COMMUNITY MAP

KOTZEBUE

66°54'N 162°35'W Elevation 11'

100 0 250 500 Feet
50 0 50 100 150 Meters

Prepared by the Arctic Environmental Information and Data Center, University of Alaska for the Alaska Department of Community and Regional Affairs

The preparation of this document was financed in part through a comprehensive planning grant from the Department of Housing and Urban Development under provisions of Section 701 of the Housing Act of 1954, as amended, and the Division of Community Planning, Department of Community and Regional Affairs of the State of Alaska. December, 1976.

1 Federal Aviation Administration complex
2 State Division of Aviation building
3 Episcopal Church
4 Kotzebue Electric Association (KEA)
5 Church of God
6 Nulukvik Hotel
7 Baptist Church
8 Eskimo building
9 Catholic Church
10 Library
11 Museum
12 National Guard Armory
13 City Hall
14 Fire department
15 Police station/jail
16 Friends Church
17 Friends Bible School and Youth Center
18 Alcohol treatment center
19 Pioneers Home (under construction)
20 Water treatment plant
21 Water storage tank
22 Community College building
23 Native Health Hospital
24 State building
25 School
26 Dock
27 Arctic Lighterage Company
28 Kotzebue airways beacon

Flood Data

U.S. Army Corps of Engineers. Preliminary draft 1975. Compiled from aerial photos dated 7/6/74 by the Public Health Service, Division of Engineering, Branch of Photogrammetry. Assumed grid. Assumed elevation.

Area that would be inundated by a flood with a frequency of approximately 100 years.

- Flood hazard work was performed by the Alaska District Corps of Engineers at the request of and funded by the Federal Insurance Administration.
- The flood hazard area shown hereon is based on meager data, plus a minimum of historical flooding information and should be considered as preliminary.
- The delineated flood hazard areas shown hereon differ from the map prepared in February, 1974. New topographic maps, with 2' contour intervals, show most of the community to be out of the flood hazard area.
- The major flooding that occurs at this location is the result of storm driven waves.
- The City of Kotzebue has adopted floodproofing regulations which require that certain standards be met when structures are built within area subject to flooding. A copy of these regulations should be obtained from the city manager prior to any new development in flood hazard zones.

Land Use (additional information is available from the City of Kotzebue)
- Residential
- Public
- Commercial

Electricity (KEA)
- Power cable
- Service cable (updated to 1970 only)
- Power pole
- Transformer
- Street light

Water (PHS and City of Kotzebue)
- Water supply pipeline
- Water main

Sewer (PHS and City of Kotzebue)
- Sewer main
- Sewer force main
- Sewage lift station
- Manhole

RCA Earth station (under construction)

Survey line (BLM)

Active beach erosion (SCS)

Soils (Boundaries are approximate; on-site testing is necessary prior to construction of facilities.)

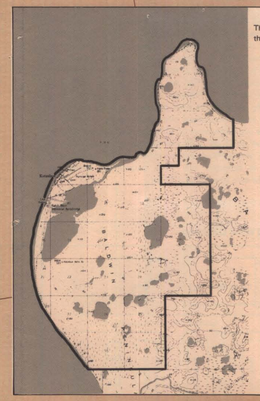
ENGINEERING INTERPRETATIONS OF SOIL PROPERTIES

(to a depth of 40 inches in An soils and 10 inches below the permafrost table in the Ko, Ks, and Mi soils)

Soil Series	Suitability as Source of: Roadfill	Sand & Gravel	Soil Limitation Rating[1] and Major Limiting Factors Affecting: Potential Frost Action	Roads & Streets	Foundations for low Buildings	Artificial Drainage	Septic Tank Filter Fields	Parks & Recreation	Remarks
An	Good	Good	Low	Slight	Slight	Not Needed	(7) Severe	(6) Slight to Moderate	
Ko	(2,3) Fair	(2,3) Fair	High	(2,3) Moderate	(2,3) Severe	(2,3) Very Severe	(2,3) Very Severe	(2,3) Very Severe	High Water Table, High Permafrost Table
Ks	(3,5) Poor	(3,5) Poor	High	(2,3) Very Severe	(2,3) Very Severe	(3,5) Very Severe	(2,3) Very Severe	(2,3) Very Severe	High Water Table, High Permafrost Table
Mi	Unsuited	Unsuited	High	(1,4) Very Severe	(1,4) Very Severe	(1,3) Very Severe	(1,3) Very Severe	(2,3) Very Severe	Occasionally Inundated by Sea Water

1. Numbers in parentheses refer to major soil limiting factors considered in the rating.
(1) Susceptible to inundation by high tides
(2) High water table
(3) High permafrost table
(4) Organic material
(5) Presence of silty material
(6) Presence of gravel
(7) Possible contamination of ground or offshore water

SOURCE: Furbush, Clarence E., *Soils of the City of Kotzebue*, U.S. Department of Agriculture, Soil Conservation Service, Palmer, Alaska, 1971, p. 13.



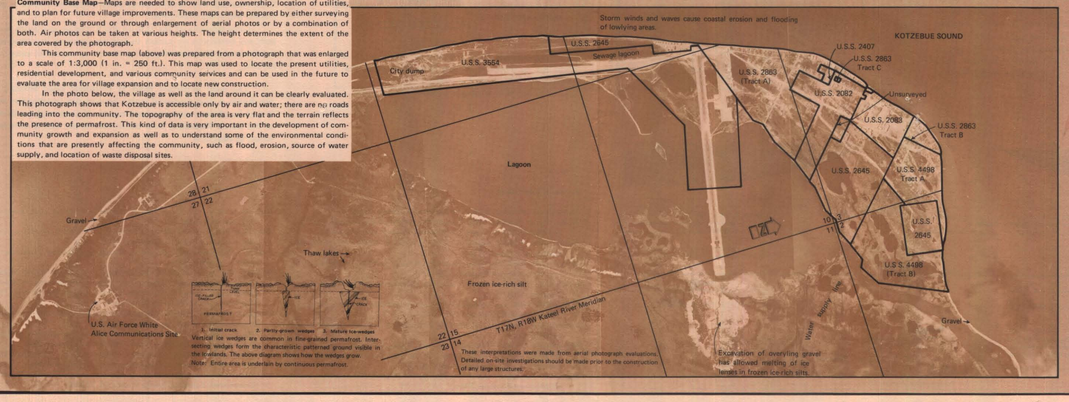
The description of the municipal boundaries approved by the State under the Village Incorporation Act is as follows:

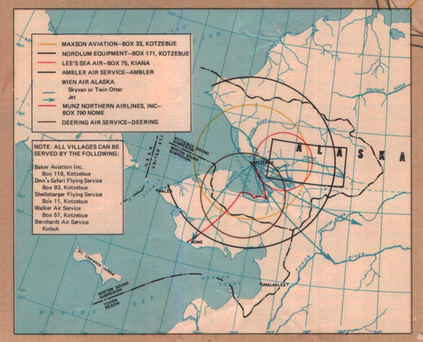
Beginning at a point where the S boundary of Section 35, Unsurveyed T17N, R18W, Kateel River Meridian, Alaska, intersects the mean low water line of Kotzebue Sound; thence E to the SE corner of the SW ¼ of the SW ¼ of the SW ¼ of Section 31, Unsurveyed T17N, R17W; thence N to the NE corner of the NW ¼ of the NW ¼ of the NW ¼ of Section 30, Unsurveyed T17N, R17W; thence E to the SW corner of the SE ¼ of the SE ¼ of the SW ¼ of Section 20, Unsurveyed T17N, R17W; thence N to the NW corner of the NE ¼ of the NE ¼ of the NW ¼ of Section 8, Unsurveyed T17N, R17W; thence W to the SW corner of Section 6, Unsurveyed T17N, R17W; thence N to the SW corner of the NW ¼ of Section 6, Unsurveyed T17N, R17W; thence E to the SE corner of the NW ¼ of Section 6, Unsurveyed T17N, R17W; thence N to the NE corner of the NW ¼ of Section 6, Unsurveyed T17N, R17W; thence E to the SE corner of Section 33, Unsurveyed T18N, R17W; thence N to the point where the extension of the common boundary between Sections 33 and 34, Unsurveyed T18N, R17W, intersects the mean low water line of Hotham Sound; thence in a westerly northerly, southerly, westerly, and southerly direction along the mean low water line of Hotham Sound and Kotzebue Sound, to the point of beginning, containing 26.5 square miles, more or less.

Community Base Map—Maps are needed to show land use, ownership, location of utilities, and to plan for future village improvements. These maps can be prepared by either surveying the land on the ground or through enlargement of aerial photos or by a combination of both. Air photos can be taken at various heights. The height determines the extent of the area covered by the photograph.

This community base map (above) was prepared from a photograph that was enlarged to a scale of 1:3,000 (1 in. = 250 ft.). This map was used to locate the present utilities, residential development, and various community services and can be used in the future to evaluate the area for village expansion and to locate new construction.

In the photo below, the village as well as the land around it can be clearly evaluated. This photograph shows that Kotzebue is accessible only by air and water; there are no roads leading into the community. The topography of the area is very flat and the terrain reflects the presence of permafrost. This kind of data is very important in the development of community growth and expansion as well as to understand some of the environmental conditions that are presently affecting the community, such as flood, erosion, source of water supply, and location of waste disposal sites.




MAXSON AVIATION—BOX 33, KOTZEBUE
NORDLUM EQUIPMENT—BOX 171, KOTZEBUE
LEE'S SEA AIR—BOX 75, KIANA
AMBLER AIR SERVICE—AMBLER
WIEN AIR ALASKA
Skyvan or Twin Otter
Jet
MUNZ NORTHERN AIRLINES, INC.—BOX 790 NOME
DEERING AIR SERVICE—DEERING
NOTE: ALL VILLAGES CAN BE SERVED BY THE FOLLOWING:
Baker Aviation Inc. Box 116, Kotzebue
Don's Safari Flying Service Box 93, Kotzebue
Shellabarger Flying Service Box 11, Kotzebue
Walker Air Service Box 97, Kotzebue
Bernhardt Air Service Kotlik
ALASKA
ARCTIC OCEAN
BERING SEA
CANADA
YUKON
NORTHWEST TERRITORIES
ALASKA HIGHWAY
MACKENZIE HIGHWAY
DEMPSTER HIGHWAY
DALTON HIGHWAY
ALASKA HIGHWAY
ALCAN HIGHWAY
MANITOBA
SASKATCHEWAN
ALBERTA
BRITISH COLUMBIA
ALASKA HIGHWAY
MACKENZIE HIGHWAY
DEMPSTER HIGHWAY
DALTON HIGHWAY
ALCAN HIGHWAY
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