the entire family. An assisted living facility would provide the infirm a comfortable facility where their needs can be addressed by trained personnel while at the same time being near family and friends in this trying period of their

lives. The availability of subsistence foods to the elders during this period of their lives is crucial. Being a sub-regional hub, the assisted living facility would also be available to those needing this type of care to residents of Shaktoolik, Stebbins, St. Michael and Koyuk. The new sub-regional clinic would be able to provide immediate response to the medical needs. On the other hand, the need for senior housing alone is very apparent from the 2000 Census. The caveat to the Assisted Living Facility and Senior Housing is the job creation to an economically depressed area. In addition, the new jobs also create new training opportunities for the residents. Cost Estimate: To Be Determined

11. UPGRADE OF LANDFILL ACCESS ROAD AS EVACUATION ROUTE

The State of Alaska DOT/PF completed the new landfill access road in 2001 across the wetlands east to the foothills. Although flood plain elevations were not exact when the bridge was constructed, inland collection of tidal debris is a good indication of the extreme flooding elevations. The new landfill access road as it crosses the wetlands has a major segment of the road that will be under water during a major 100-year or 500-year flood. At present, this is the only evacuation route open to the public in case of an emergency evacuation. Flooding of the road will strand residents on the spit during a major flood without the ability to seek higher ground. At the time the new road was constructed, the design of the road neglected to include a large culvert that previously allowed tidal and river water to circulate through the Kouwegok Slough as well as permitting salmon migration. This project would install a large culvert to permit the circulation and fish migration in and out of Kouwegok Slough as well as raise the minimum centerline elevation to above the 500-year mean flood level. This is a life safety issue. Cost Estimate: To Be Determined by DOT/PF

12. CONSTRUCTION OF VOR ROAD

At present, the VOR site is located overland 1.5 miles from the townsite. To get to the site for maintenance, personnel must travel a circuitous 6-mile route. During the winter months, this site is only accessible through the use of a snowmachine. The proposed route would parallel the

existing Federal Aviation Administration power line right of way. With the construction of the landfill access road and new bridge crossing Kouwegok Slough, the most costly major physical barriers are eliminated. The majority of the residents go east from the city to the North River and beyond to hunt, fish and subsist. The VOR Road would reduce travel time to the North River area that is heavily used during the summer months by the Covenant Church for its bible camp programs. The new VOR Road was included as a priority for the City for nomination in the FY04 – 06 STIP Program. Estimated Cost: To Be Determined

13. SUBREGIONAL MINIMUM SECURITY PRISON

The statewide inmate population has a high proportion of the inmates being Native. In our area, the majority of sentences are served in Nome, a 180 Northwest of the City. The same holds true for Shaktoolik, Koyuk, Stebbins and St. Michael, in those residents from their community who are incarcerated may spend their time in Nome. Being incarcerated helps to break down ones self esteem. Face to face visits with friends and relatives has been shown have a positive effect upon a prisoner during this period of their life. Being removed from Nome only by air, the travel costs are prohibited to make more than a casual visit to friend, relative or loved one who is incarcerated. A sub-regional minimum-security prison would allow prisoners from the outlying communities to be close to their family and at the same time reducing travel costs. In the summer, many would visit those incarcerated by boat and in the winter via a snowmachine. This therapy will enhance the person in prison with a better chance to return to society successfully. The construction of a new sub-regional prison would also benefit the State of Alaska Department of Public Safety in reducing prisoner transport costs. Being a sub-regional transportation hub affords the State Troopers additional access to air transportation for prisoner movements or major hubs. The construction of a minimum-security prison would also create several new employment opportunities to an economically distressed area. Cost Estimate: To Be Determined

14. PUBLIC SAFETY COMPLEX

As the City continues to grow and expand eastward and northward, the demand upon the lifesafety services will increase proportionately. The demand will increase with the number of out-of-town patients to the new clinic and increased population. At present, the Police Offices are located in the basement of the Old City Hall. The offices include a four cell holding facility along with a Chief's office and records storage room and general use area. The fire department and search and rescue are housed in two stalls of the Public Works Garage/Water Treatment Plant Building. Due to the lack of storage space, all three entities have minimal out-of-date equipment to provide their basic mission. The new Public safety Complex would have new state-of-the-art holding facilities that meet national standards. It would provide new offices, booking areas, squad room and interrogation room to allow the Police Department to become professional in their day-to-day operations. The facility would also house the existing fire apparatus and allow the City to acquire additional equipment and house it in a heated facility. It would provide a meeting room and class room for the volunteers as well as storage room for equipment in an orderly fashion. At present, Search and rescue equipment is stored in many personal residents and garages with no known inventory. In providing space for the Search and Rescue, equipment and material can be consolidated under one roof. Cost Estimate: To Be Determined

15. BIA SCHOOL HISTORIC PRESERVATION

The old Bureau of Indian Affairs School situated in the core area of the townsite was constructed and opened for school in 1937. From 1937 until 1980, about 100 students annually attended this school. There have been minor alterations to the facility since 1937 such as classroom expansion on the west side in 1950. The building also housed the teachers, and nurse. In 2001, this building was placed on the National Register of Historic Places. The Native Village of Unalakleet has been working through the various State and Federal agencies to obtain title to the property so that a major renovation and asbestos and lead paint removal program can restore this facility to its original luster. A cost estimate for the asbestos and lead paint removal alone is $1,692,000.00 prepared by Berings Straits Environmental Systems. There is also evidence of

contaminated soil from oil spills of the past. This too has to be remediated before the renovation of the facility is undertaken. At present, the City has requested the State of Alaska Department of Education to transfer title of the facility to the City. The City would in turn relinquish title to the Unalakleet Native Village for asbestos removal and renovation into office space, local native crafts and possibly a small retail outlet. The goal is to renovate and restore this facility into a visitor focal point for the core area. Cost Estimate: Asbestos and Lead Paint Removal $1,692,000.00. Soil Contamination Clean up: To Be Determined Renovation Cost Estimate: To Be Determined after soil, asbestos and lead paint clean up.

16. ALTERNATE ENERGY SOURCE

At the present, the Unalakleet Valley Electric Cooperative generates power for the community through diesel generation. Although UVEC has an application into the Denali Commission to purchase a more efficient generator that will reduce operating costs, the high cost of energy in rural Alaska is a fact of life. Even with Power Cost Equalization assistance form the State of Alaska, the cost per kWh remains double or triple of the kWh cost for railbelt communities. The State Legislature continues to decrease the PCE subsidy in recent years and that in turn results in higher costs for the local consumer. In past few years, Kotzebue and Unalaska have installed wind turbine generation farms that have proved to be very successful. Following this success, representatives of UVEC have been working with the Alaska Energy Authority for funding to establish a wind generation farm in Unalakleet east of the community. Several visits by representatives from the AEA have indicated that the area east of the community is an ideal site for this type of facility. UVEC representatives are pursuing funding through AEA to establish a wind generation farm to help lower kWh costs to the community. Cost Estimate: To Be Determined

17. NORTH RIVER WATER SOURCE

At the present, the City's main water source is Powers Creek. The water is collect in a galley and pumped into a pumphouse for pre-heating prior to flowing 4 miles to the water treatment plant.

Several times in the past and most recently in the winter of 1999-2000 the water source froze. No water was being pumped and the City came dangerously low to being out of water, much less no water for fire protection. A recent study undertaken in the City's behalf by Village Safe Water indicates that Powers Creek can amply supply the City up to 100,000 gallons per day. The North River was studied as an alternate source however the pumping cost and accessibility ruled on this as a source. With the expansion of the City to the east with a new subdivision, the new clinic and new housing and apartment units being contemplated, Powers Creek may not be able to sustain the future growth of the City when consumption exceeds 100,00 gallons per day. With the proposed subdivision east of the City, the hydraulic dynamics of the utility system will be changing dramatically in the future. Although the transmission main from North River will be long, overland and need pumping stations as opposed to Powers Creek being gravity, the lack of power and snowmachine access only during the winter, the new subdivision may be an ideal site to relocate the water treatment plant and reservoir that will in turn increase water pressure throughout the community and fire flows. If the Unalakleet Airport is relocated to the former Air Force site, then the North River as a permanent water source becomes more viable and cost effective. Estimated Cost: $15,000,000.00

17 KALTAG – UNALAKLEET INTERTIE

Recently the State of Alaska Department of Transportation and Public Facilities conducted a meeting in Nome to provide the public with an overview of their long-range transportation ideas of making the entire more accessible. Of particular interest was the inclusion of an access road from Unalakleet to Kaltag basically following the Iditarod Trail. This new road would allow for freight to be floated down the Yukon River to Kaltag from Nenena and then trucked to Unalakleet saving the residents time and money. In having direct access to the Yukon River, lighterage opportunities could be made by transporting goods to the surrounding communities in eastern Norton Sound. There are concerns associated with a road to Kaltag such as subsistence opportunities or increased pressure on subsistence, the social impact of this new transportation link, growth of the area. Although this transportation link is in the distant future, if ever, links such

as this that can improve the quality of life may receive closer scrutiny from both State and Federal planners. Cost Estimate: DOT/PF prepared.

18. ACCESS ROAD ALONG WEST SIDE OF AIRPORT

The Unalakleet Airport is under the control of the State of Alaska Department of Transportation and Public Facilities. In 2001, DOT/PF closed the access road that paralleled the north-south runway limiting use of the former road to only authorized airport vehicles. The old access road was adjacent to the runway and may have aided in the vandalism to the airport lighting, which is a Federal offense. It is proposed to construct a new road paralleling the beach along the west side of the airport from the present terminus of West Coast Aviation's Terminal to the former White Alice road. This would provide another evacuation route for the residents in an emergency and at the same time offer easier access to prime berry picking sites and native allotments. The drawback may be that this road would encroach into the airport runway side slopes and could not be constructed. A determination has to be received from the State of Alaska first before this project can be pursued.

19. BARGE TIEDOWNS/DREDGING OF KOUWEGOK SLOUGH

These two projects go hand in hand. When the fuel barges come up the Kouwegok Slough to deliver fuel to the City, UVEC, UNC and West Coast Aviation, the tugboats must continually push the barge against the shore during the off-loading. The action from the tugboats has caused the slough shoreline to erode slowly filling the waterbody. As the slough is filled, the shoreline is decreasing and making it harder for the barges to dock. The barge tiedowns would allow the barges to tie-up during the delivery and the need for the tugboat pushing action would be eliminated. The elimination of the washing would help to reduce the shoreline erosion. The dredging of the slough would deepen the traveled area of the water body and help restore some of the lost shoreline. Estimated Cost: To Be Determined

20. HARBOR ACCESS ROAD FROM BALER FACILITY TO FISH PLANT

The area from the former Unalakleet Native Corporation store southward, this is the largest area subject to flooding in a 100-year or 500-year flood other than Happy Valley. The proposed road would be constructed to the 500-year flood elevation paralleling the existing property lines in the tidelands. The proposed road would serve as a barrier to the erosion of the shoreline on the west side of the slough. The road would also provide an access to the fishplant without encroaching upon private property. This project was included in the City's FY04 to FY06 STIP nominations submitted to the State of Alaska DOT/PF. Estimated Cost: To Be Determined

21. VALUE ADDED FISHPLANT EXPANSION

In Norton Sound as well as most of western Alaska, the salmon fishing industry has deteriorated to the point that a person cannot meet expenses much less catch a sufficient amount of the species. The crab and halibut fishing has made a comeback after being depressed for several years. The fishplant in Unalakleet has to be diversified to meet the changing fishing industry since presently it can only process salmon. The fishplant when it had an ample supply of salmon to process employed many residents as well as people from the surrounding area served by NSEDC. To provide more jobs, even seasonally, the fish plant has to be expanded to accommodate the other species of fish from Norton Sound such as crab and halibut. Presently, local fisherman must travel to the western portion of Norton Sound to fish since the only fish plant capable of handling these species is located in Nome. In having a diversified fish processing plant, Unalakleet will receive the economic benefit though increased fish tax receipts, local residents able to earn additional income, local fisherman will be able to fish closer to home and the plant will be operating rather than be idle. Estimated Cost: To Be Determined.

22. TRAILS, BOARDWALKS, VIEWING STANDS AND SCENIC LOOKOUTS

Although we take so many things for granted, a leisure walk into the wetlands to watch the waterfowl and other species is a relaxing way to spend one's time. Or as we drive along the land

fill access road or White Alice Road to the North River and beyond, to have scenic pull outs along the route allows one to enjoy the solitude of the area on an individual basis.

23. BSSD BUILDING TRADES SEED MONEY

As the youth leave school, they are so uncertain about their future. Many continue to pursue higher education and some have stayed behind unmotivated. The continued theme is that so many lack the training to obtain better paying jobs should they choose not to go to college. A building trades program would provide some students with the basic knowledge of the construction industry. Should a student desire to continue in the construction trades, all the various skills offer an apprenticeship program to become a journeyman. It is envisioned that the BSSD start such a program that could be not only for Unalakleet students, but students from the district. The initial money would be used to obtain the building materials and land. Upon completion of the building it would be sold for at least the minimum investment which would be used to purchase the land and material to construct a new building. Estimated Cost: $250,000.00

24. CONSOLIDATION OF STATE AND FEDERAL AGENCIES

With the new clinic scheduled for completion in 2003, the need for more health and social services will rise as the number of patients' increases. At present, there are some services provided in the City while the other are provided from Nome or other communities. To avoid the shunting of a person from place to place or agency to agency, a facility to house the various service for the sub-region would reduce the frustration in the time of need. The consolidating of all program providers into one facility would benefit the users as well as those who are contemplating the use of the programs. A new facility for the consolidation of the State and federal agencies as well as the non-profit providers into one office building is the goal so the consumer can have "one-stop shopping". Estimated Cost: $750,000.00

25. NEW HIGH SCHOOL, ELEMENTARY SCHOOL AND OFFICE BUILDING FOR BSSD

The present facilities used by the BSSD to teach the children of the community as well as administer for the entire region are functionally obsolete, not to consider the age of the structures. Although the School District has maintained the facilities quite well throughout the years, some of the buildings are hand-me-downs such as the gymnasium. With the new community center eventually housing a new gymnasium, a reconstruction and reconfiguration of the academic plant should be undertaken. However, the school district has to go through the State of Alaska Department of Education for funding to replace any of their facilities and that maybe years down the road before it becomes a reality. Cost Estimate: To Be Determined

26. LIBRARY EXPANSION

The present building housing the Ticasuk Library was built in 1982. Although the population of the community has grown slowly over the past 15 years, the library services and volumes has remained constant or decreased slightly. Part of the reason for this occurrence can be attributed to the lack of space. With the use of the Internet being a way of life, the library has only one terminal to meet the demand situated in the open space for library functions. The lack of space deters from a person's concentration. The lack of space also deters in the expansion of the volumes available for use. As the community grows, the library should be more of a focal point for the children of the community to expand their educational horizons. The present site has space available to accommodate any expansion undertaken. Cost estimate: To Be Determined

27. EROSION CONTROL

Each year, more and more of the banks of the Unalakleet River, Kouwegok Slough and spit erode through the natural drainage process. This is a concern to the residents with the natural habitat being destroyed, not to mention the continued siltation problems. It is recommended that the City seek funding to begin an erosion control program through the planting of trees and shrubs along the shoreline or riverbanks that will be deep rooted to hold the area in place during high flows or tides. Cost estimate: To Be Determined