

Document View for Chignik Bay Community Plan

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1.1. Planning Process

Planning Process



The Chignik Bay Community Plan is a comprehensive plan used to address local planning and development initiatives for the village of Chignik Bay. This Community Plan will also be instrumental in the sub-regional planning for

the village consortium consisting of Chignik Bay Tribal Council and Chignik Lake Tribal Council. The Community Plan is essential to community development and will serve as a catalyst for local development.

A series of planning sessions occurred during the development of this community plan.

On October 28, 2004, a sub-regional planning meeting was sponsored by the Chignik Bay Tribal Council. Participants included representatives from Chignik Bay, Chignik Lake, Chignik Lagoon, Ivanoff Bay, Perryville, Port Heiden, Pilot Point, Ugashik, Norqest Seafoods, SWAMC, BBNA, BBAHC, BBNC, DOT, Lake and Peninsula Borough and Northern Management. Anthony Caole of Northern Management provided an overview of the ANA funding program and the online community plans for Chignik Bay and Chignik Lake.

On March 9, 2005, a community wide planning session and tribal sponsored dinner took place in Chignik Bay. Guests included Anthony Caole of Northern Management/CE2 and Del Conrad from Rural Alaska Fuel Services (RAFS), both of Anchorage.

Anthony Caole facilitated the planning session and attendees participated in a series Visions, Values and Critical Issues exercises. The discussions addressed the future growth of Chignik, issues of today, community values and capital projects. The results of the exercises are contained in the plan sections that follow.

The Chignik Bay Lead Planning Coordinator, TJ Aclin, supplied photos and valuable local input.

More Info:

March 9, 2005 Sign-in Sheet (<http://www.northernmanagement.us/PublicFolders/HelpMeister/Chignik Bay/Mar 9 Com Meeting.jpg>)

October 28th, 2004 Sign-in Sheet
(<http://www.northernmanagement.us/PublicFolders/HelpMeister/Chignik Bay/October 28th.pdf>)

July 2005 Community Plan Adoption Resolution
(<http://www.northernmanagement.us/PublicFolders/HelpMeister/Chignik Bay/July 2005 Adoption Resolution.jpg>)

1.2. Acknowledgements

Acknowledgements

The Chignik Bay Tribal Council would like to thank all individuals, local entities, regional service providers and agencies for contributing to the development of the online community plan. The Tribe would like to particularly acknowledge the efforts of Trudy Aklin, local Planning Coordinator for the Tribe and all the community residents and other interested individuals for participating in the planning sessions and providing the valuable input.

Primary funding for the Comprehensive Community Plan was provided by a grant from Administration for Native Americans with matching support provided by the following entities:

Chignik Bay Tribal Council that contributed time and research into developing the plan.

Northern Management who provided technical support and assisted in the development of the Community Plan, while Bizware Online Applications developed the online planning platform.

Lake and Peninsula Borough also provided valuable information from their Comprehensive Economic Development Strategy plan for Chignik Bay.

Photographs were also provided by the State of Alaska, Community Photo Library.

Information was also provided by the United States Army Corps of Engineers, Alaska District website.

1.3. Plan Update Assignments

Plan Update Assignments

Updates to the Community Plan shall be made annually and shall occur no later than January 1 of each year.

The following agencies are responsible for reviewing and updating their facility inventory & analysis annually; Chignik Bay respectfully requests that an individual be identified within each regional organization with reporting responsibilities. If information is current, then the agency should make an annotation to the section stating so.

Bristol Bay Area Health Corporation: Section 3.3.3 and 4.11

Lake & Peninsula Schools: Sections 3.3.5 and 4.7

Alaska Communications Systems & GCI: Section 4.15

State of Alaska Dept. of Transportation, Airports Division: Section 4.16

Bristol Bay Housing Authority: Section 3.3.1 and 4.1

Alaska Energy Authority: Sections 4.21

Alaska Native Tribal Health Consortium: Sections 4.23

Lake and Peninsula Borough: Section 3.3.4

In addition, any consultants conducting feasibility studies, plans, or similar community development plans are required to consult the Tribe's Community Plan. To the extent feasible, updates to the facility inventory and analysis, additional and more detailed project descriptions, etc. should be incorporated into the Community Plan as subsections to the plan. Contact the Chignik Bay Tribal Council for a user i.d., password, and editing instructions.

In addition, all agencies, the public, and consultants are encouraged to post questions and annotations to the plan (comments & project updates) throughout the year, particularly before summer construction activities.

2. Community Profile

Community Profile

The community of Chignik is located on Anchorage Bay on the south shore of the Alaska Peninsula. It lies 450 miles southwest of Anchorage and 260 miles southwest of Kodiak. It lies at approximately 56.295280° North Latitude and -158.40222° West Longitude. (Sec. 07, T045S, R058W, Seward Meridian.)



Chignik is located in the Aleutian Islands Recording District. The area encompasses 11.7 sq. miles of land and 4.2 sq. miles of water. Chignik has a maritime climate characterized by cool summers and warm, rainy winters. Cloud cover and heavy winds are prevalent during winter months. Summer temperatures range from 39 to 60 degrees Fahrenheit. Winter temperatures average 20 degrees Fahrenheit. Annual precipitation averages 127 inches, with an average snowfall of 58 inches.

Photo By: TJ Aclin

2.1. History and Setting

History and Setting of Community: Community & Sub-region

Chignik Bay is a small remote fishing village tucked away on the wet wind swept chilly coast of

Alaska,

it sits between layers of old Scandinavian ways and Russian Aleut traditions, which is torn up against modern glories. Chignik is located at Anchorage Bay on the south side of the Alaska Peninsula roughly 450 miles southwest of Anchorage and 250 miles southwest of Kodiak Island.



In the winter, when time never ends, the browns and tans of the alder twigs and dead grass are the only colors you see. Summer is entirely different, with clean and clear waterfalls gushing straight down the mountain. The ocean beach is the place to play when the tide is out. The aroma of salt air and kelp tickle your nose. The jagged mountains and rolling green hills harbor strong winds and constant moisture. The village pulses in May, June, July and August. This is the red salmon season. Then at the peak of fall, a drastic silence falls upon the village. People tend to leave this quiet little community right after they harvest their share of the red salmon. They migrate to places that offer more job opportunities and social flair.

The village has survived because of the canneries. *Quote from Alaska Department of Fish & Game Annual Reports 1–7 1949–1955 pg 24. *In 1878 two canneries packed 8,159 cases of salmon in Alaska thereby launching an industry that was destined to become the largest in the territory.

In 1896 the Hume Bros.& Hume Co., built a cannery on the eastern side of Anchorage Bay. By 1904 it was purchased by North Western Fisheries Co. Through the years this area would always be referred to as Norwestern by the old timers.

The cannery on the town side was built in 1910 by Columbia River Packers, purchased by Alaska Packers Association in 1941, the cannery burned in 1976, and was leased to SEA Alaska in 1977, Aleutian Dragon Fisheries purchased it in 1985, NorQuest purchased the cannery in 1998, and Trident Seafoods purchased it in 2004.

Trident Seafoods purchased Chignik Pride Fisheries at the old Norwestern side site in 2002.

Although Trident purchased NorQuest Seafoods in 2004 it is still being operated by and under the name NorQuest.

The water supply for the community of Chignik is supplied by Trident/NorQuest. The hydroelectric project at the cannery was originally constructed in 1947 when the new owners of the cannery, Alaska Packers Association, were granted a permit to build a timber dam on Indian Creek. According to the 1950 Building Record, the project was constructed over three years and the dam completed in 1948 and the pipeline constructed in 1949. Evidently, a turbine was placed in a small shed on the beach in 1948–49; however, the turbine is no longer present in that location, most likely because of the 1976 fire. Currently the turbine is located on the corner of the processing plant with the diesel generators.

Facilities and operation of the dam; it is 16.5 feet high and made of timber at the outlet of Upper Lake (a.k.a Indian Lake), creating a reservoir with a surface area of approximately 20.4 acres at the maximum reservoir elevation of 431 feet, a channel spillway, a 7,700–foot–long wood–stave and steel pipeline, a 60 kilowatt generating unit inside the fish plant.

Indian Lake also serves as a domestic water supply for the community of Chignik which taps into the pipeline and diverts water from the pipeline above the cannery.

Indian Creek is approximately 3.5 miles long and drains generally north–northwest from an elevation of 1,200 feet to sea

level where it discharges into Anchorage Bay.

The Alaska Peninsula has experienced over 8,000 years of prehistoric occupation, but little evidence of it has come from the Chignik vicinity. At the time of Russian contact the boundary between Aleut and Yupik speakers was 30–50 miles west of Chignik, so the oldest archaeological evidence could reflect either culture. Little is known about the prehistory of Anchorage Bay, where modern Chignik is located.

In the late 1700's and early 1800's, Russian fur-traders sailed into the waters of the Aleutian Islands and Alaska Peninsula, on to Kodiak and beyond. The Pacific coast of the Alaska Peninsula appeared to be all but abandoned in 1871. When Russian domination evaporated after 1867, some communities in the Kodiak region fragmented and left to resettle distant areas that had been formerly depopulated.

The nearest such region to Anchorage Bay was about 25 miles southwest – Mitrofinia, which was occupied in the 1890's.

Several studies have been conducted to determine and locate cultural and archeological sites with the Chignik region and near the airport. A survey was conducted for the Chignik airport in 1976 and another in 1980. Then, the Alaska District of the Army Corp of Engineers contracted cultural resource professionals to perform a cultural resource assessment of hydropower projects in Alaska (Steele 1982) The Corps contracted another survey in 1984 and in 1996 the Bureau of Indian Affairs (BIA) recorded the site of Andersonville, a cluster of Native homes west of the cannery on the southwest side of Anchorage Bay.

A 1976 survey conducted in the Chignik region for the Chignik airport located one site near the proposed airport airstrip (Reger and Dixon 1977). This archeological survey found a large site affiliated with archeological traditions dating back 4,000 years.

A 1979 building inventory of the cannery indicated 56 facilities of possible historic significance. By 2004, five of these buildings had been destroyed or burned by fire. The facility, which began operation in 1910, is evidently the oldest continuously used fish processing facility in Alaska and is significant at the local level due to its association with a broad trend or pattern of events important to Alaska and Chignik history. The cannery and the fishing industry it reflects have been the central element in the lives of Chignik villages for the last 94 years.

Chignik incorporated and became a second class city in 1983. Prior to this the Chignik Village council was the only active local government. With the incorporation of second class status a waterline and sewer line were installed for the first time. Before these installations homes were on septic tanks and a waterline fed from the Alaska Packers cannery. Not all homes had running water. During the winter months most lines would freeze due to the fact the small water pipe used back then was barely buried under ground. Since the installation of the then new water and sewer lines back in 1983 there are no more freeze ups during the winter.

Many residents hold dual residency in either Kodiak or Anchorage, migrating to the villages for the summer salmon season. This pattern is in part due to the lack of employment. In the past, it was due to lack of further education and employment within the village. Now with the school system offering education up to the 12th grade, some families choose to stay.

There are currently 60 houses in Chignik, either single family, HUD or apartments. Of these 60 only 30 are occupied. There are a few HUD houses vacant and there are some abandoned houses. (the abandoned houses have not been counted in this particular survey of homes)

Besides fishing there are few other jobs in the community. The City of Chignik employs six, the post office employs two, the school employs five, BBNA four through the Village Tribal office, Clinic two through BBAHC. The cannery usually keeps a watchman on the property year around. Currently four people at Trident/NorQuest.

Currently the City of Chignik has contracted with Alaska Native Tribal Health Consortium to replace the water and sewer systems in Chignik. They have hired about 12 laborers/operators in 2004.

During the summer months more people arrive with the fishing season. A Bed & Breakfast was just opened in the summer of 2004. A bakery is also located in Chignik but operates only during the fishing season. The Trident Cannery opens a small general store during the summer months, and closes in the fall for the winter. The cannery store is open to the public.

Chignik's population may be few... these hearty souls hang on to traditional village values that city living cannot extract. These people are strong and proud. Quality way of life is their way of life. Fishing will always be a part of their lives.

Photo By: TJ Aklin

- Education
- Cultural values
- Children, elders and people

The scenic beauty of Chignik was mentioned several times. Many residents value the remoteness and the quietness of the village from the outside world, while all of the residents who were polled value the subsistence fishing for salmon, halibut, cod and crab as well as other harvesting activities such as berry picking.

2.2.2. Vision

Introduction

In the Fall of 2004, the Chignik Bay Tribal Council received funding from the Administration for Native Americans (ANA) to strengthen the Tribe's administrative capacity as well as to develop a comprehensive community plan to guide development in the community. This plan meets both the requirements of the ANA grant, and the Denali Commission, which now requires that a community plan be in place as the core eligibility criterion for funding beginning FY 2005. This plan is unique in that it was written entirely online with contributions from a number of individuals, agencies, and consultants. This community plan is also unique as it has been developed with an online system that allows for updates to be made as soon as new information is received and is immediately available for public viewing.



Photo By: A. Caole

Vision

"To achieve, improve, and safeguard our subsistence cultural way of life and maintain a quality way of living in our community."

The community members of Chignik Bay were polled on what they, the residents, believe will improve the quality of life in their community. The following are the results of the poll from both the youth and the elders of the community:

- Video center, library and computers more entertainment, exercise building with exercise equipment
- Gravesites fixed up
- Tutoring program during the summer for our kids
- Bank/ATM machine
- Spa/facial boutique/shop
- Emergency siren system for both sides of the villages
- Grocery/hardware store
- Airport expansion, runway lights/small terminal
- Coffee shop/restaurant/bakery/seafood restaurant to utilize our own seafood
- Garage/gas station

A planning meeting was conducted on March 9, 2005. The participants completed a "Vision" survey.

Many of the respondents had the same concerns especially for needing a store in the community. There was hope for the return of a strong fishing industry and a better airport facility as well as more jobs for local people. Locals would like an emergency shelter on each side of the bay. There was concern with the inter-tie road and the chance of rapid development, much more than the community could handle at this time.

The following are the results of the visioning session:

- Two tsunami shelters
- New community hall
- Store
- Chignik Road Inter-tie
- Self-sustaining community
- Year round ferry service
- Better airport
- Increased employment opportunities for the youth
- Residents remain here for both summer and winter seasons
- More community activities
- Return of a lucrative fishing industry and the creation of more jobs from fishing
- New fire hall
- Space for kids to meet- Youth Center
- Road system
- Deep sea port

Visions: Perspectives from Chignik Bay's Future Leaders

In October 2004, the local school children were asked what they would like to see in Chignik's future. The following summarizes their input as provided by them, the future the leaders:

- *Improve airport runway for cargo jets to land
- *Establish a local flying service to have direct flights to Anchorage
- *Develop a business that community members can work during the winter months – perhaps this business would attract people to stay and work in Chignik
- *Community Co-op store – this would provide jobs
- *Elder facility (to keep elders in village like a nursing home) this would create jobs
- *Mini campus/dorms
 - take college courses
 - get training
- *Beauty shop/Esspresso shop
- *Factory where fishermen and women make their fish into a product like smoked packaged fish
- *Veterinarian clinic, animal kennel/shelter for the Chigniks and surrounding villages
- *We need a STORE all year; We need a tsunami shelter
- *Starbucks
- *Widen the airport, lengthen the airport, ski lodge, hunting lodge, new airport building
- *New post office, new dock, new community hall, beauty shop and nail shop
- *Roads connecting villages, better airport, tsunami shelter, grocery store, teen center, movie theater, skate park for BMX, roller blading, skateboards, first care hospice for elders
- *Apartment building, Starbucks with a beauty salon
- *Tsunami shelter across the bay with a road
- *Swimming pool at the school, ammo store, pet store, Taco Bell, bigger playground, hospital, Chucky Cheese
- *Walmart, raise the price of fish, bigger school, more food for the elders
- *Dog pound, horse ranch, flower shop, Pizza Hut, Burger King, McDonalds, mall, AC store, Chinese restaurant
- *Merry Go Round – Trampoline; A swimming pool for everyone a restaurant
- *Make a program for the youth in the winter time so they can make some money and a summer program to make money; Get real cement roads; Have a basketball and volleyball court open year-round

2.2.3. Critical Issues

Critical Issues (Goals)

During a planning session, participants identified critical issues or goals that need to be addressed. They are:

Number one goal:

To achieve, improve, safeguard our subsistence cultural way of life and maintain a quality way of living in our community.

In respect to development I echo my forefathers when I say, "We would like to see the quality of our life improve, but not our way of life." TJ Aklin.

The community would like to see at least two emergency tsunami shelters one for each side of the bay. At the present time there is no shelter, the one that was built is now being used as a city office.

The community would like to see some of the current facilities updated to meet future demands. They stress how important it is to get the city dock completed. The need for a new post office – current facility is not adequate for present needs. The landfill is no longer environmental friendly. Airport has always needed runway lights. There is no public facility at the airport— people must run to the bushes. Erosion control must be addressed soon.

20 year needs:

- * New Sub-Regional Clinic
- * City Dock
- * Small Boat Harbor
- * Two Tsunami Shelters with supplies
- * New Solid Waste Dump/Incinerator
- * New Post Office
- * Grocery Store
- * Improved Airport Needs i.e runway lights/bldg for passengers, restroom facilities
- * Improved Roads & more street lights
- * Water Truck for Dust Control
- * Power – Electric Improvements
- * Public Safety – update bldg
- * FireHall – update bldg
- * Library
- * Subsistence Bldg – finish
- * Cemetery
- * Multi Purpose Bldg
- * New Church & Housing
- * New Russian Church & Housing
- * City & Tribal Offices Improved
- * Day Care Facility
- * Repair Foot Bridge
- * Road Intertie
- * Erosion Control
- * New landfill

During the planning session there were discussions and varied responses to the following topics:

- • Boat harbor and benefit or non-benefit to the city
- • Lack of work causing the population decline
- • Lack of activities for the kids
- • Transportation issues such as; the dock and ferry service road intertie
- • High energy costs concerned many
- • Completion of projects
- • Solid waste management
- • Erosion of outside beach
- • Larger runway with lights
- • Outdated power utility
- • Outdated cable television
- • Year round store
- • Protecting and preserving the subsistence harvesting grounds
- • Roads maintenance

Other issues and goals discussed were jobs, city finances, balancing growth, subsistence resources/lands, the fisheries co-op, diversifying the fisheries – tanner crab – king crab – limited entry, sub-regional hub and oil development. When it

came to the newly formed CO-OP Fisheries most felt that it divided the community and attribute the decline in the population to the co-op. Many feel it has hurt Chignik rather than help it as the number of participants in the fishery has decreased and with less people in the community it has caused a decline in revenue for the city. People feel things are going backwards rather than forward.

2.3. Population & Demographics

Existing Population, Demographics & Population Forecast

The current population of Chignik Bay is ninety-two. This is due to the scarcity of jobs. People are moving elsewhere to find jobs as the commercial fishing industry has reached a low point in recent years.

According to the 2000 U.S. Census, Chignik Bay had 79 inhabitants. A significant 60.8% of its inhabitants were, completely or in part, Native Alaskan or American Indians, 32.9% white and 2.5% Asian. A small 1.3% of the population was of Hispanic origin. All the permanent residents of the village lived in 29 households. Fifty-one housing units were vacant in the community and of those forty-two were vacant due to seasonal use.

The 20 year population projection for Chignik, at a growth rate of 1.01%, is as follows:

Year Projected Population

2005	92
2006	93
2007	94
2008	95
2009	96
2010	97
2011	98
2012	99
2013	100
2014	101
2015	102
2016	103
2017	104
2018	105
2019	106
2020	107
2021	108
2022	109
2023	110
2024	111
2025	112

In the year 2000, this was a very middle-age community with a median age of 36.3 years (US median 35.3). A high percent of 25.3% of the population was under 19 years old. In the year 2000 Chignik Bay had approximately the same number of females (46.8%) as males (53.2%). Chignik Bay does not show up in the Censuses until the 1880s. The historical analysis of the censuses depicts a community that experienced quick growth spurt and declines of population. Of the population age 25 years and older a total of 25.9% did not complete high school, 25.9% graduated from high school, 31.5% had some college education but no degree, 3.7% with Associates Degrees, and 13% received a bachelor's degree or higher.

CHIGNIK BAY SCHOOL ENROLLMENT (As of October 2004)

According to the official school enrollment count for 2004-2005, Chignik Bay School has an enrollment of fourteen (14) students and the grades are as follows:

- * Kindergarten – 2
- * First Grade – 1
- * Second Grade – 1

- * Third Grade – 0
- * Fourth Grade – 2
- * Fifth Grade – 2
- * Sixth Grade – 0
- * Seventh Grade – 2
- * Eighth Grade – 1
- * Ninth Grade – 1
- * Tenth Grade – 1
- * Eleventh Grade – 0
- * Twelfth Grade – 1

2.4. Economic Trends & Statistics

Economic Trends & Statistics

As is typical of villages in the region, commercial fishing and subsistence activities are the mainstays of the economy. Sixteen residents hold commercial fishing permits. Two fish processing plants operate in Chignik: Norquest and Trident Seafoods. Salmon and halibut are processed here; several hundred people come to Chignik to fish or work in the plants each summer. Residents depend on subsistence foods, including salmon, trout, crab, clams, caribou and moose.

The employment structure shows that 58.3% of the potential labor force is employed, 29.2% is unemployed and 16.9% is not seeking jobs. The singularity of these results, as well as its accuracy to represent social reality needs to be understood in the context of a community completely dominated by a seasonal industry. Censuses, with their tendency to project a 'snapshot' of a community are not well equipped to represent communities that in fact are extremely variable across the year. An staggering 26.7% of the population is below the line of poverty. The per capita income was \$13,843 with the median household income having been \$34,250 in Chignik Bay in the year 2000.



During the March 2005 planning session, residents were quick to point out that Chignik's past and future will always be tied in some shape, way or form to the renewable resources teeming offshore. Residents suggested diversifying their fisheries, buying back IFQ's possibly through a CQE (Community Quota Entity), and pursuing limited entry of other fisheries.

Public testimony at the planning session indicated mixed feelings about the newly formed Chignik Fisheries Cooperative. Some believe that the Co-op has led to a net decline in overall jobs in the community, due to the limited number of vessels participating in the Co-op.

There was considerable interest in leveraging Chignik's position as a subregional hub for the area, particularly once the Chignik Road Intertie project is completed.

Photo By: TJ Aklin
Trident Dry Dock Storage

2.5. HUD LMI

Hud LMI & Distressed/Not Distressed Status & Denali Commission Sustainability Criteria

Table 2.1 Income Level 2004

Income Level	No. of Household(s)	Percentage of Households
\$0 - \$38,200	17	56.67%
\$38,201 - \$43,650	5	16.67%
\$43,651 - \$49,100	3	10%
\$49,101 - \$54,550	2	6.67%
\$54,551 - \$58,900	1	3.33%
\$58,901 - \$63,300	1	3.33%
Over \$63,301	0	0.00%
	0	0.00%

Funding organizations such as the U.S. Department of Housing and Urban Department (HUD) and the Denali Commission(DC)use family income levels to determine the required local cost share on projects.

The Denali Commission adopted the Distressed Community Criteria as part of its project funding evaluation. The following criteria are used to determine if a community is distressed:

1. Per capita market income no greater than 67% of the U.S. Average.
2. 150% of the U.S. Average or greater of Poverty Rate.
3. 3 year unemployment rate at 150 percent of the U.S. average or greater or have twice the U.S. poverty rate and qualify on one other indicator.

DC may fund up to 80% of a project for communities that are designated as distressed and up to 50% of a project for communities determined to be undistressed. Since Chignik is currently designated as a non–distressed community, Chignik Bay may not receive more than 50% for a project funded by DC. Chignik Bay has petitioned the Denali Commission for a review of its undistressed status and has requested the Denali Commission to increase its pro–rated share of funding.

The Indian Community Development Block Grant Program sponsored by HUD uses low–and–moderate income percentages as one of the criteria to determine if a project benefits the neediest population and should be funded. Projects benefitting communities with higher LMI percentages receive more points in the evaluation process than those benefitting communities with lower LMI percentages.

The economic status of the residents of Chignik Bay has decreased significantly since the recent fisheries disasters. The Chignik Bay Tribal Council conducted door–to–door surveys to identify the current demographic and income levels of the community. The results of the surveys show Chignik Bay has a Low–and–Moderate Income (LMI) percentage of 87% which is much higher than the 53% published by the Housing and Urban Development (HUD).

2.6. Climate

Climate

Chignik has a maritime climate characterized by cool summers and warm, rainy winters. Cloud cover and heavy winds are prevalent during winter months. Summer temperatures range from 39 to 60 degrees Fahrenheit. Winter temperatures average 20 degrees Fahrenheit. Annual precipitation averages 127 inches, with an average snowfall of 58 inches.

The summer months of June through August typically have a lot of fog, rain and wind. Temperatures are moderate and on the warm side, averaging around the high 50's.

Winters are mild with the average temperature lingering around the 30's. Usually from January through March there may be large amounts of snow fall, chased immediately by rain. Significant snow falls are normal but don't last long. High winds that could last for days and cause structural damage are normal for this coastal location.

High tides are typical for November through January. The location of the church is threatened by flooding during this time.

Brief discription of a typical day in Chignik; it may start out foggy and calm in the morning, by mid–morning it breaks then the sun may peek through. By afternoon it could turn to strong winds and pouring rain. Or it could be snowing/raining (depending on the season) a howling gale in the morning and by evening be as warm and sunny as can be.

2.7. Geology, Soils, and Slope

Geology, Soils, and Slope

Chignik lies approximately 40 miles east of the volcano Mt. Veniaminof. The area is characterized by long mountain slopes containing many steams. The land is mantled with thick deposits of volcanic ash and cinders. Depressions in the rolling slopes may contain muskeg. Brown to tan sandstone with seams of coal and conglomerate is dominate geologic formation.

Cultivation and construction are limited by the steep topography. Only 5% of the area is level. Soils on these slopes are well–drained loamy volcanic ash overlying sandy and cindery ash. These level areas contain poorly drained fibrous organic soils. A thin layer of volcanic ash is common within the top five feet of soil mantel.

Coastal flooding is predicted to occur once in 40 to 60 years. Permafrost is not a problem.

The ground and soil within the community mostly consists of marshy wetlands, pebble rock and sand. The ocean beach is rock, pebble and sand. Banks are of mud, rock and sand mixture. A creek runs through the townsite, which has been diverted and the road that goes through town is on top of a creek bed. Mountain run off of numerous waterfalls run on top of roads after heavy rains.

The original old village was built up on the hill across from Indian Creek. The cannery was built on the beach. As the population grew houses were built on top of stretches of land between creeks and wetlands.

Photo By: TJ Aklin
Waterfall above Airport Road



2.8. Fish and Wildlife Habitat Areas

Fish and Wildlife Habitat Areas

The creek in the middle of the community leads into marshy wetlands and tidal salt/fresh brackish environment that ideally harbors Mallards, Shovel Nose, Canvas Backs and Pintails, Common Merganser, Bufflehead, and sea gulls, trout and humpys and an occasional land otter or two. Also small shore birds such as snipes. There was a sighting of a couple of swans in 2004 in the wetlands. Ptarmigan are in the area but are scarce.

The ducks nest in the ponds and wetlands within the community. Eagles are everywhere sitting on poles and squawking on the beaches. Ravens are a constant presence as are magpies. Great horned owls are also here but not seen or heard that often, only in the late fall. King fishers are present year around.

All through the fall Indian Creek has hundreds of humpy's that return for spawning. The small creeks and streams along Airport Road also have fish in them that return to spawn. There are numerous packs of sea otters within Anchorage Bay. Seals are not that common but are seen occasionally in the Bay. Whales return usually in the spring.

An ordinary sight within in the community is to see bears roaming around in the spring, summer and fall. So much so they have started to damage people's property. They have become a problem at the dumpsite.

Foxes are a common sight all year long. There are numerous birds, the most common winter birds are chickadees and redpolls. During the summer we have Golden Crown Sparrows and Rosy Finches and numerous other sparrows.

2.9. Vegetation

Vegetation

The vegetation in Chignik Bay is typical of remote Alaska, here we have low shrubbery, beach rye grasses, alders and willow. Alders and willows grow perhaps 20 to 25 feet high. There are no natural growing evergreen trees. The few evergreen trees are ones that have been transplanted from either Kodiak or Anchorage areas and growing in private yards. Considerable amount of salt/fresh/brackish marsh vegetation, within the village area considered wetlands. Wild flowers typical of Alaska bloom during the summer, such as dandelion, fireweed, iris, rose, lupine and horsetail. Salmonberries, cranberries, crowberries and blueberries are the only edible berries in the area. Strawberries grow very well if maintained.

2.10. Physical Hazards

Physical Hazards

As is indicated by the photo, high tides are constant during the winter months. When the tides are accompanied by wind storms, erosion on the outside beach and creek bed roads are a problem.

"On November 10, 1938 an earthquake shook the Chignik area for 6 minutes. It was 38 degrees out nice and calm in the morning."

Direct writings from Clara Wallin's Day Book 1938.

“It was just twenty minutes past ten when the house began shaking like everything. …;just as we went out the kitchen door, the bricks began tumbling down behind us from the brick chimney in the kitchen. After the quake was over we went into the house and what a mess! Everything was scattered all over the



::: Chignik Bay Community Plan :::

floor. The roof on the house lifted about an inch or more. The house was full of soot. The earthquakes came pretty often during the afternoon and we noticed the tide was coming in awfully fast. It was so high it was right over the end of the dock. You could see the old ship that was wrecked here, way out beyond the Piles here and no more then it got out it came rushing right back again. After that second tide we had three more tides, but they weren't so bad as the first and second ones. There were five tides altogether in one day. The earthquakes were coming every half hour before midnight. After midnight they were coming every hour.”

“November 11, 1938 Pretty good weather, the quakes are still coming now and then.

November 17, 1938 There was a light earthquake at six o'clock this morning.

Friday December 16, 1938 Weather rain again as usual. But lots of Southwest, Southeast and Northwest wind. What a mixup!”

In October 1948, a flood was estimated to be 14.1 ft (local datum) based on a report of 13 inches of water on the floor of the building that in 1992 was the Chignik Bible Chapel, and an 18-inch land rise due to the 1964 earthquake. More recent floods have reached, or nearly reached, the low cord of the cannery bridges crossing the former channel of Indian Creek. The local datum used was a spike in utility pole #12 on the south side of Harold Skonberg's house, which has an elevation of 15.50 ft. A spike in the utility pole nearest the south bridge abutment on West Third Avenue has an elevation of 12.25 ft.

In January 2000 an unusual amount of snow fell across the state of Alaska and the impact was felt in Chignik.

In March on Airport Road a portion of the road was closed due to an avalanche. Houses located close to the base of the mountain were evacuated for about two weeks. About seven families and the school were affected.

Although no houses were impacted they were advised by the State not to stay in their homes in case there were more avalanche areas. School had to be held in the Community Hall for the two weeks it took the State to clean up the avalanche area due to weather.

The distance that was under avalanche was roughly estimated to be about 300 feet.

Photo By: TJ Aklin

High tide – Bridge over Indian Creek

More Info:

Erosion (<http://www.northernmanagement.us/PublicFolders/Helpmeister/Chignik Bay/1.10CoastalErosion.jpg>)

2.11. Current Land Status and Ownership

Current Land Status and Ownership

Alaska Native Claims Settlement Act (ANCSA) Land Status

ANCSA land has been conveyed to Far West, Incorporated, the Chignik Bay village corporation. It's 12(a) Land Entitlement is 115,200 acres and 12(b) Land Entitlement is 3,886 acres. The 14(c)(3) Status is completed and is surveyed but not yet recorded. Map of boundaries of approximately 1280 acres of 14(c)(3) lands has not been completed. There is no municipal land trust established.

The ANCSA 12(a) land entitlement to village corporation came from the federal government. ANCSA 12(b) land reallocated to village corporation from the Regional Native Corporation. Under ANCSA 14(c)(3), villages must reconvey surface estates to the local city government to provide for community use and expansion.

2.12. Strengths, Weaknesses, Opportunities & Threats

Strengths, Weaknesses, Opportunities, & Threats

As part of the Lake & Peninsula Borough Overall Economic Development Plan, a SWOT analysis was conducted for Chignik. According to the SWOT analysis, the following were identified as the community's Strengths, Weaknesses, Opportunities, & Threats:

Strengths:

- Year-round deep water port
- Access to transportation
- Boat Harbor construction in 1999
- Access to State ferry system in summer
- Experienced local labor force
- Heavy Equipment
- Water source for hydro-electric power
- Beautiful scenery/physical setting/abundant wildlife
- Low crime rate
- No property/sales tax
- School
- Fisheries resources
- Openness to change
- Diversity of residents
- Sub-regional clinic

Weaknesses:

- Lack of roads and other transportation infrastructure
- Not enough full time jobs/employment opportunities
- Dependence on fishing industry...lack of diversification
- Lack of sites for housing and commercial development
- High fuel prices

Lack of public dock
Declining population
Availability of services
High transportation costs
No cultural facilities
Proximity to markets
High cost of living
Seasonality fo fisheries/tourism markets

Opportunities:
Growing tourism industry
Expanding fisheries
Local arts and crafts
Charter boats
Coal mining

Threats:
Outside image of area
Current economic status
Fish processors who will only operate in the summer months
No reason for young people to stay in community
Lack of financial aid to build needed infrastructure
Declining fish prices
PCE possibly curtailed
Welfare reform

3. Current Services & Service Providers

Current Services & Service Providers

The current community services and its providers for Chignik Bay consist of the following: Bristol Bay Native Association's compacting programs with the Bureau of Indian Affairs 638; Bristol Bay Area Health Corporation which initiates one of its grants from the Alaska Native Tribal Health Consortium; Lake and Peninsula Borough; Lake and Peninsula School District; the Tribal Council generates revenues from various sources, the City of Chignik provides public utilities; the US Government runs the Post Office; Interact Ministries operates the local church; Trident Seafoods owns NorQuest Seafoods which processes halibut and salmon at their on–shore plant; Trident Seafoods opens a small general store during the summer months at their cannery.

3.1. Tribal Services

Tribal Services

Table 3.1 Tribal Services Satisfaction Rating 2004

	Satisfied	No Opinion	Not Satisfied
Senior Lunch Program	27	2	1
Tribal Enrollment	12	13	3
Snow Plowing	12	10	6
Training Programs	9	13	5
Equipment Rental	9	13	5
Anemometer Tower	9	14	4
Environmental Programs	8	11	7
Machine Shop	6	17	4
Housing Program	5	16	8
Social Services	5	13	9
Recreation	4	10	14
Total	106	132	66

The Tribe operates a number of programs and services, primarily funded by Bureau of Indian Affairs and Environmental Protection Agency funding. In addition, the Tribe receives pass-through funding from its regional non-profit service providers to operate programs at the local level.

3.1.1. TCSW / Social Services

Tribal Children's Services Worker (TCSW) / Social Services

The welfare of our elders, children and families is the focus of BBNA's Social Services division. Fifteen Tribal Children's Service Workers (TCSWs) and three social workers work closely with tribes in Child In Need Aid Cases, a task that includes child protection casework and support for new and established tribal courts now operated by Aleknagik, Chignik Lake, Curyung, Koliganek, Manokotak and Togiak tribal councils.

3.1.2. Family Services Worker (FSW)

Family Services Worker [BBAHC]

Bristol Bay Area Health Corporation out of Dillingham funds the Mental Health Program at Chignik Bay.

The position at Chignik is titled Family Service Worker/Alcohol & Drug Councilor.

The current individual has held the position for the previous nine years. She started with a 12 week training in Fairbanks. The position is required to attend one to two week trainings six times per year.

The job is to orchestrate community functions such as potlucks, games/sewing class and other additional fun things for the adults, children and special attention given to elders along with Food and Public Assistance along with the duties of Family Service Worker and Alcohol & Drug Councilor. In early 2005 a few more tasks were added to her duties; Denali Kid Care/Medicaid Assistance.

BBAHC pays \$200 a month towards the rent and fuel bill. The rest of the expenses such as electricity, water, sewer, phone and fax are picked up by the Tribal Council.

It is the Tribes intent to house Mental Health and Social Service positions in the new clinic.

3.1.3. NAHASDA

NAHASDA

The Native American Housing Assistance and Self-Determination Act of 1996 (NAHASDA) provides better housing for Native Americans and Alaska Natives.

The Chignik Bay Tribal Council receives funds from HUD for weatherization projects and other minor emergencies, such as fuel purchases for eligible applicants. Last year the Tribe completed weatherization upgrades on two homes and this year completed one house upgrade. To apply for NAHASDA funds you must fill out an application and the Tribe forwards it on to Bristol Bay Housing Authority. There it is reviewed to see if it meets the qualifications demanded by HUD. To be qualified you must be a year round resident of Chignik Bay, a Chignik Bay Tribal member be determined low income, or your home is not up to HUD standards.

3.1.4. Senior Transport

Senior Transport

In September 2002 the Rasmuson Foundation Board came to Chignik Bay and met with the Chignik Bay Tribal Council and community members. The Rasmuson Foundation is known for its charitable donations towards the improvements of the quality of life for people. The Chignik Bay Tribal Council applied for one of their grants for a vehicle for the senior citizens of Chignik Bay. In November 2003 the Tribal council received enough funds from the Rasmuson Foundation to purchase a Chevy Astro Van. It was delivered in April 2003. This generous donation has made it possible for the seniors to have fast reliable transportation to the post office, health clinic, store for shopping and maybe just a leisurely ride about town.



Photo Description:

Back Row Left to Right

Benny Skonberg, Charlene Skonberg, Meta Carlson, Carl Carlson, Billy Stepanoff, Clara Stepanoff, Bob Livingston.

Front Row Left to Right

Tina Carlson, Rosilie Skonberg, Alva Carlson.

Photo Courtesy of: Chignik Bay Tribal Council

3.1.5. Recreation/Fitness

Recreation/Fitness

The Bristol Bay Area Health Corporation has a Diabetes Prevention Program. Chignik Bay Tribal is signed up with BBAHC for funding of benefits for the community.

In 1999, BBAHC sent the Chignik Bay Tribal a treadmill which they put in the Community Hall for people to use. The Community Hall was chosen because there was no other suitable location available.

In August, 2004 a Bowflex arrived from BBAHC for the Diabetes Program. Since there was no other area suitable, it was put in the school gym. It is available for the public to use.

3.1.6. Emergency Funds

Emergency Funds

The Chignik Bay Tribal Council offers an emergency fund for families in need for unexpected emergencies. For example, the emergency fund can pay for greivance airfare perhaps heating fuel to heat a home in a time of need.

3.1.7. Snowplowing

Snowplowing / Tribal Heavy Equipment

In June of 2001, the Tribal Council purchased a 580SK Case 4X4 Backhoe and an International Dump Truck from AAA Equipment in Seattle, WA. The equipment was delivered in Chignik on the September 2001 state ferry.

The policy for use of the equipment for tribal members and non-tribal members is posted at the tribal office. Operators are hired at the decretion of the council. Non-tribal members must pay \$20 per hour for use of the equipment plus fuel. Tribal and non-tribal members are responsible for minor damage repairs, such as flat tires, broken hoses, etc.

Uses include clearing snow from driveways, digging ditches, holes and other light yard work.

3.1.8. Emergency Medical Training

Emergency Medical Training

Emergency Medical Training is sponsored by the Bristol Bay Area Health Corporation for Chignik Bay. Every two years they schedule medical staff to train individuals in EMT/ETT in the community. Every two years refresher courses need to be taken. Chignik Bay Tribal offers to pay for these services to any member of the community.

3.1.9. Environmental Services & Wetlands

Environmental Services & Wetlands

Chignik Tribal applied for IGAP assistance in 1999. The Tribal Council started their IGAP project in July 2000. They are now in their fifth successful year. The Environmental Director, Jeanette Carlson, had successfully accomplished many of the grant objectives. Some of which include: annual HAZWOP certification, Asbestos Abatement, and Above Ground Storage Tank Operator certification for community residents; Annual community clean ups; Joint Resolutions addressing trespassing, Dumping and littering on Subsistence lands, water, and recreational areas; Solid Waste clean up and Haul Out of old vehicles; Lead acid batteries Propane tanks and drums; Partnering with neighboring communities to form the Sustainable Energy Commission of the Alaska Peninsula (SECAP) which enabled the partnering communities to place Anemometers on towers to collect data on wind generation; Collaborated with Bristol Bay Area Health Corporation Department of Environmental Health to establish a remote water testing lab at Chignik Bay Clinic to ensure that the drinking water in Chignik and the surrounding communities is tested for bacterial contamination in a timely manner and attended various workshops and trainings to gain a better understanding of the IGAP program and increase technical understanding of issues; Community Outreach and Education.

The objectives for FY2004 include evaluating the tribal administrative policies/procedures & management systems, and continuing the development of a Long Range Environmental Plan.

The following two years will focus on the development and implementation of a Solid Waste Management Plan and an Emergency Response Plan.

“WETLANDS”

The Environmental Protection Agency selected our project, Developing Chignik Bay Wetlands Protection Plan in August to receive an EPA Wetlands Grant which will identify effective methods to clean, restore and preserve out wetlands as well as increasing community awareness of wetlands issues.

To accomplish this goal, the Chignik Bay Tribal Council has the following objectives:

Develop the Administrative and Personal Capacity necessary to develop a management plan to specific wetlands issues;

Complete and adopt a Chignik Management Plan;

Develop and implement Community and Outreach and Education regarding wetlands.

The anticipated results:

The preservation of our wetlands that will allow the sustainability of our subsistence activities and lifestyles.

The mitigation of health and environmental hazards to our wetlands and community.

The preservation of natural species and vegetation of our community and region.

3.1.10. Sustainable Energy

Sustainable Energy

Alternative Energy Community Project Phase I

Purpose: To quantify and qualify the wind power potential for the Community of Chignik Bay.

The project consists of a 30 meter tower, anemometer at 100 feet, vain at 100 feet, anemometer at 70 feet, temperature sensor at ground level, and a pyrometer at 10 feet above ground.

The project is currently funded through the Department of Community, Commerce and Economic Development Mini grant for one year to collect and analyze wind and solar potential.

The tower was built and constructed in August 2004 up on Mud Bay Hill.



Photo By: TJ Aklin

3.2. Municipal Services

Municipal Services

The City of Chignik was incorporated to second class status in 1983. Before the incorporation the Chignik Village Council and Far West Inc. were the only organized local governing bodies.

The City offers all the basic utilities to make life comfortable.

The City is involved with several large grant projects such as, boat harbor, city dock and water and sewer upgrades at the present time.

The community does not have hotel/motel accomodations but located in the City Office building are five rooms for lodging that are comfortable for over night stays.

Table 3.2 Municipal Services Satisfaction Rating 2004

	Satisfied	No Opinion	Not Satisfied
Water	20	3	4
Fuel	18	3	7
Sewer	15	7	5
Electricity	14	8	6
Solid Waste Disposal	14	8	6
Clinic	12	3	13
Com't Hall	12	6	12
VPSO Program	11	9	9
Machine Shop	11	14	2
Gravel	11	11	6
Fire Dept	11	6	10
Road Maintenance	9	5	14
Lodging	8	10	9
Truck Rental	5	18	4
Cable TV	2	4	23
Total	173	115	130

3.2.1. Electric Utilities

Electric Utilities

Chignik Electric was established in 1975 with a Legislative Grant. Prior to that some of the homes in the village received power from the then Alaska Packers Association Cannery. Those that did not have access to cannery electricity had their own generators.

3.2.2. Water/Sewer

Water/Sewer

The City of Chignik provides water and sewer services to all existing facilities and homes with the exception of the canneries. The canneries have their own water source. NorQuest cannery is tied into city sewer, Trident is not. Monthly fees for water/sewer occupied residents is \$12.50/monthly and an unoccupied residents \$5.00/month.

3.2.3. Solid Waste Disposal

Solid Waste Disposal

The existing solid waste dump site was constructed in 1997, the City has site control, under 14(C)(3).

The city dump location is about an acre in size, a smaller section is fenced in with a small hole in the ground for dumping garbage and burning trash. It also fills with water and when the temperature drops below freezing, becomes frozen.

The current waste facility is insufficient to meet the needs of the community. It was built for the purpose of city use only, but the canneries are also using it as well and is filling too rapidly. It was intended to have 30 year lifespan, but the estimated life at this time is probably 12 years. There are two dumpsters located in town, the city would like to have a third dumpster. The city would also like to offer home pickup. The current charges do not cover cost of operations. There is part-time garbage maintenance. It costs the City \$500 a month just to open and close the gate for animal control – regular operations run about \$1000 a month for labor cost for one person.



Photo By: TJ Aklin

3.2.4. Cable TV

Cable TV

The City of Chignik offers ten TV cable channels, via satellite system. There is a \$25.00 hookup fee and a \$55.00 a monthly charge. The system was installed in 1995. Cable lines are strung on telephone poles and receive abuse from wind storms. Most of the time the reception to homes is beyond acceptable. Customers complain of snowy or no reception. Upgrades to the cable TV is very much needed. The system is located in the City Office.

3.2.5. Clinic Maintenance

Clinic Maintenance

Through a memorandum of agreement with the Bristol Bay Area Health Corporation, the City of Chignik Bay is responsible for the maintenance and repairs of the sub-regional clinic. Funds from the Indian Health Services Village Built Clinic funds (VBC) are used for maintenance and repairs.

In recent years, the clinic has deteriorated and does not meet health codes and poses health and occupational hazards. As identified in the Bristol Bay Area Health Corporation clinic survey, which are conducted annually, the following are some deficiencies of the clinic:

1. The only bathroom is not handicapped accessible and one should be available in the emergency room.
2. Heating is provided by two monitor heaters at each end of the building, preventing the staff to close the exam room for more than five minutes due to lack of heating when the door is closed.
3. Electrical wiring is not installed to code and the electrical outlets only work when the lights are left on.
4. Mold growth, especially the black mold growing around this window.



In a community survey conducted in December 2004, the construction of a new larger clinic that would meet the needs of the community as well as building codes was identified as one of the top three community facility needs.

3.2.6. Roads/Trails Maintenance/Heavy Equipment

Roads/Trails Maintenance/Heavy Equipment

The City maintains 4.2 miles of roads. There is continuous maintenance need on both State and City roads due to heavy rains. Airport Road is 1.4 miles long and starts from the school and extends to the airport, it is State owned. Rehabilitation is scheduled to begin on Airport Road in late fall of 2005. The City has access to all material and equipment to maintain the State and City roads. The City has the State contract for the runway and road maintenance. The City plows/grades the main roads of snow or for general maintenance. The City has their own grader for City roads. There is a State grader for the airstrip and State road.



Model year will be listed if available.

City Equipment list and Rental Rates

TYPE	MFG	MODEL	YEAR	HR	DA	WK
Compactor	Raygo	Rascal	\$70	\$490	\$1470	
Compactor	Wacker	UPG	1994	25	100	500
Crawler	Caterpillar	D-8K	110	700	2,400	
Crawler	John Deere	750B	85	575	1,950	
Equip Trailer	Sconia	35	125	600		
Fire Truck	Am. LeFrance		negotiable			
Fuel Tank	tir Homebuilt	200gal/tank	25/per load			
LoBoy	Fontaine LoBoy	1971	50	150	700	
Loader	Caterpillar	980	90	650	2100	
Screen	PI shaker Kohlberg	2048-10	90	650	2100	
Tractor	3 axle Kenworth	K 100 C	1983	100	600	2000
Grader	Caterpillar	140 G	NA			
Elc Serv Trk	Ford	F 350	NA			

Photo Description: road to airport

3.2.7. Volunteer Fire Dept.

Volunteer Fire Dept.

There are ten volunteers on the department with one Fire Chief and one Assistant Fire Chief. They attempt to hold monthly meetings. The present equipment for now is sufficient with a 500 gallon fire truck a America LeFrance model and a 2,000 gallon fire truck engine and one ambulance. The tanker is for Public Works and they use it for flushing sewer lines or concrete from the cement truck and basic cleaning when required. They have old hose which is approximately 1500 feet of 2 1/2 inch, and 1900 feet of 1 1/2 inch.

The Fire Chief also formed a program for the school children called Explorer Program. They aim to educate the children in basic first aide, search and rescue training and how to read maps.

There is a need for a fire boat, yet again this being a coastal area where the economy is fishing a good number of people work and live on boats. With that much activity on the water our emergency equipment does not meet our demands. A new fire truck is needed but at the present time the current one is sufficient. If we did get a new fire truck then we would also need a new firehall as the current one would not be big enough then. New hose will be needed and Tac Nozzles of at least 6 of 1 1/2 inch an 6 of 2 1/2 inch.

Pricing on fire hose:

Darley 800 1 1/2" polyester double jacket hose (50') \$73.95 ea

Darley 800 2 1/2" polyester double jacket hose (50') \$124.95. (this includes shipping)

3.2.8. VPSO

VPSO

Chignik Bay's Village Public Safety officer (VPSO) program started in 1983, and is a State-funded program administered by BBNA.

This program provides for community safety and enforcement also information and education in areas of public safety, fire, search and rescue.

Photo By: TJ Aklin



3.3. Regional Service Providers & Services

Regional Service Providers & Services

A number of regional service providers meet the needs of the local residents, including the Bristol Bay Native Association (BBNA), Bristol Bay Housing Authority (BBHA), Bristol Bay Area Health Corporation (BBAHC).

3.3.1. Bristol Bay Regional Housing Authority

Bristol Bay Housing Authority

The Bristol Bay Housing Authority, was established to administer Low Income Home ownership and Low Rent Housing programs funded by the Department of Housing and Urban Development (HUD). The programs are governed by the terms of the Native American Housing Assistance and Self Determination Act. The Housing Authority is not included in any other governmental reporting entity and the Housing Authority's Board of Commissioners has decision-making authority, the responsibility to significantly influence operations and primary accountability for fiscal matters. The Housing Authority does not exercise oversight responsibility over any other entity, although BBHA does monitor sub-recipient activity for provision

of housing services and programs administered by the individual tribes who use BBHA as their Tribally Designated Housing Entity.

The Native American Housing Assistance and Self-Determination Act of 1996 (NAHASDA) became effective on October 1, 1997. The purpose of this law is to: (1) streamline the process of providing housing assistance to Native Americans (2) facilitate, where possible, the development of private housing finance mechanisms and (3) promote economic self-sufficiency and self-determination among Native Americans. Accordingly, it eliminates many of the compliance requirements under the U.S. Housing Act of 1937, as amended, as well as the associated regulations, handbooks and guidebooks that provided guidance in the past. While permitting the Tribal Entity greater latitude in establishing policies and procedures, it also created additional reporting and administrative requirements.

Under NAHASDA, block grants are awarded directly to tribal entities and the amount of the block grant is determined by the number of current assisted stock within the village and the unmet housing needs within the village. Tribes may designate BBHA to be the Tribally Designated Housing Entity (TDHE). Block grants are awarded only after an Indian Housing Plan (IHP) has been submitted. The purpose of an IHP is to demonstrate that the TDHE has made or will make adequate provision to comply with the objectives and stewardship requirements of NAHASDA funds. The IHP is composed of a Five Year Plan and a One Year Plan.

The Five-Year Goal Plans are: Maximize Efficient Use of Funding Resources; Preserve Existing Housing; Encourage the Development of Local Capabilities; Develop Housing Opportunities; Promote Regional Stability; and Implement Balanced Scorecard Framework.

The One-Year Goal Plans are: Village monitoring program; Balanced Scorecard Framework; Modernization program (BBHA-owned housing); Modernization program (privately-owned housing); Regional administrative skills; Regional technical skills; LIHTC and rental assistance programs; Downpayment assistance program; Emergency Voucher Program; and Youth crime-prevention program.

The Bristol Bay Housing Authority is a major housing resource for the region. Of the total housing units owned by BBHA, nearly 90% were developed under the Mutual Help Program and will eventually be conveyed to the homebuyers. In addition to an existing 24-unit (three 8 unit buildings named Forest View) Low Income Housing Tax Credit (LIHTC) apartment building in Dillingham, BBHA has two 8-unit LIHTC buildings – one in King Salmon and one in South Naknek, (named Taiga View), two additional 8-unit LIHTC buildings in Dillingham, (named Muklung Manor), and is in construction of 4 4-unit LIHTC buildings in Togiak (Togiak View).

Because of the low income levels, one would assume that rental housing would be the most appropriate type of housing for the region. However, in the past families have resisted the concept of paying rent in favor of owning their own home. Therefore, nearly all housing developed by the BBHA in the past has been homeownership housing. Because of the prohibitive costs associated with maintaining small rental housing projects in isolated areas, homeownership housing will likely continue to be the predominate housing type constructed in the foreseeable future.

3.3.2. Bristol Bay Native Association

Bristol Bay Native Association

The Bristol Bay Native Association (BBNA) is a service agency dedicated to the betterment of the Native People of the Bristol Bay region. BBNA began as a land claims Association after the passage of the Alaska Native Claims Settlement Act (ANCSA) in 1972 and signed into law by President Richard Nixon. BBNA's office is located in Dillingham, Alaska.

Statement of Principles

BBNA is dedicated to the principle of Native self-determination. Its primary purposes are:

* To respond to the needs and priorities of the recognized tribal councils of the region as those councils determine them to be.

* To encourage, support and foster each council's ability to do those things they can and want to do for themselves in exercising self governance.

* To foster personal responsibility and self-sufficiency among our Native People.

BBNA is an advocate for the Native People of Bristol Bay. As such it will:

* Represent and be an advocate for the interest of the Native People of Bristol Bay and of the Tribal Councils and organizations of the region as authorized by those councils.

* Areas of advocacy and representations include Tribal Affairs, government, education, social, economic, and cultural well being.

* Use all social, educational, political and legal means to protect the subsistence, economics, lifestyle and culture of the Native People of Bristol Bay.

* Enhance and promote the self-respect, pride and well-being of the Native People of Bristol Bay.

BBNA is a community and social service agency dedicated to serving the Native People of Bristol Bay. As such it will:

* Actively develop, support and implement Tribal, Federal and State policies designed to create a sound socioeconomic base in our villages consistent with each village's needs and plans.

* Deliver services to the people of Bristol Bay in a manner sensitive to their needs, life ways and humanity.

* Deliver services to the people of Bristol Bay in a manner as efficiently and effectively as possible.

* Maximize the beneficial effects of the services provided and maximize Tribal and agency resources used to provide those services.

BBNA Programs includes the following: Community Services – Economic Development, Tribal Government Services, and Village Public Safety Officers; Head Start; Lands & Resources; Natural Resources Department; Social Services – Indian Child Welfare & TCSWs, Elderly Services, Family Services, and Food Bank; Workforce Development – Higher Education, Employment, Supportive Services, Adult Temporary Assistance, Youth Opportunities, and Vocational Rehabilitation.

3.3.3. Bristol Bay Area Health Corporation

Bristol Bay Area Health Corporation

The Bristol Bay Area Health Corporation (BBAHC) provides medical care to 34 rural communities in southwest Alaska. Kanakanak Hospital and its associated facilities are located in Dillingham, 327 air miles southwest of Anchorage. BBAHC was the first tribal organization in the nation to assume management of an Indian Health Service facility.

Village Clinics

First-time visitors to Kanakanak may be surprised to learn that more patients are seen at BBAHC's 29 village clinics, in rural communities where two-thirds of the region's 8,000 inhabitants live, than at the central hospital in Dillingham.

At least two resident Health Aides staff each village clinic, which are visited periodically by Kanakanak's doctors, nurses, dentists, an audiologist and resident optometrist. Two sub-regional clinics, at Chignik and Togiak, employ mid-level practitioners to provide more extensive patient care, plus training and support for health aides, in neighboring villages.

Village clinics are linked to Kanakanak Hospital by a wide area computer network that enables health aides to transmit patient information to Kanakanak physicians for assistance, diagnosis and appropriate treatment. The same computer network can link Kanakanak physicians with the Alaska Native Medical Center in Anchorage and other specialized clinics outside Alaska.

3.3.4. Lake & Peninsula Borough

Lake & Peninsula Borough

OVERVIEW

Located in Southwestern Alaska, the Lake and Peninsula Borough is composed of small commercial fishing communities and traditional Native villages. Tourism is beginning to take hold and is slowly growing. Most Borough residents rely heavily on subsistence resources.

The Borough sees a large seasonal influx of fishing vessels and seafood processors during the summer. Two fish processing plants operate in Chignik. Six onshore processors are located on the Egegik River and about 30 floating processors participate in the Egegik fishery. Consequently, the population in Egegik swells during the commercial fishing season with more than 2,500 fishermen and cannery workers. Many Lake Iliamna residents head out each summer to fish in Bristol Bay. Chignik Lagoon, Chignik Lake, Igiugig, Newhalen, and Nondalton are Native villages where many residents earn cash from the Chignik, Egegik or Bristol Bay fisheries. At the same time, many families travel to fish camps each summer for subsistence harvests. In the village of Kokhanok, subsistence activities are the focal point of almost all activities.

The economic base of the Borough is about 65% of the total economy. The economic base consists primarily of commercial fishing and seafood processing, which make up 83% of the total base. There is a small but growing tourism industry and a small federal government presence. The fisheries are well developed, but highly concentrated on salmon (92% in 1999). While the economic base grew by 8% between 1995 to 1999, it experienced a severe low in 1997 due to the poor salmon fishing and lower salmon prices in the region.

In contrast to the variability in the economic base, the private support sector as well as state and local government are steadily growing. Larger Permanent Fund Dividend and other government expenditures are allowing the private support sector to grow beyond the normal influence of the economic base. Increases in local government dominate the growth within state and local government.

Annual subsistence harvests average 602 pounds per person. There is large variation in subsistence harvests among the communities, from 211 pounds to 1,013 pounds per person per year. The percentage of Alaska Natives in the population of the Lake and Peninsula Borough is 89% and is high compared with other census areas.

In 2001, there was \$116.9 million of federal and state capital improvement projects for roads, bulk fuel facilities, harbors, airport improvements, water systems, sewer systems, health clinic, community facilities, equipment, housing and schools. During construction, capital improvement projects bring cash into the economy. However, these projects provide only limited opportunities for local employment.

3.3.5. Lake & Peninsula Schools

Lake & Peninsula Schools

The Lake and Peninsula School District provides public education in 14 communities including Chignik Bay. Currently the District enrollment is 400 students with 14 in the Chignik Bay School. Enrollment is declining in step with the economies of the region. Projections for future enrollment continue to show a decline, the ratio of students graduating is much higher than students entering Kindergarten.

The Lake and Peninsula School District is hopeful for the future of the region as State and Local governments work together to improve and create economic opportunities.



See Section 4.7 and 4.8 for Chignik Bay School facility information.

3.3.6. Southwest Alaska Municipal Conference

Southwest Alaska Municipal Conference

Southwest Alaska Municipal Conference (SWAMC) is an Alaska Regional Development Organizations (ARDOR) Program which is the State's contribution to regional initiatives for developing Alaska's economy. In 1988, the Legislature recognized that a locally driven initiative, in partnership with the State, is the most effective approach to creating and sustaining a strong and healthy economy. The Legislature established the ARDOR Program to create a network of organizations to plan and support economic development at the regional level.

There are currently 12 ARDORs, like their counterparts nationwide to: enable local officials and businesses to pool their limited resources and work together on economic development issues; develop partnerships among public, private and other organizations; and, provide needed technical assistance via direct links with local citizens.

It's not the State trying to determine what's best for the region; rather, it's the residents and those doing business in the region working together to create their economic future.

SWAMC's mission statement is to advance the collective interests of Southwest Alaska's people, businesses, and communities by promoting economic opportunities that improve quality of life and influences long-term responsible development.

FY 2004 Goals

* Economic Development: Fisheries Development, Tourism Development, Regional Economic Planning, Small Business Development, Workforce Development, and other Business and Resource Development.

* Community Development: Infrastructure Development, Health, Education and Public Safety Development, Community

Planning.

* Organizational Development: Communications, Policy and Issue Advocacy, and Organizational Efficiency and Effectiveness.

3.4. Other Service Providers & Services

Far West Inc. Rock Quarry

Far West, Inc., operates and owns the rock quarry in Chignik Bay. It was developed because of the harbor project. Members of the community have concerns about the long term environmental impact the quarry may have on Indian River.

Photo By: A. Caole



Other Service Providers & Services

NorQuest Seafoods has a fully stocked supply of hardware for sale to the general public. As long as they continue to have a winter watchman this service is available. NorQuest sells gas, propane and heating/diesel oil to the general public as well as to their fleet of boats.

Trident Seafoods Cannery operates a general store during the summer months typically from May through September. The winter months it is closed. They sell fuel to the public as well as their fishing fleet.

A private individual opened a store in the village to bring to the community groceries. It was open for business August 2004. It is in private home. He takes up about 20' X 10' of space for inventory goods. It is well received by the community, people as far away as Perryville and Chignik Lake come to shop and frequently ask them to ship orders to them.

There is a bakery that operates only in the summer months. Last summer with the CO-OP fisheries things have slowed down considerably. The regular amount of people coming into Chignik to fish has greatly declined due to the formation of the CO-OP fisheries. Opening the bakery was not feasible at the time.

A privately owned Variety Store is located in the village but closes for the winter as the owner departs for Kodiak to live. They sell an array of trinket goods – T-shirts w/Chignik logo and gift items.

Chignik Bay Adventures Bed & Breakfast: Seasonal operation only. They offer sport fishing day tours. The facility is new, was constructed spring 2004. They offer 5 bedrooms/2 bathrooms/Kitchenette/TV and phone in lobby area. And home cooked meals.

Far West Inc., the village based native corporation owns an apartment building that is available to rent and they also have office space available to rent.

4. Current Facilities Inventory & Analysis

Current Facilities Inventory & Analysis

4.1. Housing Need & Demand

Housing: Single Family

According to the FY05 NAHASDA funding formula, the "need" component as computed by HUD through BBHA for Chignik Bay is \$ 37,486. One half of these funds stay in a regional pool for construction of homes in accordance with a ranked regional list of villages, the other half of the funds are passed through to the Chignik Bay Tribal Council for locally administered programs, such as rehab of village residents' owned homes, and youth programs.

There are approximately 36 homes, including fifteen residential HUD homes in Chignik Bay, eleven of which have conveyed to homeowners as this writing (March. 05).

Chignik Bay's rank for FY05 on the regional pool for new single family homes funded by HUD/NAHASDA is position # 7, which would provide funding for 4 to 5 new homes for Chignik Bay in 2011, assuming current levels of funding for HUD programs remain relatively stable.

There is no multi-family housing in Chignik Bay. BBHA will look at the feasibility of multi-family housing financed by Tax Credits through the Alaska Housing Finance Corporation, which is a competitive process, should the demand and waiting exist. The project could be four-plex apartments in nature, combined with such buildings in other neighboring villages, to make the project financially feasible

There is currently no specified Elder housing in the Village. Bristol Bay Housing Authority, in cooperation with the Village Council will monitor the need and determine feasibility of such a project. Funds for such a project can come from Alaska

Housing Finance Corporation's "GOAL" program, which requires Senior projects to be "Named" recipients through Alaska Legislative Appropriations, other sources may include the HUD 202 (Public Housing) funds, which require a separate 501(c) 3 be set up for this purpose.

Single family homes in Chignik Bay, constructed and ready for move in are estimated at \$230,000.

4.2. Tribal Offices

Chignik Bay Tribal Office

The Tribal office is a converted two story 54' X 26' wood structured residential three bedroom house with one bathroom. The need for larger working space and more office space is badly needed. There is no storage space. The one bathroom services all staff and public.

The offices are former bedrooms. The larger of the four offices for administration is located upstairs with an outside access, it is 240 square feet of space. The larger of the three located downstairs is the office space of the Social Service Worker/BBAHC, it is 216 Sq ft. The office space for IGAP is 180 Sq ft. The office space for Community Planning was a storage space it is 170 Sq ft. The former area that was a living room is now used for meeting space which is 420 Sq ft.



Overall the facility is in good condition.

Photo By: TJ Aklin

4.3. Municipal Offices

Municipal Offices

The current facility for the City office is in the building that was designed for an emergency shelter. There are three office spaces, two downstairs and one is located upstairs. One meeting/conference room is located downstairs. Two oil Monitors heat the facility. In the winter it is set at a constant 76 degrees as the building is extremely drafty. In the summer the

temperature is kept at 72. There is one system set up with internet access to meet the entire office's needs. The building has three bathrooms. The City has five rooms upstairs for lodging and two kitchens.

A more detailed assessment of the building is required to develop a renovation budget, however, for replacement of the roof, flooring, and cosmetic improvements, 2730 sq. ft. x \$133/sq. ft. = approximately \$375,000.

The City employs five permanent employees. City Clerk, Deputy Clerk, Public Works, Electrician and Mechanic. There is not adequate parking facilities at this site.

4.4. Public Safety

Photo of Public Safety Building

Photo Description:
To the immediate left is the City Shop, in the background (wht bld) is the school gym, the school backup generator building, city generator building, firehall, and garage for water truck.

Photo By: TJ Aklin



Public Safety: Police, Fire, Search & Rescue

VPSO

Our current facility that houses the VPSO program is a renovated portion of the end of the firehall that took place in the early 80's. There is one holding cell, and one small office space.

A larger office would also be more adequate. There needs to be more space for evidence storage which at the present time there is none. Also more area outside is needed in case there is an impound case on a vehicle.

The facility is in good condition.

VOLUNTEER FIRE DEPARTMENT

The present fire fighting equipment for now is sufficient with a 500 gallon fire truck a America LeFrance model and a 2,000 gallon fire truck engine and one ambulance. The tanker is for Public Works and they use it for flushing sewer lines or concrete from the cement truck and basic cleaning when required. They have old hose which is approximately 1500 feet of 2 1/2 inch, and 1900 feet of 1 1/2 inch.

There is a need for a fire boat, as this is a coastal area where the economy is fishing with a good number of people that work and live on boats. With that much activity on the water our emergency equipment does not meet our demands. A few fire truck is needed but at the present time the current one is sufficient. If we did get a new fire truck then we would also need a new firehall as the current one would not be big enough then.

The current firehall is a a metal facility and is in good condition.

New hose will be needed and Tac Nozzles of at least 6 of 1 1/2 inch an 6 of 2 1/2 inch.

SEARCH AND RESCUE

There is very little equipment for Search & Rescue. The basic equipment i.e., helmets, ropes etc should be on hand. The program does have a 4-wheel Honda and skiff, but because we are a coastal village and people work and live on boats the program should have a larger boat for search and rescue for long distance travel to other fishing bays.

The cost for a 1150 square foot Public Safety Facility housing the VPSO, fire fighting and search and rescue services is estimated at \$517,500.



4.5. Community Hall / Recreational Facilities

Recreational Facilities

Chignik Bay has a Community Hall operated by the City of Chignik. One employee staffs the hall every night with one night off typically. It offers pool table and TV viewing, tables for putting puzzles together. They offer snacks and soda drinks and candy for sale. The hall is also used for Potlucks and public functions such as meetings, gatherings for families and community dances.



The hall has a kitchen equipped with an electric stove, sink, storage area and refrigerator. Two restrooms. The City has complete site control. There is not enough parking available for the public.

The Hall floods during the winter and during heavy rains when the ground is frozen, at least 2 or more inches accumulate inside on the floor.

At the present time the City has a couple options to consider for rebuilding or constructing a new community hall. There has been discussion to rebuild in the same spot and create a multi purpose building or just tear the existing building down and construct a new community hall. Or renovate the existing building. It is still in the discussion stage.

The hall is in poor condition.

Photo By: TJ Aklin

4.6. Cultural Facilities

Cultural Facilities

There is no cultural facility located in Chignik.

In the community buildings strategy, a cultural display facility will be located in the future multi-purpose facility.

4.7. Educational Facilities

Educational Facilities

The Chignik Bay School was built in 1993. It consists of multiple classrooms, an office, library, shop, kitchen, and gym. The school is 19,700 sq. ft.

The Chignik Bay School's current enrollment is 14. The School building will accommodate up to 100 students split between the six classrooms.

The school is in good condition and there are no improvement projects scheduled for the near future.

The Lake and Peninsula Borough holds title to the school property. There are no restrictions on the Chignik Bay School property or title.



Photo By: TJ Aclin

4.8. Teacher Housing

Teacher Housing

The 4,200 square foot teacher housing four plex is adjacent to the school facility. It was built in 1967 and received a major remodel in 1993 and is in good condition. The four plex contains 10 bedrooms and the design allows base unit combinations to allow for multiple family sizes. One unit is dedicated to itinerate staff traveling to the Chignik Bay School.

The Chignik Bay teacher housing facility will continue to meet the needs of staff stationed at the Chignik Bay School well into the future.

The Lake and Peninsula Borough owns the land and buildings of the Lake and Peninsula School District. The Chignik Bay School land title is free and clear.

4.9. Day Care

Day Care

There is no Day Care facilities in Chignik. One is needed but there is no building to accommodate one.

4.10. Health Facilities

Health Facilities

4.10.1. Existing Health Facilities

Existing Health Facilities

The Bristol Bay Area Health Corporation (BBAHC) provides healthcare services at the Chignik Bay Sub-Regional Health Clinic, a 1,346 square foot facility built in the early 1980s. BBAHC leases the existing health clinic building from the City of Chignik Bay. The clinic provides health services for local residents, the surrounding communities of Chignik Lake, Chignik Lagoon, Perryville, and to a lesser extent, Port Heiden, and several hundred transient residents during the summer.

At Chignik Bay, a mid-level practitioner is currently employed seasonally together with two full time Community Health Aide/Practitioners and provides limited itinerant services to the other communities. Services provided include behavioral health, dental care, EMT services, and primary care.



The facility is in poor condition. The physical condition and inadequate size of the clinic do not meet current code. Currently, due to limited space, the exam room also serves as office space, the storage room as a lab, the emergency room as the physician assistant's office when he is in town, and staff's break and shower room as the medical record room. In a survey conducted in December 2004, the need to construct a newer clinic was identified as one of the top three facility needs of the community.

4.10.2. Community Health Care Services

Community Health Care Services

The Bristol Bay Area Health Corporation (BBAHC) staff provides nearly all healthcare services in the Chignik sub-region. A sub-regional clinic is located in Chignik Bay with distributed village clinics in Chignik Lake, Chignik Lagoon, Perryville and Port Heiden. Ivanof Bay does not have an operating clinic at this time. Port Heiden has recently been added to the sub-regional service unit. All services are coordinated through the Chignik Bay clinic and the main office of the Bristol Bay Area Health Corporation.

At Chignik Bay a mid-level practitioner (MLP) is currently employed during the summer months together with two full time Community Health Aide/Practitioners (CHA/P) and provides limited itinerant services to the other communities. Each of the other communities has a clinic staffed by one to three CHA/Ps.

Services provided include primary medical care, emergency /trauma, behavioral health, dental, lab testing, x-ray, and telemedicine. WIC is provided on an itinerant basis.

The existing clinic is owned by the City of Chignik Bay and provided to BBAHC at no cost. O&M costs are recovered by the City which currently receives Village Built Clinic (VBC) program funding from the Indian Health Service. Chignik Bay Tribal Council is a compacted member of BBAHC. The Community Health Aide Program is administered by BBAHC under a Memorandum of Agreement with Chignik Bay Tribal Council. Chignik Bay Tribal Council is the local health authority. There are no local taxes

related to health services.

The Table below identifies current services provided in Chignik Bay and surrounding communities.

Programs and Services	In your community		Outside your community		
	At your facility? Yes / No	At another facility? Yes / No / N/A	Location	Travel Time or Distance	Via (circle all that apply)
Behavioral Health	Yes	No			Road / Air / Water
Dental Care	No	No			Road / Air / Water
Domestic Violence Program	No	No	DLG	189 air miles	Road / Air / Water
Domestic Violence Shelter	No	No	DLG	189 air miles	Road / Air / Water
Elder Care / Assisted Living	No	No	DLG	189 air miles	Road / Air / Water
EMT Services	Yes	No			Road / Air / Water
Hospital	No	No	DLG	189 air miles	Road / Air / Water
Primary Care	Yes	No			Road / Air / Water
Other					Road / Air / Water

4.10.3. Proposed Chignik Subregional Clinic

Proposed Chignik Subregional Clinic [Harris Subregional Clinic]

4.10.3.1. Overview of Proposed Facility

Overview of Proposed Facility

The Chignik Bay Tribal Council applied through the Denali Commission for a grant for the development of a new Sub-Regional Clinic to be located in Chignik. To date, we have received \$100,000 for the conceptual planning phase from the Denali Commission and requested "Request for Proposals" last March, 2004 for conceptual planning assistance for the newly proposed Sub-Regional Clinic. As a result of the review process, the Chignik Bay Tribal Council retained the services of Northern Management/CE2 Engineers to assist in the conceptual planning phase of the project. P.E. Company and Winchester Alaska are also part of the team, drafting the business plan and developing the conceptual layouts for the new facility. Securing construction funds for the clinic will involve a significant amount of work, including justifying the size and scope of services to the Denali Commission and ensuring the business plan demonstrates sustainability, finalizing site control, securing design funds, completing the design, completing a Community Plan, securing 50% matching funds, securing Denali Construction funds with matching funds in hand, site development and utility/road access, and finally, force-account construction of the facility. Securing the matching funds will be a significant challenge, and will require Port Heiden, Chignik Lake, Chignik Lagoon, Chignik Bay, Perryville, and Ivanoff Bay working together with Bristol Bay Area Health Corporation to succeed.

The Tribal Council, collaborating with Bristol Bay Area Health Corporation, the City of Chignik Bay, Bristol Bay Native Association (BBNA), and the village corporation (FarWest), has applied to the Indian Community Development Block Grant Program with HUD to request construction funds for the project. The new expanded facility will allow for additional clinical services such as X-ray space for and lodging for visiting medical personnel.

Based on the Denali Commission clinic space guidelines for health facilities servicing multiple communities and current and projected health needs of the area, the new expanded clinic will occupy 6,000 square ft. This size is significantly smaller than most sub-regional clinics funded in Alaska. The new clinic will include lodging space for health care providers and patient family members. Detailed considerations for the size of the new clinic are identified in the Business Plan. The total estimated construction cost is \$2.5 million.

4.10.3.2. Proposed New Services

Proposed New Services

Current services that will continue to be provided are identified in the chart below:

Services	Currently Offered (yes/no)	To be offered w/this project (yes/no)	Notes
Primary Medical Care	Yes	Yes	
Dedicated	Yes	Yes	
Emergency/Trauma area			
Ambulance Services	Yes	Yes	City of Chignik Bay
Behavioral Health Services	Yes	Yes	
WIC	Yes	Yes	Itinerant Basis
Dental Services			
On-site compressor and dental chair	Off site	Yes	
Laboratory services			
CLIA waived testing	Yes	Yes	
CLIA moderate testing	No	No	
CLIA complex testing	No	No	
Radiology services			
On-site X-Ray machine (fixed or portable)	Yes	Yes	
Teleradiology/Digital X-Ray	No	Yes	
Ultrasound	No	No	
Mammography	No	No	
Pharmacy services:			
Retail Pharmacy	Yes	Yes	
Provider dispensary	No	Yes	
TelePharmacy machine	No	No	
Tele-Health equipment	Yes	Yes	

The proposed new services in the Clinic are:

- 1 FTE mid-level practitioner (MLP) to provide primary health services and assist with the coordination of services across BBAHC departments on a regular basis to all six communities in the sub-region.
- Installation of a better x-ray machine and other equipment
- 50% more dental visits to the sub-region, significantly increasing dental care and preventative dental health services.

The spaces will be dedicated to primary, dental and behavioral health care is divided as follows:

Primary Care	Dental Care	Behavioral Health	SUB-TOTAL	TOTAL
3,500 SF	360 SF	320SF	4,180 SF	4,180 SF

4.10.3.3. Investment Criteria & Sustainability

Investment Criteria & Sustainability

The Tribal Council has discussed and addressed the following investment and sustainability issues in relation to the proposed clinic, as required by the Denali Commission, a major funding source for clinics in Alaska:

- A. Imminent environmental threats
- B. Priority to be placed on needs of existing communities
- C. Regional support
- D. Proximity / access to existing services and /or facilities
- E. Renovation versus new construction.
- F. Population trends
- G. Affordability
- H. Per capita investment
- I. Unit cost
- J. Good faith

Chignik Bay Tribal Council's project stands in good stead with all of the above factors except F. For example, there are no environmental threats, a community plan has been completed which places this project as the priority, there is full regional support, there are no other service providers within 185 miles, the code and conditions survey recommended new construction, the life-cycle costs are affordable through federal program transfer payments, per capita investment will have to be determined by the Denali Commission, unit costs will be kept within current benchmarks with no known unusual cost impacts, and CBTC has a record of good faith.

The current decline in Chignik Bay population is directly a result of the economic impact of the decline in the salmon fishery on the region and creation of the Chignik Fisheries Cooperative, which reduced the number of fisherman by reducing the number of vessels that could participate in the fishery. This extraordinary step was taken to make the fishery more efficient and sustainable, but also resulted in a short-term net loss of permanent residents. Many of these residents have had long-term ties to Chignik, and desire to return as more employment opportunities are created. By strengthening the fisheries economy, Chignik has ensured that the seasonal influx of 600-800 people will continue and this seasonal population should be considered in this equation. As described in the history of Chignik Bay, the seasonal influx of people dates back to the turn of the century when the first canneries opened. Chignik Bay is also becoming the regional air and sea transportation hub, a strategy widely supported by throughout the community planning process. And since this Clinic will be a regional clinic the entire population of the region will be served.

Commitment. The Chignik Bay Regional Clinic has operated in Chignik Bay for over twenty years.

50% community cost share. Total funding is dependent on the Community's ability to raise the balance of the funds needed to complete the project and a final determination by the Denali Commission to prorate matching costs based on the total service population.

Sustainability. Chignik Bay Regional Clinic services are provided by BBAHC which receives its funding from IHS compact funds. Chignik Bay Regional Clinic has recently been awarded a HRSA grant to operate as a CHC, and Chignik Bay will continue to receive IHS VBC lease funds. Further, the Chignik Bay Tribal Council has become more active in community affairs in the village, is creating new employment opportunities and bring adult tribal members back to the community who are committed to the preservation of the Tribe and subsistence way of life in Chignik Bay.

The size of 4,180 SF is appropriate. Chignik Bay while having a year round population of 92 has a seasonal increase (5 summer months) of 600–800 people. The clinic will have a mid–level provider and will serve the regional population of 491. Pursuant to the Denali Commission guidelines for a service population of 500 (491 is very close to 500) would warrant a clinic size of 3,180 SF and with additional mid–level services an increase of 1,000 SF over that is also recommended.

The Denali Commission Code and Condition Survey (March 2002) has also recommended that this clinic be sized as a "large" because of the transient population and because of the service delivery includes additional services such as radiology not included in the clinic guidelines.

4.10.3.4. Conceptual Layout of Proposed Chignik Subregional Clinic

Conceptual Layout: Chignik Subregional Clinic

More Info:

Site Plan ([http://www.northernmanagement.us/PublicFolders/KBMeister/Chignik/060510 Site Plan.pdf](http://www.northernmanagement.us/PublicFolders/KBMeister/Chignik/060510%20Site%20Plan.pdf))

Program Space

([http://www.northernmanagement.us/PublicFolders/KBMeister/Chignik/HarrisSRCSpaceProgram 060517.pdf](http://www.northernmanagement.us/PublicFolders/KBMeister/Chignik/HarrisSRCSpaceProgram%20060517.pdf))

Complete Floor Plan ([http://www.northernmanagement.us/PublicFolders/KBMeister/Chignik/060510 FloorPlan.pdf](http://www.northernmanagement.us/PublicFolders/KBMeister/Chignik/060510%20FloorPlan.pdf))

4.10.3.5. Environmental Review and Assessment

Environmental Review and Assessment

The Environmental Assessment was completed as per the HUD ICDBG grant requirements. This assessment includes documentation of "No Adverse Impact" from the Office of History and Archaeology, the U.S. Fish & Wildlife Service, the Coastal Zone Management Program, and other state and federal agencies. The Finding Of No Significant Impact notice was published in the Anchorage Daily News on February 16, inviting public comment. On March 19, HUD/Alaska found the environmental review was complete and issued the Authorization to Use Grant Funds.

4.11. Post Office

Post Office

The United States Post Office is located in the downstairs area of a residential home. Parking space is limited. There is no handicap access. The door for out going mail and incoming mail is the same entry as the one used for general public.

The current space available for post office use is 323 square feet. Out going and incoming parcels are stored on the floor. Insured parcels are stored behind the counter. There is a small cut out in the wall to window a service counter to access the clerk. There are approximately 100 boxes for rent.



The cost to construct a new 851 square foot post office as part of a new Community Center is \$340,400 based on an construction cost of \$400/square foot.

Photo By TJ Aklin

4.12. Churches

Churches

The only church in the community belongs to Interact Ministries. It is a missionary run church. It is about 30 X 30, an addition was built on in 1987. The church itself was probably built in 1948. The church has Potlucks from time to time and it has become too small for the community needs. The heat source comes from a Sears "pot burner" oil heater. The whole structure is in dire need of upgrades or drastic repair or rebuilt altogether. Members of the community would like to see a new church and missionary house built in the same spot.



The church house for the missionary is just a few feet away and was built in 1929. The church and church house sit on a very low piece of land. During high tides which is everyday during the winter months the buildings are threatened by flooding. In 2002 the tide came within 4 inches of flooding the entire house.

The church house is a small 3 bedroom 1000 square foot wood structure. It has been repaired many times in the past. The general consensus is that it would be better to replace and rebuild the present buildings rather than keep repairing them. The cost to replace the church is estimated at \$595,000.

During the summer the facility is over crowded and can no longer serve its purpose. There is need for a daycare facility for the church. There is need for a Sunday School classroom for the children. There are craft times and vacation Bible studies for the children and no room to accommodate them. At the present time Sunday School is held in the church house which is the missionaries home. There are no facilities for weddings or funerals. This sort of space is badly needed.

The two buildings should be torn down and replaced with new facilities that will accommodate the future needs of the village.

Because of high tides the land will need to be built up with gravel. Filling with gravel will do away with the threat of flooding.

Photo By: TJ Aklin

4.13. Subsistence Building

Subsistence Building

The City received a grant in 1998 to construct a 50' X 120' metal building for subsistence use to benefit the fishermen. The original plan was for laundromat, public showers, and office space. Although there have been discussion about using some of the space for freight and retail shops as it is near the city dock area.

The City owns the land and the building.

Constuction is scheduled to start on the building again in May 2005.



4.14. Community Buildings Strategy

2005–2025 Community Buildings Strategy (Narrative)

Developing a community buildings strategy for Chignik Bay is made difficult due to the high cost of construction, lack of available land, and lack of funding to cover the design, planning, and development costs associated with a community building program.

City Office Building

The City Office Building occupies the Tsunami Shelter Building. City Offices are primarily located downstairs, with lodging facilities upstairs. There is ample space in the current facility to house the City functions, so no new facility is proposed, although at some point the City will likely want to renovate the existing building.

Clinic & Social Services

The new Chignik Bay Subregional Clinic is the community's top priority (2005) for new community buildings, and will adequately address the community's needs for clinic space as well as office space for the FSW and Social Work well into the future. The preferred size is 6,000 sq. ft., however, due to increasingly more difficult matching requirements, a smaller, 4,000 sq. ft. facility might be opted for.

Meeting Hall, Tribal Offices, & Other Community Functions

The primary strategy to address the long term needs for tribal and public space, is to finish the Subsistence Building. There is ample space in the facility to house a number of functions, including tribal office space, childcare, elder activities, recreation/exercise, library, and other functions. The community needs to decide what the core functions will be in the facility, how much space if any to allocate to dock–related functions, how much space if any to allocate to subsistence processing & storage, as well as commercial/retail purposes. The balance of the facility space should be allocated for tribal offices, cultural display, recreational use, library, etc.

A more detailed analysis, possibly by a structural engineer, needs to be done of the existing Community Hall as well to determine if the facility can be raised and a proper foundation built to keep the facility dry. If the structure is salvageable, it might continue to serve as the Community Hall into the future. If the structure is not salvageable, the community should consider tearing down the building and rebuilding on the site. Good candidates for the site would include a stand–alone Post Office (which would be centrally located), or a new Community Hall.

Emergency Shelters

There is particular interest in the community to construct two new emergency shelters, one for Chignik West, and another one located somewhere at Chignik Heights. The Chignik West site, located on a Mud Bay Hill with road access already, is more accessible, whereas the Chignik Heights emergency shelter is likely going to require new road access.

Public Safety/Equipment Storage

In order to reduce overall construction costs, a possible strategy would be to consolidate the equipment storage, with the public safety functions (fire hall, VPSO). The existing maintenance garage site would serve as the future site for a consolidated approximately 6,000 sq. ft. public works/public safety facility.

Post Office

The post office either gets integrated into the renovated Subsistence Building/Multipurpose Facility, or, if the existing Community Hall gets demolished, is located as a stand-alone facility at the existing Community Hall site. The advantage of replacing the existing Community Hall with a stand-alone Post Office would be more room for parking at the site. The disadvantage is that the new Community Hall & Kitchen would have to be squeezed into the renovated Subsistence Building/Multipurpose Facility.

Community Buildings Strategy

::: Chignik Bay Community Plan :::

CHIGNIK BAY COMMUNITY BUILDINGS STRATEGY 2005-2025							
Current Use			Future				
Function	Current Sq. Ft. (Approx.)	Name of Building (Existing Building, or 'Non-Existant')	Sq.ft. Needed (Core Areas)	Common Space Allocation @ 15%	Total	Proposed Building (Existing w/ Reno, New Building, Multi)	Preferred Location (Lot #)
Equipment Storage	n/a	Non-existent				Future Public Works / Public Safety Building	Existing Lot
Fire Hall	750	Old Fire Hall			6000		
VPSO Office & Holding Cells	250	Old Fire Hall					
Emergency Shelter: Chignik Heights	n/a	Non-existent			2000	New Building at Higher Elevation	TBD
Emergency Shelter: Chignik West	n/a	Non-existent			2000	New Building at Higher Elevation	Mud Bay Hill
Interact Ministries	900	Church			1400	New Church	Existing Lot
Russian Church	n/a	Non-existent			1400	New Church	Old Russian Site
Community Meeting Hall & Kitchen	1200	Old Rec / Comty Hall	1500	225	1725	Renovated Community Hall & New Multipurpose Facility (Former Subsistence Building); Possible Stand-Alone Post Office	Existing Comty Hall Site & Existing Subsistence Building Site
Cultural Display	n/a	Non-existent	144	22	166		
Recreation / Exercise	50	Old Rec / Comty Hall	144	22	166		
Child Care	n/a	Non-existent	400	60	460		
Elder Activities	n/a	Non-existent	400	60	460		
Library	n/a	Non-existent	144	22	166		
Post Office	325	Residential	740	111	851		
Tribal Administrator	240	Old Tribal Office	240	36	276		
Tribal Conference Room	420	Old Tribal Office	420	63	483		
Environmental (IGAP)	180	Old Tribal Office	180	27	207		
Comty Planning	170	Old Tribal Office	170	26	196		
Youth Activities	n/a	Non-existent	400	60	460		
Subsistence Building	6000	Subsistence Building	<i>The subsistence building, when finished, houses some or all of the above functions</i>				
Social Service	216	Old Tribal Office	3635	545	4180	New Sub-Regional Clinic	Donated Lot
Clinic	860	Old Clinic Building					
Family Services Worker	144	At-Large					
City Clerk/Accounting	140	Tsunami Shelter Building			140	Renovations	Existing Lot
City Deputy	135	Tsunami Shelter Building			135	Renovations	Existing Lot
City Records	50	Tsunami Shelter Building			50	Renovations	Existing Lot
City Land Planning	110	Tsunami Shelter Building			110	Renovations	Existing Lot
City Conference Room	865	Tsunami Shelter Building			865	Renovations	Existing Lot
City Upstairs Lodging	1440	Tsunami Shelter Building			1440	Renovations	Existing Lot
	13005				25334		

4.15. Alternative Community Buildings Strategy

Alternative Community Buildings Strategy

::: Chignik Bay Community Plan :::

CHIGNIK BAY COMMUNITY BUILDINGS ALTERNATIVE STRATEGY 2005-2025: CITY / TRIBAL OFFICES CONSOLIDATED							
Current Use			Future				
Function	Current Sq. Ft. (Approx.)	Name of Building (Existing Building, or 'Non-Existent')	Sq.ft. Needed (Core Areas)	Common Space Allocation @ 15%	Total	Proposed Building (Existing w/ Reno, New Building, Multi)	Preferred Location (Lot #)
Equipment Storage	n/a	Non-existent				Future Public Works / Public Safety Building	Existing Lot
Fire Hall	750	Old Fire Hall			6000		
VPSO Office & Holding Cells	250	Old Fire Hall					
Subtotal					6000		
Emergency Shelter: Chignik Heights	n/a	Non-existent			2000	New Building at Higher Elevation	TBD
Emergency Shelter: Chignik West	n/a	Non-existent			2000	New Building at Higher Elevation	Mud Bay Hill
Subtotal					4000		
Interact Ministries	900	Church			1400	New Church	Existing Lot
Russian Church	n/a	Non-existent			1400	New Church	Old Russian Site
Subtotal					2800		
Community Meeting Hall & Kitchen	1200	Old Rec / Comty Hall	1200	180	1380	Renovated Community Hall & New Multipurpose Facility (Former Subsistence Building); or Possible Stand-Alone Post Office if Comty Hall is Demolished	Existing Comty Hall Site & Existing Subsistence Building Site
Cultural Display	n/a	Non-existent	144	22	166		
Library	n/a	Non-existent	144	22	166		
Post Office	325	Residential	740	111	851		
Tribal Administrator	240	Old Tribal Office	240	36	276		
Tribal Conference Room	420	Old Tribal Office	400	60	460		
Environmental (IGAP)	180	Old Tribal Office	180	27	207		
Comty Planning	170	Old Tribal Office	170	26	196		
Youth Activities	n/a	Non-existent	400	60	460		
City Clerk/Accounting	140	Tsunami Shelter Building	140	21	161		
City Deputy	135	Tsunami Shelter Building	140	21	161		
City Records	50	Tsunami Shelter Building	110	17	127		
City Land Planning	110	Tsunami Shelter Building	110	17	127		
City Conference Room	865	Tsunami Shelter Building	400	60	460		
Subsistence Building	6000	Subsistence Building	400	60	460		
Subtotal					5656		
Social Service	216	Old Tribal Office	3635	545	4180	New Sub-Regional Clinic	Donated Lot
Clinic	860	Old Clinic Building					
Family Services Worker	144	At-Large					
Subtotal					4180		
Recreation / Exercise	50	Tsunami Shelter Building			190	Renovated Tsunami Shelter Building	Existing Lot
Elder Activities	N/A	N/A			245		Existing Lot
Child Care	N/A	N/A			865		Existing Lot
City Upstairs Lodging	1440	Tsunami Shelter Building			1440		Existing Lot
Subtotal					2740		
	13005				25376		

As an alternative strategy, the City and Tribe may want to consolidate their municipal and tribal offices in the Subsistence Building; this would require shifting some functions around, for instance, with the municipal offices downstairs in the City Office (Tsunami Shelter) vacated, there would be room to house functions such as childcare, elder activities, etc.

4.16. Cemetery

Cemetery on the Hill

Original Russian Church location and cemetery.



Cemetery

There is not a designated cemetery at Chignik Bay. What was used in the past is land that belongs to the Russian Church. This land that belongs to the Russian Church is about five acres and located up on a hill. There is however a smaller cemetery 40' X 78' located within the village near the post office and Community Hall. This cemetery was created way back in the early 1900's. Chignik Bay really needs a larger more convenient and accessible cemetery.

Photo By: TJ Aklin



4.17. Communications (Telephone/Internet)

Communications (Telephone/Internet)

Long distance telephone service is provided by ACS/AT&T & GCI. Internet service is provided by GCI Wireless Net. Antenna equipment can be purchased from GCI for \$299.99. Customer-purchased equipment is the customer's responsibility. Locally within and around the village radio communication is common as well for boat to boat contact.



4.18. Maintenance Shop(s)

Maintenance Shop(s)

The City of Chignik operates their heavy equipment and maintenance shop from a 80' X 140' heated (waste heat) quonset building that in the past was the school gym. The status of the land still belongs to Lake & Peninsula School District. Soon as plat is finalized property will be transferred to the City of Chignik. The shop is equipped with a vehicle lift. Heavy duty wood shelves line the walls and all inventory is stocked according to a particular piece of equipment. The facility is in good condition and presently meets the current demands and projected demands.



Photo By: TJ Aklin

4.19. Airport

Airport & Airport Facilities

Chignik has a 2,600' long by 60' wide gravel Community Class airport, a one-bay 24' by 46' Equipment Storage Building and a 300' by 125' parking apron. There are no lights or navigation aids. The airstrip overall is in good condition. The equipment storage facility is a state owned facility which needs upgrades.

The Alaska Department of Transportation and Public Facilities is developing a Chignik Regional Airport Master Plan which may produce recommendations that impact the airport in Chignik Bay. A draft Study Report is due out in the early part of 2005.



More Info:

Airport Facilities ([http://www.northernmanagement.us/PublicFolders/HelpMeister/Chignik Bay/4.16AirportFacilities.JPG](http://www.northernmanagement.us/PublicFolders/HelpMeister/ChignikBay/4.16AirportFacilities.JPG))

4.20. Roads/Trails

Local Roads/Trails

The City road continues from the school going west all the way to the Emergency Shelter over Indian Creek with the first wood bridge. Before you get to the City office which is the old emergency shelter there is another wood bridge that crosses Indian Creek. This dirt road is roughly .8 miles long. From the City Office a dirt road goes up Mud Bay Hill to the landfill which is almost one mile of road, this road is called Tikums Road.

There is also a foot bridge that crosses Indian Creek near the City Office.

Across the bay near the airstrip at the berry flats are a few trails that have been created by 4 –wheelers but erosion is so extreme in this area that the trails turn to muddy trails.



More Info:

Footbridge (<http://www.northernmanagement.us/PublicFolders/HelpMeister/Chignik Bay/4.17.1Footbridge.JPG>)

4.20.1. Local Roads

Local Roads

The first road in Chignik was built in 1979 by the State for access to the State Airstrip. This dirt road is called Airport Road and is approximately 1.4 miles. It starts from the school and goes all the way across the bay to the airstrip.

Along the bluff of this road are numerous waterfalls that create many potholes on the road. The ditch along the road fills with water and falling rock. During the summer when this road is dry it creates an enormous dust bowl effect. There is constant traffic on this road. With the building of the boat harbor and city dock there will be and has been heavy construction trucks on this road. This same road had about 300 feet of snow avalanche in 2000 that closed the road for about two weeks. This is our only access road to the airstrip with the exception of skiffs to go to and from the other side of the bay.

4.20.2. BIA IRR Inventory

BIA IRR Inventory

More Info:

BIA Inventory: Official & Approved (<http://kbmeister.bizware.com/urls/index.php?id=3664>)

4.20.3. Sub-regional Roads: Chigniks Road-Inter-tie

Sub-regional Roads: Chignik Road Inter-Tie

The Alaska Department of Transportation and Public Facilities (ADOT&PF) has begun the first phase of a project to construct 20–25 miles of new gravel road between the communities of Chignik, Chignik Lagoon, and Chignik Lake.

Located at the southern end of the Alaska Peninsula (approximately 450 miles from Anchorage), the Chignik region is characterized by rugged terrain, and wet winters with high winds, thick fog, and heavy snow. Such harsh conditions make good access

between the communities critical, but also make engineering for any project challenging. Road connections have been studied in the past, and all traverse challenging topography, including steep hillsides with rock fall and avalanche hazards, numerous anadromous creeks and wetland crossings, and wildlife habitat. With habitation on the Alaska Peninsula dating back more than 8,000 years, historic and cultural sites are likely to be encountered. Land ownership and management issues are also complex with portions of previously studied routes traversing the Alaska Peninsula Wildlife Refuge, land of four Native corporations and several Native Allotments.



More Info:

Chignik Base Map w/ Road Intertie
(<http://www.chignikconnectors.com/images/base%20map--Fig%201.pdf>)

Chignik Connectors Website (<http://www.chignikconnectors.com/>)

4.21. Marine Facilities

Marine Facilities

Table 4.20.1 Project Cost Estimates

Project	Capita Cost (\$1000S)	Annual Maintenance Costs (\$1000s)
City dock (underlying structure)	6,700	100.0
Container shipping and short-term storage	40	—
Storage building for holding inbound cargo	150	1.5
Outside storage area for small boats and fishing gear	—	—
Vehicle staging area	5	—
Fuel delivery and vessel fuelling system	60	1.0
Model 10 OBFM Marine Travelift and boat haulout	400	3.4
Vessel repair facility *	350	6.0
Machine, marine-related retail, and other maritime-oriented shops	900	9.0
Harbormaster and Administrative Staff	-	67.0
	8,606	178.4

*The cost of maintenance of fabric structures is very small; the fabric must be replaced every six to eight year, at a cost of materials of approximately 40-60% of the original structure cost plus transportation costs. The maintenance cost assumes that the cost of fabric replacement is spread over time
Sources: Dock and infrastructure (P&D, 2001), Marine Travelift (Buzzard, 2001), Administrative Costs (City of Chignik, 2001)

The City of Chignik would like to become a regional marine transportation and cargo hub. A number of projects have been proposed to achieve this goal, including the construction of a city dock and boat harbor as well as other projects that could increase the sustainability of the marine projects.

The estimated cost of all proposed projects are identified in the attached table.

The marine facilities and services sections below are based on a feasibility study of the proposed City dock and related infrastructure completed by Peratovich, Nottingham, and Drage, Inc. in November 2001. Please note that the cost estimates for these facility improvements are in 2001 dollars.

4.21.1. City Dock

City Dock

The City has expressed an interest in constructing a sheetpile fill dock along the waterfront in Chignik Bay to expand the publicly owned land available for marine and industrial uses, which have never been offered in the past and which is much needed in the community. The proposed dock would be cover seven acres of tidelands. The estimated cost is \$6.7 million, including 25% for administration and engineering costs (\$21.97 per square foot).



Need for proposed dock: The two docks presently located in Chignik are privately owned by the canneries, Trident Seafoods and NorQuest Seafoods. The community is dependent on these two plants for harvesting and processing of species not handled by the two processors. When the plants close during the winter, no processing capabilities are available for any species. Therefore, there is a loss of potential income due to a lack of an appropriate dock. Marine transportation vessels are also dependent on the two docks to unload passengers and cargo. The Alaska Marine Highway System (AMHS) currently provides ferry service to Chignik with the M/V Tustumena, which docks primarily at the NorQuest dock. However, a report by AMHS mentions that the two docks in the community are in a very poor condition and structurally inadequate. The docks need to be brought to an acceptable standard for continued AMI-IS operations.

Construction Method: There are several construction proposals for the dock. One is to open a rock quarry in the region to use for the proposed road from Chignik Bay to Castle Bay and the proposed dock. If developed, this rock quarry would use the dock in Chignik for shipping rock out of the region. Another proposed method is to fill the dock using dredge material from the small boat harbor project, reducing the construction cost.

Challenges: The proposed dock faces some challenges. One of the challenges is the weak local economy due to fishing disasters, which in turn causes a decrease in population as residents leave to seek jobs. In addition, available land for development is limited. The community is surrounded by steep hills and mountains on one side, and Anchorage Bay on the other side, thereby limiting the space available for expansion.

Benefits: Despite the challenges, the proposed City dock would provide a more convenient marine access point for cargo and other community-based activities. It would provide local fishers with a public area to land their catch, and the dock would eventually provide such services as processing of small, niche products and the haul out of vessels with a travel lift. The dock could also yield revenues from fees, tariffs, and services; support of community fishing; and processing facilities that are independent of NorQuest and CPF. The City could charge for dockage for barges, tenders, and trampers. It could also impose a tariff on all inbound and outbound cargo that passes over the dock.

Feasibility and Sustainability: The following facilities and services placed at the dock would increase the benefit and sustainability of the dock to the community, attract customers to the dock and the services provided by local businesses, and provide economic growth for the community.

The projects proposed for placement on and around the dock are:

- Container shipping and short-term storage
- Storage building for holding inbound cargo
- Outside storage for seine skiffs and fishing gear
- Vehicle staging area
- Fuel delivery and vessel fuelling
- Travel lift and boat haulout
- Vessel repair facility
- Machine, marine-related retail, and other maritime-oriented shops

More Info:

Dock Under Construction ([http://www.northernmanagement.us/PublicFolders/HelpMeister/Chignik Bay/4.19.1CityDockUnderConstruction.JPG](http://www.northernmanagement.us/PublicFolders/HelpMeister/ChignikBay/4.19.1CityDockUnderConstruction.JPG))

Chignik Dock Application for Waterfront Development Funding 2006 (http://docmeister.bizware.com/manual_index.php/chignikdock)

4.21.2. Container Shipping and Short-Term Storage

Container Shipping and Short-Term Storage

A container shipping and short-term storage area around the city dock may generate revenues that will increase the sustainability of the city dock and promote economic growth. The area would accommodate 25–30 forty-foot vans, 20–25 forty-foot vans, and clearance room (vans may be double-stacked)

The projected cost for this project is \$30,000 to \$40,000 for electrical hookups to refrigerated vans (\$10,000 per electrical hookup, 3 to 4 hookups).

Demand for such facilities or services: Current NorQuest and Trident facilities are not adequate in size to meet their needs during the summer months. For a fee, NorQuest and Trident would pay the City a fee to utilize container storage to free up space on their property. They would also utilize the City dock for loading trampers and barges to prevent the loading from disrupting the acceptance of deliveries from incoming fishing vessels. Both companies have expressed interest in using the container space.

Trident Fisheries may utilize the space created for housing processing lines suitable for smaller quantities and niche species. The new lines would also target specialty products that sell for higher prices in foreign markets. NorQuest would like to utilize the space occupied by containers to build a new bunkhouse for the plant's employees. Presently, NorQuest fills 40 to 50 refrigerated vans in a typical month during the summer, and Trident fills anywhere from 3 to 40 per year, depending on conditions.

Potential for revenue generation: The City could charge for the area used by each container, the labor cost associated with moving containers, and the cost for providing electrical hookups (with a small markup). NorQuest and Trident could use the space currently occupied by containers to expand their processing and bunkroom facilities, leading to contributions to the local economy over time.

Alternative sites: NorQuest and Trident currently have their own storage areas, but there are no public container storage areas. The City lacks sufficient land to provide container storage in other locations.

Benefits accruing from location in the dock area: Container storage on the City dock will provide easy access for loading and unloading containers from vessels. The loading and unloading process will not disrupt the activities of fishing vessels if done via the City dock, and will permit other uses, including expansion of processing plants and new buildings. The vans are on the dock during the fishing season, and at the end of the season, the vans are shipped out, thus allowing the area to be used for vessel storage. This timing permits multiple uses of the dock area.

4.21.3. AMHS Ferry Dock

AMHS Ferry Dock

The Alaska Marine Highway System (AMHS) has already expressed a desire to participate in the City dock project to provide a dock that meets acceptable safety standards for continued operations to Chignik Bay. The AMHS dock would not be separate from the City dock. Therefore, costs are included in the overall City dock projected costs.

Demand for such facilities or services: Currently, the AMHS ferry uses the dock at the NorQuest plant when stopping in Chignik. Shore Facilities Condition Survey Report (2000) stated that "the docking facilities in Chignik are in poor condition," and it notes that there is neither a terminal building nor staging area in Chignik. The ferry has used CPF's dock on occasion, but it lacks a suitable how dolphin, and its spring line cleats need strengthening.

Potential for revenue generation: Adequate facilities for the ferry and small cruise ships would allow for growth in the economy from money spent by visitors.

Alternative sites: NorQuest and CPF maintain the only other docks in Chignik. Alternative facilities would require new dock construction.

Benefits accruing from location in the dock area: By building the proper structure on the face of the City dock, ferry passengers and other passengers would have better access to Chignik and dock facilities. A vehicle staging area will provide more convenient access to the ferry, and will prevent the ferry from interrupting the operations of fishing vessels and fish processing. NorQuest would see a reduction in maintenance costs, and could use the space occupied by the ferry for other more profitable uses.

4.21.4. Inbound Cargo Storage

Inbound Cargo Storage

The proposed storage building for holding inbound cargo would be a 20 feet by 50 feet building (1,000 square feet). The projected cost, including electrical connections, is \$150,000

Demand for such facilities or services: A storage building for inbound cargo would allow Chignik to build distribution and transportation businesses for the region, stimulating further economic growth. Currently, cargo passes over the NorQuest dock, which contributes to the wear and tear of the company's dock. A dedicated storage area would also increase the security of inbound cargo, and allow for longer terms of storage.

Potential for revenue generation: If located on the City dock, the City may charge a fee based on square feet of usage. If placed in the new Subsistence Building, revenues would depend on the regulations regarding the building.

Alternative sites: The storage area may be located within the new Subsistence Building initially. Depending on the nature of the cargo, the storage space required might be only a small percentage of the total inbound cargo.

Benefits accruing from location in the dock area: Locating a cargo storage facility in the dock area would allow for easy unloading of vessels docked there, and would reduce transportation costs associated with moving cargo.

4.21.5. Outside Storage

Outside Storage

The proposed outside storage area would 20,000 square feet, equally divided between gear storage for 200 seine nets and for seine skiffs and fishing equipment. This area would utilize land (no cost) unless a fence to enclose the storage area for security is built.

Demand for such facilities or services: NorQuest and Trident facilities are at full capacity. Again, this storage area would free up space for both organizations which devote a large portion of their property to the storage of small boats and fishing gear that are owned by fishers delivering fish to the plants. The two plants store as many as 35 to 40 fishing vessels on land during the winter, and store approximately 50 skiffs and 200 seine nets.

Potential for revenue generation: A secure area for storing small boats and fishing gear would reduce the losses from theft. The City may charge a fee per square foot of space used by the boats and gear, and may charge more if it installs fences to create a secure area.

Alternative sites: NorQuest and Trident currently provide storage space for the boats and gear belonging to fishers who deliver to them; community residents often use their private property for storage of boats and gear. With the construction of a new boat harbor in Chignik, another option for vessel owners is to leave their boats in wet storage, especially when they remain active year-round. However, non-residents would prefer to store their vessels on land to avoid concerns of leaks or other problems when they are not able to check frequently on the boat.

Benefits accruing from location in the dock area: Storage of small boats and fishing gear on the City dock would reduce the costs of transporting gear to and from the dock when placing it into storage. NorQuest and Trident could use the space now being used for boat and gear storage to build new facilities, thereby investing in the companies' continued operations in Chignik.

4.21.6. Vehicle Staging Area

Vehicle Stage Area

This proposed staging area would allow for two rows of eight vehicles with clearance, plus access roads. The estimated cost, including necessary signs for all areas on and around the dock site, is \$5,000.

Demand for such facilities or services: Currently, vehicles entering or leaving the ferry must drive over NorQuest's dock, which interferes with fish delivery and other operations.

Potential for revenue generation: A vehicle staging area could produce revenues by developing tariffs for vehicles using the dock.

Alternative sites: The only alternative sites for a staging area for the ferry are in proximity to the Trident and NorQuest docks. In addition to a small vehicle staging area on the City dock, seasonal vehicle parking could be accommodated inland. Further excavation of rock on the far side of the road (for construction and other projects) will add additional space for parking during the summer. During the winter, this space would serve as a catch area for snow slides.

Benefits accruing from location in the dock area: A vehicle staging area is a necessary part of the AMHS ferry facility. A small staging area would reduce the traffic on NorQuest's dock and the corresponding maintenance costs, and would facilitate faster, more-reliable ferry loading and unloading.

4.21.7. Fuelling

Fueling

The fueling area, to include fuel deliver and vessel would be built near the face of the dock. The estimated cost for a connection to the fueling area from the tank farm will cost \$60,000, which includes double-walled pipe with leak detection.

Demand for such facilities or services: Currently, only NorQuest and Trident provide fueling services, which often interferes with operations on their docks. Fuel delivery by barges also disrupts operations on either dock. Both processors have expressed an interest in discontinuing their fuel services.

Potential for revenue generation: The City will receive a tariff of \$0.01 per gallon on all fuel that passes through the fuel delivery system. This tariff would be charged for both directions that fuel travels.

Alternative sites: Vessels could continue to purchase fuel from the Trident or NorQuest plants. The City could also add a fuel delivery system to the new boat harbor. However, these options would require a longer section of pipe or a truck to transport fuel from the tank farm to the plants or the harbor.

Benefits accruing from location in the dock area: Providing a fuel delivery system in the dock area is necessary for vessel fueling for the nearby tank farm. It would also provide fuel for floating or other processors that would operate in the region. Larger volume fuel deliveries result in lower fuel costs, which provides motivation to sell more fuel to vessels and other communities and increase the tank farm capacity.

4.21.8. Diesel Fuel Tank Farm

Diesel Fuel Tank Farm

This proposed diesel tank farm would require enough space for 120,000 gallons of diesel with room for expansion to 180,000 gallons or more. Costs are not estimated because this would be a separate project, which is usually funded by the Denali Commission as part of the Energy Facilities Program.

Demand for such facilities or services: Residents of Chignik use a large volume of fuel each year to run diesel generators and the processors use a considerable volume of fuel when they are operating. During the winter, the community serves as a regional fuel center, consuming a total of 60,000 gallons per season. During the summer, NorQuest sends fuel to Chignik Lagoon and Chignik Lake in shipments of 8,000 gallons. NorQuest and Trident receive fuel from vessels at their dock, but this interrupts the loading and unloading during the duration of the refueling. The current suppliers are Petro Marine, which primary supplies fuel to the community and NorQuest which supplies fuel to the airport.

Potential for revenue generation: The City can sell diesel from its tank farm to residents of the community, fishing vessels, and other consumers. With sufficient expansion, the City might sell fuel to NorQuest and Trident, enabling them to switch their tank farm area to other uses. Increasing the fuel storage capacity would also allow the City to purchase fuel during the summer while prices are lower, and to use that fuel throughout the winter when prices are typically higher. The City currently prices fuel as a weighted-average of cost, with a markup of 25 cents per gallon. NorQuest sells fuel at the replacement cost with a markup of 25 cents per gallon, plus excise fees.

Alternative sites: The location has already been selected.

Benefits accruing from location in the dock area: A diesel fuel tank farm located on the City dock would facilitate the refueling of vessels at the City dock, and would simplify refilling of the tanks from vessels. It would also help to avoid interruptions at Trident and NorQuest. Along with the dock project, the tank farm will provide the infrastructure to promote Chignik as the regional hub for diesel and gasoline, and will allow the community to become the primary supplier of fuel in the area.

4.21.9. Regional Aviation Depot

Regional Aviation Depot

The proposed regional aviation depot would be located in the tank farm area so the cost of this is already included in the tank farm.

Demand for such facilities or services: A 2,800 ft. airstrip provides air transportation into and out of Chignik, and provides the community with mail service. NorQuest currently supplies fuel to the airport, using a pickup truck to deliver 55-gallon drums

for storage in the airport parking lot.

Potential for revenue generation: The City could receive revenues through its markup on aviation fuel.

Alternative sites: If not located with the tank farm, the next best option for the aviation fuel depot would be at the airstrip. The City should consider purchasing a small fuel truck to transport fuel from the tank farm to the airstrip. This truck is required for the transport of fuel from the dock to the airstrip regardless of the chosen storage option,

Benefits accruing from location in the dock area: Storing aviation fuel in the tank farm would yield economies of scale by utilizing existing storage and transmission facilities. It would allow for easy refilling from docked vessels. As with the tank farm and dock projects, an aviation fuel depot would provide the infrastructure to promote Chignik as a regional hub, and the community could become the primary supplier of aviation fuel to pilots in the area.

4.21.10. Vessel Repair Facility

Vessel Repair Facility

A fabric facility will require 3,000 square feet (40' by 75') with a 45' ceiling. The estimated total cost is \$350,000 total. In addition to the cost of the facility, the following features may be added:

* \$75,000 for a concrete floor ten inches thick would add * \$72,000 (\$180/ft.) for a water line to connect with the City's water supply, assuming a water line passes near the dock

* \$100,000–\$110,000 for a water and wash slab

Demand for such facilities or services: NorQuest and Trident currently provide basic services to fishers, although neither provides repair services on location. Vessel owners must travel to Kodiak or Sand Point (or, in some cases, to Southeast Alaska or Washington) to have major repairs done. An alternative is to fly repair personnel into Chignik. Trident has announced that it will not offer services to fishers next year, and NorQuest has shown interest in dropping the services it offers. Both processors want to stop offering services because they are unable to charge the full cost of qualified persons to customers, making most services unprofitable.

4.21.11. Marine Landing Areas

Marine Landing Areas

The City of Chignik at the present time has a temporary boat launching area located near where the new city dock will be built. It is being used quite frequently by boaters.

This area is strictly only for small boats to launch with a trailer type offload. (truck w/trailer) There are no facilities located here to launch bigger boats at the time.

This area is also used by landing craft or barges that off load heavy equipment or construction material, (i.e. water/sewer material).



Photo By: TJ Aklin

4.21.12. Small Boat Harbor

Small Boat Harbor

A small boat harbor is already approved and funded. Construction of the breakwater has been completed and dredging to be completed by fall 2005. The City has secured \$3.5 million dollars available and \$6



million is needed to complete inner harbor improvements, floats, piers, and utilities.

The harbor construction is financed by the federal government (through the COE), the City of Chignik, the Lake and Peninsula Borough, and the State of Alaska. The project is expected to increase the level of economic activity in the community, and will provide protected moorage for approximately 105 commercial fishing vessels during the peak commercial fishing seasons.

Photo: T.J. Aklin

4.22. Public Transport

Public Transport

Chignik is accessible by air and sea. There is a state run airstrip that is 2,800 by 100' gravel runway. PenAir is about the only airline that flies in with mail and passengers. Mail service is everyday with exceptions to weather conditions. There is a state road about 1.4 miles that is maintained by the City of Chignik. And about 4.2 miles of local roads. The Alaska Marine Highway ferry services Chignik from April through October out of a year. Service is from Kodiak, Seward and Homer. Coastal Transportation from Seattle services Chignik with freight goods from Washington. Summer months they come in weekly in the winter months they service the area once or twice a month. The two cannery docks service most vessels. Fiberglass and wood seiners provide local transportation between villages. Locals get around by cars, trucks and Hondas.

4.23. Electric Utilities

East Side Generator Building

The East Side generators supply electricity to 15 dwellings Across the Bay. Currently there are five homes occupied, during the summer most of these homes will be occupied again.



Electric Utilities

Chignik Electric was established in 1975 with a Legislative Grant. Prior to that some of the homes in the village received power from the then Alaska Packers Association Cannery. Some also had their own generators.

There are three generators that range from 150KW to 225 KW. The East Side of town also has three generators that range from 35KW to 100KW.

There are approximately 87 hookups at the present time. The system is adequate for present needs — however, when the boat harbor and city dock become active the demand will increase substantially. There is a need to combine the two systems and have one generator plant located at the present site. Permits are needed from the State to install buried cable lines under ground. At the time the plan is to coordinate installation while the water and sewer lines go in.

The Alaska Energy Authority is currently in the process of collecting data about the electrical system for a conceptual design report and conceptual cost estimate. The AEA expects to visit the village in 2005 and inspect the powerhouse, distribution system, and the cannery's existing hydroelectric facility. They will be working with community members and organizations to develop recommendations for a conceptual design to upgrade the electrical system based on present needs and future needs, approximately ten years from now.



This phase of the project (Conceptual Design) was funded by the Denali Commission last fall (September 2004) at \$120,000. The AEA expects to expend these funds and present a completed Conceptual Design Report, with a projected budget for the upgrades, to the Denali Commission by this Fall (September 2005).

The Denali Commission will make a determination at that time on whether to allocate additional funding for the next phase of the project, Final Design and a construction budget estimate.

The upgrades may or may not include:

- 1) Replacing the existing powerhouse with a brand new powerhouse, generators, and controls, or
- 2) Repairing the existing powerhouse, repairing or replacing the existing generators, and repairing or replacing the existing controls.
- 3) Repairs to the existing power lines
- 4) Installation of a new powerline to connect the two sections of the village (main village and airport section).
- 5) Upgrading the existing hydroelectric facility (currently owned and operated intermittently by the cannery) to benefit the city power utility.

Photo By: TJ Aklin

More Info:

Alaska Energy Authority Project Link

(http://steller.denali.gov/dcpdb/index.cfm?fuseAction=Project.ProjectAtAGlance&project_id=5258)

4.24. Bulk Fuel Storage

Bulk Fuel Storage



new tank farm. Storage tanks and piping systems were installed and/or renovated at three locations: the East Power Plant; the City Tank Farm, and the West Power Plant. Improvements were completed in 2002.

Fuel is delivered to the City Tank Farm and West Power Plant by barge, via the docks at the Trident and Norquest plants. Barge delivery normally occurs two to four times a year. The East Power Plant receives fuel by truck delivery and is not subject to Coast Guard regulations.

The City Tank Farm has four 32,000 gallon storage tanks and one 6,000 gallon dispensing tank. The West Plant has two 12,000 gallon intermediate tanks. All tanks store diesel fuel, except the 6,000 gallon gasoline dispensing tank at the Tank Farm. Diesel fuel is used for power and heat generation, and local delivery. Gasoline is dispensed commercially. The estimated annual fuel consumption of the combined City facilities is 245,000 gallons of diesel and 10,000 gallons of gasoline.

The two City facilities are capable of transferring oil in bulk to or from vessels with capacity of 250 barrels or more. Therefore, they are subject to the oil pollution prevention regulations in Title 33 of the Code of Federal Regulations. The area subject to Coast Guard jurisdiction includes the marine delivery pipeline(s) between the vessel, or where the vessel moors, and the first manifold or shutoff valve on the pipeline encountered after the pipeline enters the secondary containment area around the bulk storage tanks.

CITY TANK FARM:

The Tank Farm is adjacent to the Trident Seafoods plant, and about 150 feet from Anchorage Bay. The facility was installed in 2002 with all new tanks, piping, and transfer equipment. Fuel is delivered to the Tank Farm via the Trident dock. The facility consists of an diked impound that contains four diesel fuel tanks, a bulk transfer area, a gasoline dispensing tank, and associated piping.

The diesel fuel tanks are 12'0 x 38'L, 32,000 gallon, single wall, U.L. 142 tanks with integral steel skids that are anchored to concrete footings. They are similarly equipped, each with a top-mounted emergency vent, normal vent with whistle alarm, clock type level gauge, gauge hatch, two manholes, and submersible pump. The tanks are bottom-filled through a three inch flanged connection with ball valve. The tanks are contained within an impound approximately 48' x 68', inside dimension. It is surrounded by an earthen dike approximately 2 3/4 feet high. The entire impound area and dike walls are covered with geotextile, a fuel resistant liner, and gravel. The dike walls are reinforced with four-inch geogrid. The net containment capacity of the impound is 61,000 gallons, which is 115% of the volume of largest tank plus 12 inches of freeboard. Stormwater in the impound drains to a collection sump and is removed with a portable pump and hose that discharge over the dike to adjacent City property.

Facility piping is two and three inch diameter, seamless steel that is well secured to pipe supports, and struts. Joints are welded, except for flanged and threaded joints that connect to valves and pumps. Piping is equipped with steel flex connectors, pressure relief valves, check valves, strainers and filters. Anti-siphon valves, isolation valves, and meters are installed where appropriate. All piping and conduit are routed over the dikes.

Three marine delivery pipelines extend from receiving headers on the Trident dock to the City Tank Farm, a distance of approximately 1,420 feet. All piping is new, schedule 80 seamless, welded pipe. The diesel #1 and #2 pipelines are three inch diameter; the gasoline pipe is two inch diameter. The receiving headers are capped camlock fittings with gate and check valves. A steel two-barrel drip pan (spill box) is positioned beneath the headers. The dock piping is secured beneath the decking to shoreside where it transitions to buried pipe that runs about 330 feet to the valve manifold, and then continues underground to the City Tank Farm and Trident storage tanks. The buried pipe is grounded, wrapped, coated and cathodically protected with 17 lb. anodes and dielectric flanges. The City is responsible for operation of its marine piping, and cooperatively maintains the pipelines with Trident. The marine pipelines are equipped with thread-o-let fittings for integrity testing.

City personnel normally observe the Tank Farm on a daily basis. All tanks and transfer areas are enclosed by high chain-link fencing topped with barbed wire. Access gates remain closed during non-business hours. Pole mounted area lights illuminate the storage and transfer areas. Warning and notification signs are posted. Fire extinguishers are positioned near the entrance gates.

West Plant

The West Plant is centrally located, south of the Norquest Plant, west of the school, and about 1,200 feet from Anchorage Bay. Its fuel tanks supply diesel fuel for City power generation, and to the school's mechanical room. In 2002 the existing fuel system was replaced with the installation of two intermediate tanks, distribution piping to a new day tank at the West Plant and to the school mechanical room, and a new marine pipeline was installed from the Norquest dock. Other day tanks, the drum storage areas, and the mobile tank were not modified by the AIDEA/AEA fuel project upgrade.

The two intermediate tanks are 8'0 x 32'L, 12,000 gallon, double wall tanks. They have integral steel skids that are anchored to concrete footings. The tanks were previously owned by Norquest Seafoods and reportedly never contained product. In 2002 they were relocated and renovated to meet current code and regulatory requirements. They are similarly equipped, each with top-mounted appurtenances including a three inch top-fill connection with high level fill limiter, a clock type level gauge, normal vent with whistle alarm, emergency vents for the primary and secondary tanks, gauge hatch, and manhole. The tanks are equipped with redundant overfill installed for the previous tanks. Facility piping is two and three inch diameter, seamless steel that is well secured to pipe supports and struts. Joints are welded, except for flanged and threaded joints that connect to valves. Piping is equipped with steel flex connectors, pressure relief, check and isolation valves. The distribution pipe from both tanks extends from a bottom-mounted ball valve to normally actuator valves that control flow to the power plant and school day tanks. The distribution pipelines to power plant and school are buried two inch diameter, welded steel pipes, approximately 140 feet in length. The buried pipe is grounded, wrapped, coated and cathodically protected with 17 lb.

anodes and dielectric flanges.

The marine pipeline is three inch diameter weld steel pipe that extends from the receiving header on the Norquest fuel dock approximately 660 feet to the Norquest tank farm, and then approximately 1,500 feet to the West Plant tanks. The headers are capped camlock fittings with three inch gate and check valves. A steel two-barrel drip pan (spill box) is positioned beneath the headers. Dock piping is schedule 80, coated pipe that is secure beneath the decking. Shoreside piping to the Norquest is schedule 40, aboveground pipe. The piping to the West Plant tanks runs above and below grade, and across Indian Slough where is secured to a pedestrain bridge. The buried pipe is ground wrapped, coated and cathodically protected with 17 lb. anodes and dielectric flanges. The City is responsible for operation of its marine piping, and cooperatively maintains the pipeline with Norquest. The marine pipe is equipped with thread-o-let fittings for integrity testing.

City personnel normally observe the West Plant and fuel storage areas on a daily basis. The storage tanks are enclosed by a six foot high chain-link fence topped with barbed wire. Access to the storage area and power plant remain closed and locked when the area is unattended. The area is partially illuminated by lights on nearby buildings and power poles. Warning and notification signs are posted. Fire extinguishers are positioned at the entrance gates.

Spill response equipment adequate to satisfy federal planning requirements is maintained by the City, and available to the City from Norquest Seafoods through a Mutal Aid Agreement for Oil Spill Response Assistance.

More Info:

Tank Farm Layout (<http://www.northernmanagement.us/PublicFolders/HelpMeister/Chignik Bay/Bulk Fuel Tank Farm Layout.pdf>)

4.25. Water, Sewer & Solid Waste

Water Storage Tank

Alaska Native Tribal Health Consortium (ANTHC) is in the process of constructing and building a 426,000-gallon water tank that sits on the hill off of Tikums Road above Indian Creek.

Site prep started in March & April 2003 on the hill side. 10,000 cubic yards of over burden was blasted from the site.

The tank itself was erected in April and May of 2004. Plans for insulating it will be done in April and May 2005.

The final plans for the new water tank is to have the surface water which comes down from the reservoir feed through the water pump house and feed up to the water tank on Tikums Road and then run through to all the homes in the community, including the homes on the east side of the bay.



Water System Pump House

Water
Pump
House
that
chlorinates
the
surface
water
from
the
reservoir
that
services
the
community.



Water Treatment Plant Building: East Side

Water
pump
house
that
chlorinates
well
water
for
East
side
of
town.



Water, Sewer & Solid Waste

WATER SYSTEM The City of Chignik consists of two water systems which are referred to as Chignik Water District 1 which serves the main community and Chignik Water District 2 which serves homes near the airport. Water District 1 currently utilizes Indian Creek Lake located 1-1/2 miles south of the community as a raw water supply and has a well for backup. A 25-foot high, wood buttress dam was built in 1947 at the 442-foot elevation for the 20-acre reservoir called Indian Creek Lake.

Water is filtered with two 48-inch diameter sand pressure filters followed by a 2,500 gallon horizontal-mount, steel hydro-pneumatic tank. Two chemical feed pumps for chlorine and fluoride are connected with a flow pulse meter for accurate treatment.

Water District 2 serves 15 homes. It consists of a water well, pump house, water main, service lines, and a water storage tank. The pump house contains two 80-gallon hydro-pressure tanks, fluoridator, chlorinator, heater, and backup generator.

The 6-inch well is approximately 70 feet deep and reportedly produces up to 48 gpm with a 6-foot drawdown. The static water level is approximately 29 feet below the top of the casing. Water storage is provided by a 65,000 gallon storage tank.

WASTEWATER

A sewage collection system was installed in 1986. The main system on the north side of the community provides service to 25 homes. It consists of two branching, gravity flow collection systems each draining to a lift station. The lift stations pump the sewage through a common 4-inch diameter force main to three 8,000 gallon septic tanks constructed in series. Effluent from the septic tanks flows by gravity into a 1,200 foot outfall line discharging into Anchorage Bay.

The second sewer system serves 11 homes on the south side of the community. The system consists of a gravity flow collection system that drains to a lift station. A new force main carries the sewage to the main system described above.

The third sewage system in the community is located on the west side of the community and serves 3 homes and the City office. It consists of a 6-inch PVC gravity flow line that drains into a 2,500 gallon septic tank. Effluent from the tank flows by gravity to a 24-foot by 44-foot drain field.

There are 15 homes by the airport which are served by individual septic tanks.

SOLID WASTE

The community is served by a sanitary landfill. The current dump site was constructed in 1997, City has site control. The surrounding land is owned by local native corporation Far West, Inc. The dump site is a fenced in acre, with a small hole in the ground within the fenced area. It was built for the intention of city use only, but the two canneries have been using it as well and is filling too fast. It was built with a 30 year life. Estimated life at this time is probably 12 years. There are two dumpsters in town, city would like a third, city would also like to offer home pickup. Current charges do not cover cost of operations. There is part-time garbage maintenance. It costs the City \$500 a month just to open and close the gate for animal control – regular operations run about \$1000 a month for labor cost for one person. Revenues about \$14,000/per year.

2 INFRASTRUCTURE CAPACITY

Numerous improvements are planned for the existing water system and wastewater system. The two water districts will be combined by the addition of an 8-inch HDPE water pipe between the two service areas. A 400,000 gallon water storage tank is under construction at this time. The existing water treatment system is capable of producing approximately 100 gallons per minute (gpm). The projected demand on the water system is expected to reach 140 gpm. The water treatment plant will be updated to include new pressure filters and chemical feed equipment.

The wastewater system will be upgraded to provide piped service to the 15 homes near the airport. Existing lift stations will be renovated and the existing outfall will be abandoned and a new outfall constructed adjacent to the airport. Several miles of new forcemain will be constructed to move the sewage to the new outfall location away from the communities.

3 SITE CONTROL STATUS.

The project is primarily confined to City owned land and DOT right of way and DOT land. Normal permitting and easement procedures are underway.

More Info:

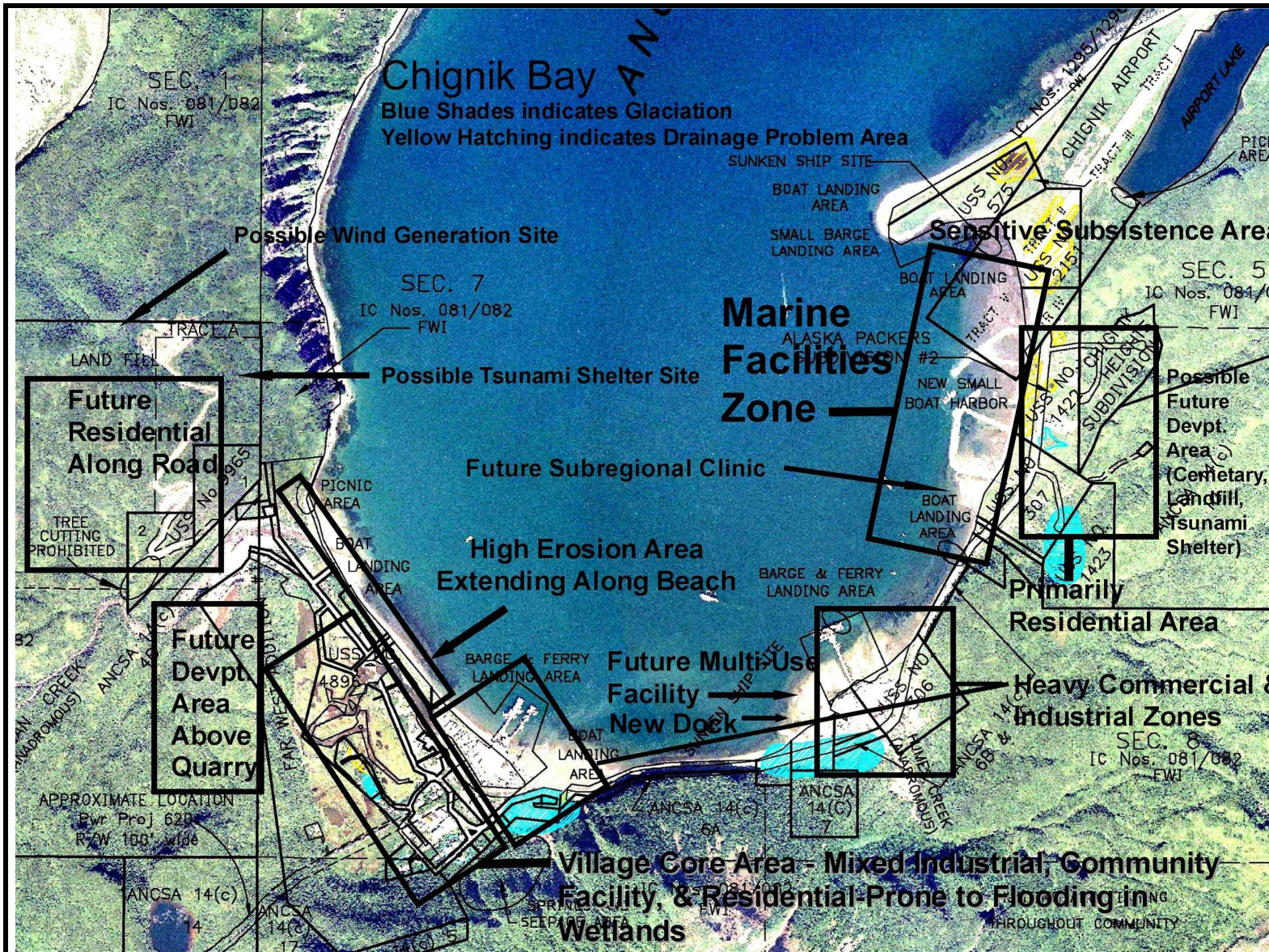
Sewage System Layout (<http://www.northernmanagement.us/PublicFolders/HelpMeister/Chignik Bay/Layout.pdf>)

5. Land Use

Land Use

5.1. Land Use Maps & Development Strategies

Chignik Area Map & Development Strategies



Recreational Use:

There is a lake located by the runway which serves as the gathering point for recreational swimming, skating, or sport fishing for trout. This lake has been stocked with rainbow.

Another 'lake' more of a pond is located within the village and children usually use this as a place to swim during the summer and winter it is ideal for skating.

Subsistence Use:

The only area inside the village available for clam digging is where the boat harbor is now located. After this development the villagers were left with little to no area for clam digging. Also the new sewer outfall is planned to be put in the area of the only beach left in the community that people use for octopus and other beach gathering of edible sorts.

Additional planning is considered necessary to secure and hold fast and preserve this vanishing subsistence lifestyle.

Blackberry and cranberry picking is also a relied upon activity that requires planning to safeguard the already small area that is being run over by all terrain vehicles that threaten erosion to the already delicate environment.

Salmonberry bushes are scattered throughout the immediate area and abundant

Subsistence hunting is done not within the village area but outside in other locations.

Housing, Community, Commercial, and Industrial Land Use:

The community of Chignik Bay stretches out along the perimeter of Chignik Bay, hugging the precipitous coastline with its rugged, steep topography. Consequently, developable land is in extremely short supply. Further, potentially developable lands must contend with either coastal erosion near the village proper, routine flooding in the wetlands area which envelop the village—proper, glaciation, poor drainage, avalanche chutes, and at the airport, a sensitive subsistence area with the some of the only locally accessible berry—picking sites which are highly valued by the community.

As a result of the lack of developable land, the community and its infrastructure is physically dislocated, with some residents living near the airport/Small Boat Harbor, and the remainder living near the village core, linked by Airport Rd. Any new community facilities proposed have to balance equal access issues for residents living on both sides of Chignik. Complicating these discussions is the possibility, at any time during the winter months, of an avalanche shutting down access between to the villages on Airport Rd.

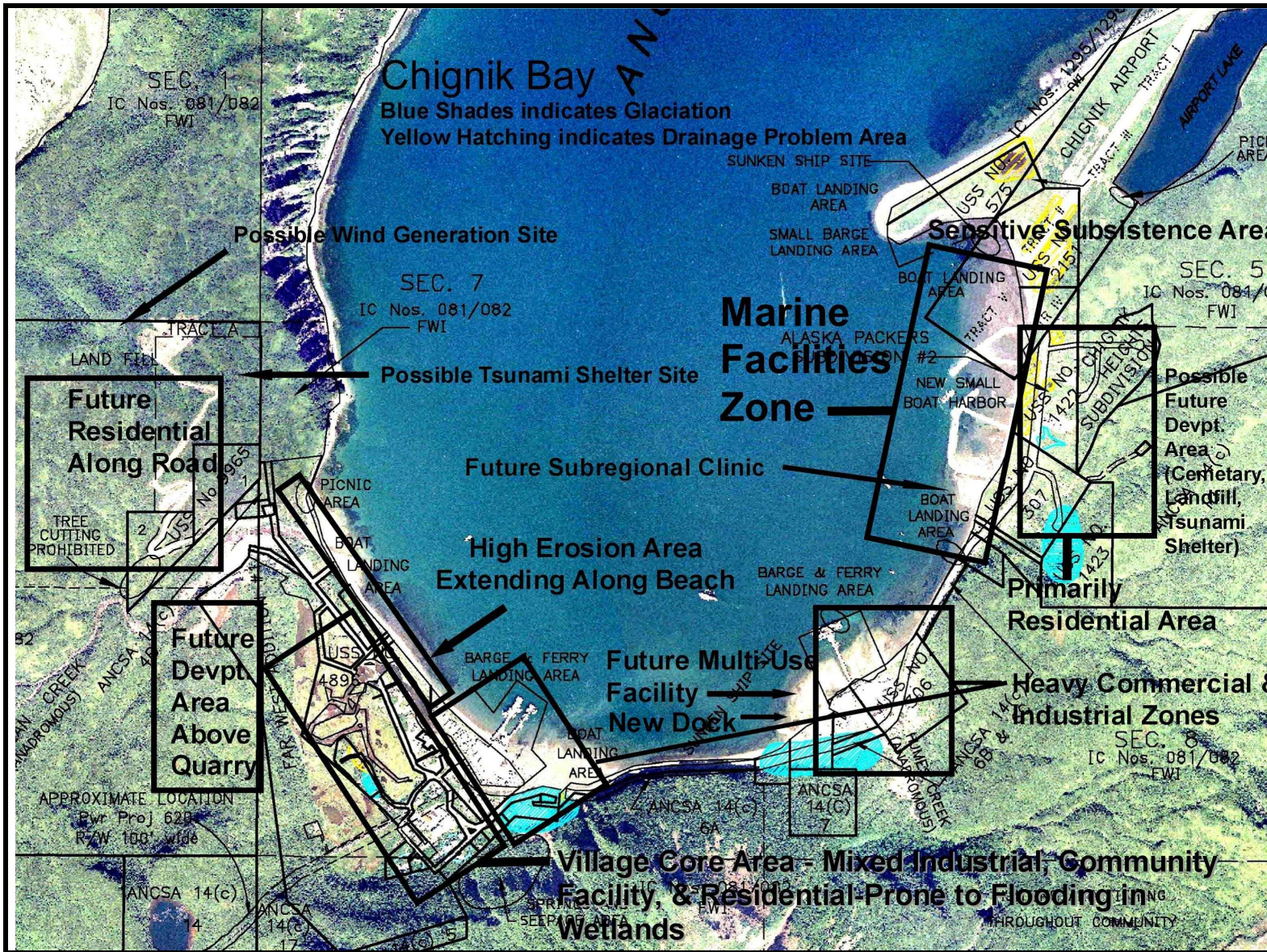
Housing demand in Chignik is minimal.

The housing authority anticipates building 4–5 homes by 2011 at current funding levels. The least costly area to develop for housing is in the Chignik Heights Subdivision and utilizing in–fill lots along the Airport Rd. in the same vicinity. The community has identified other, long term, future development areas, including the highlands above the rock quarry, and also the highlands above the City Office. Because these areas are not likely to be served with water and sewer in the foreseeable future (10+ years), these areas, although scenic, are not, from a cost–effectiveness point of view, the first areas that should be developed.

There are few, if any, developable lots within the village core. Potential community facility lots are limited to lots with existing structures that would have to be demolished, such as the existing community hall or the existing old clinic site and adjoining property, as well as a handful of lots. Consequently, the best prospect currently for adding new community space for program offices is within the partially constructed Subsistence Building located outside of the village proper and near the Trident cannery. There are also a small number of potentially suitable lots for community facilities near the Small Boat Harbor, Alaska Packers Subdivision, and Chignik Heights Subdivision. For instance, the Chignik Subregional Clinic will be located on a former residential lot near the Small Boat Harbor. The existing housing will be demolished to make way for the clinic, and this would likely be the case if any new community facilities are located in the general vicinity.

The community's primary strategy for developing useable commercial and industrial space is to in–fill behind the dock facility, thereby creating an uplands staging area for marine related purposes and facilities. The creation of this uplands real estate is by far the most costly component of the proposed dock facility.

Chignik Area Map & Development Strategies



The community of Chignik Bay stretches out along the perimeter of Chignik Bay, hugging the precipitous coastline with its rugged, steep topography. Consequently, developable land is in short supply. Further, potentially developable lands must contend with either coastal erosion near the village proper, routine flooding in the wetlands area which envelop the village—proper, glaciation, avalanches, and at the airport, a sensitive subsistence area with some of the only locally accessible berry-picking sites which are highly valued by the community. As a result of the lack of developable land, the community and its infrastructure is physically dislocated, with some residents living near the airport/Small Boat Harbor, and the remainder living near the village proper, linked by Airport Rd. Any new community facilities proposed have to balance equal access issues.

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5.2. Wetlands Management Plan / Land Use Policies

Wetlands Management Plan

6. Capital Budget

Capital Budget

6.1. Overview of Capital Project Priorities

2005–2025 Capital Project Priorities

The City of Chignik Bay met recently to prioritize their community's goals. The following are the approved City of Chignik Capital Improvement Priorities:

20 year needs:

- * New Sub-Regional Clinic
- * City Dock
- * Small Boat Harbor
- * Two Tsunami Shelters with supplies
- * New Solid Waste Dump/Incinerator
- * New Post Office
- * Grocery Store
- * Improved Airport Needs i.e runway lights/bldg for passengers, restroom facilities
- * Improved Roads & additional street lights
- * Water Truck for Dust Control
- * Power – Electric Improvements
- * Public Safety – renovate bldg
- * FireHall – renovate bldg
- * Library
- * Subsistence Bldg – finish the project
- * Cemetery
- * Multi Purpose Bldg
- * New Church & Housing
- * New Russian Church & Housing
- * City & Tribal Offices Improved
- * Day Care Facility

Table 6.1 Top 3 Facilities Priority Rating 2004

Facility	No. of Responses
Port Facilities/Public Dock	19
Clinic	16
Inter-tie Road System	10
Housing	7
Post Office	6
Airport	5
W & S	4
Multi-Center	4
Power	4
Small Boat Harbor	4
School	1
Roads	1
Church	1
Public Safety	0
Fire Dept. Facility	0
Tribal Office	0
City Office	0
Landfill	0

::: Chignik Bay Community Plan :::

- * Repair Foot Bridge
- * Road Intertie
- * Erosion Control
- * New landfill

6.2. 2005 Capital Project Priorities

2005 Priorities

The following capital projects were approved by the City of Chignik and submitted to the Lake & Peninsula Borough for consideration and prioritization for FY2005.

- (1) Chignik Public Dock / Harbor
- (2) New Clinic
- (3) Emergency Shelter x 2
- (4) Airport access road reconstruction
- (5) Local airport extension/improvements
- (6) Electric inter-tie project to connect east and west distribution systems and provide power to the Harbor and Dock sites
- (7) Hydroelectric project/update feasibility study, land acquisition, secure water rights, permitting, access road
- (8) Community Hall replacement
- (9) Bulk Fuel tank expansion to Dock
- (10) Walking paths/shelter

6.3. FY2006 Capital Project Priorities

FY2006 Capital Project Priorities

Chignik Bay's 2006 Capital Priority List include the following projects:

Category A List:

These are large regional projects. The completion of these projects will result in social and/or economic benefits for the State of Alaska, the Lake and Peninsula Borough, and/or a sub-region of the Lake and Peninsula Borough. These projects are listed below in order of priority.

- (1) Construction funds for Harris Sub-regional Clinic
- (2) Funding for Tsunami Shelters on both sides of village
- (3) Completion of Regional City Dock/Small Boat Harbor Dredging
- (4) Airport Road Upgrade/Airport Improvements(re-surfacing and lighting)

Category B List:

These are the highest priority projects for the community of Chignik Bay.

- (1) Multi-use Cultural Center/Community Hall
- (2) Power System Upgrade (new generators/new transformers/power poles/lines, etc.)

6.4. Long Term Capital Budget

2005–2025 Capital Budget

Please note the cost estimates shown in this budget are strictly rough order of magnitude estimates in 2005 dollars.

More Info:

Chignik RAPIDS Capital Project Database
(http://www.commerce.state.ak.us/dca/commdb/CF_RAPIDS.cfm)

Part 2

TABLE 6.3.1 CHIGNIK BAY CAPITAL BUDGET 2005-2025 PART 2			
Type of Infrastructure	Description	Cost Estimate (2005)	Comments
Sanitation	Water Treatment Plant Improvements	\$1,533,000	ANTHC is the lead; number based on RAPIDS database
Sanitation	Sewer Main & Force Main, community septic tank & lift station	\$1,777,000	ANTHC is the lead; number based on RAPIDS database
Sanitation	Solid Waste Dump Expansion: Study	\$50,000	
Sanitation	Solid Waste Expansion: Design, Permitting, Construction	TBD	Cost to be determined in study
Sanitation	Water Truck/Dust Control	\$35,000	May want to purchase a used truck
Subtotal		\$3,395,000	
Transportation: Airport	Existing Airport Lighting & Resurfacing	\$1,400,000	Based on RAPIDS database;
Transportation: Airport	Airport Master Plan: Phase 2	\$421,053	Planned in 2005
Transportation: Airport	Airport Master Plan	\$132,797	Funded in 2004
Transportation: Airport	Airport Extension	TBD	A subregional airport is under consideration
Subtotal		\$1,953,850	
Transportation: Roads	Transportation Study: local roads, to include access to Chignik Heights	\$50,000	A more detailed analysis of local roads needs to be done to determine scope and cost of improvements
Transportation: Airport	Airport Access Road Rehabilitation	\$1,920,000	Planned; estimated based on RAPIDS database
Transportation: Roads	Road Inter-tie (Chignik Connectors)	TBD	
Transportation: Roads	Foot Bridge Repair	TBD	
Subtotal		\$1,970,000	
Subtotal Part 2		\$7,318,850	
Total (Part 1 and Part 2)		\$40,814,850	

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6.5. Chignik Bay Tribal Council BIA IRR Transportation Budget

BIA IRR Transportation Budget

The following is the approved BIA Transportation Budget for FY05 and FY06.

LIST OF BIA ROUTES FOR THIS PROJECT: E01083-0001
PROJECT CODE: E01083

PROGRAM CODE	TASK	FY2005 FINAL	FY2006 at 95% of Shares, 2%, and PAF figured later	TOTAL
F3103	Planning	\$38,524.51	\$38,137.40	\$76,661.91
F31XX	Maintenance	\$30,000.00	\$30,000.00	\$30,000.00
F3116	Transit Facilities	\$75,333.55	\$65,488.21	\$140,821.76
		\$143,858.06	\$133,625.61	\$277,483.67

7.1. Online Task Management Database

Online Task Management Database

Unlike traditional community plans with tables of tasks and assignments, Chignik Bay utilizes an online Task Management database that contains comprehensive Project task history, assignments, implementation notes, and task status for Chignik employees, volunteers, agencies representatives, and consultants. Access to the database is limited to authorized users.

To find out more information, contact the system administrator, Mr. Anthony Caole, at northernmanagement@gmail.com



Task List - Selection: Chignik Sub-Regional Clinic Implementation Plan



Maxi

▲ ID	▲ Due	▲ Name	▲ To	▲ Project	▲ Grant / Funding Source	▲ (P)rogram or (F)acility	▲ Ha
7312	03/13/05	Gravel Source for Clinic	Debbie Carlson	Chignik Clinic Bus Plan / Concept	2002 Clinic Conceptual Planning	(F)-Harris Subregional Clinic	1.00
13883	04/28/06	Coordinate with ANTHC on water sewer for Harris SRC Site	Anthony Caole	Harris Subregional Clinic Design	2006 DC Design Grant	(F)-Harris Subregional Clinic	4.00
13886	04/30/06	Chignik Bay Filing System	Lynn Moore	Harris Subregional Clinic Design	2006 DC Design Grant	(F)-Harris Subregional Clinic	4.00

7.2. Tribal Initiatives 2006

Tribal Initiatives 2006

7.3. Municipal Initiatives 2006

Municipal Initiatives 2006

The City is focusing on a number of strategic program initiatives for FY2005/6, including the following:

- 1) Complete Water & Sewer Business Plan
- 2) Upgrade Cable TV
- 3) Start Business Plan for Electrical Upgrade
- 4) Complete Shell of Subsistence Building
- 5) Restroom Facility at the Airport for Pilots and

Passengers only

6) More Windows for City Office Building

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