



PLANNING COMMISSION

Wednesday, April 15, 2026 at 5:30 PM

AGENDA

Our Vision. To have an infrastructure and city workforce that supports a sustainable, diversified and growing economy. We will partner with others to achieve economic development and other common goals that assure a high quality of living, and excellence in education.

MEETING INFORMATION

AGENDA

PLANNING COMMISSION MEETING

CITY HALL COUNCIL CHAMBERS / 5:30 p.m.
141 Main Street, Dillingham, AK 99576 (907) 842-5212

This meeting will also be available at the following online location:

This meeting will also be available at the following online location: Zoom

Meeting ID: 920 483 0473; passcode: 99576

Or dial: 1(719)359-4580 or 1(253)205-0468

CALL TO ORDER

ROLL CALL

APPROVAL OF MINUTES

- [1.](#) February 19, 2026 Minutes
- [2.](#) March 11, 2026 Minutes

APPROVAL OF AGENDA

COMMUNICATIONS

Planner's report

3. Comprehensive Plan Update

Citizen's comments

PUBLIC HEARINGS

- [4.](#) 2036 Draft Comprehensive Plan

UNFINISHED BUSINESS

NEW BUSINESS

5. Resolution 2026-01 A RESOLUTION OF THE CITY OF DILLINGHAM PLANNING COMMISSION ADOPTING THE 2026–2032 CAPITAL IMPROVEMENT PLAN AND RECOMMENDING IT FOR ADOPTION BY THE DILLINGHAM CITY COUNCIL

COMMISSIONER COMMENTS

ADJOURNMENT



PLANNING COMMISSION
Thursday, February 19, 2026 at 5:30 PM

MINUTES

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CALL TO ORDER

- Chair Cade Woods called the meeting to order at **5:36 p.m.**

ROLL CALL

Commissioners Present:

- Cade Woods, Chair (Seat B)
- Gregg Marxmiller, Deputy Chair (Seat C)
- Jenniffer DeWinne (Seat D)
- Caelan Palmer (Seat F)
- Misa Webber (Seat G)

Commissioners Absent:

- Kaleb Westfall (Seat A) – Absent, Unexcused
- Susan Isaacs (Seat E) – Absent, Excused
- A quorum was established.

APPROVAL OF MINUTES

December 10, 2025

- Correction noted: Kaleb Westfall was incorrectly recorded as excused; absence should reflect **unexcused**.

MOTION: Commissioner Woods moved to amend the December 10, 2025 minutes to reflect Kaleb Westfall's absence as unexcused.

SECOND: Commissioner DeWinne

Vote: Motion passed unanimously.

- The amended December 10, 2025 minutes were approved.

APPROVAL OF AGENDA MOTION:

Commissioner Marxmiller moved to approve the agenda as presented.

SECOND: Commissioner Webber

Vote: Motion passed unanimously.

COMMUNICATIONS

Communications to the planning commission -none

Planner's report- February 2026 Report

Planner Chris provided updates including:

Comprehensive Plan

- Draft plan released to the public on February 14, 2026.
- Posted to the City website and Facebook page.
- Flyer with QR code and comment form distributed.
- Interactive future land use map available online.
- Agnew::Beck scheduled to attend the March 11, 2026 meeting to review public comments.

Snag Point Erosion Project

- State of Alaska accepted extension request; FEMA returned request for formatting correction.
- Planner remains confident extension will be approved.
- Engineering services to proceed once extension finalized.

Water Line Extension

- Project at 35% design.
- Boring phase approaching.
- Anticipated cost increase from \$14 million to approximately \$17–20 million, creating an estimated \$5–6 million shortfall.

Wastewater System

- Approximately \$2 million reserve balance.
- Major system upgrades identified; last significant upgrade occurred in 2010.
- Potential SRF loan option available.

Harbor Improvements

- 65% design complete.
- Combination of State and federal MARAD funding secured.

Code Committee

- March 10, 2026 meeting scheduled.
- Proposed amendments regarding municipal property disposal under review.

Discussion Topics

- Planning Commission meeting scheduling consistency.
- Interest in additional project development (cemetery, parks and recreation, subdivision planning).
- Commissioners agreed to submit individual “Top Five Passion Projects” to the Planner for consolidation.

Citizen’s comments

- none

PUBLIC HEARINGS

- none

UNFINISHED BUSINESS

- none

NEW BUSINESS

A. Capital Improvement Program (CIP) 2026–2032

- Planner presented 31 staff-nominated projects.
- Commission discussed prioritization criteria, including:
 - Public health and safety impact
 - Project completion status
 - Funding availability
 - Urgency
 - Revenue generation
 - Community benefit
- Commissioners agreed to:
 - Submit individual **Top 10 project rankings** to the Planner by Monday.
 - Planner to provide expanded detail for the top half of projects prior to March 11 meeting.
 - Continue CIP discussion at March 11, 2026 meeting.

COMMISSIONER COMMENTS

Comprehensive Plan Outreach

- Discussed additional public engagement opportunities:
 - Beaver Round-Up events
 - AC store tabling (March 2 at 5:00 p.m., tentative)

- Parade day outreach (February 25, pending approval)
- Local basketball games (QR code distribution)
- Resource Fair at former courthouse (February 26, 9:00 a.m.–12:00 p.m.)
- Commissioners volunteered to assist with outreach efforts and distribution of QR code materials.

ADJOURNMENT

MOTION: Commissioner Palmer moved to adjourn.

SECOND: Commissioner DeWinne

Vote: Motion passed unanimously.

- Meeting adjourned at **6:48 p.m.**

ATTEST:

Abigail Flynn, City Clerk
[SEAL]

Date of Approval



PLANNING COMMISSION
Wednesday, March 11, 2026 at 5:30 PM

MINUTES

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CALL TO ORDER
- Meeting called to order at 5:35 PM

- ROLL CALL**
Present:
- Greg Marxmiller
 - Jennifer DeWinne
 - Susan Isaacs
 - Caelan Palmer
 - Caleb Westfall (via Zoom)
 - Cade Woods (Chair)

- Absent:
- None noted

APPROVAL OF MINUTES
February 19, 2026 Minutes

Motion: Marxmiller moved to postpone approval of the February 19, 2026 minutes
Second: Isaacs

- Issues Discussed:**
- Accuracy of prior motion assignment
 - Need to verify record before approval

Vote:

- Yes: Marxmiller, DeWinne, Isaacs, Palmer, Westfall, Woods
Result: Motion carried

APPROVAL OF AGENDA

Motion: Marxmiller moved to approve the agenda
Second: DeWinne

Issues Discussed:

- Opportunity for changes (none made)

Vote:

- Unanimous
Result: Motion carried

COMMUNICATIONS

Comprehensive Plan Update (Agnew Beck)

Issues Discussed:

- Public review draft status and timeline
- Low public comment participation
- Outreach methods and effectiveness
- Future land use map updates
- Housing and economic development feedback
- Revenue opportunities
- Survey fatigue and usability issues
- Need for simplified public input tools

Motion: Palmer moved to extend the public comment period to March 31
Second: Isaacs

Vote:

- Yes: Isaacs, Palmer, Woods, Marxmiller, DeWinne
- No: Westfall
Result: Motion carried

PLANNER’S REPORT

Issues Discussed:

- Commission priorities
- Comprehensive Plan alignment
- CIP alignment

NEW BUSINESS

2026–2032 Capital Improvement Plan (CIP)

Issues Discussed:

- Project ranking and scoring
- Infrastructure priorities
- Funding status

Direction:

- Commissioners to complete scoring
- Staff to compile results

ADJOURNMENT

Motion: DeWinne moved to adjourn

Second: Westfall

Vote:

- Unanimous

Result: Motion carried

Meeting adjourned at 6:58 PM.

ATTEST:

Abigail Flynn, City Clerk
[SEAL]

Date of Approval

MEMORANDUM

TO: Dillingham Planning Commission
FROM: Comprehensive Plan Project Team
DATE: April 10, 2026
RE: April 15, 2026 Planning Commission Public Hearing on the 2036 Dillingham Comprehensive Plan

Over the course of the past few years, the Dillingham Planning Commission has played an active and sustained role in shaping the 2036 Dillingham Comprehensive Plan. Through work sessions, public meetings, and ongoing review of draft materials, the Commission has provided direction that has guided the plan to its current form. This memo describes how the **Public Hearing Draft** of the 2036 Dillingham Comprehensive Plan was drafted for your review and outlines the recommended process for the public hearing at the April 15, 2026 Dillingham Planning Commission meeting.

About the Public Hearing Draft

The Public Hearing Draft was developed from a culmination of various inputs received throughout the plan drafting period, which began in 2023. It includes consideration of 88 public comments from 18 individuals collected via email and survey during the 48-day comment period of the Public Review Draft (February 21 to March 31). Once the comment period closed, the project team took the following approach:

1. **Comments Reviewed and Categorized.** Each comment was evaluated and placed into one of the following categories for recommendation:
 - **No revision to the plan.** Includes positive feedback, general observations, or comments already addressed in the plan. Where the plan already addresses the comment, the Comment Tracker notes the relevant location.
 - **Revision warranted.** Includes technical corrections (e.g., spelling, factual errors) and substantive comments where the project team found clarification or an addition to be appropriate. Changes are documented in the Comment Tracker with a brief explanation.
2. **Revisions Made and Documented.** The project team made revisions to the plan and documented each response in the attached Comment Tracker. The revised plan is the Public Hearing Draft now before you.

Recommended Process for the April 15 Meeting

For plans with a large number of public comments, the Planning Commission often holds a separate work session to review the Comment Tracker and revisions before scheduling a public hearing. Given the manageable number of comments received on this plan and the limited number of substantial changes made from the Public Review Draft, the City’s project manager recommends combining both steps at the April 15 meeting. The following process is suggested:

- Step 1. Review the Comment Tracker and Revisions.** The project team will walk the Planning Commission through public comments received on the Public Review Draft and discuss the corresponding revisions made to the Public Hearing Draft.

Step 2. Public Hearing. The Planning Commission Chair will open the public hearing on the draft as presented. Members of the public in attendance are invited to comment. After all testimony is received, the public hearing is closed.

Step 3. Planning Commission Amendments (if any). After the hearing is closed, the Planning Commission may make additional amendments in response to public testimony. If a Commissioner wishes to propose a change to the draft, they may do so through an amendment motion. An amendment form is attached to help guide this process. Amendments are made by motion one at a time, discussed by the Commission, and voted on. Technical revisions, such as misspellings or grammatical errors, do not require amendments.

We suggest two paths forward, depending on the outcome of Step 3:

- a) **If substantial amendments are proposed** that require significant revisions to the plan, it is recommended the Public Hearing be postponed to a future meeting. This allows the project team to prepare a clean, revised Public Hearing Draft.
- b) **If few or no amendments are proposed,** proceed to Step 4 at the same meeting.

Step 4. Vote on Recommendation to City Council. If the Planning Commission is satisfied with the draft at the close of the Public Hearing, a motion may be made to recommend adoption of the plan—either as presented or as amended—to the City Council. If the motion passes, the Planning Commission’s role in the adoption process is complete and the plan advances to the City Council.

Materials Included with This Memo

- Public Hearing Draft - The revised plan draft for Planning Commission review
- Comment Tracker - A full record of public comments received and the project team’s responses and recommended revisions
- Amendment Form - A template to guide the amendment motion process

Plan and Document Review

As part of the background research for the Dillingham Comprehensive Plan update, the project team conducted a review of relevant documents, including borough and community plans, reports, and other literature. Key components of these plans were summarized to identify trends, data, and policies for consideration, as well as areas of alignment and potential conflict. This review also incorporated recommended actions and areas of investment to inform the planning process.

| Document Name | Date | Source | Description |
|--|------|---|---|
| FY25 CIP and Legislative Priorities | 2025 | City of Dillingham | Capital priorities including fire hall replacement, water system PFAS mitigation, wastewater upgrades, harbor stabilization, landfill improvements, and erosion mitigation at Snag Point. |
| Community Assessment Summary: Community Design for Active Transportation | 2025 | Bristol Bay Area Health Corporation | Assessment of Dillingham's built environment, community programs, and public policies influencing physical activity, identifying gaps in recreational amenities and pedestrian infrastructure. |
| Community Perspectives on Interpersonal Violence in Dillingham | 2023 | Safe and Fear Free Environment, Inc.; McKinley Research Group | Community needs assessment gathering perceptions and trends on interpersonal violence for prevention purposes. |
| FY24 CIP and Legislative Priorities | 2023 | City of Dillingham | Capital and legislative priorities including harbor revetments, downtown fire hall replacement, public safety building design, and water system improvements. |
| Dillingham Housing Needs & Strategies – Summary Report | 2023 | Agnew::Beck | Report assisting stakeholders in identifying housing needs and strategies, including data analysis, stakeholder input, and key recommendations for increasing housing stock (232 units needed). |
| Community Trip Report | 2022 | Alaska Native Tribal Health Consortium | Assessment of sewage lagoon, water/wastewater facilities, water sampling, and history of community infrastructure projects. |
| Annual Assessment of City Services | 2022 | City of Dillingham | Recommended improvement projects across city departments for Council consideration, including harbor, public safety, public works, library, and senior center. |
| FY23 Grant-Writing Program Minor Funding Requests | 2022 | City of Dillingham | List of projects requested for funding covering search & rescue, wastewater, water, housing, parks & recreation, harbor, senior center, and recycling. |
| Multi-jurisdictional Hazard Mitigation Plan | 2022 | City of Dillingham & Curyung Tribal Council | Updated hazard mitigation plan assessing risks posed by natural hazards and establishing prioritized action plans to reduce risk to life and property. |
| FY23 Capital Improvement Program (CIP) List | 2022 | City of Dillingham | Annual capital project priorities including harbor float replacement, bank stabilization, emergency operations center, public safety building improvements, and water system upgrades. |
| Dillingham Airport Emergency Plan | 2022 | Alaska Dept. of Transportation & Public Facilities | Emergency response plan for the Dillingham Airport outlining procedures, responsibilities, and protocols for aviation-related incidents and emergencies. |
| Curyung Tribe 2020–2025 Tribal Transportation Safety Plan | 2020 | Bristol Bay Native Association | Identifies transportation safety issues across all modes and prioritizes mitigation activities to support funding applications for transportation projects. |

2036 Dillingham Comprehensive Plan Update

Public Hearing Draft
April 9, 2026



Acknowledgements

To come

Resolution

To come in final document when adopted.

Acronyms

| | |
|---------|--|
| ADEC | Alaska Department of Environmental Conservation |
| ADF&G | Alaska Department of Fish and Game |
| AHFC | Alaska Housing Finance Corporation |
| ANCSA | Alaska Native Claims Settlement Act |
| ANSEP | Alaska Native Science and Engineering Program |
| ANTHC | Alaska Native Tribal Health Consortium |
| BBAHC | Bristol Bay Area Health Corporation |
| BBEDC | Bristol Bay Economic Development Corporation |
| BBNA | Bristol Bay Native Association |
| BBRCTE | Bristol Bay Region Career and Technical Education |
| BIA | Bureau of Indian Affairs |
| CEDS | Comprehensive Economic Development Strategy |
| CRSA | Coastal Resource Service Areas |
| DCCED | Alaska Department of Commerce, Community, and Economic Development |
| DOT&PF | Alaska Department of Transportation and Public Facilities |
| EMS | Emergency Medical Services |
| FAA | Federal Aviation Administration |
| FHA | Federal Housing Administration |
| HUD | U.S. Department of Housing and Urban Development |
| NAHASDA | Native American Housing Assistance and Self-Determination Act |
| NFIP | National Floodplain Insurance Program |
| PFAS | Per- and Polyfluoroalkyl Substance |
| SAVEC | Southwest Alaska Vocational and Education Center |
| UAF | University of Alaska Fairbanks |
| USDA | U.S. Department of Agriculture |
| VPSO | Village Public Safety Officer |

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Plan at a Glance

What You’ll Find in the Plan

This plan includes a shared community vision, guiding principles, and goals, followed by strategies and actions organized by focus area. Each chapter combines existing conditions, community priorities, and practical actions the City and its partners can take to guide policy decisions, capital investments, and partnerships over time.

How To Use This Plan

This Comprehensive Plan is a practical guide for everyday decisions and long-term investments. City officials and boards should use it to evaluate policies, development proposals, and capital projects. Community partners can use it to align programs and pursue funding. Residents can use the plan to understand priorities, stay informed, and track progress over time.

Focus Areas

| | | | |
|--|---|---|--|
|  <p>Housing</p> |  <p>Land Use</p> |  <p>Transportation</p> |  <p>Waterfront</p> |
| <p>Increase the availability of safe, attainable housing that meets the needs of residents, families, and the local workforce.</p> | <p>Guide growth and development in ways that reflect community values, protect natural resources, and support long-term resilience.</p> | <p>Improve safety, access, and connectivity for roads, trails, aviation, and marine transportation.</p> | <p>Support a safe, functional waterfront that serves fishing, subsistence, regional access, and public use.</p> |
|  <p>Economic Development</p> |  <p>Energy</p> |  <p>Community Wellness and Education</p> |  <p>Public Facilities and Services</p> |
| <p>Strengthen a diverse, resilient local economy that supports jobs, businesses, and long-term opportunity.</p> | <p>Reduce energy costs and improve reliability through efficiency and innovative energy solutions.</p> | <p>Support education, health, cultural connection, and quality of life for residents of all ages.</p> | <p>Maintain and improve essential public facilities, utilities, and services that support community health and safety.</p> |

Executive Summary

Goals and Strategies by Focus Areas

Housing

| Goal A | Goal B | Goal C |
|---|--|--|
| Expand Dillingham's supply of safe, functional, attainable housing. | Strengthen pathways to homeownership and long-term housing stability for Dillingham residents. | Create diverse partnerships to maximize funding and other resources that support affordable housing options. |
| <p>Themes:</p> <ul style="list-style-type: none"> • Housing gaps constrain recruitment, retention, and growth. • High development costs and limited buildable land require strategic, phased expansion. • Homeownership tools can reduce barriers. • Multi-partner strategies are essential to increasing affordable units. | | |
| <p>Strategies:</p> <ol style="list-style-type: none"> 1. Create new residential lots through phased subdivision of City land. 2. Reduce the cost of building and owning a home through targeted local incentives and educational resources. 3. Coordinate with Tribal, regional, and local partners to align long-term housing efforts. 4. Encourage a greater variety of housing types and sizes in Dillingham, including more housing within the purchasing power of young families, single people, schoolteachers and other workers. 5. Attract developers and rebuild local construction capacity. 6. Prioritize infrastructure system improvements that enable new housing development. | | |

Land Use

| Goal A | Goal B |
|--|--|
| Guide land use and development to reflect community values, protect natural resources, and support Dillingham's long-term resilience. | Plan for efficient, well-connected growth that supports local businesses, public services, transportation access, and healthy neighborhoods. |
| <p>Themes:</p> <ul style="list-style-type: none"> • Expand housing capacity through strategic growth. • Incomplete land use standards hinder development and resilience. • Downtown safety and appearance require coordinated investment. • Increased hazard risks need coordinated, proactive planning. | |
| <p>Strategies:</p> <ol style="list-style-type: none"> 1. Update the City's generalized plan for future land use in Dillingham, identifying areas intended for various categories of use. 2. Update and improve the City's Title 17 Subdivision Code and Title 18 Planning and Land Use Regulation to better respond to existing and future issues and opportunities. 3. Improve the safety, accessibility, and appearance of downtown Dillingham. 4. Promote land use policies that protect the natural environment, safeguard public health, and mitigate natural hazards. | |

Transportation ✈️

| Goal A | Goal B | Goal C |
|---|---|--|
| Maintain a safe, reliable, and efficient transportation system that supports access to goods and services in and out of Dillingham. | Improve transportation networks to enhance connectivity between neighborhoods, downtown, schools, the airport, and regional destinations. | Provide diverse and safe travel options including walking, biking, motorized recreation, transit, and marine and air access. |
| Themes: <ul style="list-style-type: none"> • Consistent investment and management supports road maintenance. • Roadway connectivity reduces risk. • Safe routes improve mobility. • Reliable air and marine access provide critical connections. | | |
| Strategies: <ol style="list-style-type: none"> 1. Maintain and operate Dillingham’s existing road system safely and efficiently. 2. Coordinate transportation planning, funding, and operations with Tribal, state and regional partners. 3. Plan and improve the road network to support safe, efficient access and reduce long-term costs. 4. Develop safe, connected trails, sidewalks and crossings, and manage motorized recreation on streets and trails. 5. Support safe and efficient marine and air transportation that connects Dillingham to the region. | | |

Waterfront 🚢

| Goal A | Goal B | Goal C |
|---|--|---|
| Maintain a functional, safe, and adaptable waterfront that supports commercial fishing, regional access, and subsistence fishing. | Guide long-term waterfront development to ensure efficient upland use, safe circulation, and coordinated investment among regional partners. | Expand public access, recreation, and community-facing amenities along the waterfront that highlight Dillingham's identity. |
| Themes: <ul style="list-style-type: none"> • Modernizing infrastructure strengthens the working harbor. • Public spaces build a welcoming waterfront. | | |
| Strategies: <ol style="list-style-type: none"> 1. Upgrade core waterfront facilities to sustain fishing-related activity, improve safety, and support local economic opportunity. 2. Develop a balanced waterfront that accommodates recreation, subsistence, marine industries, and regional access through local and partnered improvements. | | |

Economic Development 

| Goal A | Goal B | Goal C |
|--|--|--|
| <p>Diversify and strengthen Dillingham’s economic base to ensure a prosperous and environmentally sustainable future for the community.</p> | <p>Expand opportunities for locally owned businesses and year-round employment by strengthening entrepreneurship, workforce development, and City regulatory capacity.</p> | <p>Invest in infrastructure, land readiness, and harbor improvements that support fisheries, tourism, regional commerce, and long-term economic resilience</p> |
| <p>Themes:</p> <ul style="list-style-type: none"> • Strengthen the fisheries and marine economy. • Build local workforce, business capacity, and year-round economic opportunity. • Invest in infrastructure, land readiness, and sustainable community growth. | | |
| <p>Strategies:</p> <ol style="list-style-type: none"> 1. Increase the role of commercial fisheries in the Dillingham economy. Raise the overall value of the Dillingham fishery while promoting sustainability in fish harvesting and production. 2. Complete the Dillingham City Harbor upgrades as a cornerstone of marine economic growth. 3. Support efforts to educate the local workforce and to provide opportunities for living-wage employment. 4. Position Dillingham as the “Heart of Bristol Bay” – a welcoming base for sportfishing, wildlife viewing, cultural experiences while ensuring tourism supports local businesses, culture, and the environment. 5. Enhance Dillingham’s ability to meet its own food and basic resource needs through local production, preservation, and innovation to support resilience, reduce the cost of living, and create new economic opportunities. 6. Invest in well-maintained infrastructure, efficient development processes, and coordinated regional planning to support business growth, housing, and quality of life. 7. Support the creation, retention, and expansion of locally owned businesses in Dillingham. | | |

Energy 

| Goal A | Goal B | Goal C |
|---|--|--|
| <p>Reduce energy consumption and costs to lower the cost of living, support economic development, and ensure Dillingham’s long-term sustainability and resilience.</p> | <p>Increase local capacity to manage, operate, and upgrade energy systems.</p> | <p>Diversify Dillingham’s energy supply with renewable and innovative systems that reduce dependence on imported fuel and improve reliability.</p> |
| <p>Themes:</p> <ul style="list-style-type: none"> • High energy costs affect every part of community life. • Local capacity and reliable infrastructure are critical to progress. • Growing interest in renewable and innovative energy solutions. | | |
| <p>Strategies:</p> <ol style="list-style-type: none"> 1. Lower overall energy use in homes, businesses, and public facilities through efficiency improvements, education, and local expertise. 2. Develop renewable energy sources and innovative methods that stabilize or reduce the cost of energy. | | |

Community Wellness and Education 

| Goal A | Goal B | Goal C |
|--|--|---|
| Strengthen education, youth development, and family support systems so that children and young adults can thrive, build skills, and contribute to a healthy future for Dillingham. | Promote community connection, cultural identity, and social wellbeing. | Improve access to physical, behavioral, and public health services so residents of all ages can remain close to home and live safe, healthy, resilient lives. |
| <p>Themes:</p> <ul style="list-style-type: none"> • Education, youth opportunity, and family support are central to wellness. • Cultural connection and social belonging support a healthy, resilient community. • Behavioral health, safety, and access to healthcare are urgent priorities. | | |
| <p>Strategies:</p> <ol style="list-style-type: none"> 1. Provide a high-quality education system in the greater Dillingham area. 2. Promote cultural awareness, social connectedness, and physical health. 3. Increase the integration of the public health system, focusing on health education, prevention, substance misuse, and behavioral and mental health services. | | |

Public Facilities and Services 

| Goal A | Goal B | Goal C |
|---|--|--|
| Guide land use and development to reflect community values, protect natural resources, and support Dillingham's long-term resilience. | Plan for efficient, well-connected growth that supports local businesses, public services, transportation access, and healthy neighborhoods. | Provide diverse and affordable housing options that offer access to jobs, services, and community amenities for all residents. |
| <p>Themes:</p> <ul style="list-style-type: none"> • Strong city capacity is essential to maintaining services. • Aging facilities and equipment require significant investment. • Reliable utilities and core infrastructure are critical to health, safety, and economic development. • Public safety, fire, and EMS systems face facility and staffing gaps. • Expanded recreation facilities and community spaces support wellness. | | |
| <p>Strategies:</p> <ol style="list-style-type: none"> 1. Improve staffing, financial systems, and partnerships to deliver high-quality services and maintain essential public facilities. 2. Create a systematic approach to managing City buildings, equipment, and infrastructure so they remain safe, functional, and financially sustainable. 3. Develop and maintain indoor and outdoor recreation facilities that support community health, wellbeing, youth engagement, and tourism. 4. Strengthen Dillingham's public safety, fire, EMS, and emergency response systems by ensuring safe, modern facilities; reliable staffing and equipment; and strong coordination among City, Tribal, State, and regional partners. 5. Ensure safe, compliant, and cost-effective solid waste management that extends the life of the landfill and protects public health. 6. Invest in reliable, safe water systems that support public health, development, and resilience. 7. Protect public health and the environment through reliable wastewater treatment and maintenance systems. | | |

Introduction

The 2036 Dillingham Comprehensive Plan Update is a community-driven tool that serves as both a guiding framework and a resource for shaping the future of the City of Dillingham. It covers key areas such as Land Use and Housing, Transportation, Waterfront, Economic Development, Energy, Community Wellness and Education, and Public Facilities and Services. The Plan outlines goals and priorities that support both daily operations and long-term decision-making related to focus areas and reflects the values and priorities of residents and is intended to enhance quality of life for current and future generations.

Community Vision and Core Values

Dillingham’s residents, Tribes, businesses, and community partners will work together to build a vibrant, resilient community – revitalizing infrastructure, expanding opportunities, and protecting the land, waters, and traditions that sustain our way of life.

| Core Values | |
|-------------------------------------|--|
| Community Wellbeing | We value a community where residents have access to the basics - safe and affordable housing, reliable infrastructure, economic opportunity, and food and energy security – so people of all ages can thrive and remain in Dillingham. |
| Stewardship | We commit to protecting the natural environment that sustains our health, culture, and livelihood, including our fisheries, waterways, and subsistence areas. |
| Cultural Values | We honor the cultural heritage, Tribal leadership, and subsistence traditions that shape Dillingham’s identity, ensuring they inform decisions today and for future generations. |
| Opportunity and Prosperity | We value a vibrant and resilient local economy with thriving small businesses, a strong harbor and fishing sector, and meaningful opportunities, especially for youth and working families, to live, work, and stay in Dillingham. |
| Safe and Connected Community | We strive for a well-maintained, walkable, and welcoming community – with functional infrastructure, quality public facilities, good transportation connections, and places that bring people together. |
| Collaboration | We believe in partnerships – among residents, Tribes, service organizations, businesses, and government – to solve problems, support one another, and move the community forward with unity and purpose. |
| Education | We value strong educational opportunities, programs for youth, and spaces for learning, creativity, recreation, and mentorship that empower future generations. |

About the City of Dillingham

The City of Dillingham is located in the Dillingham Census Area in Southwest Alaska, a vast region of communities situated around the rich fisheries and watersheds of Bristol Bay. The census area includes the communities of Aleknagik, Clark’s Point, Manokotak, New Stuyahok, and several smaller villages, and covers approximately 20,000 square miles of land and water. Incorporated in 1963, the City of Dillingham covers 36 square miles of land and water and serves as the region’s transportation and services hub. Dillingham’s governance, land ownership and economic patterns reflect a long and ongoing partnership between the city and the Curyung Tribal Council, the federally recognized tribe for Dillingham. The Tribe works closely with the city to collaborate on



shared priorities, infrastructure, and community services. Land ownership and development opportunities in and around Dillingham have been shaped by the 1906 Alaska Native Allotment Act and the 1971 Alaska Native Claims Settlement Act. Their holdings strongly influence Dillingham’s growth, housing availability, and long-term development patterns. Dillingham’s socioeconomic conditions are also closely tied to the Bristol Bay commercial fishery and to continued access to subsistence resources, both of which remain foundational to household livelihoods and the local economy.

City Powers and Partners

The City of Dillingham operates as a first-class city with a council-manager form of government, which defines both its authority and its limits. Under Alaska law and the City’s charter, Dillingham is responsible for core municipal functions such as public safety, utilities, planning, and local infrastructure. The City Council sets policy and adopts regulations, while the City Manager oversees day-to-day operations and implementation. These authorities guide what the City can realistically lead, fund, and regulate. At the same time, not all community needs fall within municipal powers, funding capacity, or legal jurisdiction. This Plan reflects that distinction by focusing City-led actions on areas where the City has a clear and appropriate role.

Meeting broader community needs depends on strong collaboration with partners. In Dillingham, key partners include Tribal organizations, regional nonprofits, State and federal agencies, and institutions such as, but not limited to:

- Alaska Court System
- Alaska Department of Fish and Game
- Alaska Department of Health
- Alaska Department of Transportation and Public Facilities
- Alaska Division of Family and Youth Services
- Alaska Job Service
- Alaska Legislative Information Office
- Alaska Sea Grant Marine Advisory Program
- Alaska State Troopers
- Bristol Bay Area Health Corporation
- Bristol Bay Economic Development Corporation
- Bristol Bay Housing Authority
- Bristol Bay Native Association
- Bristol Bay Native Corporation
- Choggiung Limited, Inc.
- Curyung Tribal Council
- Dillingham City School District
- Dillingham Police Department
- Federal Aviation Administration
- Nushagak Cooperative
- Southwest Alaska Municipal Conference
- Southwest Region School District
- U.S. Department of Agriculture
- U.S. Fish and Wildlife Service
- University of Alaska Fairbanks Bristol Bay Campus
- United States Army Corps of Engineers

These and many other partners often have authorities, expertise, or funding that complement City responsibilities. For this reason, many strategies in this Plan include **potential partner-led actions** alongside City-led actions. In most cases, the City’s role is to support, coordinate, advocate, or help align efforts, recognizing that meaningful progress depends on shared responsibility across multiple organizations.

Our People and Economy

| | | | |
|---|--|--|--|
| People (For City of Dillingham 2024) | Population: 2,086 <i>Gradually declining</i> | Median Age: 31.3 years <i>An increase from past decade</i> | School Enrollment (2023-24 school year): 403 <i>Gradually declining</i> |
| Economy (For City of Dillingham 2023) | Median Household Income: \$99,097 | | Top Three Employment Industries: Education and Healthcare (29%) Public Administration (26%) Fishing (10%) |

Sources: Alaska Department of Labor and Workforce Development, Population Estimates, 2025; US Census Bureau, State of Alaska Department of Education and Early Development, Selected School Indicators for Dillingham City School District, 2014-2024. 2023 American Community Survey 5-Year Estimates, Tables DP04 and S2404.

Population Projections: While population projections are not available at the city level, statewide data and projections for the Dillingham Census Area indicate a gradual decline in population through 2050 – driven by an aging population, lower birth rates, and continued net out-migration. Alaska’s total fertility rate – the average number of children a woman is expected to have over her lifetime – has remained below replacement level since 2017. Although some parts of the Southwest Region are projected to grow due to higher birth rates, recent trends show the Dillingham Census Area is likely to continue losing more residents than it gains, with its population expected to decline by approximately 12 percent by 2050.

Figure 1. Historic Population Estimates, City of Dillingham and Dillingham Census Area (1990-2024)

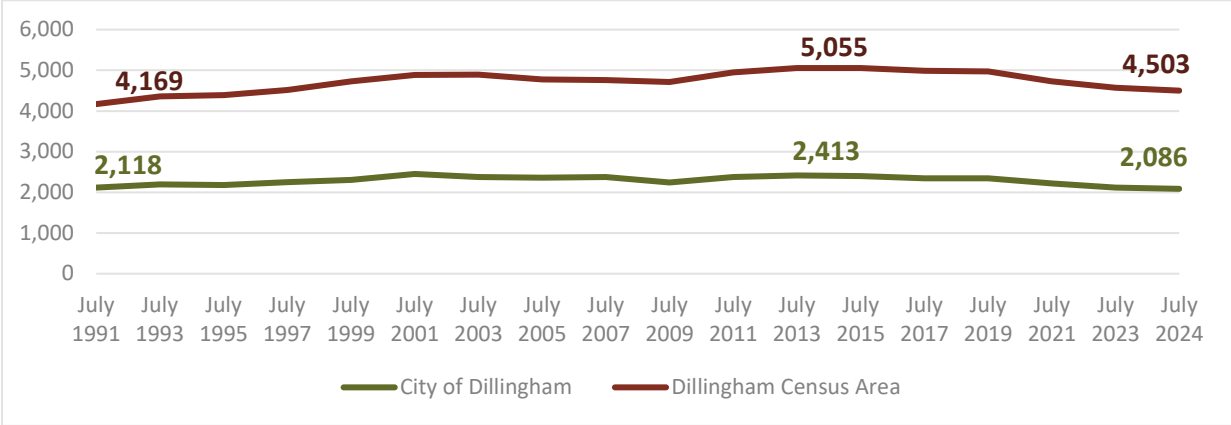
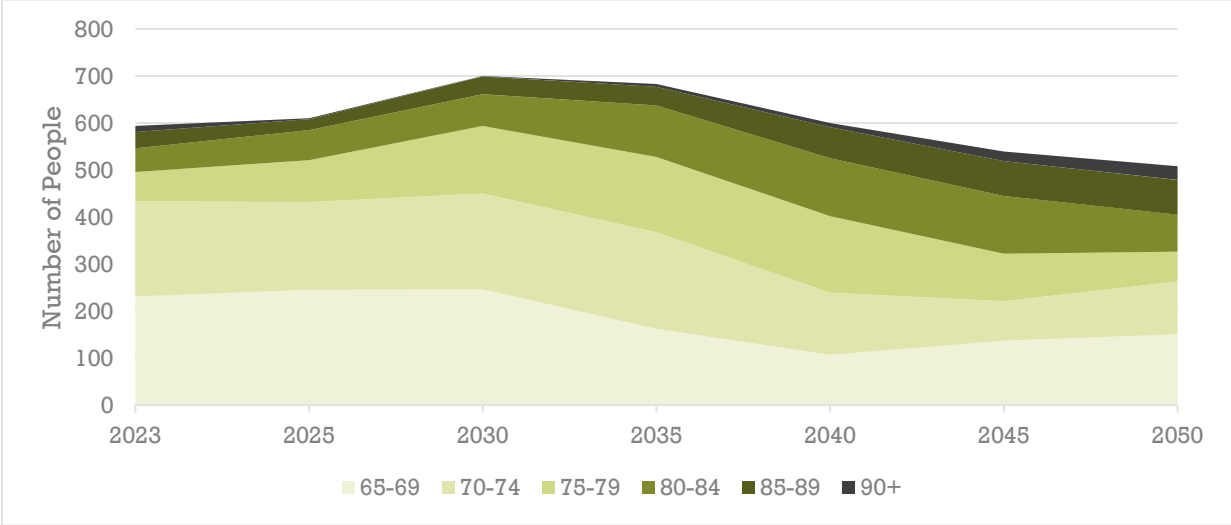


Figure 2 illustrates a gradual increase in the number of older adults in the Dillingham Census Area through approximately 2030, followed by a steady decline through 2050. While the total population ages 65 and older is projected to decrease over the long term, older age cohorts (particularly ages 80 and above) are expected to comprise a larger share of the senior population, with implications for healthcare, housing, and community services.

Figure 2. Dillingham Census Area Age 65+ Population Projections (2023-2050)



Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section Population Estimates and Projections, 2025

Plan Process and Timeline

| Spring 2023 to Fall 2025 Discover and Learn | Winter 2026 Listen and Engage | Spring 2026 Share and Finalize |
|--|---|---|
| <ul style="list-style-type: none"> ▪ May 15, 2023 Community Visit ▪ Compiled data on the people, economy, lands, infrastructure, and more. ▪ Conducted survey and interviews Fall 2023. | <ul style="list-style-type: none"> ▪ January 28, 2026 Planning Commission Workshop ▪ February 2026 Public Review Draft ▪ Revise draft based on public feedback | <ul style="list-style-type: none"> ▪ Planning Commission Public Hearing ▪ City Council Public Hearing ▪ Revised, finalized, and adopted plan |

Plan Organization and Purpose

| Core Plan | Appendices |
|---|--|
| Includes an executive summary, information on the process, project area, and how to use the plan. Provides detailed goals, strategies, and actions for each focus area. | Includes detailed background information used to develop the comprehensive plan, such as additional policy guidance for certain focus areas. |



The goal of this plan is to give the City of Dillingham a broad vision and direction to work toward in the coming years. This plan serves as a basis and rationale for City policies and actions, ordinances and other policies carrying out the goals of the Comprehensive Plan; projects carried out by City staff; and a tool for communicating priorities and funding requests to state and federal government or other funders. Most importantly, this plan should serve as a key tool for community leaders and residents in their short-term and long-term planning and decision-making. In conjunction with more detailed plans and current information, the plan should be the backdrop and foundational reference for all Dillingham Planning Commission and City Council meetings and rulings regarding the project area, and for City departments in their daily operations. See below for a specific breakdown of how different stakeholders might use the plan.

How to Use this Plan if You are a...

| Resident | City Staff | Regional Representative |
|---|---|--|
| Use as a tool to protect or improve the things you love about the region and community; for example, to learn about where future development might occur and preservation take place. | Guide decision-making on City-wide policy and as a reminder of community-specific values, challenges, projects, and goals. | Official guiding document for Planning Commissioners and Council Members when making decisions, rulings, and creating policy in the project area. |
| Housing Authority | Business Owner | Grant Writer |
| Identify areas where different types of growth are encouraged/discouraged and as a summary of housing, transportation, and commercial needs. | Use to understand where your type of business may be best located or what community priorities could inform a business idea and plan. | Use to demonstrate City and community support for key priorities in the project area when applying for funding from state, federal, and other sources. |

Accomplishments Since the 2010 Plan

Over the past fifteen years, Dillingham has demonstrated the power of community-driven planning by turning goals into real, visible improvements, investing in new infrastructure, expanding youth and educational programs, and strengthening services that enhance the quality of life across the region.

Land Use and Housing

- Completed the Downtown Streets Rehabilitation Project (2022), upgrading Main Street, D Street, and Central Avenue with new surfaces, pedestrian improvements, and coordinated utility documentation to support future maintenance and development.

Transportation

- Paved key city roads, improving safety, access, and year-round drivability for residents and businesses.
- Built and opened the community bike and pedestrian trail, now heavily used by families and youth and enhancing safe recreation and connectivity.

Waterfront

- Undertook planning and incremental upgrades around the small boat harbor and City Dock, improving access, public safety, and readiness for future expansion.

Economic Development

- Expanded youth workforce development programs, including BBEDC youth hiring, ANSEP pipelines, and local training initiatives that help young residents gain skills and stay engaged in the regional economy.

Energy

- Secured significant state and federal investment in school energy efficiency, enabling audits, facility upgrades, and ongoing reductions in operating costs.
- Advanced renewable energy feasibility work with partners such as Nushagak Cooperative and Choggiung, including assessments of wind, wood heat, and waste-to-energy opportunities.

Community Wellness and Education

- Leveraged millions of dollars in state and federal grants to expand literacy programs, mental health services, after-school programming, preschool access, and food security initiatives.
- Built strong partnerships – including BBNA, BBRCTE, and local school districts – that improved early childhood outcomes, increased access to vocational training, and strengthened the local workforce pipeline.

Public Facilities and Services

- Coordinated exemplary COVID-19 public outreach and response in partnership with the hospital and Tribal organizations, improving health communication and community safety.
- Continued investment in Senior Center operations and essential community facilities, maintaining critical services for Elders and families.



Implementation

The process for implementing this plan will include developing an annual work plan of “priority actions” that support the strategies identified in the plan. This annual work plan will consider existing and anticipated resources and will provide direction to City leadership, staff and their partners. Equally important, the annual work plan will give Dillingham residents, businesses, and partners a detailed picture of what progress is being made on the plan. The update will include a summary of actions taken, and progress made toward plan-identified goals and objectives. Additionally, the City will implement a process for gauging community satisfaction with plan progress. Dillingham residents should be regularly encouraged to share comments, questions and concerns on plan contents and implementation, and more importantly, to get involved in plan implementation.

The following table outlines a potential format for the annual work plan, which could be completed as a part of plan implementation.

| SAMPLE | | | |
|--|-----------------------------|------------|-----------------|
| Goal: What broad or long-term change do we want to make? | | | |
| Objective: What measurable change do we hope to achieve over the next year? (For example, "Increase housing units by X over 10 years" or "Reduce energy costs by Y% by 2030.") | | | |
| Priority Strategy | Actions (specific steps) | Lead (who) | Timeline (when) |
| 1. | a. b. | | |
| 2. | a. b. | | |
| 3. | a. b. | | |

Additional considerations and ideas when developing a work plan and implementation of goals and strategies in the comprehensive plan:

- Specific milestones for the first 2-3 years.
- Phasing guidance (what must happen first vs. what can happen in parallel).
- Estimated costs or funding needs for priority strategies.
- Community engagement strategy for ongoing plan implementation.
- Metrics dashboard concept for tracking progress toward goals.
- Partnership MOUs or agreements template for formalizing collaborative implementation.

Housing

See Appendix A for more details.

Key Themes Guiding the Plan

Housing gaps constrain recruitment, retention, and growth.

Housing availability is one of Dillingham’s most significant challenges, with 93 percent of 2023 Community Survey respondents identifying affordability and availability as top concerns. Employers in the survey reported that housing shortages limit their ability to recruit and retain teachers, healthcare staff, and other essential workers. The City’s 2023 Housing Study found substantial need for both new units and rehabilitation of older homes, many of which were built before modern standards and lack complete facilities. Data from the 2021 Multi-Jurisdictional Hazard Mitigation Plan Update reinforces these needs: portions of Dillingham’s residential areas lie within floodplains or on unstable or steep slopes, increasing long-term risks and underscoring the importance of siting new housing in safer, physically suitable locations. To address these conditions, the community strongly supports expanding the range of housing types, creating clear design standards, improving permitting processes, and coordinating with partners such as BBHA and BBNA to meet the needs of workers, Elders, and families.

High development costs and limited buildable land require strategic, phased expansion.

Construction costs in Dillingham regularly exceed \$300 per square foot, driven by material prices, labor scarcity, and specialized subcontractor needs. Transportation and freight contribute an additional 20–30 percent to project costs, according to builder input. Utility capacity also varies significantly by location, and some areas outside service boundaries face high costs to connect to water and sewer or rely on on-site systems that may not be feasible. Two major infrastructure concerns identified by stakeholders include limited water and sewer service and PFAS contamination in certain areas. Stakeholders emphasized that more land must be made available for housing, but development is constrained by unclear parcel boundaries, title restrictions, access and right-of-way needs, and the high cost of extending utilities. These conditions make phased subdivision, predictable permitting, and coordinated infrastructure planning essential.

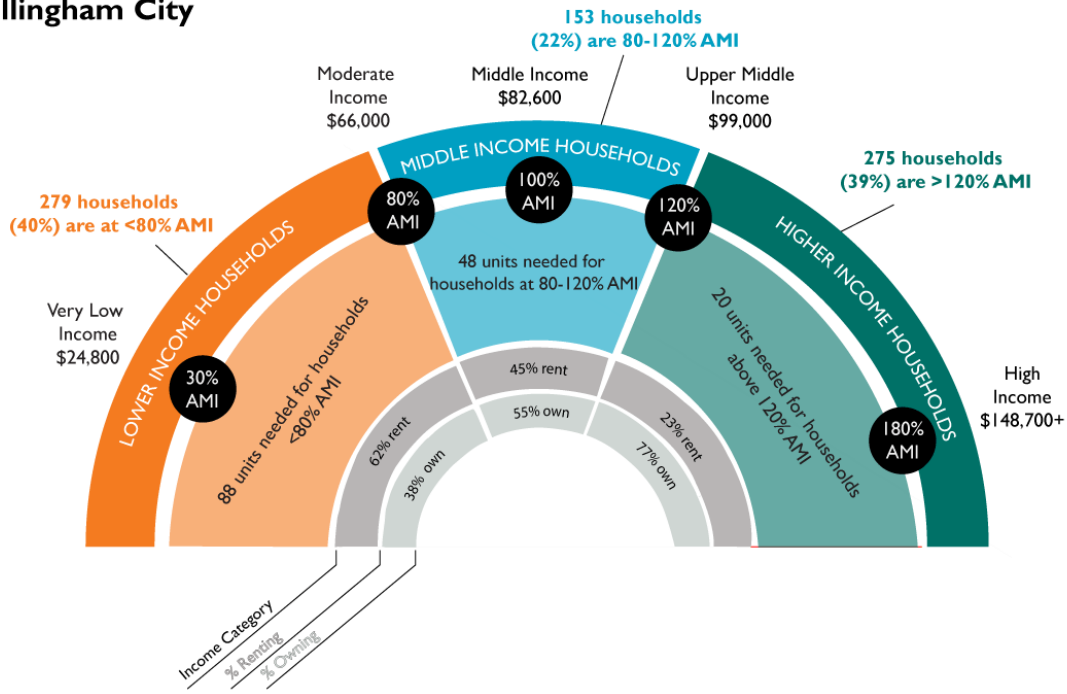
Homeownership tools can reduce barriers.

While programs such as USDA 502, FHA, HUD-184, and AHFC down-payment assistance are available to Dillingham residents, many potential homebuyers lack awareness of eligibility, steps involved, or how to prepare financially. Lenders and housing partners note that buyers often struggle with credit readiness, loan documentation, or understanding long-term maintenance obligations, barriers that can delay or prevent home purchases. This affects residents' ability to transition from renting to homeownership and increases pressure on subsidized or income-restricted units.

Multi-partner strategies are essential to increasing affordable units.

Meeting Dillingham's 232-unit housing need over 10 years will require coordinated actions across multiple entities. Stakeholders emphasized that no single organization can meet Dillingham's housing need. Each partner brings different funding sources, land access, engineering capacity, and workforce resources. Further, structured collaboration, such as regular meetings, shared data, coordinated funding pursuits, will be key to building additional attainable housing units in Dillingham.

Dillingham City



From the 2023 Dillingham Housing Needs & Strategies, the Housing Bridge Diagram helps estimate the need for housing across all income levels.

Housing Goals

| Goal A | Goal B | Goal C |
|---|--|--|
| Expand Dillingham's supply of safe, functional, attainable housing. | Strengthen pathways to homeownership and long-term housing stability for Dillingham residents. | Create diverse partnerships to maximize funding and other resources that support affordable housing options. |

Housing Strategies and Actions

- Priority for implementation.
- 🍏 See Appendix A for more details about specific actions.

Strategy 1. Create new residential lots through phased subdivision of City land.

★ *Potential City-led Actions:*

- a. Clarify title and resolve subsurface rights for priority City-owned parcels.
- b. Conduct surveys and prepare a phased subdivision plan for an initial group of new lots. ■ 🍏
- c. Secure easements and rights-of-way for utilities, fiber, and access.
- d. Modernize subdivision standards to support phased development and utility coordination.
- e. Coordinate with BBHA and ANTHC on subdivision design, utilities, and required engineering. ■ 🍏
- f. Conduct infrastructure capacity analysis before permitting large developments.
- g. Consider offering lots in a mix of sizes, including larger parcels, based on community preference.

*(Cross-reference: **Housing Strategy 1** ↔ **Land Use Strategy 2** – Title 17 and 18 strategies for zoning and subdivision design.)*

Strategy 2. Reduce the cost of building and owning a home through targeted local incentives and educational resources.

★ *Potential City-led Actions:*

- a. Evaluate a graduated property tax abatement program for new housing. Explore tax-abatement-as-down-payment models to help residents meet upfront loan requirements. ■ 🍏
- b. Consider reduced or waived port fees for building materials for qualifying projects.
- c. Assess, and, where appropriate, implement 99-year land leases as a tool to lower land costs and support long-term affordability. 🍏
- d. Establish affordability or owner-occupancy requirements for developments that receive municipal incentives to ensure benefits accrue to year-round residents.
- e. Incentivize rehabilitation of aging or substandard housing. 🍏
- f. Publish a homeownership guide for Dillingham residents that summarizes financing tools, eligibility steps, and pathways to build, purchase, repair, and/or maintain a home. 🍏

🤝 Potential Partner-led Actions:

- g. Coordinate with agencies to deliver rehabilitation, weatherization, and repair programs that address aging or substandard housing in Dillingham. This may include outreach, referrals, and integration of local incentives. 🍏
- h. Work with lenders and financial institutions to provide homebuyer counseling and underwriting support, ensuring residents can access loan programs, such as USDA 502, FHA, HUD-184, and AHFC down-payment assistance.
- i. Collaborate with BBHA to expand homebuyer readiness programs, including financial education, mortgage preparation, and transition pathways for renters who wish to become homeowners.

“Lack of housing is an existential threat to the City of Dillingham. When housing isn't available, we are unable to fill jobs locally. This puts us in a negative spiral of expatriation to larger cities like Anchorage.”

From 2023 Community Survey

(Cross-reference: **Housing Strategy 2** ↔ **Energy Strategy 1** – Strategies to reduce housing costs.)

Strategy 3. Coordinate with Tribal, regional, and local partners to align long-term housing efforts.

★ Potential City-led Actions:

- a. Establish and convene a Housing Working Group to coordinate land development, workforce housing needs, rehabilitation resources, financing tools, and subdivision planning among key partners such as BBHA, BBNA, Choggiung Ltd., ANTHC, utilities, lenders, and major employers. 🏢 🍏
- b. Integrate housing needs and priorities into local and regional planning efforts, including City planning updates, capital project lists, BBHA and Tribal housing plans, utility planning efforts, and regional workforce development initiatives. 🍏

🤝 Potential Partner-led Actions:

- c. Provide advocacy for BBHA as it leads development and financing of NAHASDA-supported housing, including new construction, rehabilitation, replacement of aging units, and administration of income-qualified programs in coordination with City subdivision efforts.
- d. Encourage employers to continue to identify workforce housing needs and commit to housing solutions, such as master leases, employer-assisted housing models, participation in subdivision planning, or co-investment in housing built for essential staff.
- e. Continue to follow ANTHC guidelines for sanitation, water, and sewer integration in new housing areas, ensuring that subdivision designs, site layouts, and lot readiness meet health and utility standards.

Strategy 4. Encourage a greater variety of housing types and sizes in Dillingham, including more housing within the purchasing power of young families, single people, schoolteachers and other workers.

★ Potential City-led Actions:

- a. Encourage housing development in physically suitable areas in the ring of land just outside of downtown. 🍏
- b. Develop design guidelines and/or development standards to promote high quality housing development. 🍏
- c. Encourage sufficient housing for vulnerable and/or transient populations. 🍏

🤝 Potential Partner-led Actions:

- d. Work with the Bristol Bay Housing Authority to improve quality of life in the Tower Road housing area by strengthening connections to schools, jobs and downtown services and by enhancing parks, playgrounds, and family-supportive facilities.

*(Cross-reference: **Housing Strategy 4** ↔ **Land Use Strategy 3** – Strategies for downtown improvements and development of higher-density housing.)*

Strategy 5. Attract developers and rebuild local construction capacity.

★ Potential City-led Actions:

- a. Issue targeted Requests for Proposals (RFPs) to attract private developers to build single-family or small-scale multifamily homes on City-prepared lots, using transparent evaluation criteria and offering predictable permitting timelines. 🍏
- b. Prepare clear and comprehensive developer packets that summarize available parcels, zoning and subdivision requirements, utility information, incentives, timelines, and permitting steps so builders can accurately assess feasibility and costs. 🍏
- c. Clarify and streamline local permitting pathways to make new construction, modular placement, and rehabilitation more predictable and easier to navigate, including opportunities for coordinated reviews or reduced turnaround times..

🤝 Potential Partner-led Actions:

- d. Support schools, university programs, Tribal workforce entities, and regional training partners as they expand trades training, apprenticeships, and certification pathways needed to rebuild the local construction workforce.
- e. Encourage modular and panelized housing suppliers to expand availability and reduce construction timelines by providing technical specifications, installation requirements, and cost information that help local builders, developers, and homeowners evaluate these options.

*(Cross-reference: **Housing Strategy 5** ↔ **Land Use Strategy 2** – Title 17 and 18 strategies for streamlining permitting pathways and **Economic Development Strategy 3** – Workforce development of contractors and partnerships.)*

Strategy 6. Prioritize infrastructure system improvements that enable new housing development.

★ Potential City-led Actions:

- a. Evaluate electric, water, sewer, and road capacity prior to approving subdivision phases and ensure that proposed layouts align with utility provider engineering standards and long-term maintenance needs.
- b. Phase housing development in coordination with utility availability so new subdivisions do not overextend municipal systems and can be served efficiently as upgrades occur.
- c. Assess access and rights-of-way needs for each development area and initiate surveys, easements, or acquisitions necessary to support buildable lots and future utility extensions..

🤝 Potential Partner-led Actions:

- d. Collaborate with State and Tribal partners on right-of-way acquisition, surveying, and engineering when access improvements or utility extensions cross non-City lands.

*(Cross-reference: **Housing Strategy 6** ↔ **Public Facilities and Services Strategy 6 – Water, wastewater, and utility coordination strategies for planning that informs development.**)*



Land Use

See Appendix A for more details.

Key Themes Guiding the Plan

Expand housing capacity through strategic growth.

One of Dillingham’s biggest barrier to new housing is the limited supply of land that is legally, physically, and environmentally ready for development. Much of the community’s platted area is constrained by incomplete or outdated parcel surveys, unclear title or right-of-way conditions, steep or unstable slopes, wetlands, or flood-prone zones. These constraints increase development costs and make it difficult for builders to bring new units to market. Community survey respondents consistently identified unclear standards and slow permitting as barriers to new housing. To increase housing capacity, Dillingham will need to modernize its land use regulations to create more buildable lots, streamline subdivision processes, guide development toward physically suitable areas, and reduce uncertainty for both private builders and Tribal and regional housing partners. Strengthening Title 17 and 18 and supporting a mix of housing types through updated land use policy are essential steps toward long-term housing availability.

Incomplete land use standards hinder development and resilience.

Dillingham’s aging subdivision and zoning codes were developed for a different era and now struggle to address site conditions, drainage, hazard risks, fragmented parcel patterns, and rising development costs. Community survey feedback reinforces the need for clearer development rules, faster permitting processes, and more predictable standards, with respondents emphasizing that outdated code and unclear site-control requirements hinder housing supply and economic growth. Additional gaps - such as the absence of a functional Parks and Recreation Department to oversee trails and open-space dedications – further highlight the need for modernized standards and coordination across city departments.

Downtown safety and appearance require coordinated investment.

Downtown Dillingham remains the community’s central hub, yet aging buildings, inconsistent site conditions, and underutilized parcels limit its ability to support year-round economic and civic activity. Community survey respondents emphasized the need for downtown cleanup, improved maintenance, safer crossings, and more welcoming public spaces, underscoring broad support for revitalization and coordinated investment. Strengthening downtown land use policies – through a Downtown Master Plan, a working group, improved drainage and mobility design, and updated building condition standards – will enhance safety and resilience. Partnerships with the Curyung Tribal Council and local organizations to support cleanup, cultural signage, and public space enhancements will help downtown evolve into a more vibrant, welcoming, and economically resilient district.

Increased hazard risks need coordinated, proactive planning.

Dillingham’s future resilience depends on integrating natural systems data directly into land use decisions, given the community’s extensive wetlands, erosion-prone shorelines (Dillingham ranks 12th of 58 rural Alaska communities for erosion risk), and sensitive tundra ecosystems. Creating a Natural Systems Map and applying buffers, setbacks, and conservation priorities during subdivision and development review will help safeguard public safety and reduce long-term maintenance costs. Coordinated planning with the Curyung Tribal Council and regional partners, supported in part through NFIP eligibility, can also strengthen monitoring, data sharing, and environmental stewardship.

Land Use Goals

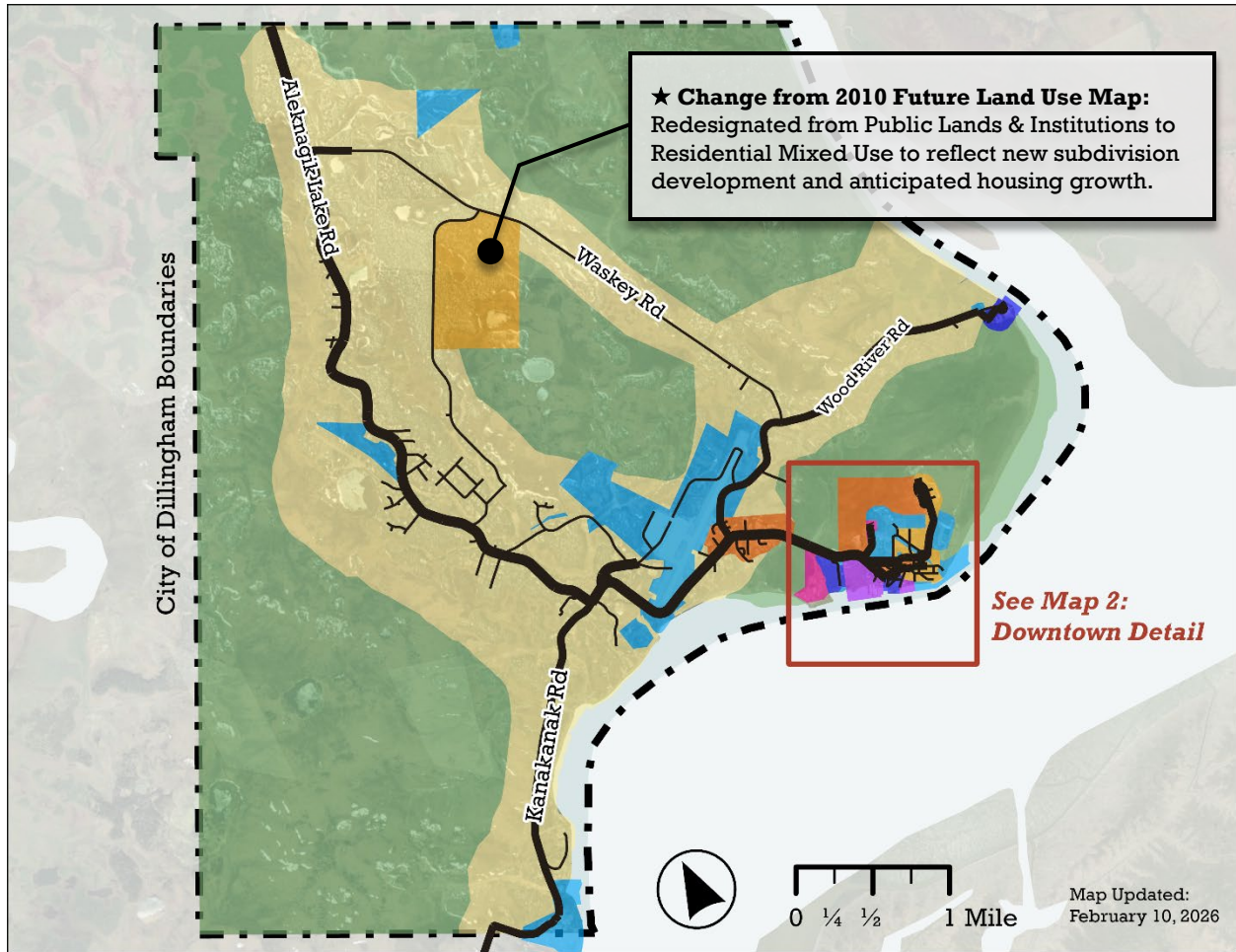
| Goal A | Goal B |
|---|--|
| Guide land use and development to reflect community values, protect natural resources, and support Dillingham's long-term resilience. | Plan for efficient, well-connected growth that supports local businesses, public services, transportation access, and healthy neighborhoods. |

Land Use Strategies and Actions

- *Priority for implementation.*
- 🍏 *See Appendix A for more details about specific actions*

Strategy 1. Update the City’s generalized plan for future land use in Dillingham, identifying areas intended for various categories of use. 🏠 🍏

Figure 3. Future Land Use Map (FLUM) 1: City Overview



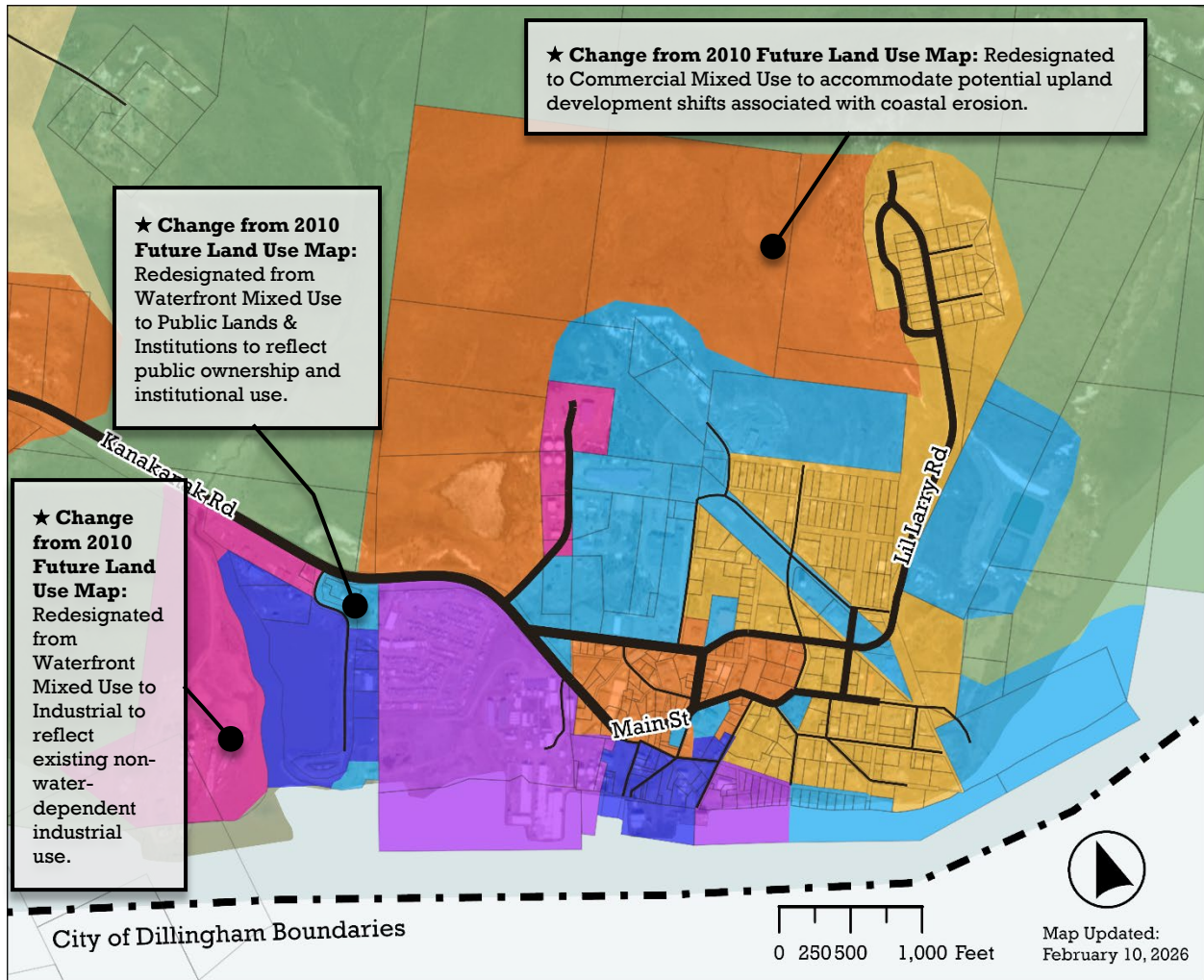
City of Dillingham Future Land Use Map



Map 1: City Overview

- | | |
|---|--|
| <p>Residential Focus Primarily low density residential (>1 acre); option for home-based and other businesses compatible with a predominantly residential area.</p> <p>Residential Mixed Use Primarily smaller lot and higher density residential (<1 acre); options for secondary uses, including commercial.</p> <p>Commercial Mixed Use Primarily commercial and retail services, options for secondary uses, including residential.</p> <p>Industrial Primarily heavy and light industrial uses in non-waterfront locations.</p> | <p>Waterfront Mixed Use Primarily water-dependent commercial and industrial uses, commonly on a seasonal basis; options for secondary uses, including public recreation.</p> <p>Public Lands and Institutions - C / I Primarily commercial and industrial uses on public lands.</p> <p>Public Lands and Institutions - Facilities Primarily public facilities, such as schools, police or fire stations, or sewer treatment.</p> <p>Open Space / Watershed / Low Intensity Use Primarily intended to remain in a natural condition to safeguard natural resources and open space, with development limited to low-intensity, resource-compatible uses.</p> |
|---|--|

Figure 4. Future Land Use Map (FLUM) 2: Downtown Detail



City of Dillingham Future Land Use Map

Map 2: Downtown Detail



- | | |
|--|--|
| <p>Residential Focus Primarily low density residential (>1 acre); option for home-based and other businesses compatible with a predominantly residential area.</p> | <p>Waterfront Mixed Use Primarily water-dependent commercial and industrial uses, commonly on a seasonal basis; options for secondary uses, including public recreation.</p> |
| <p>Residential Mixed Use Primarily smaller lot and higher density residential (<1 acre); options for secondary uses, including commercial.</p> | <p>Public Lands and Institutions - C / I Primarily commercial and industrial uses on public lands.</p> |
| <p>Commercial Mixed Use Primarily commercial and retail services, options for secondary uses, including residential.</p> | <p>Public Lands and Institutions - Facilities Primarily public facilities, such as schools, police or fire stations, or sewer treatment.</p> |
| <p>Industrial Primarily heavy and light industrial uses in non-waterfront locations.</p> | <p>Open Space / Watershed / Low Intensity Use Primarily intended to remain in a natural condition to safeguard natural resources and open space, with development limited to low-intensity, resource-compatible uses.</p> |

Land Use Strategies and Actions *Continued*

■ Priority for implementation.

🍏 See Appendix A for more details about specific actions

Strategy 2. Update and improve the City’s Title 17 Subdivision Code and Title 18 Planning and Land Use Regulation to better respond to existing and future issues and opportunities. ■

★ *Potential City-led Actions:*

- a. Modernize subdivision code to require onsite water and sewage systems, practical legal and physical access, and appropriate easement and signage standards, while ensuring roads are located and designed to minimize impacts on water quality, drainage, and natural resources.
- b. Adopt a flexible conservation subdivision tool that allows smaller lot sizes in exchange for dedicated open space, increased buffers, and environmental protections; consult with organizations like the Cold Climate Housing Research Center to adapt model designs suited to local conditions.
- c. Create clear, illustrated design guidelines for subdivision planning that encourage good road layout, trail protection, stormwater management, and sensitive area buffers while being compatible with rural building practices and minimizing added construction costs.
- d. Designate and reserve land for industrial, commercial, and institutional development to support economic and community needs while minimizing land use conflicts. 🍏
- e. Improve the City’s land use permit and enforcement system so that development requirements are clear and regulations are enforced fairly and uniformly to protect property values and neighboring land uses. 🍏
- f. Maintain and update the conditional use and zoning framework so that uses with significant off-site impacts are reviewed carefully and managed to protect public safety, neighborhood character, and the environment. 🍏
- g. Strengthen code enforcement tools to address blighted and unsafe properties, especially in the downtown area. 🍏

🤝 *Potential Partner-led Actions:*

- h. Collaborate with BBNA to establish mutual standards for subdivision development that respect cultural and legal land status and enhance access and environmental stewardship across public and Native lands. 🍏
- i. Partner with BBNA and Bureau of Indian Affairs to address legal uncertainties and title disputes related to Native allotments within targeted areas, including resolution of split estates, trespass claims, and rights-of-way conflicts that may affect subdivision planning and land development.

(Cross-reference: Land Use Strategy 2 ↔ Public Facilities and Services Strategy 2 – Utilities and Infrastructure strategies for coordinated drainage, access, and utility design requirements and

Housing Strategy 1 – Title 17 and 18 strategies for zoning and subdivision design and **Housing Strategy 5** – Title 17 and 18 for streamlining permitting pathways.)

Strategy 3. Improve the safety, accessibility, and appearance of Downtown Dillingham. 🏠

★ **Potential City-led Actions:**

- a. Establish a collaborative Downtown Working Group (or designate the Planning Commission) to steer implementation of downtown improvements, engage local businesses and tribal partners, and coordinate cleanup and revitalization initiatives.
- b. Develop and implement a Downtown Master Plan to guide coordinated redevelopment, connect land uses and public space, improve multi-modal mobility, and activate underutilized sites. 🍏
- c. Support redevelopment and infill of downtown sites, prioritizing walkable, mixed-use development and increasing access to underutilized parcels through improved access strategies and incentives.
- d. Enhance and create public spaces including plazas, seating areas, signage, landscape amenities, and potential recreation or community event spaces that reflect local culture and storytelling. 🍏
- e. Advance downtown mobility improvements by adopting a complete streets approach – balancing safety, accessibility, and aesthetics in the street network, sidewalks, and parking facilities. 🍏
- f. Encourage the development of higher-density housing in Downtown Dillingham. 🍏
- g. Create a land banking or strategic acquisition program (Land Buyback Program) with transparent criteria for purchasing downtown properties that support redevelopment goals, focusing on blighted sites, key corner parcels, access improvements, or assemblage opportunities that unlock larger revitalization projects.

“Collaboration with Curyung Tribe and UAF Arctic Coastal Geoscience Lab on erosion monitoring at critical points is essential in order to properly plan for future development.”

From 2023 Community Survey

🤝 **Potential Partner-led Actions:**

- h. Work with BBNA, Curyung Tribal Council, and local organizations to support downtown cleanup and beautification efforts, fund landscape or public art projects, and secure grants or volunteer labor for ongoing maintenance.

*(Cross-reference: **Land Use Strategy 3** ↔ **Transportation Strategy 3** – Safe routes and accessibility improvements and **Economic Development Strategy 7** – Downtown business support for actions aligned with revitalization and **Housing Strategy 4** – Strategies for downtown improvements and development of higher-density housing.)*

Strategy 4. Promote land use policies that protect the natural environment, safeguard public health, and mitigate natural hazards.

★ Potential City-led Actions:

- a. Develop a Natural Systems Map (Green Infrastructure Layer) to identify wetlands, surface waters, subsistence areas, erosion zones, recharge areas, and critical habitat to guide future development and conservation decisions. 🍏
- b. Integrate natural and hazard data into subdivision and development review, using mapped natural systems to apply environmentally protective buffers, setbacks, and conservation priorities.
- c. Strengthen hazard mitigation strategies, including coordinated shoreline monitoring and implementation of flood and erosion mitigation measures consistent with the Multi-Jurisdictional Hazard Mitigation Plan. 🍏
- d. Maintain local vegetative cover, encouraging the use of native species, replanting cleared areas where practical, and minimizing tundra and sensitive vegetation disruption.

“Ensure that all development and efforts in any of the above arenas protect fish & the environment.”

From 2023 Community Survey

🤝 Potential Partner-led Actions:

- e. Partner with Curyung Tribe and other stakeholders to co-develop natural resource conservation plans and share data on subsistence lands, priority habitats, and erosion trends.

(Cross-reference: Land Use Strategy 4 ↔ Waterfront Strategy 2 – Shoreline stabilization and public access.)



Transportation

See Appendix A for more details.

Key Themes Guiding the Plan

Consistent investment and management supports road maintenance.

Dillingham’s ability to maintain safe, reliable access depends on year-round upkeep of its gravel and paved road network, which faces persistent challenges from freeze-thaw cycles, drainage issues, dust, and winter ice conditions. Limited staffing capacity – only two City operators for roughly 128 miles of roads – constrains timely grading, pothole repair, snow removal, and striping, contributing to deteriorated surfaces and inconsistent service across neighborhoods. 2023 Community Survey respondents repeatedly cited poor winter maintenance, dust conditions, and inadequate drainage on subdivision roads, reflecting a strong need for clearer maintenance agreements and updated priorities. Crash data shows that 46 percent of recorded accidents occurred on icy or snowy roads, indicating surface conditions and maintenance timing play a larger role in safety than weather alone.

Roadway connectivity reduces risk.

Dillingham’s road network reflects years of incremental growth, resulting in disconnected routes and several high-risk intersections. Major arterials and school-area corridors lack continuous sidewalks and safe crossings, creating barriers for children, Elders, and residents traveling to clinics or downtown. Winter conditions worsen these challenges, forcing bicyclists into travel lanes when paths are unplowed and reducing sight distance along corridors like Kanakanak Road. Community survey responses echo these patterns, citing confusing intersections, poor visibility, and limited multimodal connectivity. These conditions highlight the need for coordinated long-range planning that improves safety, reserves future corridors, and strengthens connections between key destinations.

Safe routes improve mobility.

Dillingham lacks a coordinated system of sidewalks, trails, and motorized corridors, creating significant safety and access challenges for residents who walk, bike, or rely on ATVs and snowmachines for daily travel. Sidewalk gaps and disconnected routes make it difficult to move safely between neighborhoods, downtown, and schools, especially for youth, Elders, and non-drivers. Poor lighting along major corridors, including Kanakanak Road, further reduces visibility, contributing to crashes and discouraging walking during long winter months. 2023 Community Survey responses consistently call for more sidewalks, better lighting, and safe, accessible trail connections throughout the city. Motorized recreation adds additional conflicts, since limited designated ATV and snowmachine routes force riders onto streets and informal trails. Establishing a Trails and Active Transportation Master Plan, securing easements, improving crossings and lighting, and adopting clear motorized-use policies will help reduce safety risks and support reliable, year-round mobility for residents.


Reliable air and marine access provide critical connections.


Dillingham relies on aviation and marine transportation for regional travel, freight movement, and access to healthcare and essential services, yet residents face significant barriers connecting reliably to these systems. The Dillingham Airport is owned and operated by the Alaska Department of Transportation & Public Facilities (DOT&PF) and functions as critical lifeline infrastructure for the community and the broader Bristol Bay region. Rising passenger volumes and increased aircraft arrivals indicate growing demand for safe, well-coordinated aviation infrastructure. Safety concerns are well documented, including ten non-fatal aviation accidents within a decade and heightened risk from icing, visibility issues, and challenging landing conditions. Road segments near the airport also carry disproportionately heavy traffic, reinforcing the need for coordinated planning between air, road, and emergency access systems. Community members expressed interest in more reliable travel options to nearby communities, including seasonal water-based connections. Strengthening partnerships with the FAA, Alaska DOT&PF, Curyung Tribe, and private carriers will support safer, more accessible marine and air transportation that meets regional needs.

Transportation Goals

| Goal A | Goal B | Goal C |
|---|---|--|
| Maintain a safe, reliable, and efficient transportation system that supports access to goods and services in and out of Dillingham. | Improve transportation networks to enhance connectivity between neighborhoods, downtown, schools, the airport, and regional destinations. | Provide diverse and safe travel options including walking, biking, motorized recreation, transit, and marine and air access. |



Transportation Strategies and Actions

 *Priority for implementation.*

 *See Appendix A for more details about specific actions.*

Strategy 1. Maintain and operate Dillingham’s existing road system safely and efficiently.



★ Potential City-led Actions:

- a. Continue to invest in staff, equipment, and regular street maintenance to provide a high level of service on paved and gravel roads. 
- b. Use data and clear user agreements to prioritize routine maintenance and winter operations on City and non-City streets. 



*(Cross-reference: **Transportation Strategy 1** ↔ **Public Facilities and Services Strategy 1** – City staffing and equipment strategies for shared needs and maintenance capacity.)*

Strategy 2. Coordinate transportation planning, funding, and operations with Tribal, State and regional partners.

★ Potential City-led Actions:

- a. Work with partners to explore and, where feasible, implement coordinated public transit and shared-ride options that connect neighborhoods, downtown, employment centers, the airport, and Aleknagik. 
- b. Establish and follow an annual protocol with Curyung Tribe, Alaska DOT&PF, BBNA and others to coordinate transportation planning, project priorities and maintenance responsibilities. 

 **Potential Partner-led Actions:**

- c. Support partner-led transportation plans such as the Curyung Long Range Transportation Plan, Tribal Transportation Safety Plan and BBNA Coordinated Transportation Plan, and seek joint adoption or alignment where practical.  

Strategy 3. Plan and improve the road network to support safe, efficient access and reduce long-term costs.

★ Potential City-led Actions:

- a. Develop and periodically update a joint long range road system plan that identifies needed improvements, reserves future routes and improves connectivity and emergency access. 🍏
- b. Implement priority road projects from Tribal and City plans, focusing on gravel road management, dust reduction, rehabilitation of key streets and safety improvements near schools and major intersections. 📌 🍏
- c. Design and manage the road system to minimize maintenance costs, improve safety and separate heavy industrial traffic from residential and pedestrian areas where feasible. 🍏

🤝 Potential Partner-led Actions:

- d. Coordinate with Curyung Tribe, Alaska DOT&PF and landowners to reserve future road corridors that support economic development and emergency access, including possible access to future industrial or dock sites.

*(Cross-reference: **Transportation Strategy 3** ↔ **Land Use Strategy 3** – Safe routes and accessibility improvements.)*

Strategy 4. Develop safe, connected trails, sidewalks and crossings, and manage motorized recreation on streets and trails.

★ Potential City-led Actions:

- a. Implement recommendations from the 2025 Community Design for Active Transportation, which identifies and reserves key walking, biking and motorized trail routes and priority sidewalk connections. 📌
- b. Clarify and enforce policies for ATV and snowmachine use on streets and trails and designate safe routes in and out of downtown. 🍏
- c. Improve crossings, lighting and other spot safety measures at high-risk locations for people walking, biking and using mobility devices. 🍏
- d. Provide ongoing education and outreach for all trail and roadway users to improve safety and reduce conflicts and environmental impacts. 🍏

🤝 Potential Partner-led Actions:

- e. Work with landowners, Curyung Tribe, Choggiung Ltd., BBNA, BIA and local trail groups to secure legal access and easements for priority trail routes and motorized corridors.

“The City has done a good job constructing over 8 miles of bike trails over the last 10 years.”

From 2023 Stakeholder Interview

*(Cross-reference: **Transportation Strategy 4** ↔ **Community Wellness Strategy 2** – Youth and Elder safety and recreation strategies and **Public Facilities and Services Strategy 3** – Recreation facilities and route connections to trails, parks, and community spaces.)*

Strategy 5. Support safe and efficient marine and air transportation that connects Dillingham to the region.

★ *Potential City-led Actions:*

- a. Support implementation of boating safety strategies identified in the Curyung Tribal Transportation Safety Plan and related efforts. 🍏

🤝 *Potential Partner-led Actions:*

- b. Encourage and support partner initiatives that explore regular water-based access between Dillingham and nearby communities, where demand and funding justify it. 🍏
- c. Work with Alaska DOT&PF, the Federal Aviation Administration (FAA), and air carriers to support aviation safety and facility improvements consistent with adopted airport master plans, including runway safety areas, obstruction-free zones, emergency access, and coordination between airport operations and the local road system. 🍏

“Any form of public or subsidized transportation system would be immensely impactful for so many residents of the region. The current taxis available are expensive, unpredictable, and not enough to meet transportation needs.”

From 2023 Community Survey

*(Cross-reference: **Transportation Strategy 5** ↔ **Waterfront Strategy 1** – Harbor access and marine transit strategies for integrated planning across transportation modes.)*



Waterfront

See Appendix A for more details.

Key Themes Guiding the Plan

Modernizing infrastructure strengthens the working harbor.

Dillingham has a significant opportunity to strengthen its role as a regional fishing hub by modernizing harbor facilities that support commercial fleets, subsistence activity, and marine businesses. Phase I upgrades, including float replacements, bulkhead extensions, utility expansion, and shoreline stabilization, remain essential steps toward building a safer and more efficient working waterfront. Improving dredging systems, revetments, and engineered pads will also better protect facilities from flooding, erosion, and ground-instability hazards documented along the harbor edge. Feedback in the 2023 Community Survey highlights additional opportunities for improvement, such as more reliable ice services, better restroom and waste management, safer parking and loading zones, and expanded launch capacity. The City's capital priorities further emphasize developing upland lease lots, expanding utility capacity, and enhancing circulation to support marine industry growth.

Public spaces build a welcoming waterfront.

Residents consistently expressed a desire for increased accessibility and activity at its waterfront to reflect the community's cultural and subsistence ties to Nushagak Bay. Today, public-facing spaces along the shoreline are limited, fragmented, and vulnerable to erosion, making it difficult to provide safe viewpoints, walkways, and gathering areas for residents and visitors. Redevelopment of the Bingman property represents a major opportunity to transform an underused site into a community-oriented park with shoreline access and pedestrian amenities, directly responding to survey feedback calling for boardwalks, trails, and spaces similar to other Alaska waterfront towns. Improved skiff landings, secure storage, and pathways to downtown remain high priorities for residents of nearby villages and subsistence users, according to the 2020 Waterfront Strategic Plan. Strengthening small-craft access, exploring regional water transit, and stabilizing eroding public access points are further supported by recent municipal capital priorities.

Waterfront Goals

| Goal A | Goal B | Goal C |
|---|--|---|
| Maintain a functional, safe, and adaptable waterfront that supports commercial fishing, regional access, and subsistence fishing. | Guide long-term waterfront development to ensure efficient upland use, safe circulation, and coordinated investment among regional partners. | Expand public access, recreation, and community-facing amenities along the waterfront that highlight Dillingham's identity. |

Waterfront Strategies and Actions

- *Priority for implementation.*
- 🍏 *See Appendix A for more details about specific actions.*

Strategy 1. Upgrade core waterfront facilities to sustain fishing-related activity, improve safety, and support local economic opportunity.

★ *Potential City-led Actions:*

- a. Complete Phase I harbor upgrades including float replacements, bulkhead extensions, west and east revetment construction, and extended water, sewer, power, and telecom utilities. 🍏
- b. Improve access circulation, parking, and equipment zones to support vessel loading and unloading and shore-based activities, including designated parking for commercial fishing.
- c. Modernize dredging and erosion control systems by restoring on-land soil disposal, installing riprap where needed, and stabilizing vulnerable shoreline segments.
- d. Expand upland lease lots and utility infrastructure to support marine businesses, four-season boat repair, boat storage, and potential industrial or processing facilities. Upland expansion near the harbor may include pile-and-fill processes where feasible to create new development pad sites for marine service, storage, and commercial activities.
- e. Upgrade ice machine access, fire protection, restrooms, lighting, security, and safety amenities to support commercial and subsistence fishers.
- f. Assess and develop west side commercial fishing facilities to expand harbor capacity and provide additional support space for fleets.

*(Cross-reference: **Waterfront Strategy 1** ↔ **Transportation Strategy 5** – Harbor access and marine transit strategies for integrated planning across transportation modes and **Economic Development Strategy 2** – Harbor modernization strategies for infrastructure that supports processing and marine business growth.)*

Strategy 2. Develop a balanced waterfront that accommodates recreation, subsistence, marine industries, and regional access through local and partnered improvements.

★ Potential City-led Actions:

- a. Develop public recreation spaces at the Small Boat Harbor, including the Bingman property cleanup, park amenities, interpretive signage, and pedestrian access. 🍏
- b. Create safe harbor viewpoints and access corridors with seating, wayfinding, and interpretive elements. 🍏
- c. Improve waterfront access for skiffs and boats from nearby villages, including secure storage, dedicated landings, and routes to downtown. 🍏
- d. Stabilize eroding areas near recreation sites, walkways, and shoreline access points through design and construction.
- e. Coordinate long-term planning for harbor uplands, including improved lease lot access, dedicated utility capacity, and roadway improvements. 🍏
- f. Evaluate long-term options for dock expansion, including upriver development and potential new sites at Kananak Beach. 🍏
- g. Clean up and redevelop the Bingman site to provide public-facing park improvements, including pedestrian access, interpretive signage, picnic areas, and other recreational enhancements.

🤝 Potential Partner-led Actions:

- h. Re-engage Port Advisory Committee, Curyung Tribal Council, BBNA, private landowners, and private seafood processors to coordinate long-term planning, communication, and shared goals. 🍏
- i. Explore water taxi and marine transit options connecting Dillingham with other regional communities.
- j. Support enhanced boating safety education and programs such as Sea Week, Kids Don't Float, and local life vest loans.
- k. Partner on subsistence area protections, habitat conservation, and culturally sensitive shoreline access planning efforts.
- l. Advance improvements at secondary waterfront facilities like Wood River boat launch to improve small-craft safety, reduce crowding, and expand access.

*(Cross-reference: **Waterfront Strategy 2** ↔ **Public Facilities and Services Strategy 3** – Recreation facilities and **Land Use Strategy 4** - Shoreline stabilization and public access.)*

Economic Development

Key Themes Guiding the Plan

Strengthen the fisheries and marine economy.

Commercial fishing remains the backbone of Dillingham’s economy, and residents see long-term opportunity in strengthening local participation and retaining more value from the region’s world-class fisheries. Community partners emphasized the importance of upgrading processing capacity, improving harbor facilities, and supporting policies that sustain fish habitat and ensure local access to permits and pathways into the industry. Investments in the harbor, marine services, and seasonal and shoulder-season processing can expand year-round employment and reinforce Dillingham’s role as the hub of Bristol Bay’s fishing economy. There is also community interest in aligning fisheries growth with environmental stewardship and Indigenous values.

Build local workforce, business capacity, and year-round economic opportunity.

Dillingham residents and employers highlighted the need for expanded workforce training, improved City regulatory capacity, and more opportunities for local entrepreneurship. Stakeholders identified challenges related to staff shortages, high living costs, healthcare and childcare barriers, and a limited local service economy. At the same time, there is strong potential to strengthen partnerships with training institutions, expand short-term certification programs, and support emerging sectors such as trades, aviation, tourism, and value-added production. There is also interest in streamlining permitting, improving communication with the City, and sharing commercial spaces or incubators to help local entrepreneurs grow.

Invest in infrastructure, land readiness, and sustainable community growth.

Economic development in Dillingham is tied to the condition and availability of infrastructure, land, and public facilities. Residents and partners emphasized the need for modern harbor services, reliable utilities, improved transportation and broadband, and a more efficient development review process. Upgraded infrastructure not only supports existing industries like fishing and tourism but is also critical for attracting new businesses, lowering costs of living, and preparing sites for commercial and industrial use. Coordinated planning with regional partners, combined with consistent maintenance and capital planning, will help ensure that Dillingham can grow sustainably while protecting community character and the natural environment.

Economic Development Goals

| Goal A | Goal B | Goal C |
|--|---|---|
| Diversify and strengthen Dillingham’s economic base to ensure a prosperous and environmentally sustainable future for the community. | Expand opportunities for locally owned businesses and year-round employment by strengthening entrepreneurship, workforce development, and City regulatory capacity. | Invest in infrastructure, land readiness, and harbor improvements that support fisheries, tourism, regional commerce, and long-term economic resilience |

Economic Development Strategies and Actions

- *Priority for implementation.*
- 🍏 *See Appendix A for more details about specific actions.*

Strategy 1. Increase the role of commercial fisheries in the Dillingham economy. Raise the overall value of the Dillingham fishery while promoting sustainability in fish harvesting and production. ■

★ *Potential City-led Actions:*

- a. Coordinate with processors, BBEDC, and private investors to identify facility upgrades, power needs, and workforce requirements that extend the season and capture more local value.
- b. Support programs and partnerships that increase Dillingham residents’ participation and ownership in the commercial fishery, including permit acquisition, intergenerational transfer, and pathways for new entrants.

- c. Develop an advocacy plan for the City to lobby and advocate for emerging issues at the state and federal level affecting commercial fisheries. For example, collaborate with BBEDC and other Tribal entities and communities across the state to push for legislative actions that would address the challenges of limited entry fisheries and/or advocate for a federal pathway for access.
- d. Confirm current coastal resource service areas (CRSA) authorities and evaluate whether restoring or strengthening local review would improve alignment between development and fisheries habitat protection. If relevant, define the scope of CRSA input (information sharing, comment, or advisory review) and how it coordinates with City and Tribal processes.
- e. Support year-round and shoulder-season processing capacity, small-scale/value-added facilities, and product innovation.
- f. Work with the State of Alaska and state representatives to determine Dillingham's eligibility and pursue options to receive a share of state fisheries business and landing taxes.

 **Potential Partner-led Actions:**

- g. Advance a Bristol Bay/Dillingham fish market identity emphasizing quality, sustainability, and Indigenous stewardship; expand digital marketing and direct-to-consumer and wholesale channels. Partner with regional organizations and processors to align messaging and reduce duplicative efforts.
- h. Encourage product traceability, quality assurance, and sustainability certifications to access premium markets.
- i. Continue pursuing Seafood Innovation Center Feasibility Project to look at location, land ownership, partnership opportunities, energy requirements, funding sources, and impact.

Strategy 2. Complete the Dillingham City Harbor upgrades as a cornerstone of marine economic growth. ▣

 **Potential City-led Actions:**

- a. Prioritize and complete harbor upgrades to improve safety, capacity, and services (e.g., reliable utilities, ice, fuel, haul-out/repair, uplands laydown, and small-boat support), enabling local processing, value-added activity, and tourism.
- b. Tie harbor investments to business development outcomes (e.g., berthing availability, reduced downtime, added services).
- c. Coordinate with capital planning, grant funding, and private partners to phase improvements.

 **Potential Partner-led Actions:**

- a. Expand year-round vessel service and repair capacity.
- b. Integrate workforce training (see Strategy 3) for harbor operations and marine trades.

*(Cross-reference: **Economic Development Strategy 2** ↔ **Waterfront Strategy 1** – Harbor modernization strategies for infrastructure that supports processing and marine business growth.)*

Strategy 3. Support efforts to educate the local workforce and to provide opportunities for living-wage employment.

★ Potential City-led Actions:

- a. Revisit and repeat successful short-term training programs regularly, based on employer demand and available funding. For example, when the City worked with BBEDC and SS Transportation to put on a CDL class in Dillingham, and with BBEDC to put on a 9-week EMT certification class. ■
- b. Adopt and follow procurement processes that increase local hire and local contracting.
- c. Encourage state and federal employers to maintain adequate local service delivery and presence in the community.
- d. Collaborate with local health and social service providers to address workforce barriers such as addiction, childcare availability, and reliable transportation.

🤝 Potential Partner-led Actions:

- e. Partner with educational and training institutions, including SAVEC, BBEDC, UAF Bristol Bay Campus, and the Bristol Bay Regional Career and Technical Education Program, to align workforce training with local and regional job opportunities.
- f. Identify economic sectors with growth potential and work with employers and unions to develop training programs focused on the skills needed by these sectors including:
 - End-of-season fishing vessel inventory and business
 - Flight school
 - Airframe and Power Plant Certification
- g. Build stronger connections between high school career programs and post-secondary training so young residents see a clear pathway to stay and work in Dillingham.
- h. Encourage employers to adopt inclusive hiring practices that prioritize local talent and recognize transferable skills.

*(Cross-reference: **Economic Development Strategy 3** ↔ **Community Wellness Strategy 1** – Education and youth opportunity strategies for vocational training, apprenticeships, and teacher/childcare capacity and **Housing Strategy 5** – Workforce development of contractors and partnerships.)*

Strategy 4. Position Dillingham as the “Heart of Bristol Bay” – a welcoming base for sportfishing, wildlife viewing, cultural experiences, while ensuring tourism supports local businesses, culture, and the environment. 🍏

★ Potential City-led Actions:

- a. Identify additional, sustainable resources to market Dillingham. For example, dedicating a portion of the bed tax to marketing efforts.
- b. Improve infrastructure such as signage, restrooms, trails, harbor access, and downtown amenities to enhance community appearance and provide benefits for both residents and visitors.
- c. Coordinate with State Parks, ADF&G, and Tribal governments to ensure tourism growth does not compromise local subsistence resources or traditional use areas.

“The City needs more funding resources. Fish tax or brainstorming a way for tourists passing through town on their way to fish lodges to contribute to our economy.”

From 2023 Community Survey

🤝 Potential Partner-led Actions:

- d. Collaborate with regional and statewide partners including local lodges, Tribes, the Chamber of Commerce, BBEDC, and Alaska Travel Industry Association (ATIA) to promote Dillingham’s attractions and services using a consistent brand and message that reflects the community’s cultural and environmental values.
- e. Update and expand visitor information materials, including walking maps, “Things to Do” guides, and airport displays, and maintain an online presence that highlights local amenities, itineraries, and links to regional operators.
- f. Support local entrepreneurs in developing small-scale tourism ventures such as guided tours, lodging, and cultural experiences by connecting them with technical assistance, grants, and regional partners.
- g. Encourage development of small-scale, low-impact lodging (e.g., bed and breakfasts, cabins) and cultural tourism experiences in partnership with local Tribes and artists.
- h. Promote responsible and stewardship-based tourism practices that protect subsistence resources, minimize waste, and honor local culture and traditions.

“Creating opportunities for tourism would improve quality of life for residents.”

From 2023 Stakeholder Interview

Strategy 5. Enhance Dillingham’s ability to meet its own food and basic resource needs through local production, preservation, and innovation to support resilience, reduce the cost of living, and create new economic opportunities.

★ Potential City-led Actions:

- a. Support small-scale businesses that create value-added products from local natural resources, such as fertilizer from fish waste, renewable energy applications, or locally produced building materials.
- b. Increase community awareness and coordination around food security by fostering collaboration among Tribal, City, and regional partners to monitor food access, reduce costs, and strengthen long-term resource resilience.

🤝 Potential Partner-led Actions:

- c. Encourage residents, schools, and organizations to grow food locally through gardens, greenhouses, and small-scale agriculture, supported by education, partnerships, and pilot projects.
- d. Expand local markets and food distribution networks such as the Traditional Food Bank (through the Smokehouse Collective), Dillingham Farmers Market and other retail outlets to connect growers, harvesters, and consumers while improving affordability and access for all residents.
- e. Celebrate and sustain traditional and subsistence food harvesting, processing, and preservation practices through workshops, school partnerships, and community facilities that support shared storage and learning.

Strategy 6. Invest in well-maintained infrastructure, efficient development processes, and coordinated regional planning to support business growth, housing, and quality of life. 🏠

★ Potential City-led Actions:

- a. Develop and maintain a proactive capital improvement program that inventories City facilities, prioritizes maintenance, and guides funding for long-term infrastructure needs.
- b. Modernize permitting, planning, and project delivery processes to make development more efficient, transparent, and predictable for businesses, builders, and residents.
- c. Build staff capacity within the City through ongoing training, cross-department collaboration, and partnerships that strengthen project management, grant administration, and regulatory expertise.
- d. Coordinate local infrastructure planning with regional partners such as Alaska DOT&PF, BBEDC, SWAMC, and nearby communities to align transportation, broadband, and energy investments that support economic opportunity.
- e. Encourage land use and development that balance economic growth with environmental protection and community character, emphasizing redevelopment, green design, and habitat stewardship.

Strategy 7. Support the creation, retention, and expansion of locally owned businesses in Dillingham.

★ Potential City-led Actions:

- a. Create a supportive business environment by streamlining local licensing and permitting, improving access to information, and maintaining clear, consistent communication between the City and local entrepreneurs.
- b. Coordinate with regional and statewide partners, including BBEDC, BBNA, SWAMC, and DCCED, to align business support resources, advocate for investment, and ensure Dillingham’s priorities are represented in regional economic development initiatives such as the Bristol Bay CEDS.
- c. Encourage entrepreneurship that fills local service gaps, adds value to local resources, and reduces reliance on imported goods by supporting start-ups, home-based enterprises, and small-scale manufacturing.
- d. Adopt local procurement and purchasing policies that give preference to qualified local vendors and encourage larger contractors to subcontract within the community.
- e. Explore opportunities for shared commercial spaces, incubators, or co-working facilities that provide affordable space, equipment, and mentorship for new or expanding businesses.
- f. Create and maintain an inventory of available commercial and industrial land and facilities, including utilities, access, and zoning information, to market investment-ready sites to new or expanding businesses.

🤝 Potential Partner-led Actions:

- g. Support business succession planning to help long-standing local businesses transition to new ownership and remain locally operated.
- h. Partner with the Chamber of Commerce and local retailers to promote “buy local” campaigns that keep more spending in the community and build awareness of locally available goods and services.

*(Cross-reference: **Economic Development Strategy 7** ↔ **Energy Strategy 2 – Efficiency and renewable energy strategies to reduce business operating costs and Land Use Strategy 3 - Downtown business support for actions aligned with revitalization.**)*



Energy

Key Themes Guiding the Plan

High energy costs affect every part of community life.

Residents consistently identified the high cost of electricity and heating fuel as one of the most significant challenges in Dillingham. Energy costs directly affect the price of goods, housing, business operations, and municipal services. Community members emphasized the need for continued improvements in energy efficiency – in homes, businesses, and public facilities – as a way to reduce costs and increase resilience. These efforts are essential to making Dillingham more affordable and supporting economic diversification.

Local capacity and reliable infrastructure are critical to progress.

Staffing limitations, aging infrastructure, and regulatory requirements make it difficult for the City to access funding, manage projects, and track long-term energy use. Strengthening staff capacity, improving data systems, and integrating energy management into capital planning are recurring priorities across community feedback and technical assessments. With stronger administrative and operational capacity, the City will be better positioned to pursue grants, coordinate with partners, and maintain energy infrastructure that supports residents and businesses.

Growing interest in renewable and innovative energy solutions.

The community expressed clear interest in diversifying Dillingham’s energy sources through renewable options such as hydro, wind, solar, biomass, and waste-heat recovery. Regional partners, including Nushagak Cooperative, Tribal organizations, and ANTHC, are exploring feasibility and pilot projects that could stabilize or reduce long-term energy costs. Community members view renewable energy as both an economic opportunity and a way to reduce reliance on imported fuel. Continued collaboration will be essential to bring cost-effective, scalable technologies to Dillingham.

Energy Goals

| Goal A | Goal B | Goal C |
|---|---|---|
| Reduce energy consumption and costs to lower the cost of living, support economic development, and ensure Dillingham’s long-term sustainability and resilience. | Increase local capacity to manage, operate, and upgrade energy systems. | Diversify Dillingham’s energy supply with renewable and innovative systems that reduce dependence on imported fuel and improve reliability. |

Energy Strategies and Actions

■ *Priority for implementation.*

Strategy 1. Lower overall energy use in homes, businesses, and public facilities through efficiency improvements, education, and local expertise.

★ *Potential City-led Actions:*

- a. Work with Nushagak Cooperative, AHFC, and regional partners to expand local capacity for conducting energy audits and energy-use assessments. Maintain baseline data on community energy consumption and track progress toward efficiency goals. ■
- b. Train or designate City staff to pursue grants, manage efficiency projects, and coordinate with partners on data tracking, energy planning, and public education. ■
- c. Promote participation in state and federal rebate programs for energy upgrades, support weatherization and retrofit projects, and continue replacing fixtures and equipment in City facilities with efficient technologies.

🤝 Potential Partner-led Actions:

- d. Gather and promote best practices from other communities to conserve energy and educate the community on the benefits of energy conservation.
- e. Use public events, school programs, and online tools to showcase cost-saving measures, building innovations, and successful local examples.

(Cross-reference: Energy Strategy 1 ↔ Housing Strategy 2 – Strategies to reduce housing costs.)

Strategy 2. Develop renewable energy sources and innovative methods that stabilize or reduce the cost of energy. 🏠

★ Potential City-led Actions:

- a. Collaborate with partners to evaluate and implement renewable energy options such as hydro, wind, solar, biomass, waste-heat recovery, or fish-waste conversion. Prioritize projects that demonstrate long-term cost savings and local ownership opportunities.
- b. Work with regional and statewide entities to share feasibility data, advocate for rural energy funding, and align Dillingham’s priorities with regional energy goals.
- c. Assess options for shared or “district-scale” energy systems that serve clusters of homes, commercial areas, or public facilities. Identify practical incentives, design standards, and partnerships to pilot small-scale distributed systems where cost-effective.

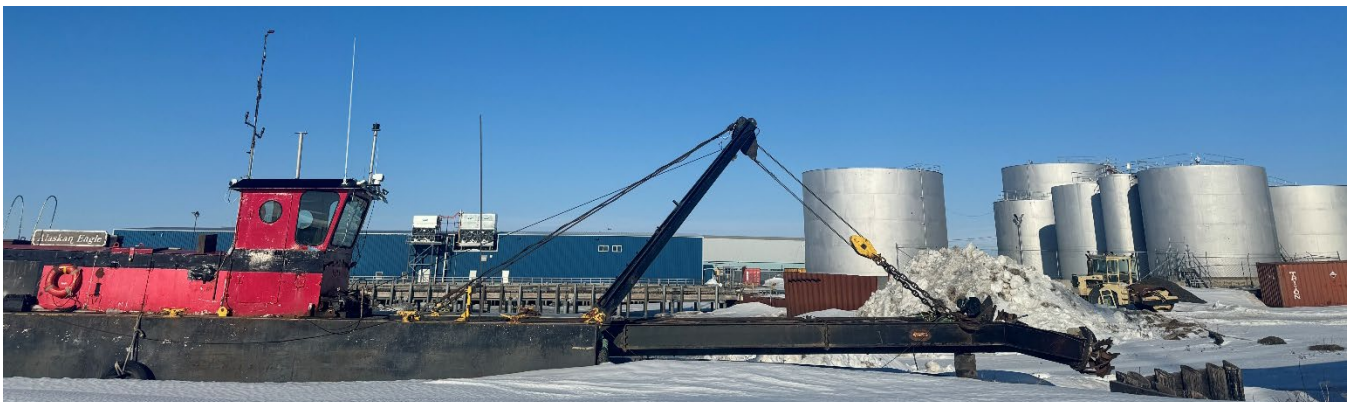
“We need to work towards more sustainable energy and decrease consumption of non-renewable energy sources.”

From 2023 Community Survey

🤝 Potential Partner-led Actions:

- d. Support small-scale pilot projects that convert local resources such as fish waste, wood, or solar energy into usable power or heating.

(Cross-reference: Energy Strategy 2 ↔ Economic Development Strategy 7 – Efficiency and renewable energy strategies to reduce business operating costs.)



Community Wellness and Education

Key Themes Guiding the Plan

Education, youth opportunity, and family support are central to wellness.

Dillingham residents emphasized through feedback that strengthening education – both inside and outside the classroom – is essential to long-term wellness in Dillingham. There is a call for more support for early childhood development, cultural learning, mentorship, and opportunities that help young people see a future for themselves in the community. Challenges such as teacher retention, childcare shortages, and limited youth programming highlight the opportunity for stronger coordination among schools, the City, Tribal partners, and regional organizations. Residents also expressed the need for more vocational training, trades education, and year-round youth engagement opportunities that help young people build skills and envision long-term futures in Dillingham.

Cultural connection and social belonging support a healthy, resilient community

Dillingham’s cultural heritage and community relationships are foundational to wellbeing. Residents voiced a desire for more community gathering spaces, cultural programs, intergenerational activities, and opportunities to celebrate Yup’ik and regional traditions. Strengthening social connectedness through events, communication, public facilities, and partnerships helps reduce isolation, support families, and build a sense of belonging that contributes to emotional and mental health. Community input also emphasized the importance of improving communication tools, shared calendars, and outreach to ensure residents – especially Elders and youth – are aware of available programs, events, and services.

Behavioral health, safety, and access to healthcare are urgent priorities.

Across public input and technical assessments, residents identified behavioral health needs, including addiction services, depression treatment, suicide prevention, and family violence, as some of the most pressing challenges in Dillingham. Limited local treatment options, capacity constraints among service providers, and aging public safety infrastructure create barriers to care and safety. Residents also expressed concerns about crime, safe walking routes, and the need for stronger community policing and crisis response capacity. Collaboration among BBAHC, Tribal organizations, the City, and regional partners is important to improve access to integrated physical and behavioral health services, strengthening prevention efforts, and enhancing safety.

Community Wellness and Education Goals

| Goal A | Goal B | Goal C |
|--|--|---|
| Strengthen education, youth development, and family support systems so that children and young adults can thrive, build skills, and contribute to a healthy future for Dillingham. | Promote community connection, cultural identity, and social wellbeing. | Improve access to physical, behavioral, and public health services so residents of all ages can remain close to home and live safe, healthy, resilient lives. |

Community Wellness and Education Strategies and Actions

■ Priority for implementation.

Strategy 1. Provide a high-quality education system in the greater Dillingham area.

★ *Potential City-led Actions:*

- a. Support teacher recruitment and retention through efforts such as improved housing options, professional support, and community integration opportunities. ■
- b. Expand apprenticeship and workforce development pathways with local employers, including City departments, Tribal governments, health care providers, and regional organizations.

 **Potential Partner-led Actions:**

- c. Improve the quality and breadth of educational programs offered by local schools, including enhanced cultural education, subsistence knowledge, and place-based learning through partnerships with local and regional organizations.
- d. Expand vocational and trades education, financial literacy, and workforce readiness programs for youth and adults to increase local career opportunities.
- e. Collaborate with partners to improve childcare availability, strengthen early childhood services, and support families with young children through coordinated resources and programming.

*(Cross-reference: **Community Wellness Strategy 1** ↔ **Economic Development Strategy 3** – Education and youth opportunity strategies for vocational training, apprenticeships, and teacher/childcare capacity.)*

Strategy 2. Promote cultural awareness, social connectedness, and physical health.

 **Potential Partner-led Actions:**

- a. Expand cultural programming, including language activities, intergenerational knowledge sharing and seasonal cultural events that strengthen connection to place and identity.
- b. Develop shared communication tools, such as a coordinated community calendar, to increase awareness of services, events, and programs.
- c. Support parents with resources that promote positive parenting and healthy early childhood development.
- d. Expand indoor and outdoor recreation opportunities to support year-round physical and emotional wellness for all ages.
- e. Create safe, supportive gathering spaces for youth and teens, including after-school programs and culturally grounded activities. ■
- f. Promote cultural awareness and social connectedness.

“Some sort of organized activities for youth would also be wonderful to see. School shouldn’t be the only place (or people) to provide enrichment for our children.”

From 2023 Community Survey

*(Cross-reference: **Community Wellness Strategy 2** ↔ **Transportation Strategy 4** – Youth and Elder safety and recreation strategies.)*

Strategy 3. Increase the integration of the public health system, focusing on health education, prevention, substance misuse, and behavioral and mental health services.

Potential Partner-led Actions:

- a. Expand culturally informed prevention programs aimed at reducing substance misuse.
- b. Promote healthy community norms around alcohol use through community campaigns, culturally grounded events, and partnerships that reinforce positive behaviors.
- c. Support a continuum of care for Elders and people living with disabilities that allows them to live and receive services locally.
- d. Strengthen integration of physical and behavioral health services offered by local organizations.
- e. Promote Dillingham as a community where abuse or sexual violence is unacceptable. Support trauma-informed services, preventative education, safe-shelter resources, and intervention programs.
- f. Develop a shelter and transitional housing options for individuals and families experiencing homelessness, in partnership with regional and Tribal organizations.
- g. Increase community awareness of mental health and suicide prevention.
- h. Reduce tobacco use through youth-focused prevention programs, community education, and cessation support provided in partnership with health organizations.
- i. Strengthen community safety through increased coordination among law enforcement, Tribal policing programs, and VPSOs.

“We need to focus in on creating public facilities for those struggling with homelessness. A public warming place in the winter and public restrooms.”

From 2023 Community Survey

*(Cross-reference: **Community Wellness and Education Strategy 3** ↔ **Public Facilities and Services Strategy 4** – Public Safety and EMS strategies for facility upgrades and emergency coordination.)*



Public Facilities and Services

Key Themes Guiding the Plan

Strong city capacity is essential to maintaining services.

Stakeholders and technical assessments consistently emphasize that staffing shortages, turnover, and limited administrative capacity affect nearly every City service, from permitting to utilities to public safety. Improving recruitment, retention, training, and internal systems is one of the most critical needs identified in the 2022 City Services Assessment. Strengthening staff expertise, records management, budgeting processes, and long-term planning tools will allow the City to manage facilities more effectively and pursue funding opportunities that support community priorities.

Aging facilities and equipment require significant investment.

Many of Dillingham’s public facilities are aging and require major upgrades or replacement. Deferred maintenance has accumulated over decades, and many systems lack backup power, updated safety features, or modernized mechanical components. A systematic asset management program and dedicated capital planning are necessary to ensure the City can maintain essential infrastructure and protect public investment over time.

Reliable utilities and core infrastructure are critical to health, safety, and economic development.

Residents rely on the City for essential services such as water, wastewater, solid waste management, and emergency response. Technical reports highlight the need for system upgrades, rate studies, lagoon and lift station improvements, landfill compliance, and planning for future capacity. These services directly affect community health, housing development, business operations, and Dillingham’s role as a regional hub. Improving reliability and planning for long-term infrastructure needs are key to community resilience.

Public safety, fire, and EMS systems face facility and staffing gaps.

Feedback identifies numerous needs within police, fire, and EMS services, including aging buildings, equipment replacement, training requirements, and gaps in school resource programs and emergency coordination. Stakeholders also noted the importance of modernizing facilities, improving staffing stability, and reinforcing cross-agency partnerships with Tribal and regional organizations.


Expanded recreation facilities and community spaces support wellness.

Residents expressed strong interest in expanded parks, trails, playgrounds, community gathering spaces, and indoor recreation facilities. Many existing spaces need upgrades, safety improvements, or better maintenance. A coordinated Parks and Recreation Master Plan can help prioritize investments, support youth programming, and leverage partnerships with schools and community organizations.

Public Facilities and Services Goals

| Goal A | Goal B | Goal C |
|---|--|--|
| Guide land use and development to reflect community values, protect natural resources, and support Dillingham's long-term resilience. | Plan for efficient, well-connected growth that supports local businesses, public services, transportation access, and healthy neighborhoods. | Provide diverse and affordable housing options that offer access to jobs, services, and community amenities for all residents. |

Public Facilities and Services Strategies and Actions

 *Priority for implementation.*

Strategy 1. Improve staffing, financial systems, and partnerships to deliver high-quality services and maintain essential public facilities.

★ Potential City-led Actions:

- a. Improve recruitment and retention through competitive compensation, updated job descriptions, employee training, and consistent onboarding practices.
- b. Invest in staff capacity by providing professional development, cross-training, and support for key operational roles such as project management, grant administration, permitting, and records management.
- c. Streamline City operations by evaluating opportunities to restructure services, update policies and procedures, simplify financial processes, and increase efficiency across departments.
- d. Strengthen financial sustainability through updated fee schedules, improved sales tax management, periodic rate studies, and exploration of new revenue tools or leases on City property.
- e. Maintain open communication with residents through consistent public information, annual surveys, project updates, and engagement during Capital Improvement Plan (CIP) development.
- f. Strengthen partnerships with Tribal organizations, regional nonprofits, State and Federal agencies, and nearby communities to align priorities and coordinate major projects.

 **Potential Partner-led Actions:**

- g. Collaborate and support shared services, regional planning, and advocacy on issues such as education funding, energy policy, public safety, and transportation.
- h. Align capital priorities, share service models, and pursue joint project funding.

*(Cross-reference: **Public Facilities and Services Strategy 1** ↔ **Transportation Strategy 1** – City staffing and equipment strategies for shared needs and maintenance capacity.)*

Strategy 2. Create a systematic approach to managing City buildings, equipment, and infrastructure so they remain safe, functional, and financially sustainable.

★ Potential City-led Actions:

- a. Complete a comprehensive inventory and assessment of City facilities and equipment to document condition, deferred maintenance needs, lifespan, and replacement costs.
- b. Develop and implement a proactive maintenance program for each facility, using asset management software, work-order systems, and scheduled inspections.
- c. Establish fund capital reserves for replacement and major repairs, and incorporate long-term maintenance planning into the annual budgeting process.
- d. Develop and implement a renovation plan for the City Maintenance Shop to address safety, operational, and space needs.
- e. Use the Capital Improvements Plan process to prioritize new facility investments and ensure operating and maintenance costs are considered early in project planning.

🤝 Potential Partner-led Actions:

- f. Coordinate with State agencies, Tribal governments, and regional partners to share facility information, align capital requests, and pursue joint funding opportunities.

*(Cross-reference: **Public Facilities and Services Strategy 2** ↔ **Land Use Strategy 2** – Utilities and infrastructure strategies for coordinated drainage, access, and utility design requirements.)*

Strategy 3. Develop and maintain indoor and outdoor recreation facilities that support community health, wellbeing, youth engagement, and tourism.

★ Potential City-led Actions:

- a. Explore establishing a Parks and Recreation Department or dedicated staff capacity to manage recreation facilities and coordinate community programs.
- b. Develop a Parks and Recreation Master Plan to identify community needs, prioritize facilities, and plan for long-term investments.
- c. Maintain and improve existing recreation spaces, including playgrounds, trails, the hockey rink, and public open spaces.
- d. Develop concepts, conduct feasibility assessments, and pursue funding for new recreation facilities such as a community center, swimming pool, skatepark, or other high-priority amenities.
- e. Partner with schools and community groups to share responsibilities for recreation programming, equipment, and facility upkeep.

 **Potential Partner-led Actions:**

- f. Collaborate with nonprofit organizations, youth groups, schools, and Tribal partners to offer year-round recreation activities and community events.
- g. Engage volunteers and local businesses in community beautification, gardening, and neighborhood park projects.
- h. Ensure Dillingham has safe, modern public safety facilities and effective police, dispatch, and emergency response services.

*(Cross-reference: **Public Facilities and Services Strategy 3** ↔ **Transportation Strategy 4** – Recreation facilities and route connections to trails, parks, and community spaces and **Waterfront Strategy 2** – Recreation facilities.)*

Strategy 4. Strengthen Dillingham’s public safety, fire, EMS, and emergency response systems by ensuring safe, modern facilities; reliable staffing and equipment; and strong coordination among City, Tribal, State, and regional partners. ■

★ **Potential City-led Actions:**

- a. Modernize public safety, fire, and EMS facilities.
- b. Replace or renovate the Public Safety Building and Downtown Fire Hall to address aging infrastructure, operational needs, and staff safety.
- c. Complete the Alternate Emergency Operations Center to strengthen resilience during disasters.
- d. Support recruitment, retention, and training for police officers, dispatchers, firefighters, and EMS personnel.
- e. Maintain and improve essential public safety equipment and systems.
- f. Continue traffic safety improvements consistent with the Curyung Tribal Transportation Safety Plan.
- g. Re-establish or expand school and community resource programs that provide police and fire presence in schools and support youth safety education.
- h. Provide public outreach on fire safety, burn permits, and emergency preparedness.

“Provide more education and peace of mind about emergency operations (what to do if there’s a fire, etc.) to give residents a sense of security.”
From 2023 Community Survey

 **Potential Partner-led Actions:**

- i. Collaborate on emergency planning, mutual aid agreements, dispatch coordination, and cross-agency training.
- j. Collaborate with schools and community organizations to support safety and emergency preparedness.

*(Cross-reference: **Public Facilities and Services Strategy 4** ↔ **Community Wellness and Education Strategy 3**– Public Safety and EMS strategies for facility upgrades and emergency coordination.)*

Strategy 5. Ensure safe, compliant, and cost-effective solid waste management that extends the life of the landfill and protects public health. ■

★ Potential City-led Actions:

- a. Implement measures to contain windblown trash and improve cleanliness around the landfill.
- a. Complete ongoing landfill improvements and bring operations into compliance with permit requirements.
- b. Replace or repair landfill infrastructure, including gates, equipment, and the shop building lost to fire.
- c. Restore or improve the landfill incinerator and explore additional waste-reduction systems.
- d. Establish a salvage and recycling program to divert materials from the landfill and support community reuse.
- e. Evaluate long-term landfill capacity and begin planning for expansion or explore site options of a new facility if needed.
- f. Maintain adequate staffing, operator certifications, and communication systems to support efficient operations.

🤝 Potential Partner-led Actions:

- g. Work with ANTHC, recyclers, and regional partners on waste audits, recycling events, hazardous waste disposal, and metal recovery programs.

Strategy 6. Invest in reliable, safe water systems that support public health, development, and resilience. ■

★ Potential City-led Actions:

- a. Complete a water system rate study to support sound long-term financing.
- b. Implement upgrades identified in the Water System Master Plan.
- c. Complete waterfront water system improvements and extend drinking water service to priority unserved areas as identified in ANTHC assessments.
- d. Maintain staffing levels, operator certifications, and a documented maintenance program for water treatment and distribution.
- e. Enforce standards for onsite wells and water systems consistent with State regulations and local code.

🤝 Potential Partner-led Actions:

- f. Work with ANTHC, ADEC, and other agencies to plan and fund major system upgrades, address water quality issues, and support local operator training.

*(Cross-reference: **Public Facilities and Services Strategy 6** ↔ **Housing Strategy 6 – Water, wastewater, and utility coordination strategies for planning that informs development.**)*

Strategy 7. Protect public health and the environment through reliable wastewater treatment and maintenance systems.

★ Potential City-led Actions:

- a. Complete a wastewater master plan and rate study to guide system expansion and long-term financial sustainability.
- b. Address shoreline erosion near the lagoon and assess long-term protection or relocation options.
- c. Maintain adequate staffing and certifications for wastewater operations and implement a formal maintenance plan.



Cross-Reference Table

The cross-reference table shows where strategies and actions in one chapter directly relate to or support strategies in other chapters, helping readers understand connections and coordination across the Comprehensive Plan. They are also noted in the individual chapters.

| |
|--|
| <p>Housing Strategy 1 ↔ Land Use Strategy 2 <i>Title 17 and 18 strategies for zoning and subdivision design.</i></p> |
| <p>Housing Strategy 2 ↔ Energy Strategy 1 <i>Strategies to reduce housing cost.</i></p> |
| <p>Housing Strategy 4 ↔ Land Use Strategy 3 <i>Strategies for downtown improvements and development of higher-density housing.</i></p> |
| <p>Housing Strategy 5 ↔ Land Use Strategy 2 <i>Title 17 and 18 strategies for streamlining permitting.</i></p> |
| <p>Housing Strategy 5 ↔ Economic Development Strategy 3 <i>Workforce development of contractors and partnerships.</i></p> |
| <p>Housing Strategy 6 ↔ Public Facilities and Services Strategy 6 <i>Water, wastewater, and utility coordination strategies for planning that informs development.</i></p> |
| <p>Land Use Strategy 2 ↔ Public Facilities and Services Strategy 2 <i>Utilities and Infrastructure strategies for coordinated drainage, access, and utility design requirements.</i></p> |
| <p>Land Use Strategy 3 ↔ Transportation Strategy 3 <i>Safe routes and accessibility improvements.</i></p> |
| <p>Land Use Strategy 3 ↔ Economic Development Strategy 7 <i>Downtown business support for actions aligned with revitalization.</i></p> |
| <p>Land Use Strategy 4 ↔ Waterfront Strategy 2 <i>Shoreline stabilization and public access.</i></p> |
| <p>Transportation Strategy 1 ↔ Public Facilities and Services Strategy 1 <i>City staffing and equipment strategies for shared needs and maintenance capacity.</i></p> |
| <p>Transportation Strategy 3 ↔ Land Use Strategy 3 <i>Safe routes and accessibility improvements.</i></p> |
| <p>Transportation Strategy 4 ↔ Community Wellness Strategy 2 <i>Youth and Elder safety and recreation strategies.</i></p> |
| <p>Transportation Strategy 4 ↔ Public Facilities and Services Strategy 3 <i>Recreation facilities and route connections to trails, parks, and community spaces.</i></p> |
| <p>Transportation Strategy 5 ↔ Waterfront Strategy 1 <i>Harbor access and marine transit strategies for integrated planning across transportation modes.</i></p> |

| |
|---|
| <p>Waterfront Strategy 1 ↔ Economic Development Strategy 2 <i>Harbor modernization strategies for infrastructure that supports processing and marine business growth.</i></p> |
| <p>Waterfront Strategy 2 ↔ Public Facilities and Services Strategy 3 <i>Recreation facilities.</i></p> |
| <p>Economic Development Strategy 3 ↔ Community Wellness Strategy 1 <i>Education and youth opportunity strategies for vocational training, apprenticeships, and teacher/childcare capacity.</i></p> |
| <p>Economic Development Strategy 7 ↔ Energy Strategy 2 <i>Efficiency and renewable energy strategies to reduce business operating costs.</i></p> |
| <p>Community Wellness and Education Strategy 3 ↔ Public Facilities and Services Strategy 4 - <i>Public Safety and EMS strategies for facility upgrades and emergency coordination.</i></p> |

MEMORANDUM

TO: Dillingham Planning Commission
FROM: Project Team
DATE: April 10, 2026
RE: Comprehensive Plan — Summary of Public Comments and Plan Revisions

This memo summarizes the public comments received during the public review period for the Dillingham Comprehensive Plan and describes the revisions made to the plan in response. The full record of comments and responses is available in the accompanying Comment Tracker.

Overview of Public Comments

The public review period generated 88 comments from 18 individual commenters; 13 via SurveyMonkey and 5 via email. Of the 88 comments, 5 resulted in revisions to the plan and 83 did not require changes. *(The number of individual commenters is lower than the number of comments because most submissions included more than one comment.)*

| | Count |
|-------------------------------------|-------|
| Total comments received | 88 |
| Total individual commenters | 18 |
| SurveyMonkey respondents | 13 |
| Emailed responses | 5 |
| Comments resulting in plan revision | 6 |
| Comments not requiring revision | 82 |

Comments by Topic Area

| Topic Area | # of Comments |
|----------------------|---------------|
| Waterfront | 17 |
| Housing | 13 |
| Community Wellness | 12 |
| Economic Development | 10 |
| All Plan / Process | 8 |
| Energy | 8 |
| Transportation | 7 |
| Public Facilities | 5 |
| Introduction | 4 |
| Land Use | 4 |

Plan Revisions

Five comments resulted in changes to the plan. Each is described below.

Revision 1

| | |
|-----------------------|--|
| Public Comment | <i>Re Vision: Involve ALL the entities I.e. BBNC, BBNA, BBEDC, BBHA, UTBB, Choggiung Ltd, Curyung Tribe, DMHS, BBCampus, The University, Dlg Police Department</i> |
| How Addressed | A new section on City Powers and Partners was added to the Introduction chapter (pg. 12) that addresses community partnerships and includes these entities. |

Revision 2

| | |
|-----------------------|--|
| Public Comment | <i>Potential Partners: Need to include UAF-BBC Marine Advisory / Sea Grant Program</i> |
| How Addressed | The new City Powers and Partners section in the Introduction (pg. 12) addresses community partnerships broadly. The plan generally avoids naming specific entities throughout the strategies (see Waterfront Strategy 2.h for an example of broad partner coordination language) in order to remain inclusive of any entities not named and partnerships that may develop over the life of the plan. |

Revision 3

| | |
|-----------------------|--|
| Public Comment | <p><i>There are many positive recommendations in the Draft Comprehensive Plan. One critical component not addressed (that I saw anyway) to achieving this plan is how to raise the revenue to pay for it. A couple of suggestions the City needs to do:</i></p> <p><i>Increase property tax revenue:</i> <i>Annex / extend the City limits to the Aleknagik City boundary</i></p> <p><i>Raw or processed fish tax:</i> <i>Annex the Nushagak Fishing District.</i> <i>Annex the Wood River Special Harvest Area</i> <i>Increase Harbor fees to more likely cover the cost.</i> <i>Head tax: Short term rentals (B&Bs); Airport head tax (?)</i></p> |
| How Addressed | Some of these ideas are covered under Public Facilities and Services Strategy 1d: "Improve staffing, financial systems, and partnerships to deliver high-quality services and maintain essential public facilities Action d: Strengthen financial sustainability through updated fee schedules, improved sales tax management, periodic rate studies, and exploration of new revenue tools or leases on City property." Added Strategy 1f under "Potential City-led Actions" - "Work with the State of Alaska and state representatives to determine Dillingham's eligibility and pursue options to receive a share of state fisheries business and landing taxes" Some of the other specific ideas or taxes in this comment are not supported or heard through other inputs to support specific inclusion; however Strategy 1d., would allow for exploring any of these specifically. |

Revision 4

| | |
|-----------------------|---|
| Public Comment | <i>The traditional food bank is being run and organized by the Smokehouse Collective. The idea being that we will have traditionally harvested Alaskan foods available for those in need. We intend to start in the hub of Dillingham but if possible to arrange for shipping some of the food to communities in the Bristol Bay area that are in need.</i> |
| How Addressed | Revised Economic Development Strategy 5d under "Potential Partner-led Actions" to now read: "Expand local markets and food distribution networks such as the Traditional Food Bank (through the Smokehouse Collective), Dillingham Farmers Market and other retail outlets to connect growers, harvesters, and consumers while improving affordability and access for all residents." |

Revision 5

| | |
|-----------------------|---|
| Public Comment | <i>The Seafood Innovation Center Feasibility Project is a two-year grant through Philanthropy Northwest to better understand what infrastructure development would best support Dillingham and Naknek in creating year-round economic sustainability opportunities from the sockeye salmon fishery.</i> |
| How Addressed | Added Economic Development Strategy 1h under "Potential Partner-led Actions" that reads: "Continue pursuing Seafood Innovation Center Feasibility Project to look at location, land ownership, partnership opportunities, energy requirements, funding sources, and impact." |

Revision 6

| | |
|-----------------------|---|
| Public Comment | <i>Re Vision: Correct the references to "Bristol Bay Borough staff, Borough Planning Commission and Assembly meetings".</i> |
| How Addressed | Corrected. |

Appendix A: Additional Details to Support Strategies and Actions

updated February 12, 2026



Introduction

This appendix provides supplemental information to help implement the strategies and actions identified throughout the 2035 Dillingham Comprehensive Plan. While the main plan presents the community’s vision, goals, and prioritized actions, Appendix A offers additional detail where further explanation, technical context, or implementation guidance may assist the City, partners, or future users of the plan.

The appendix includes expanded guidance for select strategies within the Housing, Land Use, Transportation, Waterfront, and Economic Development focus areas. These notes clarify intent, outline key considerations, or identify best practices or implementation steps that support effective action. Not all strategies or actions require supplemental detail; therefore, focus areas such as Energy, Community Wellness and Education, and Public Facilities and Services are not included in this appendix.

The Land Use section also contains supplemental mapping and analysis to inform future decision-making, including materials used to guide development of the Future Land Use Map. These maps provide additional context regarding natural systems, existing development patterns, access constraints, and areas most suitable for growth.

Appendix A is intended as a practical companion to the main plan. It provides depth where helpful, without altering the priorities, policies, or actions adopted in the core chapters.

Focus Areas with Additional Details

- Housing..... 2
- Land Use 6
 - Supplemental Maps..... 9
- Transportation..... 12
- Waterfront..... 17
- Economic Development 20

Housing

Strategy 1. Create new residential lots through phased subdivision of City land.

- Conduct surveys and prepare a phased subdivision plan for an initial group of new lots.
 - Phased development reduces upfront risk and allows Dillingham to adjust lot size, utility approach, and layout based on community feedback and market response.
- e. Coordinate with BBHA and ANTHC on subdivision design, utilities, and required engineering.
 - Coordination with utilities early in the process avoids costly retrofits and ensures electrical, water, and sewer systems can support new homes.

Strategy 2. Reduce the cost of building and owning a home through targeted local incentives.

- a. Evaluate/Adopt a graduated property tax abatement program for new housing. Explore tax-abatement-as-down-payment models to help residents meet upfront loan requirements.
 - Tax abatements should include safeguards that prevent speculation and ensure that benefits accrue to year-round residents.
- c. Assess 99-year land leases as a mechanism to lower land costs and support long-term affordability.
 - Long-term leases have been successful in other Alaska communities and help keep housing affordable while preserving City ownership of land.
- e. Incentivize rehabilitation of aging or substandard housing.
 - The City may consider developing a fee schedule or incentive policy that reduces permit fees or expedites review for rehabilitation projects that improve safety, energy efficiency, or sanitation.
- f. Publish a homeownership guide for Dillingham residents that summarizes financing tools, eligibility steps, and pathways to build, purchase, repair, and/or maintain a home.
 - A homeownership guide may include simple cost calculators or comparison tools to help residents understand total homeownership costs, mortgage eligibility, and differences between loan programs.
 - An online housing resource page can accompany a homeownership guide by linking residents to financing tools, municipal incentives, and partner programs.
- g. Coordinate with agencies to deliver rehabilitation, weatherization, and repair programs that address aging or substandard housing in Dillingham. This may include outreach, referrals, and integration of local incentives.
 - Partner agencies administer most rehabilitation resources in the region, and successful delivery depends on the City helping connect residents to these programs. The Housing Needs Summary (2023) identifies AHFC Weatherization, USDA Single Family Housing Repair Loans/Grants, HUD-184 rehabilitation tools, and BBHA’s repair and replacement programs as key mechanisms for addressing Dillingham’s estimated 53 units in need of rehabilitation and the 15 percent of occupied homes lacking complete plumbing/kitchen facilities. Improved coordination can help agencies identify eligible homes, streamline referrals, and target resources where they are most needed and help homeowners identify which programs they qualify for, how to apply, or what documentation is required.

Strategy 3. Coordinate with Tribal, regional, and local partners to align long-term housing efforts.

- a. Establish and convene a Housing Working Group to coordinate land development, workforce housing needs, rehabilitation resources, financing tools, and subdivision planning among key partners such as BBHA, BBNA, Choggiung Ltd., ANTHC, utilities, lenders, and major employers.
 - o A coordinated group helps reduce duplication across agencies and ensures that housing development keeps pace with infrastructure, land planning, and workforce needs. The Working Group can:
 - Review annual housing needs, including workforce shortages and rehabilitation demand.
 - Align subdivision phasing with available funding, utility readiness, and employer demand.
 - Share data on aging or substandard housing and jointly prioritize rehabilitation programs.
 - Coordinate public outreach, including updates to the Homeownership Guide and referrals to partner programs.
 - Track progress on housing-related capital projects and identify funding opportunities.
 - Meet regularly (e.g., quarterly) and report annually to the City Council and Tribal partners on emerging needs and opportunities.
 - o The 2023 Dillingham Housing Study provides quantitative estimates of housing need based on alleviating overcrowding, replacing/rehabilitating old homes, and population change. The study included a roundtable discussion with representatives of local government, service organizations and major employers to review findings and identify potential strategies to meet housing needs. Some version of this group (ideally to include non-profit organizations, the Bristol Bay Housing Authority, landowners, developers, major employers and the City) should continue to meet to mutually support efforts to address housing issues.
 - o A more in-depth Housing Needs Assessment may be warranted to refine the 2023 estimates.
- b. Integrate housing needs and priorities into local and regional planning efforts, including City planning updates, capital project lists, BBHA and Tribal housing plans, utility planning efforts, and regional workforce development initiatives.
 - o Housing gaps intersect with utilities, public facilities, workforce development, land use, and health services. Integrating housing into broader planning ensures coordinated investments. The City may:
 - Cross-reference housing demand when updating the Capital Improvement Plan (CIP).
 - Coordinate with BBHA and Tribal governments during NAHASDA planning cycles.
 - Work with utilities as they update water, sewer, and electrical plans to ensure subdivision areas are included in capacity modeling.

- Incorporate housing considerations into workforce development and economic development programs.
- Ensure that large employers’ workforce housing needs inform municipal land development decisions.

This coordination helps ensure that housing development is feasible, supported by utilities, and responsive to demographic and workforce trends.

Strategy 4. Encourage a greater variety of housing types and sizes in Dillingham, including more housing within the purchasing power of young families, single people, schoolteachers and other workers.

- Encourage housing development in physically suitable areas in the ring of land just outside of downtown.
 - This area offers room for growth and has the benefit of being relatively close to existing services and employment centers, as well as the possibility of connections to the City’s water and sewer systems.
- Develop design guidelines and/or development standards to promote high quality housing development.
 - **Design guidelines** are discretionary statements used to communicate the desired intent of future development; they are not enforceable by nature. **Development standards** are threshold requirements that, if met, give developers greater flexibility than would be otherwise allowed under existing land use regulations.
 - The City can develop design guidelines for moderate and higher density residential development and incentives for implementing these standards. Design guidelines can be used to promote high quality site design, including policies for energy efficiency, privacy, and quality construction.
 - Design standards could be used to allow for cottage homes and other developments of housing units on property held in common.
- Encourage sufficient housing for vulnerable and/or transient populations.
 - This can include housing and/or shelters for the homeless, housing for very low-income households, supportive housing for people with disabilities and seniors (e.g., Marrulut Eniit Assisted Living “Grandma’s House”), as well as housing for transient populations (e.g., seasonal workers).
 - This will involve partnerships between non-profit organizations, the Bristol Bay Housing Authority, landowners, developers, major employers and the City.

Strategy 5. Attract developers and rebuild local construction capacity.

- Issue targeted Requests for Proposals (RFPs) to attract private developers to build single-family or small-scale multifamily homes on City-prepared lots, using transparent evaluation criteria and offering predictable permitting timelines.
 - High construction costs, limited contractor availability, and lack of development-ready land have discouraged builders from working in Dillingham. Issuing focused RFPs for City-prepared lots helps reduce developer uncertainty by offering clear site information, permitting expectations, utility readiness, and any affordability or workforce housing goals. RFPs may include:

- minimum build expectations or preferred housing types;
- evaluation criteria prioritizing affordability, local hire, modular/panelized feasibility, or phased delivery;
- lot pricing structures or lease options that lower upfront cost;
- clear commitments by the City regarding subdivision readiness and utility planning.

This approach signals to developers that Dillingham is prepared to partner, reducing risk and expanding interest from both local and outside builders

- b. Prepare clear and comprehensive developer packets that summarize available parcels, zoning and subdivision requirements, utility information, incentives, timelines, and permitting steps so builders can accurately assess feasibility and costs.
 - o Developer packets should compile all essential information in one place so builders can quickly assess project feasibility. A packet may include:
 - maps of available lots, subdivision layouts, and easements;
 - utility information (capacity, connection requirements, plans for extensions);
 - zoning standards, modular home requirements, and building codes;
 - permit checklists, fees, and estimated review timelines;
 - summaries of available incentives (e.g., tax abatements, reduced permit fees, lease options);
 - contacts for City staff, utilities, ANTHC engineering, and other key partners.

Land Use

Strategy 1. Update the City’s generalized plan for future land use in Dillingham, identifying areas intended for various categories of use.

- Develop a citywide land use designation map showing intended uses (Done as part of this comp plan). Adopt a citywide land use plan map showing generalized intended land uses, using the categories below:
 - Residential Focus: primarily low density residential (>1 acre); option for home-based and other businesses compatible with a predominantly residential area.
 - Residential Mixed Use: primarily smaller lot and higher density residential (< 1 acre); option for secondary uses, including commercial.
 - Commercial Mixed Use: primarily commercial and retail services; option for secondary uses, including residential.
 - Waterfront Mixed Use: primarily commercial and industrial, commonly on a seasonal basis; option for secondary uses, including public recreation.
 - Industrial: industrial and commercial uses in non-waterfront locations
 - Public lands and Institutions “C/I”: primarily commercial and industrial use.
 - Public lands and Institutions “PF”: primarily public facilities (for example, schools, police or fire station, sewer treatment, parks).
 - Open Space/Watershed/Lower Intensity Use."

How the Plan Guides Land Use Policy

This plan sets general directions for future land use policy and will guide implementation actions that will follow the adoption of this plan.

While the plan sets the general direction that will be used to modify existing zoning and subdivision policies, the plan does not make changes to these codes or set specific locations where they are applied. Those steps require a separate, subsequent process, including public review and Planning Commission and Assembly action. These changes typically occur slowly over time; it can take years or decades to fully implement a plan.

Strategy 2. Update and improve the City’s Title 17 Subdivision Code and Title 18 Planning and Land Use Regulation to better respond to existing and future issues and opportunities.

- d. Designate and reserve land for industrial, commercial, and institutional development to support economic and community needs while minimizing land use conflicts.
 - Identify and reserve suitable sites for fish processing and other marine-related industries, explore potential locations for a future industrial park, and plan for new or expanded public facilities in coordination with the Public Services and Facilities Chapter.
- e. Improve the City’s land use permit and enforcement system so that development requirements are clear, compliance is easier, and regulations are enforced fairly and uniformly to protect property values and neighboring land uses.
 - Consider convening the Planning Commission as a Land Use Working Group to improve regulatory tools and promote public understanding of land use requirements.

- Develop public information materials (e.g., brochures, web content) clarifying when a permit is needed and how to apply.
 - Expand public education through media campaigns or articles on issues like setbacks, floodplain requirements, and septic standards.
 - Strengthen enforcement procedures, including civil citations, tiered penalties, and, where necessary, authority to modify or remove egregious violations.
 - Clarify workflows and ensure adequate staffing to administer land use permit systems effectively. Evaluate options to expand code enforcement capacity, including creating dedicated enforcement positions, implementing shared services or circuit-rider arrangements with neighboring jurisdictions, or contracting enforcement services.
 - Ensure adequate staffing levels and staff training to enforce codes. Where full-time dedicated enforcement is not feasible, establish priority enforcement areas (such as downtown, new subdivisions, and frequently-violated provisions) to focus limited resources on highest-impact activities.
 - When updating land use regulations and standards, acknowledge the legal status of tribal and traditional lands and find agreement on standards that can apply to all landowners.
- f. Maintain and update the conditional use and zoning framework so that uses with significant off-site impacts are reviewed carefully and managed to protect public safety, neighborhood character, and the environment.
- Evaluate whether the current conditional use permit is adequate to address environmental, traffic, or compatibility concerns.
 - Update conditional use ordinance procedures as needed, including clearer approval criteria and timelines.
 - Maintain and periodically update the zoning map and code to ensure transparency around permitted and conditional land uses.
- g. Strengthen code enforcement tools to address blighted and unsafe properties, especially in the downtown area.
- Tools that could be implemented include but are not limited to: Property maintenance code updates; enforcement mechanisms (civil citation power, abatement authority); Code language that supports cleanup or demolition; or A schedule or process for prioritizing nuisance or blighted properties.
- h. Collaborate with BBNA to establish mutual standards for subdivision development that respect cultural and legal land status and enhance access and environmental stewardship across public and Native lands.
- Seek agreement on shared subdivision standards that can be applied across fee-simple, tribal, and allocated lands.
 - Work through the Land Use Working Group to set priorities and address culturally sensitive resource protection.
 - Consider developing a model subdivision guide collaboratively for use on Native allotments and BBNA trust lands

Strategy 3. Improve the safety, accessibility, and appearance of Downtown Dillingham.

- b. Develop and implement a Downtown Master Plan to guide coordinated redevelopment, connect land uses and public space, improve multi-modal mobility, and activate underutilized sites.
 - Use the Working Group (action a. under this strategy) as Master Plan Steering Committee and consider creating a “Friends of” nonprofit for downtown maintenance and beautification.
 - Refine vision for a more compact, walkable downtown integrating retail, lodging, public facilities, and housing.
 - Inventory vacant/underdeveloped parcels; assess erosion/geotechnical challenges.
 - Evaluate incentives including tax relief, lot combination, and public-private partnerships.

- d. Enhance and create public spaces including plazas, seating areas, signage, landscape amenities, and potential recreation or community event spaces that reflect local culture and storytelling.
 - Develop a central “mini plaza” and secondary spaces for gathering.
 - Identify land for acquisition, and consider partnerships similar to Anchorage Park Foundation.
 - Prioritize spaces that showcase Dillingham’s history, culture, Indigenous identity, and natural environment.

- e. Advance downtown mobility improvements by adopting a complete streets approach—balancing safety, accessibility, and aesthetics in the street network, sidewalks, and parking facilities.
 - a. Focus sidewalk upgrades on high-use and safety-issue locations.
 - b. Reduce unnecessary curb cuts; improve stormwater function and pedestrian visibility.
 - c. Design traffic-calming features such as narrowed lanes, planters, and amenities.
 - d. Coordinate with existing street improvement bonds and planned projects.

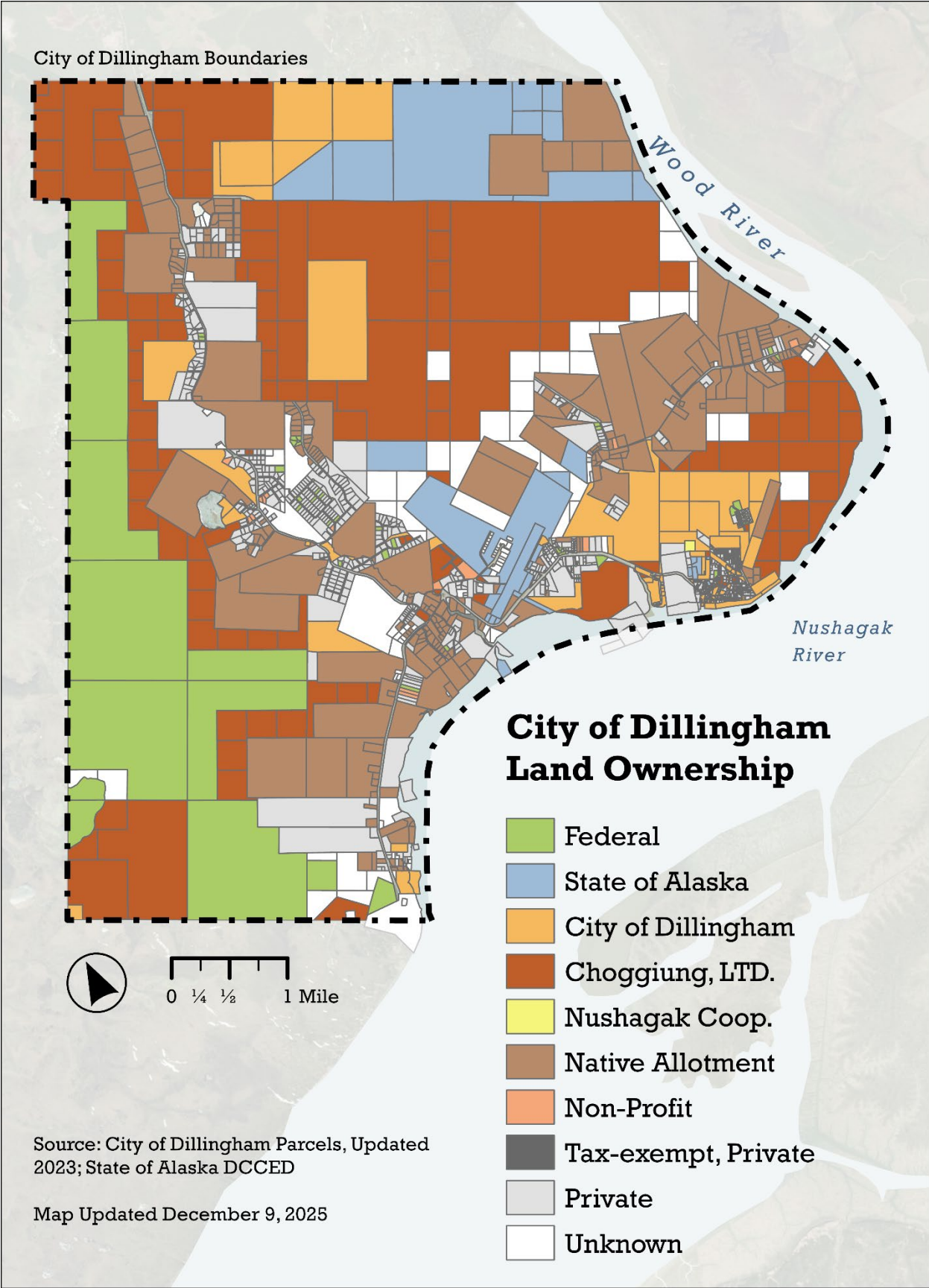
- f. Encourage the development of higher-density housing in Downtown Dillingham.
 - Higher density housing can include a mix of housing types adjacent to and above retail and commercial uses, e.g., duplexes, townhouses cottage homes and apartments, both rental and owner-occupied. Locating higher-density housing options downtown allows existing infrastructure (such as water and sewer) to be utilized. Housing options within walking distance of work and services puts more housing within the reach of those who cannot afford to, or choose not to, live in outlying areas.
 - The city may employ specific tools to encourage and remove barriers to downtown housing and redevelopment, such as tax incentives, infrastructure investments, partnerships with non-profits, and revisions to land use codes.

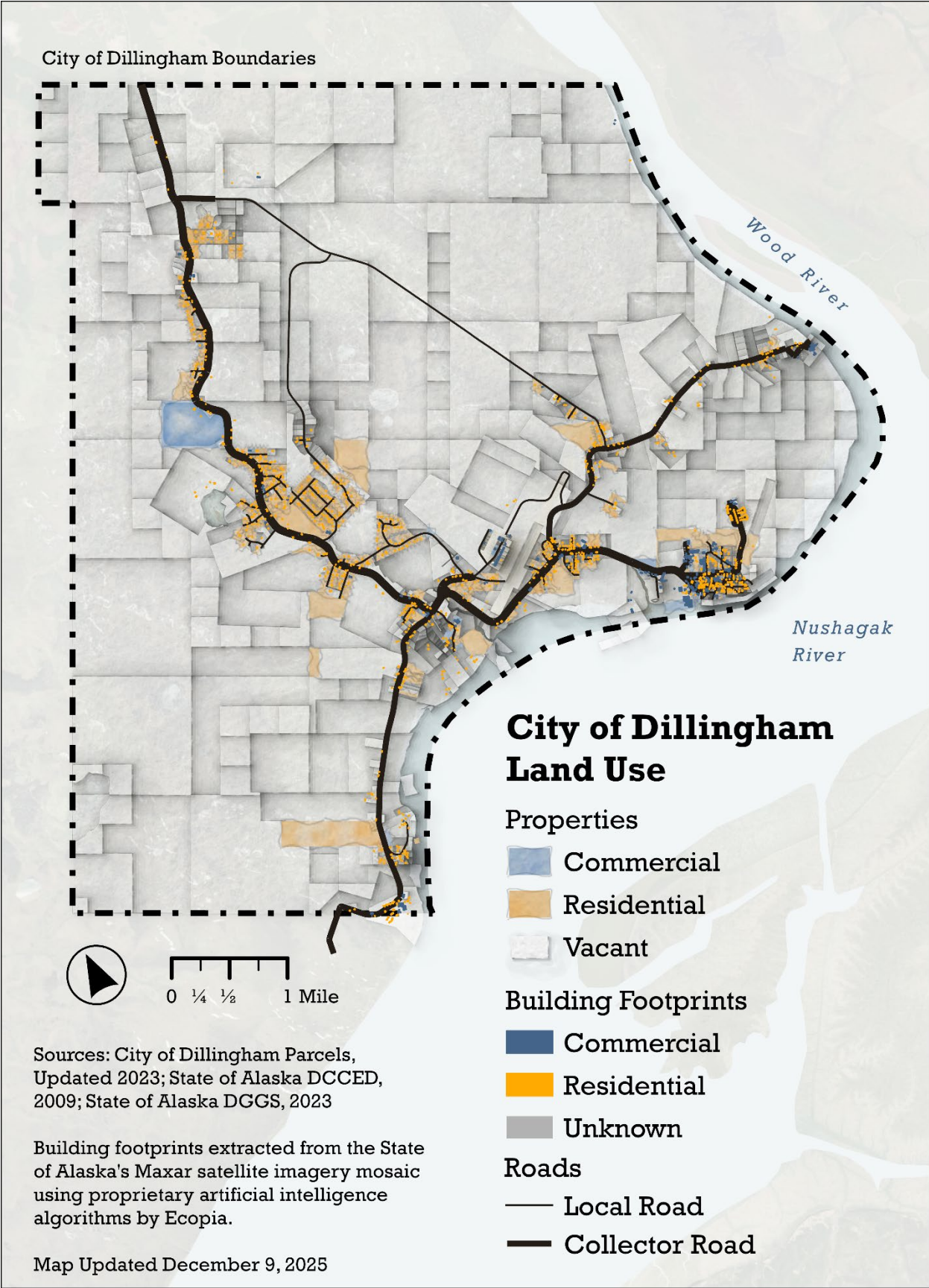
Strategy 4. Promote land use policies that protect the natural environment, safeguard public health, and mitigate natural hazards.

- a. Develop a Natural Systems Map (Green Infrastructure Layer) to identify wetlands, surface waters, subsistence areas, erosion zones, recharge areas, and critical habitat to guide future development and conservation decisions.
 - Build from existing wetland mapping.
 - Include erosion-prone zones, aquifer recharge areas, important subsistence lands.
 - Include example buffers and conservation zones for streams and water bodies.
 - Use map routinely during subdivision and site review.
- c. Strengthen hazard mitigation strategies, including coordinated shoreline monitoring and implementation of flood and erosion mitigation measures consistent with the Multi-Jurisdictional Hazard Mitigation Plan.
 - Maintain collaboration on hazard planning updates with Curyung Tribe.
 - Monitor shoreline stability.
 - Expand mitigation measures into zoning and development standards

Supplemental Maps

The following maps provide additional context to support land use decisions in Dillingham and will guide the Future Land Use Map’s development through the drafting process. The **Land Ownership Map** illustrates the City’s complex ownership pattern, which includes City parcels, private land, Native corporation lands associated with Choggiung Ltd., and State and Tribal holdings. This patchwork of ownership shapes where new housing, infrastructure extensions, and public facilities can be located. The **Existing Land Use Map** displays how parcels are currently used based on 2023 property tax assessment data, offering a snapshot of residential, commercial, industrial, public, and undeveloped/vacant lands. Both maps rely on parcel data last updated in 2023 and should be interpreted as general planning references rather than precise boundary surveys.





Transportation

Strategy 1. Maintain and operate Dillingham’s existing road system safely and efficiently.

- a. Continue to invest in staff, equipment, and regular street maintenance to provide a high level of service on paved and gravel roads.

Staffing and Training:

- Seek funding for additional operators and training (Curyung Tribal Transportation Safety Plan 2020).
- Fill key positions such as heavy equipment mechanic and train operators to reduce equipment damage, delays and costs (2022 City Services Assessment).
- Note that approximately two City operators maintain about 128 miles of paved and gravel roads (Curyung Tribal Transportation Safety Plan 2020).

Equipment and Maintenance:

- Modernize maintenance equipment (graders, dump trucks, loaders, snow blowers) to meet day-to-day needs (Curyung plan, City Services Assessment).
- Use route data from the Council’s LRTP and the City’s Road Catalog to develop a joint road catalog for prioritizing and tracking maintenance.
- Encourage brush clearing at driveways and other locations that block visibility.
- Renew lane striping more frequently and repair potholes more promptly.
- Improve driver awareness of conditions (construction zones, icy roads) using signs, radio, Facebook, etc.
- Evaluate snowbank management and disposal; reduce snowbank height at intersections.
- Coordinate with State and Tribe to prioritize snow and ice removal on key routes, especially bus routes.
- Implement the Gravel Roads Management Plan (GRAP) and related recommendations on culverts, signs and vegetation.
- Develop a dust control plan and consider purchasing a dedicated water truck for dust control.
- b. Use data and clear user agreements to prioritize routine maintenance and winter operations on City and non-City streets.
- Use the GRAP and Tribal LRTP to clarify which entity maintains which segments.
- Clarify maintenance responsibilities at intersections and locations where ownership changes and obtain agreements for City maintenance of non-City streets where appropriate.

Strategy 2. Coordinate transportation planning, funding, and operations with Tribal, State and regional partners.

- a. Work with partners to explore and, where feasible, implement coordinated public transit and shared-ride options that connect neighborhoods, downtown, employment centers, the airport and Aleknagik.

- Identify trips and users most in need of transit, such as connections from neighborhoods to hospital, BBNA, schools and downtown, and key user groups such as Elders, youth and visitors.
 - Build from the BBNA Coordinated Transportation Plan and any previous tribal transit work to avoid duplication.
 - Inventory existing buses, vans and shuttles operated by organizations and businesses, and explore low-cost ways to extend service to additional riders.
 - Incorporate carpool and vanpool options as part of transit planning, for example a driver-passenger matching service.
 - Coordinate transit planning with sidewalk and trail planning so stops have safe pedestrian access.
- b. Establish and follow an annual protocol with Curyung Tribe, Alaska DOT&PF, BBNA and others to coordinate transportation planning, project priorities and maintenance responsibilities. *(See Appendix for more details.)*
- Recognize current roles: City and DOT&PF maintain roads by ownership; Curyung Tribe leads transportation planning through its LRTP and Tribal Transportation Safety Plan; BBNA has prepared a Coordinated Transportation Plan.
 - Agree on and implement a clear annual process for joint transportation decision-making (for example, standing annual meeting and shared timeline).
 - Jointly identify and maintain a rolling list of priority projects and targeted funding sources.
 - Work together to leverage resources, including cooperative management or shared ownership of some equipment where it reduces costs.
- c. Support partner-led transportation plans such as the Curyung Long Range Transportation Plan, Tribal Transportation Safety Plan and BBNA Coordinated Transportation Plan, and seek joint adoption or alignment where practical.
- Where feasible, jointly develop or adopt the long-range transportation plan with Curyung Tribe so that City and Tribal priorities are aligned.
 - Use the Coordinated Transportation Plan process as an ongoing forum for transit-related cooperation.

Strategy 3. Plan and improve the road network to support safe, efficient access and reduce long-term costs.

- a. Develop and periodically update a joint long range road system plan that identifies needed improvements, reserves future routes and improves connectivity and emergency access.
- Include road projects from the Curyung LRTP and City priorities; consider a jointly developed LRTP.
 - Use and update Map 5.1 Existing and Proposed Roads or its GIS successor.
 - Focus on:
 - Correcting deficiencies such as dangerous intersections and inadequate roadbeds.
 - Reserving routes that provide secondary access to downtown and other areas for emergencies.

- Reserving a west-side route that could serve a future dock site and industrial area.
- Inventory internal subdivision connectivity gaps and secondary access needs, and include them in the plan and capital project list
- b. Implement priority road projects from Tribal and City plans, focusing on gravel road management, dust reduction, rehabilitation of key streets and safety improvements near schools and major intersections.
 - Implement road projects identified in the Tribal LRTP and City plans, including:
 - Gravel Roads Management Plan work items and dust control.
 - Road rehabilitation and repaving on priority streets such as D Street, Seward Street and other identified corridors (update status where projects are completed).
 - Nerka Road, Kenny Wren Road and other priority local roads, where they are City responsibilities.
 - School zone improvements, including traffic flow and bus pick-up and drop-off locations.
- c. Design and manage the road system to minimize maintenance costs, improve safety and separate heavy industrial traffic from residential and pedestrian areas where feasible.
 - Consider long term maintenance costs when evaluating new road segments; minimize total road miles while still meeting access and emergency needs.
 - Include drainage improvements in road design.
 - Use roadway design strategies recommended in the Tribal Transportation Safety Plan to improve driver behavior and intersection safety.
 - Design new roads to serve land on both sides of the corridor instead of one-lot-deep development.
 - Separate industrial traffic from residential and pedestrian traffic where possible through routing and access management.

Strategy 4. Develop safe, connected trails, sidewalks and crossings, and manage motorized recreation on streets and trails.

- b. Clarify and enforce policies for ATV and snowmachine use on streets and trails and designate safe routes in and out of downtown.
 - Review and update ordinances governing ATV and snowmachine use in town and downtown.
 - Consider:
 - Allowing ATVs and snowmachines on certain streets under conditions similar to other vehicles (licensing, lights, insurance) where appropriate.
 - Keeping motorized vehicles off non-motorized trails built with federal funds.
 - Creating graded or designated parallel routes for ATVs and snowmachines where needed.
 - Defining specific legal routes into and out of downtown from different directions.
 - Reducing allowable speeds on sidewalks and near pedestrians.

- Improve education about ATV and snowmachine laws and safe operation.
- Improve enforcement of local ATV laws to reduce erosion and shoulder damage and address speeding and unsafe behaviors.
 - c. Improve crossings, lighting and other spot safety measures at high-risk locations for people walking, biking and using mobility devices.
- Identify crossings with known safety issues (for example, Kanakanak on Windmill Hill).
- Work with the appropriate road owner to install or improve crossings at priority locations such as the fire station downtown, Squaw Creek/Airport Road, and Lake Road/Kanakanak Road.
- Repaint crosswalks early each year.
- Install additional streetlights at key locations, such as along Aleknagik Lake Road, consistent with the Tribal Transportation Safety Plan..
 - d. Provide ongoing education and outreach for all trail and roadway users to improve safety and reduce conflicts and environmental impacts.
- Coordinate safety classes at schools and participate in statewide safety programs such as Bike-n-Walk Safely.
- Support Choggiung efforts such as a “good trail behavior” comic book.
- Provide education on responsible ATV, snowmachine and bicycle use.
- Post signs and provide information on trail etiquette, routes, speed limits and consequences for misuse.
- Consider design touches such as a center line on shared paths to reinforce safe operation.

Strategy 5. Support safe and efficient marine and air transportation that connects Dillingham to the region.

- a. Support implementation of boating safety strategies identified in the Curyung Tribal Transportation Safety Plan and related efforts.
 - Host boating safety classes during Sea Week.
 - Encourage life jacket use, including through Kids Don’t Float life vest loaner boards at Aleknagik Lake and Kanakanak Beach.
 - Support improved enforcement and patrolling related to intoxicated boating.
 - Ensure safety facilities such as signage and rescue equipment are included in new boat launches and other marine infrastructure..
- b. Encourage and support partner or private initiatives that explore regular water-based access between Dillingham and nearby communities, where demand and funding justify it.
 - Encourage interested private or Tribal entities to explore water taxi or similar services.
 - Provide letters of support or planning information as needed, while recognizing that service must be economically viable or publicly funded..
- c. Work with Alaska DOT&PF, FAA and air carriers to improve aviation infrastructure and safety consistent with airport master plans and safety recommendations.
 - Work with DOT&PF to update, finalize and implement the airport master plan, including consideration of land for a crosswind runway where still relevant.

- Investigate options to expand floatplane facilities and improve connections between floatplane uses and City services.
- Build on the 2022 Airport Emergency Plan and Curyung safety strategies by working with FAA, DOT&PF and carriers to:
 - Evaluate educational strategies to improve air travel safety.
 - Encourage regular plane inspections and maintenance.
 - Evaluate engineering and emergency response strategies to reduce aviation risks.

Waterfront

Strategy 1. Upgrade core waterfront facilities to sustain fishing-related activity, improve safety, and support local economic opportunity.

- a. Complete Phase I harbor upgrades including float replacements, bulkhead extensions, west and east revetment construction, and extended water, sewer, power, and telecom utilities.
 - Phase I improvements include replacing the boat harbor floats to increase their utility and safety.
 - The north bulkhead is to be extended west toward the boat ramp, including the addition of a new boat servicing grid, as recommended in the USACE 2008 Preferred Alternative and BEESC 2009 Harbor Upgrades Report.
 - The west-side revetment and breakwater are to be constructed to protect the harbor from erosion; this project is currently in the funding phase.
 - Water, sewer, power, and telecommunications will be extended throughout the harbor site, including repair of water lines that freeze on the north side of the harbor.
 - A second crane and several hand-operated cranes will be installed to support commercial and subsistence fishing.
 - A second set of restrooms and showers will be installed on the south side of the harbor to provide greater service to users.
 - Lighting, signage, and security features will be improved to increase safety and operational efficiency.
 - Fire suppression infrastructure will be expanded to support increased harbor activity.
 - On-land dredge spoil disposal will be restored by requesting that the U.S. Army Corps of Engineers return to stockpiling dredge materials on land rather than pumping them back into the bay.
 - Riprap and erosion control will be installed near the ice machine and other high-risk sections of the shoreline.
 - Future improvements include expanding west side facilities and extending bulkheads on the south and east sides, as funds allow.
 - To increase the harbor's functionality for commercial and subsistence fishers, the City intends to install a second crane and a series of hand-operated cranes at key shoreline points.
 - Fire protection systems will be upgraded to safeguard people, vessels, and infrastructure in the harbor and adjacent uplands.
 - Expansion of west-side facilities on private land will enable more capacity for commercial fishing support services.
 - The City may explore development of a public value-added fish processing facility and cold storage unit to support local and regional seafood distribution, allowing fishers to process and transport products directly to the airport.

Strategy 2. Develop a balanced waterfront that accommodates recreation, subsistence, marine industries, and regional access through local and partnered improvements.

- a. Develop public recreation spaces at the Small Boat Harbor, including the Bingman property cleanup, park amenities, interpretive signage, and pedestrian access.
 - Clean up and convert the Bingman property into a recreation space adjacent to the harbor, including seating, picnic facilities, and signage.
 - Incorporate play equipment and culturally relevant interpretive displays into the recreation site.
 - Add low-profile barriers and clear boundaries to separate park uses from adjacent harbor operations..
- b. Create safe harbor viewpoints and access corridors with seating, wayfinding, and interpretive elements.
 - Provide safe pedestrian viewpoints and access corridors along the harbor edge, with protective barriers, benches, and all-weather surfaces.
 - Install wayfinding systems and interpretive signage highlighting Dillingham’s maritime heritage, commercial fishing activity, and cultural values.
- c. Improve waterfront access for skiffs and boats from nearby villages, including secure storage, dedicated landings, and routes to downtown.
 - Develop a skiff landing area at the Small Boat Harbor that includes secure tie-ups, designated loading zones, and safe connections to nearby services.
 - Create clear, accessible paths linking the waterfront landing area to downtown, making it easy for visitors and residents to reach key destinations on foot.
- e. Coordinate long-term planning for harbor uplands, including improved lease lot access, dedicated utility capacity, and roadway improvements.
 - Upgrade internal roadways, utilities, and circulation through coordinated planning for harbor uplands to improve access and reduce conflict between industrial and public uses.
 - Ensure utilities like broadband, sewer, and water are extended into new lease lots to support marine business expansion.
- f. Evaluate long-term options for dock expansion, including upriver development and potential new sites at Kananak Beach.
 - Conduct feasibility studies on long-term dock expansion options, including upriver dock extensions for increased freight capacity.
 - Evaluate the Kananak Beach area as a potential location for a new dock, ensuring compatibility with existing uses such as subsistence fishing and boat launching.
 - Reserve land and access routes in potential future dock sites to support long-term port needs.
 - The City intends to extend the south and east harbor bulkheads, as recommended in the 2008 USACE Preferred Alternative and the 2009 BEESC Harbor Upgrades report, to improve vessel moorage and system stability.

- Riprap will be installed along the east side of the harbor and creek-side of the ice machine to correct erosion caused by storm events and failing older bulkhead structures.
 - These improvements follow recommendations from the 2022 City Services Assessment, noting that the original short-sheet metal bulkhead near the ice machine installed in 2006 is no longer providing adequate protection
- h. Re-engage Port Advisory Committee, Curyung Tribal Council, BBNA, private landowners, and Peter Pan Seafoods to coordinate long-term planning, communication, and shared goals.
- The 2020 Dillingham Waterfront Strategic Plan Update includes process improvements to support shared planning and implementation. These include involving the Port Advisory Committee in development decisions, formalizing city-private landowner communications, addressing shared infrastructure and space needs, and collaborating on long-range waterfront development projects.

Economic Development

A note about implementation of tourism-related strategies and actions

To effectively implement this strategy and its actions, the City could consider several organizational models:

- **Establish a City Tourism Program or Convention and Visitors Bureau (CVB):** Create and fund a City-operated tourism office or CVB using bed tax revenues to manage marketing and visitor services.
- **Form a Dillingham Tourism Working Group:** Establish a collaborative committee under an existing organization (e.g., Chamber of Commerce or a City committee) to coordinate marketing and partnerships.
- **Partner with Regional or Statewide Entities:** Work with groups such as the ATIA and Southwest Alaska Municipal Conference (SWAMC) to expand marketing reach.
- **Contract Services Out:** Hire a professional tourism marketing or destination management firm to design campaigns, produce materials, and maintain online content on behalf of the City.



2036 Dillingham Comprehensive Plan Update

Appendix B: Community Input Summary to Date

updated January 3, 2024

Process

Public Input Form

A public input form was distributed to the community via online survey format and hard copy format in mid-October and was open until December 1st, 2023. The form asked respondents to provide open-ended comments about which 2010 Comprehensive Plan topics should be prioritized over the next 10-20 years. The Comprehensive Plan topics include:

- | | |
|-------------------------|-------------------------------------|
| 1. Land Use and Housing | 5. Energy |
| 2. Transportation | 6. Community Wellness and Education |
| 3. Waterfront | 7. Public Facilities and Services |
| 4. Economic Development | |

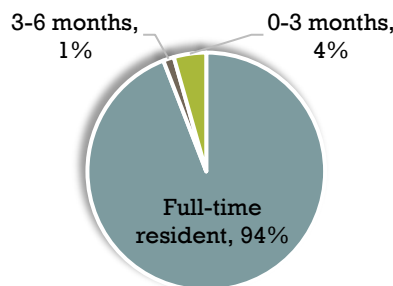
Respondents were also asked to provide the average time they spend in Dillingham each year.

Interviews

To date, eight interviews have been conducted with stakeholders from Dillingham educational institutions, the seafood industry, BBNA and Tribes, landowners and/or land managers, and a mix of recent and long-time community members. Interviewees were asked to provide information about Dillingham accomplishments, quality of life, and the biggest challenges, opportunities, and priorities they see today and over the next 10-20 years. They were also asked whether they are familiar with the 2010 Comprehensive Plan and to share ideas about creatively engaging the community during the current update process.

Response Summary

71 individuals provided feedback using the Public Feedback Form and 25 individuals provided feedback through interviews – **95 respondents total**. Nearly all who provided feedback using the



Public Feedback form did so online. The vast majority of Public Input Form respondents indicated that they lived in Dillingham year-round.

Themes

Approximately 417 comments from 95 individuals were received from the Public Input Form and interviews. The main themes of all topics have been summarized below. Housing affordability and availability were the top concerns among respondents, which also impact community wellness and education, economic development, and public facilities and services.

| Topics - Main | #Comments |
|----------------------------------|------------|
| Land Use & Housing | 75 |
| Community Wellness and Education | 74 |
| Public Facilities and Services | 71 |
| Economic Development | 60 |
| Transportation | 33 |
| Waterfront | 19 |
| Energy | 17 |
| Comp Plan Process | 25 |
| Vision | 10 |
| Accomplishments | 8 |
| Quality of Life | 25 |
| Total | 417 |

Top Comprehensive Plan Themes

(Public Form and Interviews, 349 responses total)

| Topic | Key Themes |
|--|--|
| <p>Land Use & Housing 66 responses related to Housing</p> | <ul style="list-style-type: none"> • Affordable housing stock was the top concern for most respondents. • Lack of housing prevents workforce development, especially in the education sector. Housing was cited as the primary reason that teacher recruitment and retention is so difficult in Dillingham. Many positions in the workforce are vacant because they cannot find a place to live. • There is a sense that housing challenges are partially to blame for outmigration and that the younger population will move to other cities where affordable housing can be found. • Respondents felt that the City could help by: <ul style="list-style-type: none"> ○ simplifying the permitting system and reducing unnecessary regulations that prevent development and affordable housing types; ○ document vacant city-owned property to determine appropriate land uses; ○ updating the floodplain information for the downtown area; |

| Topic | Key Themes |
|--|--|
| | <ul style="list-style-type: none"> ○ incentivizing housing projects through property tax reductions or city land sales at reduced prices, earmarked for housing developments; and ○ increase collaborative efforts with other agencies (such as BBHA, BBAHC, BBNA, and the School District), land managers, banks and contractors to create holistic solutions. ● Regarding other land use topics, respondents expressed concern about the effects of erosion, invasive species control, site control for developments to protect fish habitat, and abandoned buildings that cause blight and potential environmental harm. |
| <p>Community Wellness & Education 49 responses related to Wellness, 19 responses related to Education</p> | <ul style="list-style-type: none"> ● Respondents commented on the need for a multi-purpose building for adult and youth activities, fitness options, meeting space, and event space. ● There was broad recognition that many Dillingham residents suffer from mental health and addiction illnesses, but disagreement about the primary cause. Respondents suggested that prioritizing support services in health care, housing, and public safety are needed. Others suggested that more activities for younger residents would decrease instances of drug abuse. Many recommended more robust collaboration efforts between the City and support services. ● Elder care was an important topic for some respondents, noting the loss of Grandma’s House (MEAL) and long-term doctors at the hospital. Many see Elders leaving Dillingham for better assisted living options and understand that the aging population will continue to grow over the next decade. ● Lack of childcare options for families with young children was observed. ● Topics related to teacher recruitment and retention were the largest concerns related to education in Dillingham. Some listed housing as the main barrier, while others focused on the decline in school population. ● There are less than 400 students in the school district, which is the lowest enrollment in at least 20 years. The government may take back one-third of the district’s funding because of the low enrollment. School population decline is attributed to outmigration, privatization, and increased homeschooling enrollment. ● Many expressed praise for the school system, despite the lack of resources, especially in its effort to build partnerships with other agencies. ● Respondents suggested increasing education and training opportunities for trades to support/increase the local workforce. |
| <p>Economic Development 60 responses</p> | <ul style="list-style-type: none"> ● Respondents generally agreed that the cost of living in Dillingham is a major barrier to growing the economy, though many believed that there was little that could be done to improve it. ● 17 respondents commented on taxation as it relates to the fishing industry, small business development, and housing. There was general consensus |

| Topic | Key Themes |
|---|---|
| | <p>that taxes are needed in order to fund and improve Dillingham’s infrastructure, but no consensus about precisely which taxes should be increased or created.</p> <ul style="list-style-type: none"> ○ Many commented that the property tax is a hindrance to small businesses. They suggested relaxing taxes or creating other incentives for needed services in Dillingham, like restaurants, fishing supplies and services, veterinarians, and mechanics. ○ Some supported implementing a raw fish tax or onshore fish processing tax, while others feared it would drive processors to communities with better infrastructure and/or lower taxes. ○ Some suggested finding ways to increase taxes on non-residents. ○ Many suggested providing tax breaks to those who would develop housing in Dillingham. <ul style="list-style-type: none"> ● Many supported the fishing industry and noted it is recently impacted by world affairs and politics. Last year, they were paid \$0.50 per pound. ● Some noted that there are many open jobs in the community that are not being filled. Low wages, discrimination, mental illness and addiction, and seasonal employment from fishing could be possible deterrents to year-round jobs. ● There was general support for an expanded tourism/eco-tourism sector to diversify the economy, encourage beautification of the city, protect the environment, and improve the quality of life for residents. ● Some respondents support finding ways to keep the workforce local, such as using the local workforce to build housing and providing training opportunities for trades. |
| <p>Transportation 33 responses</p> | <ul style="list-style-type: none"> ● Many respondents praised recent improvements to the roads but reinforced the importance of year-round road maintenance and the development of new roads, such as paving Neqleq subdivision and Emperor Way, establishing an alternative route from downtown to Wood River Road via HUD road, and resolving Squaw Cr Road. ● 9 respondents expressed a need for a shuttle or transit service for residents (Elders, teachers, university students, seasonal employees, visitors, etc.), even if it only ran a few times per week. ● Praise was given to the City for providing more infrastructure for multimodal transportation, like bike paths and sidewalks, which are used frequently. Maintaining and extending active transportation infrastructure was requested. ● The lack of barge service was perceived as a main reason for the high costs of goods and services and a deterrent to developing new housing in Dillingham. ● One respondent requested a freight lane across the waterfront from Peter Pan to the City dock to avoid traffic in front of the AC store. |

| Topic | Key Themes |
|---|--|
| <p>Waterfront 19 responses</p> | <ul style="list-style-type: none"> • Erosion was a top concern. Mitigation measures, like building seawalls, were suggested. • Improving harbor facilities and management were recommended, including: <ul style="list-style-type: none"> ○ Utilizing the Bingman property as a Seafood Innovation Center or a multi-use retail space with a boardwalk. ○ Moving the food vendors away from the busy driveway. ○ Opening more boat launch ramps. ○ Parking enforcement. ○ Restroom maintenance. ○ Waste management, especially for disposed oils that tend to leak near the bins. ○ A running ice machine. ○ Better fire suppression hydrants. ○ Bring water and electricity to the south end of the harbor. ○ Maintain/pave the City dock surface; equipment is easily damaged. • Some perceive conflicts with those that use the waterfront as a ‘working waterfront’ and those who would like to use it more for community gathering spaces and celebrations. (Many working harbors, like those in Sitka, Alaska, have found ways to create community spaces without conflicting with industry or subsistence uses.) • Respondents would like to improve the waterfront for community spaces see the waterfront as a focal point of the community and a source of pride/identity. Utilizing the Bingman property as a Seafood Innovation Center or a multi-use retail space with a boardwalk or coastal trail was suggested. |
| <p>Energy 17 responses</p> | <ul style="list-style-type: none"> • Many respondents recognized that the community is heavily reliant on diesel for fuel and support options for expanding renewable, sustainable energy infrastructure. <ul style="list-style-type: none"> ○ Some suggested incentives for small-scale alternative energy solutions, such as community-wide grants for solar and wind initiatives. ○ There may be opportunities for the City to collaborate with the UAF Bristol Bay Campus on other initiatives through existing programs. ○ Some City-owned buildings could be more energy-efficient and be modified for solar electricity where appropriate. ○ Others suggested installing EV charging stations and replacing City vehicles with electric vehicles when appropriate. • Many respondents supported the Nushagak Electric and Telephone Cooperative’s initiatives to develop hydro power and expand fiber optics for the region. Some noted that expanding fiber optics may benefit |

| Topic | Key Themes |
|---|--|
| | <p>economic development by allowing more remote workers to live in Dillingham.</p> |
| <p>Public Facilities & Services 71 responses</p> | <ul style="list-style-type: none"> • Many respondents expressed dissatisfaction with the City and perceive that the community has a negative view of the City (29 responses). Respondents suggested that the City should: <ul style="list-style-type: none"> ○ Find solutions by building partnerships. Collaborate with keystone organizations, Tribal entities, educators, contractors, and neighborhoods. Support community initiatives that other agencies lead. Find a way to stimulate the volunteer core. (17 responses) ○ Recruit and retain employees by paying a fair wage and reviewing the City’s structure and processes. The turnover is disruptive to providing consistent services. (10 responses) ○ Emphasize public relations. Create an engagement plan to improve transparency about decisions. Involve the community in decisions, especially working families who may not be able to attend meetings. Provide more education about what the City does and how it works. (8 responses) ○ Focus on deferred maintenance, asset management, and low maintenance solutions. ○ Prioritize actions. • Public safety comments (8): <ul style="list-style-type: none"> ○ Some respondents remarked that they do not call the police in dangerous situations because the police will either make things worse or not respond. ○ Improve or build a new police station and jail. ○ Improve police action on petty crimes (vandalism and theft) that occur on boats over winter, boat storage areas, and the harbor. ○ Promote fire mitigation programs and projects. ○ Promote the numerous training opportunities that Fire/EMS conduct to increase volunteers and provide education. • Utility comments (7): <ul style="list-style-type: none"> ○ The sanitation services need to be improved; many components of the 20-year-old master plan are out of date. ○ Extend sewer and water where possible. Septic is always backing up at HUD. ○ Protect the sewage lagoon. ○ Expand water and sewer to the airport. ○ Improve drinking water. • Eight respondents commented about the declining condition of the landfill. While some improvements have been made in the past few years, |

| Topic | Key Themes |
|-------|--|
| | <p>they perceive that it is not yet improved to the quality it was 15 years ago and that the City is mainly responsible. Respondents recommended:</p> <ul style="list-style-type: none"> ○ Maintaining the landfill to meet ADEC Solid Waste requirements. ○ Having clear and well-maintained areas for recycling. ○ Covering waste daily and installing bear-proof fencing. ○ Prioritizing fire prevention. ○ Convert the incinerator burner to used waste oil instead of buying diesel. |

Other Themes:

(Public Form and Interviews, 68 responses total)

The Comprehensive Planning Process

- Public engagement ideas:
 - *Increase opportunities for youth to be engaged. We can slow outmigration if we engage kids now. If kids feel like they're heard, they will feel like they have buy-in. Ask what they consider "fun."*
 - *Townhalls and public workshops; incentivize attendance with gift cards and door prizes.*
 - *Lunch-and-Learns at the University.*
 - *Public radio.*
 - *Choggiung Ltd. Board meeting in June.*
 - *Piggyback on other events, have staff there to discuss the plan and process.*
 - *Talk to small business owners - ones that still have business and ones whose businesses have closed. Ask about challenges.*
 - *Leave materials at the post office.*
- Content:
 - *Make it a shorter plan, easily digestible, accessible*
 - *Use definable metrics in the goals and actions. The 2010 plan doesn't do that, so it's difficult to know whether or not it has happened.*
 - *Track it yearly.*
 - *Make goals attainable. Most comp plan goals don't get accomplished because they entity doesn't have enough control of the outcomes.*
 - *Prioritize goals; make sure they connect with what really matters. The City is talking about planter boxes, but the dump and lagoon are in dire straits.*
 - *Include the inventory that was taken of the City's assets and facilities. It was well-documented and would be a really good idea to keep updated and make transparent so the public can track changes.*
 - *More emphasis on leadership roles and partnerships.*

- Process:
 - *Put the plan online, where the public can reach it. A way for the public to comment through the whole process, not just the planning process.*
 - *Track it yearly.*
 - *Have leadership meetings every couple of months to check in. The City seems to sit out of the regional meetings. Require an annual review by City Council.*

Vision for the Future:

- *Dillingham has the potential to be a great little city again, to be a place where people want to live and stay.*
- *Make a “greener” connection easier for residents of Dillingham.*
- *There is no more sense of community here. People come and go after a year or two. It is so expensive. If you’re not from here, why would you stay?*
- *There are so many great and caring people in the community that want to do great things, but it is going to require the City and other agencies like BBEDC to take more initiative in finding ways to bring in the resources for the collective community instead of individuals all struggling on their own to fix individual problems.*
- *We must build the groundwork to support people who can support themselves. This starts with the basics. Housing, food and economic security etc.*
- *Dillingham is a beautiful community, and we need to help revive all these aspects and bring more for our youth and elders to be a part of. All while preserving the subsistence way of life and traditional values.*
- *Unless we as a community change, this town will continue to degrade. We need something to be proud of, something that, as a community, we can call our own. A morale booster, and a motivator. And we need it sooner than 10 years. School partnership with BBRCT program and literacy program. Youth are trained in high school to take the open positions. All four school districts in partnership. It grows a local work force through vocational education.*
- *We need to make Dillingham more appealing. The more residents we get, the more opportunities for small businesses to start back up, like restaurants. Make this town alive again.*

Accomplishments

- *Afterschool programs (more tutoring, food services, transportation, culture integration).*
- *School partnership with BBRCT program and literacy program. Youth are trained in high school to take the open positions. All four school districts in partnership. It grows a local work force through vocational education.*
- *BBEDC youth hiring. There is funding for local youth experience in the local workforce, which helps keep youth in our community. Same with the ANSEP program, which helps recruit FWS workforce.*
- *The school district has aggressively gone for education grants (State and Federal) to provide additional books (every child gets two books each month), staff for literacy, mental health and SEL programming, mental health counselors, partnerships to support students, preschool.*
- *BBNA Rebuild partnership w/DCSD – Piloted in 2014.*

- *Road improvements.*
- *Bike trail. Many community members advocated for it (it wasn't in the plan), and it has been wonderful for kids and families.*
- *High praise for community outreach during the pandemic; the City's partnership with the hospital.*

What People Love About Dillingham

- *I enjoy that Dillingham is a small town. It's easy to be involved with the community here. I appreciate the environment, subsistence resources, opportunity to enjoy the outdoors, the hospital here. Without the hospital, I wouldn't be able to live here. The school system is as good or as challenging as a family wants it to be. Facilities and basic infrastructure are good.*
- *The Yup'ik culture.*
- *Dillingham provides broader opportunities for different recreation and outdoor interests (hiking, fishing, hunting, trapping).*
- *People come together when there are hardships.*
- *Close knit support system.*
- *Having a public library, museum, and a University of Alaska campus in town is really great.*
- *The SAFE shelter.*
- *BBNA as a tribal arm for social services.*
- *Wonderful organizations working out of Dillingham.*
- *The people and the children.*
- *The people and relationships with small businesses.*
- *It's my home.*
- *Sense of community.*
- *The subsistence lifestyle.*
- *Alice Ruby.*
- *Everyone is like family. Going to the grocery store, I know everybody. It brings me joy to be close.*
- *Beauty and diversity. The Russian fleet that comes in the summer, the people from Croatia and Mexico for the canneries. Close knit families. Healthy rivalry between villages and sports. The King Run.*
- *"This is the place that has always been."*

CITY OF DILLINGHAM, ALASKA PLANNING COMMISSION

RESOLUTION NO. PC-2026-01

**A RESOLUTION OF THE CITY OF DILLINGHAM PLANNING COMMISSION
ADOPTING THE 2026–2032 CAPITAL IMPROVEMENT PLAN AND
RECOMMENDING IT FOR ADOPTION BY THE DILLINGHAM CITY COUNCIL**

- WHEREAS,** Dillingham Municipal Code § 2.68.160(A)(5) assigns to the Planning Commission the duty to prepare and recommend to the City Council an annual update of a six-year capital improvement plan; and
- WHEREAS,** DMC § 4.05.010(B) defines the six-year capital improvement plan as an annual update and long-range need projection of the city, included as part of the annual budget; and
- WHEREAS,** DMC § 4.05.070 requires that the six-year capital improvement plan be submitted annually in June as part of the fiscal budgeting process; and
- WHEREAS,** DMC § 2.68.160(B) requires the Planning Commission to publish notice of and hold at least one public hearing before submitting its recommendations to the City Council; and
- WHEREAS,** the Planning Commission duly published notice of and held a public hearing on May XX, 2026, in accordance with DMC § 2.68.160(B), at which time members of the public were afforded opportunity to comment on the proposed 2026–2032 Capital Improvement Plan; and
- WHEREAS,** the Planning Commission has identified thirty-one (31) capital projects addressing critical infrastructure, public safety, housing, environmental compliance, and quality of life needs throughout the City of Dillingham; and
- WHEREAS,** the Planning Commission conducted an independent priority scoring process utilizing a weighted six-criterion evaluation rubric — assessing each project's impact on economic development, project need, quality of life, health and safety, cost reduction, and consistency with the City's Comprehensive Plan — with scores assigned by six commissioners on a scale of zero to five hundred points; and
- WHEREAS,** the resulting composite scores establish a priority ranking of all thirty-one projects, organized into High Priority (composite average score of 380 or above), Medium Priority (300–379), and Lower Priority (below 300) tiers, providing the City Council and the public with a transparent, evidence-based framework for capital investment decision-making; and

WHEREAS, the 2026–2032 Capital Improvement Plan is consistent with the goals, objectives, and policies of the City of Dillingham Comprehensive Plan, as required by DMC § 2.68.160(A)(7); and

WHEREAS, the Planning Commission finds that adoption of the 2026–2032 Capital Improvement Plan is necessary and appropriate to guide the City's long-range infrastructure investment and to support the City's annual budget process and legislative priority submissions under DMC Chapter 4.05;

NOW, THEREFORE, BE IT RESOLVED by the City of Dillingham Planning Commission as follows:

Section 1. Adoption of the 2026–2032 Capital Improvement Plan. The Planning Commission hereby adopts the City of Dillingham 2026–2032 Capital Improvement Plan, inclusive of all thirty-one (31) identified projects, project descriptions, condition ratings, funding status, estimated costs, and commission priority scores, as the Commission's official six-year capital improvement plan recommendation.

Section 2. Priority Rankings. The Planning Commission affirms the priority tier classifications resulting from the commission scoring process as the recommended framework for guiding capital investment sequencing, grant applications, and legislative priority submissions. The Commission recognizes that priority rankings may be updated as funding opportunities arise, project conditions change, or as the Plan is amended in subsequent annual updates.

Section 3. Recommendation to City Council. The Planning Commission hereby recommends that the Dillingham City Council adopt the 2026–2032 Capital Improvement Plan pursuant to DMC § 4.05.040 and incorporate it into the City's annual budget process in accordance with DMC § 4.05.070.

Section 4. Submission. The Planning Commission directs the Planning Director to transmit this Resolution and the adopted 2026–2032 Capital Improvement Plan to the City Council and City Manager in conformance with the June submission deadline established by DMC § 4.05.070.

Section 5. Annual Update. The Planning Commission acknowledges its ongoing obligation under DMC § 2.68.160(A)(5) to prepare and recommend annual updates to the six-year capital improvement plan and directs the Planning Director to initiate the update process in conjunction with each subsequent annual budget cycle.

Section 6. Effective Date. This Resolution shall be effective upon adoption.

ADOPTED by the City of Dillingham Planning Commission at a duly noticed public meeting held on April 15, 2026.

Cade Woods Chair, Dillingham Planning Commission

ATTEST:

Abigail Flynn City Clerk

CITY OF DILLINGHAM

Capital Improvement Plan Priority Scoring Summary

Planning Commission Review
April 2026

| High Priority Average Score \geq 380 | Medium Priority Average Score 300–379 | Lower Priority Average Score $<$ 300 |
|--|---|--|
| 2 projects | 11 projects | 18 projects |

Scoring Commissioners

| | | | | | |
|-------|----------|--------|------|-------|------|
| Susan | Jennifer | Caelyn | Cade | Gregg | Misa |
|-------|----------|--------|------|-------|------|

Scoring Methodology

Six Planning Commission members independently scored all 31 Capital Improvement Plan projects using the weighted rubric established by the City. Each criterion was scored 0–5 and multiplied by its weight. The maximum possible composite score is **500 points**. Grand totals from each commissioner were averaged to produce the final ranking.

| Criterion | Weight | Description | Max Score |
|-----------------------------|------------|--|------------|
| Economic Development | 13 | Direct correlation to infrastructure needed to strengthen or develop the economy. | 65 |
| Project Need | 15 | The degree to which this project is necessary at this time. | 75 |
| Quality of Life | 18 | Adds educational, cultural, and recreational opportunities for citizens. | 90 |
| Health / Safety | 20 | Positive impact on health status or prevention of accident, death, or environmental harm. | 100 |
| Reduces Costs | 12 | Reduces operating costs without negatively impacting services. | 60 |
| Comprehensive Plan | 22 | Degree to which the project is included in the City's Comprehensive Plan goals and objectives. | 110 |
| TOTAL | 100 | | 500 |

Priority Tiers

| | | |
|-----------------|---------------|---|
| High Priority | Average ≥ 380 | Strong consensus. Pursue funding and programming in the near term. |
| Medium Priority | 300 – 379 | Solid support. Monitor for funding opportunities and phased implementation. |
| Lower Priority | Below 300 | Limited consensus at this time. Defer or re-evaluate in future CIP cycles. |

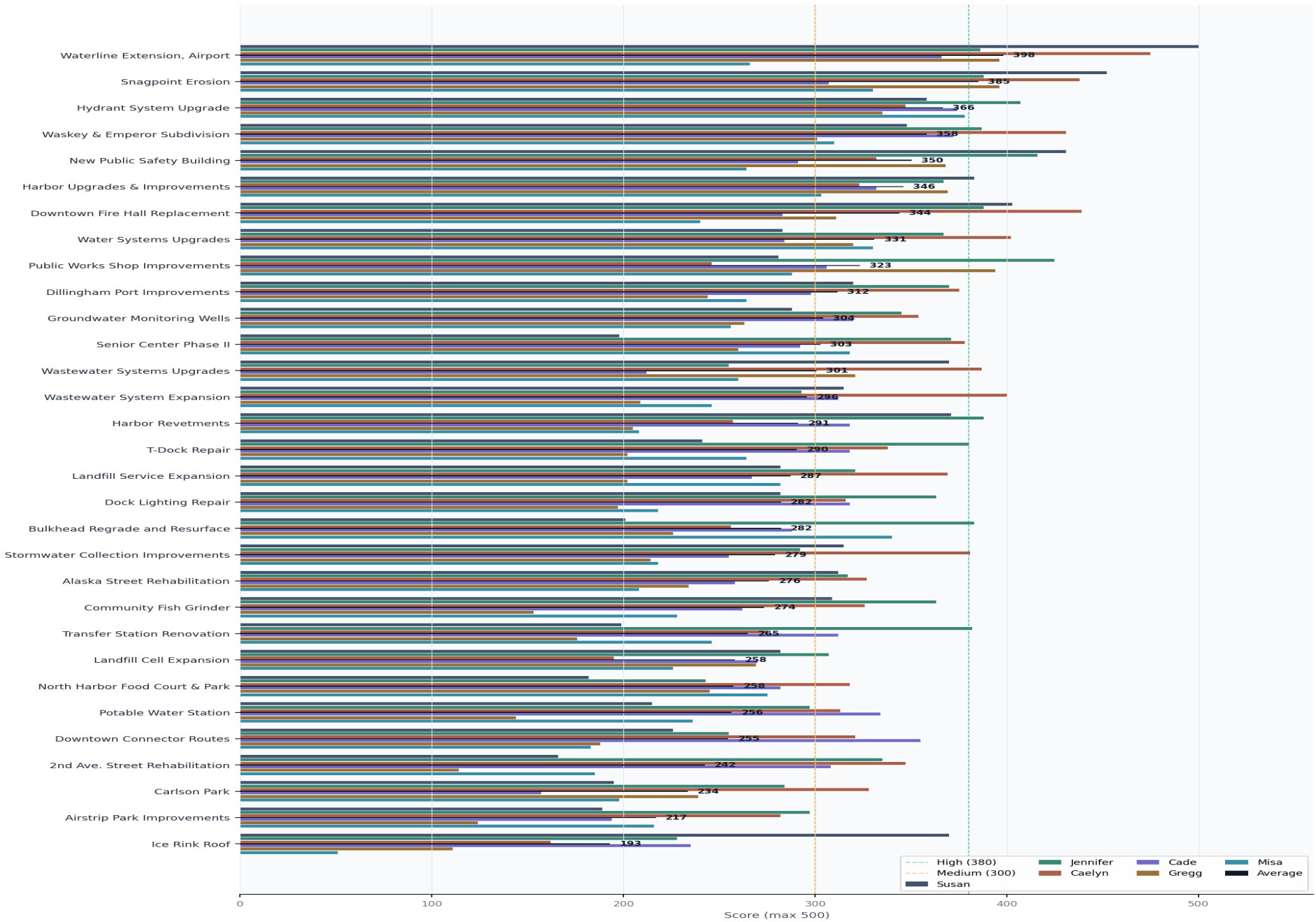
Summary Statistics

| Metric | Value |
|--------------------|-------|
| Projects evaluated | 31 |

| | |
|---|------------------------------------|
| Commissioners scoring | 6 |
| Maximum possible score | 500 |
| Highest average score | Waterline Extension, Airport (398) |
| Lowest average score | Ice Rink Roof (193) |
| High priority (≥ 380) | 2 |
| Medium priority (300–379) | 11 |
| Lower priority (< 300) | 18 |

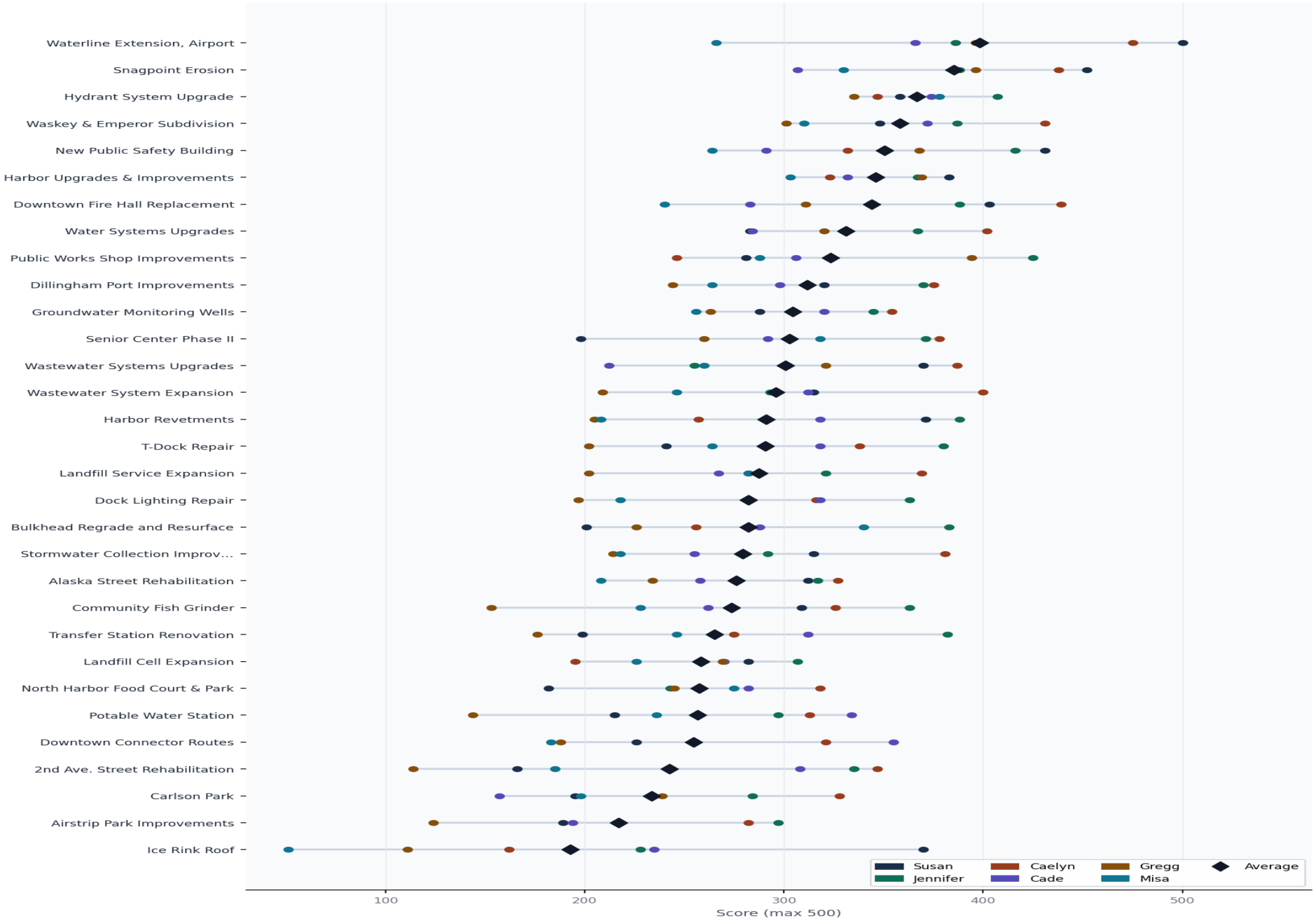
Project Rankings by Average Score

Grouped bars show each commissioner's individual score. The dark center tick marks the composite average across all six commissioners. Dashed lines indicate priority tier thresholds (380 and 300).



Score Spread and Commissioner Consensus

Each line spans the lowest to highest individual score. Colored dots represent individual commissioners; the diamond marks the composite average. A narrow line indicates strong consensus; a wide line indicates significant divergence.



Complete Scoring Matrix

All 31 projects ranked by composite average score. Color shading indicates priority tier. Individual scores are each commissioner's independently calculated weighted grand total (max 500 pts).

| Rank | Project | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average | Tier |
|------|------------------------------------|-------|----------|--------|------|-------|------|---------|--------|
| 1 | Waterline Extension, Airport | 500 | 386 | 475 | 366 | 396 | 266 | 398 | High |
| 2 | Snagpoint Erosion | 452 | 388 | 438 | 307 | 396 | 330 | 385 | High |
| 3 | Hydrant System Upgrade | 358 | 407 | 347 | 374 | 335 | 378 | 366 | Medium |
| 4 | Waskey & Emperor Subdivision | 348 | 387 | 431 | 372 | 301 | 310 | 358 | Medium |
| 5 | New Public Safety Building | 431 | 416 | 332 | 291 | 368 | 264 | 350 | Medium |
| 6 | Harbor Upgrades & Improvements | 383 | 367 | 323 | 332 | 369 | 303 | 346 | Medium |
| 7 | Downtown Fire Hall Replacement | 403 | 388 | 439 | 283 | 311 | 240 | 344 | Medium |
| 8 | Water Systems Upgrades | 283 | 367 | 402 | 284 | 320 | 330 | 331 | Medium |
| 9 | Public Works Shop Improvements | 281 | 425 | 246 | 306 | 394 | 288 | 323 | Medium |
| 10 | Dillingham Port Improvements | 320 | 370 | 375 | 298 | 244 | 264 | 312 | Medium |
| 11 | Groundwater Monitoring Wells | 288 | 345 | 354 | 320 | 263 | 256 | 304 | Medium |
| 12 | Senior Center Phase II | 198 | 371 | 378 | 292 | 260 | 318 | 303 | Medium |
| 13 | Wastewater Systems Upgrades | 370 | 255 | 387 | 212 | 321 | 260 | 301 | Medium |
| 14 | Wastewater System Expansion | 315 | 293 | 400 | 312 | 209 | 246 | 296 | Lower |
| 15 | Harbor Revetments | 371 | 388 | 257 | 318 | 205 | 208 | 291 | Lower |
| 16 | T-Dock Repair | 241 | 380 | 338 | 318 | 202 | 264 | 290 | Lower |
| 17 | Landfill Service Expansion | 282 | 321 | 369 | 267 | 202 | 282 | 287 | Lower |
| 18 | Dock Lighting Repair | 282 | 363 | 316 | 318 | 197 | 218 | 282 | Lower |
| 19 | Bulkhead Regrade and Resurface | 201 | 383 | 256 | 288 | 226 | 340 | 282 | Lower |
| 20 | Stormwater Collection Improvements | 315 | 292 | 381 | 255 | 214 | 218 | 279 | Lower |
| 21 | Alaska Street Rehabilitation | 312 | 317 | 327 | 258 | 234 | 208 | 276 | Lower |

| Rank | Project | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average | Tier |
|------|--------------------------------|-------|----------|--------|------|-------|------|---------|-------|
| 22 | Community Fish Grinder | 309 | 363 | 326 | 262 | 153 | 228 | 274 | Lower |
| 23 | Transfer Station Renovation | 199 | 382 | 275 | 312 | 176 | 246 | 265 | Lower |
| 24 | Landfill Cell Expansion | 282 | 307 | 195 | 270 | 269 | 226 | 258 | Lower |
| 25 | North Harbor Food Court & Park | 182 | 243 | 318 | 282 | 245 | 275 | 258 | Lower |
| 26 | Potable Water Station | 215 | 297 | 313 | 334 | 144 | 236 | 256 | Lower |
| 27 | Downtown Connector Routes | 226 | 255 | 321 | 355 | 188 | 183 | 255 | Lower |
| 28 | 2nd Ave. Street Rehabilitation | 166 | 335 | 347 | 308 | 114 | 185 | 242 | Lower |
| 29 | Carlson Park | 195 | 284 | 328 | 157 | 239 | 198 | 234 | Lower |
| 30 | Airstrip Park Improvements | 189 | 297 | 282 | 194 | 124 | 216 | 217 | Lower |
| 31 | Ice Rink Roof | 370 | 228 | 162 | 235 | 111 | 51 | 193 | Lower |

Note: Misa's scores were submitted via PDF scorecard. Where the Reduces Costs or Comprehensive Plan criteria were left blank, those criteria contribute 0 to the individual total, which accounts for the lower range of Misa's scores relative to other commissioners.

City of Dillingham

Capital Improvement Plan 2026–2032

Detailed Project Descriptions

Ranked by Planning Commission Priority Score

| Priority Tier | Score Range | Definition |
|-----------------|---------------|---|
| High Priority | Average ≥ 380 | Strong consensus. Pursue funding and programming in the near term. |
| Medium Priority | 300 – 379 | Solid support. Monitor for funding opportunities and phased implementation. |
| Lower Priority | Below 300 | Limited consensus at this time. Defer or re-evaluate in future CIP cycles. |

Condition Rating Scale

| | |
|---------------|--|
| Excellent (5) | New or recently renovated, fully functional, no issues |
| Good (4) | Minor wear, well maintained, minimal repairs needed |
| Fair (3) | Moderate deterioration, functional but requires attention |
| Poor (2) | Significant deterioration, frequent repairs, nearing end of life |
| Critical (1) | Failed or failing, safety concerns, immediate action required |

Scoring Note: Projects are ordered by composite average score across six Planning Commission members (Susan, Jennifer, Caelyn, Cade, Gregg, and Misa). Each project was independently scored on six weighted criteria (max 500 points). Scores reflect the April 2026 commission review.

Priority 1: Waterline Extension, Airport

High Priority Composite Average Score: 398.2 / 500

Extend municipal water service to the airport area to provide fire protection capabilities and potable water access for airport facilities. The Dillingham Airport serves as a critical regional hub for nine surrounding communities. Water line extension will enable installation of fire hydrants at the airport, reducing response times and improving fire protection.

| | |
|---------------------------|--|
| Current Condition: | 1 - Critical. No water service to airport. No fire hydrants in area. Limited fire protection capability for critical regional aviation infrastructure. |
| Current Status: | Design Phase - 35% Complete. Preliminary engineering 35% complete. Route identified. May require extension to serve additional streets along route. |
| Funding Status: | Substantially Funded. \$14,700,000 secured through 100% forgivable State Revolving Fund loan. Additional funding may be needed for street extensions. |
| Estimated Cost: | \$12,000,000 - \$20,000,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 500 | 386 | 475 | 366 | 396 | 266 | 398.2 |

Priority 2: Snagpoint Erosion

High Priority Composite Average Score: 385.2 / 500

Continue beach nourishment and erosion protection measures along the 1,600-foot Snagpoint bulkhead to prevent structural failure and protect municipal wastewater infrastructure. The bulkhead has experienced accelerated erosion with exposure levels below safe thresholds. Annual placement of riprap armor protects the bulkhead foundation and wastewater outfall line.

| | |
|---------------------------|--|
| Current Condition: | 2 - Poor. Bulkhead exposure below safe levels. Accelerated erosion ongoing. Wastewater outfall at risk. |
| Current Status: | Design Phase - Seeking Extension. Design funding secured. Project timeline being extended. Annual emergency placement continues. |
| Funding Status: | Design Funded. \$5,000,000 secured for design. Construction funding to be identified. |
| Estimated Cost: | \$12,000,000 - \$18,000,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 452 | 388 | 438 | 307 | 396 | 330 | 385.2 |

Priority 3: Hydrant System Upgrade

Medium Priority Composite Average Score: 366.5 / 500

Expand and upgrade the fire hydrant system throughout the community to improve fire protection capabilities and reduce insurance costs. Many areas lack adequate hydrant coverage, requiring fire department to transport water via tanker trucks. Installation of additional hydrants will enhance public safety and improve the community's Insurance Services Office (ISO) fire rating.

| | |
|---------------------------|--|
| Current Condition: | 2 - Poor. Significant gaps in hydrant coverage. Many areas lack fire protection. Inadequate water distribution system in some locations. |
| Current Status: | Planning Phase. Priority locations identified. Dependent on water system capacity improvements. Phased installation planned. |
| Funding Status: | Unfunded. Seeking inclusion in water system improvement grants. |
| Estimated Cost: | \$1,500,000 - \$3,000,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 358 | 407 | 347 | 374 | 335 | 378 | 366.5 |

Priority 4: Waskey & Emperor Subdivision

Medium Priority Composite Average Score: 358.2 / 500

Develop infrastructure to support residential development in the Waskey and Emperor subdivision areas, addressing critical housing needs. Infrastructure development includes road construction, water and sewer line extensions, stormwater management, and utility installations. This project creates opportunities for homeownership and addresses housing availability challenges.

| | |
|---------------------------|---|
| Current Condition: | N/A - New Development. Undeveloped subdivision areas. Infrastructure required to enable residential lot development and address housing shortage. |
| Current Status: | Planning Phase. Subdivision planning underway. Infrastructure needs assessment required. Phasing strategy to be developed. |
| Funding Status: | Unfunded. Seeking community development block grants and state appropriations. |
| Estimated Cost: | \$5,000,000 - \$8,000,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 348 | 387 | 431 | 372 | 301 | 310 | 358.2 |

Priority 5: New Public Safety Building

Medium Priority Composite Average Score: 350.3 / 500

Design and construct a consolidated public safety facility to house Police, Dispatch/E-911, Fire, Jail, National Guard, and DMV services. Current facilities are inadequate, non-compliant with ADA requirements, and compromise service delivery. The new facility will provide modern workspace, proper jail separation, adequate storage, and emergency operations center capabilities.

| | |
|---------------------------|--|
| Current Condition: | 1 - Critical. Multiple facilities with significant deficiencies. Not ADA compliant. Jail inadequate. Fire hall bays too small. Systems outdated. |
| Current Status: | Planning Phase. Facility plan completed in 2014. Site identified. Project on hold pending funding. |
| Funding Status: | Unfunded. Major state appropriation needed. Federal grants being explored. |
| Estimated Cost: | \$20,000,000 - \$28,000,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 431 | 416 | 332 | 291 | 368 | 264 | 350.3 |

Priority 6: Harbor Upgrades, Improvements

Medium Priority Composite Average Score: 346.2 / 500

Implement essential improvements to the Dillingham Small Boat Harbor to enhance safety, functionality, and capacity. The harbor serves as the base of operations for Bristol Bay’s commercial fishing fleet, hosting 500-600 boats during the summer season. Improvements include float system replacement, water line replacement, electrical system upgrades, and potential development of additional lease lots.

| | |
|---------------------------|--|
| Current Condition: | 3 - Fair. Float system nearing end of service life. Water line deteriorated. Electrical systems need upgrades. |
| Current Status: | Design Phase - 65% Complete. Float system replacement, water line replacement, and lease lot development plans in progress. Construction anticipated 2026. |
| Funding Status: | Fully Funded. \$11,100,000 secured for design and construction. |
| Estimated Cost: | \$11,100,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 383 | 367 | 323 | 332 | 369 | 303 | 346.2 |

Priority 7: Downtown Fire Hall Replacement

Medium Priority Composite Average Score: 344.0 / 500

Replace the aging downtown fire station with a modern facility capable of housing current emergency response equipment and meeting contemporary building codes. The existing facility, constructed decades ago, has inadequate bay clearances for modern fire apparatus, lacks proper fire detection and suppression systems, and is located within the 100-year flood zone. The new facility will provide adequate space for equipment storage, maintenance operations, training activities, and will meet ADA accessibility requirements.

| | |
|---------------------------|--|
| Current Condition: | 2 - Poor. Existing facility has structural inadequacies, insufficient bay clearances for modern equipment, lacks fire suppression systems, located in flood zone, not ADA compliant. |
| Current Status: | Pre-Design Phase. Preliminary design completed. Site location identified. Ready to submit RFP for geotechnical investigation and survey work. |
| Funding Status: | Partially Funded. \$600,000 secured for design and engineering. Construction funding not yet secured. |
| Estimated Cost: | \$8,500,000 - \$12,000,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 403 | 388 | 439 | 283 | 311 | 240 | 344.0 |

Priority 8: Water Systems Upgrades, Improvements

Medium Priority Composite Average Score: 331.0 / 500

Implement comprehensive upgrades to the municipal water system to improve reliability, expand service coverage, and meet current regulatory standards. Projects may include well rehabilitation, water treatment plant improvements, water line replacements, and pump station upgrades. The current water system has limited capacity that restricts fire flows.

| | |
|---------------------------|--|
| Current Condition: | 3 - Fair. System functional but limited capacity. Water source constraints. Inadequate fire flow capacity in downtown. |
| Current Status: | Planning Phase. Master plan update needed. Priority improvements being identified. |
| Funding Status: | Seeking Funding. Pursuing ADEC drinking water grants, SRF loans, and state appropriations. |
| Estimated Cost: | \$4,000,000 - \$7,000,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 283 | 367 | 402 | 284 | 320 | 330 | 331.0 |

Priority 9: Public Works Shop Improvements

Medium Priority Composite Average Score: 323.3 / 500

Upgrade Public Works maintenance facilities to improve operational efficiency, provide adequate equipment storage, and create safe working conditions for staff. Improvements may include building expansions, heated work bays, parts storage areas, equipment wash facilities, and office space improvements.

| | |
|---------------------------|--|
| Current Condition: | 2 - Poor. Inadequate space for equipment and operations. Insufficient heated workspace. Storage limitations. |
| Current Status: | Planning Phase. Needs assessment required. Facility expansion options being evaluated. |
| Funding Status: | Unfunded. Seeking state appropriations or general fund allocation. |
| Estimated Cost: | \$2,000,000 - \$3,500,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 281 | 425 | 246 | 306 | 394 | 288 | 323.3 |

Priority 10: Dillingham Port Improvements

Medium Priority Composite Average Score: 311.8 / 500

Implement critical improvements to port facilities including the All-Tide Dock, which serves as the primary entry point for freight for communities throughout the Nushagak River and Togiak areas. Improvements include protective dolphins to prevent barge impact damage, dock surface repairs, upgraded lighting systems, and enhanced cargo handling areas.

| | |
|---------------------------|--|
| Current Condition: | 3 - Fair. Dock functional but lacks protective dolphins. Sheet piling vulnerable to barge impact. Surface deterioration. |
| Current Status: | Planning Phase. Protective dolphin design concepts identified. Comprehensive port improvement plan needed. |
| Funding Status: | Partially Funded. Limited funding for minor repairs. Major improvements seeking state appropriations. |
| Estimated Cost: | \$2,500,000 - \$4,000,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 320 | 370 | 375 | 298 | 244 | 264 | 311.8 |

Priority 11: Groundwater Monitoring Wells Repairs

Medium Priority Composite Average Score: 304.3 / 500

Repair and maintain groundwater monitoring wells required for regulatory compliance at the municipal landfill. This project includes well rehabilitation, replacement of damaged well casings, installation of new monitoring equipment, and establishment of proper sampling protocols.

| | |
|---------------------------|---|
| Current Condition: | 2 - Poor. Several monitoring wells damaged or non-functional. Equipment outdated. Sampling protocols need updating. |
| Current Status: | Planning Phase. Assessment of existing wells needed. Replacement requirements being determined. |
| Funding Status: | Unfunded. Seeking solid waste grants. |
| Estimated Cost: | \$150,000 - \$300,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 288 | 345 | 354 | 320 | 263 | 256 | 304.3 |

Priority 12: Senior Center Phase II

Medium Priority Composite Average Score: 302.8 / 500

Complete Phase II improvements to the Dillingham Senior Center to expand services, improve accessibility, and address facility maintenance needs. Phase II improvements may include facility expansion, kitchen upgrades, accessibility enhancements, mechanical system improvements, and interior renovations.

| | |
|---------------------------|---|
| Current Condition: | 3 - Fair. Facility functional but aging. Capacity constraints during peak use. Some accessibility issues. |
| Current Status: | Planning Phase. Phase I improvements completed. Phase II needs assessment and planning required. |
| Funding Status: | Unfunded. Seeking senior services grants and state appropriations. |
| Estimated Cost: | \$800,000 - \$1,500,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 198 | 371 | 378 | 292 | 260 | 318 | 302.8 |

Priority 13: Wastewater Systems Upgrades, Improvements

Medium Priority Composite Average Score: 300.8 / 500

Continue facility improvements to achieve and maintain compliance with Alaska Department of Environmental Conservation (ADEC) regulatory discharge requirements. Upgrades include improvements to the aeration system, lift station rehabilitations, septage receiving facilities, and effluent monitoring systems. This project addresses chronic overages in permitted levels and ensures proper treatment of wastewater to protect public health and the environment.

| | |
|---------------------------|--|
| Current Condition: | 3 - Fair. Treatment lagoon functional but requires ongoing upgrades. Several lift stations need rehabilitation. Septage handling inadequate. |
| Current Status: | Planning/Design Phase. Multiple phases of work identified in facility plan. Some improvements completed, others in design stages. |
| Funding Status: | Seeking Funding. Pursuing ADEC Municipal Matching Grants and state/federal sources. |
| Estimated Cost: | \$5,000,000 - \$8,000,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 370 | 255 | 387 | 212 | 321 | 260 | 300.8 |

Priority 14: Wastewater System Expansion

Lower Priority Composite Average Score: 295.8 / 500

Extend wastewater collection system to serve areas currently relying on individual septic systems. System expansion includes installation of sewer mains, lateral connections, lift stations, and connection to existing treatment facilities. Approximately two-thirds of Dillingham residents currently use on-site septic systems.

| | |
|---------------------------|--|
| Current Condition: | N/A - New Development. Large portions of community lack municipal sewer. Septic systems in marginal areas create public health concerns. |
| Current Status: | Planning Phase. Priority expansion areas being identified. Master plan update needed. |
| Funding Status: | Unfunded. Major funding required through ADEC SRF loans and state appropriations. |
| Estimated Cost: | \$8,000,000 - \$12,000,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 315 | 293 | 400 | 312 | 209 | 246 | 295.8 |

Priority 15: Harbor Revetments

Lower Priority Composite Average Score: 291.2 / 500

Install rock revetments along critical harbor shoreline areas to prevent erosion and protect harbor infrastructure from wave action and storm surge. The east bank of the harbor experiences significant erosion during southwest storm events, threatening water and electrical utilities that serve the commercial fishing fleet.

| | |
|---------------------------|---|
| Current Condition: | 2 - Poor. Significant erosion of east harbor bank. Wave action threatens utilities. Storm events cause continued deterioration. |
| Current Status: | Planning Phase. Erosion assessment completed. Engineering design needed. Coordinating with Army Corps of Engineers. |
| Funding Status: | Seeking Funding. Pursuing federal disaster mitigation funds and state appropriations. |
| Estimated Cost: | \$4,000,000 - \$6,000,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 371 | 388 | 257 | 318 | 205 | 208 | 291.2 |

Priority 16: T-Dock Repair

Lower Priority Composite Average Score: 290.5 / 500

Conduct essential structural and surface repairs to the T-Dock facility to maintain safe operations and extend facility service life. Work includes deck surface repairs, pile replacement or reinforcement, hardware upgrades, and improvements to fendering systems.

| | |
|---------------------------|---|
| Current Condition: | 2 - Poor. Significant deterioration of deck surfaces. Some structural members showing wear. Hardware corrosion. |
| Current Status: | Planning Phase. Structural assessment needed. Repair plans to be developed. |
| Funding Status: | Unfunded. Seeking harbor improvement grants or maritime infrastructure funding. |
| Estimated Cost: | \$800,000 - \$1,200,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 241 | 380 | 338 | 318 | 202 | 264 | 290.5 |

Priority 17: Landfill Service Expansion

Lower Priority Composite Average Score: 287.2 / 500

Expand landfill services and facilities to enhance waste diversion, recycling capabilities, and operational efficiency. Improvements may include enhanced recycling infrastructure, household hazardous waste collection facilities, improved transfer station operations, and composting programs.

| | |
|---------------------------|---|
| Current Condition: | 3 - Fair. Basic recycling program in place. Additional infrastructure needed for comprehensive waste diversion. |
| Current Status: | Planning Phase. Waste characterization study needed. Program expansion opportunities being evaluated. |
| Funding Status: | Unfunded. Seeking EPA grants, state solid waste grants. |
| Estimated Cost: | \$500,000 - \$1,000,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 282 | 321 | 369 | 267 | 202 | 282 | 287.2 |

Priority 18: Dock Lighting Repair

Lower Priority Composite Average Score: 282.3 / 500

Repair and upgrade lighting systems at dock and harbor facilities to ensure safe nighttime operations, improve security, and meet maritime safety standards. This project addresses deteriorated lighting infrastructure, replaces outdated fixtures with energy-efficient LED systems, and ensures proper illumination levels for maritime operations.

| | |
|---------------------------|--|
| Current Condition: | 2 - Poor. Multiple lighting fixtures failed or inadequate. Electrical systems deteriorated. Insufficient illumination for safe nighttime operations. |
| Current Status: | Planning Phase. Assessment of existing systems needed. Lighting plan to be developed. |
| Funding Status: | Unfunded. Seeking inclusion in harbor improvement grants. |
| Estimated Cost: | \$250,000 - \$400,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 282 | 363 | 316 | 318 | 197 | 218 | 282.3 |

Priority 19: Bulkhead Regrade and Resurface

Lower Priority Composite Average Score: 282.3 / 500

Regrade and resurface the bulkhead area to improve drainage, enhance accessibility, and provide better working surfaces for commercial fishing operations. The bulkhead serves as a critical work area during the fishing season for gear storage, vessel maintenance, and cargo handling.

| | |
|---------------------------|--|
| Current Condition: | 2 - Poor. Surface deteriorated with potholes and uneven areas. Poor drainage causes ponding and ice hazards. |
| Current Status: | Planning Phase. Assessment needed. Design work pending. |
| Funding Status: | Unfunded. Seeking harbor improvement grants. |
| Estimated Cost: | \$600,000 - \$1,000,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 201 | 383 | 256 | 288 | 226 | 340 | 282.3 |

Priority 20: Stormwater Collection Improvements

Lower Priority Composite Average Score: 279.2 / 500

Upgrade and expand the stormwater collection and drainage system to address flooding issues, improve water quality, and protect infrastructure. Current inadequate drainage causes localized flooding during heavy precipitation events. Improvements include installation of culverts, drainage structures, catch basins, and properly sized conveyance systems.

| | |
|---------------------------|---|
| Current Condition: | 2 - Poor. Inadequate drainage in multiple areas. Localized flooding occurs during heavy rain. Undersized or failing culverts. |
| Current Status: | Planning Phase. Problem areas identified. Comprehensive drainage study needed. |
| Funding Status: | Unfunded. Seeking state and federal infrastructure improvement grants. |
| Estimated Cost: | \$3,500,000 - \$5,500,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 315 | 292 | 381 | 255 | 214 | 218 | 279.2 |

Priority 21: Alaska Street Rehabilitation

Lower Priority Composite Average Score: 276.0 / 500

Rehabilitate Alaska Street to address deteriorated pavement conditions, improve drainage, and enhance safety. The project includes roadway base repairs, installation of proper drainage infrastructure, repaving, and potential addition of pedestrian facilities.

| | |
|---------------------------|--|
| Current Condition: | 2 - Poor. Pavement significantly deteriorated. Drainage problems. Safety concerns during wet conditions. |
| Current Status: | Planning Phase. Priority rehabilitation project identified. Design work pending. |
| Funding Status: | Unfunded. Seeking state transportation funding. |
| Estimated Cost: | \$1,000,000 - \$1,500,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 312 | 317 | 327 | 258 | 234 | 208 | 276.0 |

Priority 22: Community Fish Grinder

Lower Priority Composite Average Score: 273.5 / 500

Install a fish waste grinder facility at the Small Boat Harbor to provide proper disposal of fish waste generated by commercial and subsistence fishing activities. The grinder will be housed in a 12x12 building with a discharge chute. This project requires an ADEC APDES discharge permit and will eliminate improper disposal practices.

| | |
|---------------------------|--|
| Current Condition: | N/A - New Development. Fish waste disposal currently inadequate. Improper disposal creates sanitation and odor issues. |
| Current Status: | Pre-Design Phase. Initial planning and conceptual design completed. ADEC permit application process to be initiated. |
| Funding Status: | Seeking Funding. Pursuing harbor improvement grants and fisheries infrastructure funding. |
| Estimated Cost: | \$400,000 - \$600,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 309 | 363 | 326 | 262 | 153 | 228 | 273.5 |

Priority 23: Transfer Station Renovation and Repair

Lower Priority Composite Average Score: 265.0 / 500

Renovate and repair the solid waste transfer station to improve operational efficiency, enhance safety, and extend facility service life. Improvements include building envelope repairs, door and equipment replacements, improved traffic flow patterns, enhanced lighting, and safety upgrades.

| | |
|---------------------------|--|
| Current Condition: | 2 - Poor. Building showing age. Doors and equipment need replacement. Traffic flow inefficient. Lighting inadequate. |
| Current Status: | Planning Phase. Facility assessment needed. Priority repairs being identified. |
| Funding Status: | Unfunded. Seeking solid waste grants. |
| Estimated Cost: | \$400,000 - \$700,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 199 | 382 | 275 | 312 | 176 | 246 | 265.0 |

Priority 24: Landfill Cell Expansion

Lower Priority Composite Average Score: 258.2 / 500

Expand landfill disposal capacity through construction of new disposal cells to extend landfill service life beyond current projections. New cells will be constructed in compliance with current ADEC solid waste regulations. This project is critical to maintaining waste disposal services for the community.

| | |
|---------------------------|--|
| Current Condition: | 3 - Fair. Current cells have limited remaining capacity. Expansion needed within next 3-5 years to maintain service. |
| Current Status: | Planning Phase. Permitting requirements being evaluated. Cell design and expansion plan to be developed. |
| Funding Status: | Unfunded. Seeking state solid waste grants and landfill enterprise fund reserves. |
| Estimated Cost: | \$1,500,000 - \$2,500,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 282 | 307 | 195 | 270 | 269 | 226 | 258.2 |

Priority 25: North Harbor Food Court and Park

Lower Priority Composite Average Score: 257.5 / 500

Develop a food court and park area at the north harbor to provide amenities for commercial fishermen, harbor users, and the public. The facility will include food service areas, outdoor seating, restroom facilities, and landscaped park space. During the intense summer fishing season, current amenity infrastructure is insufficient.

| | |
|---------------------------|--|
| Current Condition: | N/A - New Development. Opportunity to develop amenities in underutilized harbor area. Current amenity infrastructure inadequate for seasonal peak use. |
| Current Status: | Conceptual Phase. Concept development needed. Stakeholder input required. |
| Funding Status: | Unfunded. Seeking harbor improvement grants or public-private partnership opportunities. |
| Estimated Cost: | \$1,200,000 - \$2,000,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 182 | 243 | 318 | 282 | 245 | 275 | 257.5 |

Priority 26: Potable Water Station

Lower Priority Composite Average Score: 256.5 / 500

Establish a potable water filling station to provide convenient access to municipal water for residents relying on individual water systems and for commercial users. The station will include metered fill connections, payment systems, and proper drainage.

| | |
|---------------------------|--|
| Current Condition: | N/A - New Development. No current public water filling facility. Need identified for residents on individual well systems. |
| Current Status: | Conceptual Phase. Concept development needed. Site location to be determined. |
| Funding Status: | Unfunded. Seeking water system improvement grants. |
| Estimated Cost: | \$150,000 - \$250,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 215 | 297 | 313 | 334 | 144 | 236 | 256.5 |

Priority 27: Downtown Dillingham Connector Routes

Lower Priority Composite Average Score: 254.7 / 500

Develop pedestrian and non-motorized transportation connector routes throughout downtown Dillingham to improve walkability, safety, and accessibility. Projects include sidewalk construction, crosswalk installations, bike lane designations, and pathway lighting. Connector routes will link residential areas with schools, grocery stores, City Hall, and healthcare facilities.

| | |
|---------------------------|---|
| Current Condition: | 2 - Poor. Significant gaps in sidewalk network. Many areas lack pedestrian infrastructure. Safety concerns for pedestrians. |
| Current Status: | Planning Phase. Priority connector routes being identified. Pedestrian plan development needed. |
| Funding Status: | Unfunded. Seeking Transportation Alternatives Program funding and Safe Routes to School grants. |
| Estimated Cost: | \$2,000,000 - \$3,500,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 226 | 255 | 321 | 355 | 188 | 183 | 254.7 |

Priority 28: 2nd Ave. Street Rehabilitation

Lower Priority Composite Average Score: 242.5 / 500

Rehabilitate 2nd Avenue including roadway reconstruction, drainage improvements, and utility upgrades. Current road conditions include potholes, rutting, inadequate drainage, and deteriorated surfaces. Rehabilitation will include base repair, proper grading for drainage, new paving, and potentially sidewalk installation.

| | |
|---------------------------|--|
| Current Condition: | 2 - Poor. Significant pavement deterioration. Potholes and rutting. Drainage inadequate. Surface at end of service life. |
| Current Status: | Planning Phase. Street condition assessment needed. Design work pending. |
| Funding Status: | Unfunded. Seeking state transportation funding. |
| Estimated Cost: | \$1,200,000 - \$1,800,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 166 | 335 | 347 | 308 | 114 | 185 | 242.5 |

Priority 29: Carlson Park

Lower Priority Composite Average Score: 233.5 / 500

Develop recreational facilities and park amenities to provide outdoor recreation opportunities. This project may include playground equipment, picnic areas, walking paths, sports courts, and landscaping. Parks and recreation facilities enhance quality of life, provide safe spaces for youth activities, and support community health and wellness.

| | |
|---------------------------|---|
| Current Condition: | N/A - New Development. Undeveloped site with opportunity for new park development to meet community recreation needs. |
| Current Status: | Conceptual Phase. Site identified. Community input needed on desired amenities. Master plan development required. |
| Funding Status: | Unfunded. Seeking Land and Water Conservation Fund grants and state recreation grants. |
| Estimated Cost: | \$800,000 - \$1,500,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 195 | 284 | 328 | 157 | 239 | 198 | 233.5 |

Priority 30: Airstrip Park Improvements

Lower Priority Composite Average Score: 217.0 / 500

Develop recreational facilities and amenities at the former airstrip location. Potential improvements include sports fields, walking/running track, playground equipment, picnic facilities, outdoor fitness equipment, and landscaping. The site's large open area provides excellent opportunity for recreation development in a central location.

| | |
|---------------------------|--|
| Current Condition: | N/A - New Development. Former airstrip site available for park development. Large open flat area suitable for sports fields and recreational facilities. |
| Current Status: | Conceptual Phase. Master planning needed. Community input required to determine priority amenities. |
| Funding Status: | Unfunded. Seeking Land and Water Conservation Fund grants and state recreation grants. |
| Estimated Cost: | \$1,500,000 - \$2,500,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 189 | 297 | 282 | 194 | 124 | 216 | 217.0 |

Priority 31: Ice Rink Roof

Lower Priority Composite Average Score: 192.8 / 500

Design and construct a roof system on the community ice rink facility to prevent water infiltration, protect the skating surface, and extend building service life. The ice rink provides important winter recreation opportunities, serving youth hockey programs, public skating, and community events during the long winter season.

| | |
|---------------------------|---|
| Current Condition: | 2 - Poor. Showing significant age and deterioration. Water infiltration issues. Building systems at risk from moisture intrusion. |
| Current Status: | Planning Phase. Assessment needed. Project timing critical to minimize impact on skating season. |
| Funding Status: | Unfunded. Seeking recreation facility grants and state appropriations. |
| Estimated Cost: | \$300,000 - \$500,000 |

Planning Commission Scoring

| Commissioner | Susan | Jennifer | Caelyn | Cade | Gregg | Misa | Average |
|-----------------|-------|----------|--------|------|-------|------|--------------|
| Score (max 500) | 370 | 228 | 162 | 235 | 111 | 51 | 192.8 |