

CHUGACH

STATE

PARK -

SKI AREA

STATE OF ALASKA

DEPARTMENT OF NATURAL RESOURCES

OFFICE OF THE COMMISSIONER

STEVE COWPER, GOVERNOR

400 WILLOUGHBY AVE.
JUNEAU, ALASKA 99801-1796
PHONE: (907) 465-2400

October 1, 1987

Mr. Stephen R. Punch
President
Chugiak-Eagle River
Chamber of Commerce
P.O. Box 770353
Eagle River, AK 99577

Dear Mr. Punch:

Governor Cowper and I very much appreciated your suggestions concerning the proposal to develop a ski resort within Chugach State Park. I assure you that the Department of Natural Resources does not want to discourage private enterprise from investing in Alaska. We are very aware of the need to use Alaska's resources to help kick-start the economy. As you may know, one of the major goals of the Governor's Trade Alaska program, and one which the department strongly supports, is the reshaping of Alaska's economy through the attraction of investment capital to the state.

But you should also be aware that the Department of Natural Resources is responsible for the wise use and management of public resources. To determine whether a particular land use is in the state's best interest often requires time consuming but very important public involvement. Our decision to amend the Chugach State Park master plan was made to allow the public a chance to voice an opinion on proposed park projects and also to provide the state an opportunity to analyze park land uses.

As you have pointed out, it may be possible to issue a sole source contract for the development of a ski area in the park. We will look closely at the sole source contracting option in mid-October, if this option is consistent with final park master plan decisions. If there is a possibility of competition for this project, however, it may be necessary to offer it for competitive bid. I am informed that it would not be appropriate to issue a permit for the long-term use of land in Chugach State Park. Permits are revocable permission for short-term use of state land and would not provide a developer with the assurances available through a contract.

Mr. Stephen R. Punch

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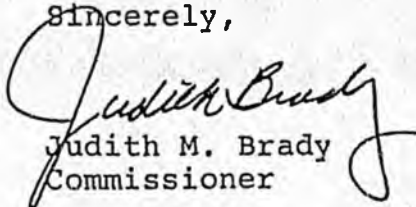
October 1, 1987

I understand your concerns about the language of House Bill 16, but the bill was needed to provide the department with the authority to charge fees for certain state park uses. The language related to concession contracts was added by the Legislature to alleviate public concerns about inappropriate park development. While the language in the bill could be clearer, I do not believe it prevents the state from negotiating park concession contracts.

We certainly intend to move as quickly as possible in processing this proposed project, but also intend to take every precaution to ensure that it is not stalled by litigation. I urge you to work closely with Park Director Neil Johannsen (762-2600) towards our mutual objectives.

Thank you again for writing.

Sincerely,



Judith M. Brady
Commissioner

cc: Governor Steve Cowper
Commissioner Tony Smith
Department of Commerce
and Economic Development
Commissioner John Andrews
Department of Administration
Alaska State Chamber of Commerce
Neil Johannsen, Parks & Outdoor Recreation
Department of Natural Resources

15 # 87237HDC0046



Chugiak-Eagle River Chamber of Commerce

P.O. Box 770353 / Eagle River, Alaska 99577

"PLACE OF MANY PLACES"

DEPARTMENT OF
NATURAL RESOURCES

AUG 31 1987

August 19, 1987

COMMISSIONER'S OFFICE
JUNEAU

The Honorable Steve Cowper
Governor of Alaska
Post Office Box A
Juneau, Alaska 99811

Dear Governor Cowper:

The Chugiak - Eagle River Chamber of Commerce would like to suggest sole source procurement procedures, as detailed in Section 36.30.300 of Alaska Statutes, as the method for implementing any decision rendered by the Commissioner of Natural Resources regarding amending the Chugach State Park Master Plan to allow the development of a Ski Resort within the Park boundary.

In the nine months that Rogner Touristik has tried to move forward with their Eagle Valley Resort project, there have been a number of occurrences that have effectively stalled this project. The first was the decision by the Department of Natural Resources to institute a fourteen month process to amend the Chugach State Park Master Plan to include downhill skiing in spite of the fact that the master plan already identified downhill skiing as a compatible use within the Parks' boundaries. The second was the decision on the part of Department of Natural Resources to call for competitive bids. The third occurrence on the part of the state was the signing into law of House Bill 16. Clearly these three acts do nothing to encourage the development of the largest single capitol project for the entire State of Alaska, but instead send a discouraging signal to anyone considering bringing new enterprise to our state. We at the Chugiak - Eagle River Chamber of Commerce are very concerned about recent overtures from Washington State to try and lure this resort development away from our community.

Governor Cowper
Page 2
August 19, 1986

The current timetable being published by the Division of Parks calls for the final concession contract to be signed in July of 1988, with the Request for Proposal stage set for November 1987 and the Selection Committee process set for July 1988. These dates account for a delay of nine months in issuing a concession contract resulting in a one year delay in construction.

House Bill 16 states that "the Director may negotiate a permit for commercial activity if: (1). The conditions of A.C.C. 18.05 are met; (2). Issuance of the permit is compatible with the purposes for which the park was established; (3). The applicant pays a fee, established under 11 A.C.C. 05.010 (a) (12)."

The Division of Parks has inventoried the sites for potential development within the Park and the Eagle Valley Site proposed by Rogner Touristik was identified as the primary site for development by the Division's own evaluation. Clearly, Rogner Touristik's ownership of the 95 acres adjacent to that site would give their proposal an element that no alternative bidders would possess. Secondly, the Statutes regarding Section 36.98.030 state that the provisions of the Request for Proposal and Competitive Bid Procedure shall not apply if the "agency demonstrates that there is a single source of the expertise or knowledge required or that one person or firm can clearly perform the required tasks more satisfactorily because of the person's or firm's prior work."

Therefore, based on this information and the Division's own intent to ask for financial data and bid bonds to determine the viability of potential developers, we feel that Dr. Rogner's company will emerge as the only candidate for a concession contract, and that sole source procurement is devised for circumstances such as these.

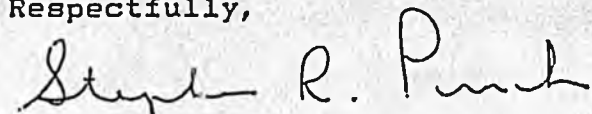
The State of Alaska has a marvelous opportunity before it that would allow for further diversification of our industry base and the development of a clean and renewable resource. This project is consistent with your administration's articulated policy of expanded international trade and economic development.

Governor Cowper
Page 3
August 19, 1987

We urge you to expedite approval of Rogner Touristik and send a signal to the international business community that Alaska welcomes new enterprise.

We look forward to your personal involvement in this issue.

Respectfully,



Stephen R. Punch
President

cc: Commissioner of Natural Resources
Commissioner of Commerce
Commissioner of Administration

Note: Your office may obtain further information by contacting Anne Ziesmer-Hays, Executive Director of the Chugiak - Eagle River Chamber of Commerce at 694-4702.

INCREMENT/DECREMENT DESCRIPTION (Limit to 98 characters) Economic Programs Office				
AGENCY CONTACT/PHONE NUMBER: Jack Wiles 762-2603	CODE	EXPENDITURE BY OBJECT	AGENCY REQ.	
DESCRIBE WHY THIS INCREMENT/DECREMENT IS NEEDED AND WHAT IT PURCHASES: This increment is needed to allow the division to take more aggressive action on its economic programs including concessions, implementing cost-saving measures such as volunteer recruitment and placement and use of donated materials and services, development of and monitoring the park fee program, expediting permits for commercial operations in park units, and to implement some of the provisions of AS 41.21.027 enacted by the 1987 Legislature.	100	Personal Services	95.2	
	200	Travel	8.0	
	300	Contractual Services	25.0	
	400	Supplies	4.0	
	500	Equipment	5.0	
	600	Lands, Buildings, Etc.		
	700	Grants, Claims, Etc.		
	800	Miscellaneous		
	TOTAL			137.2
	I-A Transfer (NON-ADD)			
	1002	Federal Receipts		
	1003	General Fund Match		
1004	General Fund		137.2	
1005	Program Receipts/GF			
1007	I-A Receipts			
POSITION INFORMATION		PFT	3	
		PPT	(1)	
		Non Permanent		
		Staff Months	26.25	
<input type="checkbox"/> Enhance Existing Service <input checked="" type="checkbox"/> Compared to FY 88			<input type="checkbox"/> Formula Program	
<input type="checkbox"/> New Service Compared to FY 88				
<input type="checkbox"/> Continuation of FY 88 Service Level <input checked="" type="checkbox"/>				
IMPACT FROM CAPITAL PROJECT (NAME) _____ Chapter _____ SLA _____ Page/Line _____				

(con't)

C5 INCREMENT/DECREMENT REQUEST Agency Priority _____ of _____	AGENCY Department of Natural Resources BRU Park and Recreation Management COMPONENT Park Management PROJECT Park Administration	FY 89	Page 1 of 3 Revised Date _____
------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------	-------	-----------------------------------

The increment will allow the division to develop the plans, public review processes, and contracts necessary to implement the concession development projects, and will permit close monitoring of the operation and development of those projects.

An economic program management team out of the Director's office would be established to provide a policy and program focus on recreation tourism development, private sector investments and to establish an economic climate that encourages recreation development opportunities.

The emphasis will be on pursuing development projects which will result in contracts for developing visitor destination facilities.

By pursuing economic strategies, the park system will play a major role in tourism development, will generate revenues to offset budget shortfalls, and will create business opportunities and private sector jobs in the recreation industries. This increment request should result in at least 400 permanent new non-construction jobs within five years.

One full-time and one seasonal position will be funded by this increment, and an existing position will be upgraded to match the duties. Contractual funds are included to acquire expert advice on contract requirements for recreation development projects like ski areas on major hotel sites, economic feasibility studies, and similar contractual services to support the concession development projects.

100: Personal Services Breakdown:

	PCN	FY'88 Auth.	FY'89 Request	Change	Status	
					F	S
1 Range 12, Natural Resource Technician; 12 months \$2,910 x 12 = \$35.0	New	0	12.0	12.0	+1	
1 Range 18, Development Specialist, 12 months \$4,240 x 12 = \$50.9	New	0	12.0	12.0	+1	
Upgrade current Range 16 to Range 18 and change seasonal to full-time equals \$13.8	5146	9.75	12.0	2.25	+1	(1)

Total Personal Services: \$95.2

(con't)

C5
ADDITIONAL
EXPLANATION
FORM

AGENCY Department of Natural Resources
BRU Park and Recreation Management
COMPONENT Park Management

Page 2 of 3

Revised Date

FY 89

200: Travel will be required for many of the concession projects. This includes conducting public meetings, attending park advisory board meetings, contract negotiations, legislative presentations, site visits and field work.

Total Travel Required: \$8.0

300: Contractual funds are included to acquire expert advice on contract requirements for recreation development projects like ski areas or major hotel sites, economic feasibility studies, and similar contractual services to support the concession development projects.

Total Contractual Services: \$25.0

400: Supplies include mailings for concession opportunities, general office supplies, etc.

Total Supplies Required: \$4.0

500: Equipment needed is one new computer and software to be used in economic programming.

Total Equipment Required: \$5.0

Total of all budget items in increment: \$137.2

C5

ADDITIONAL
EXPLANATION
FORM

AGENCY Department of Natural Resources

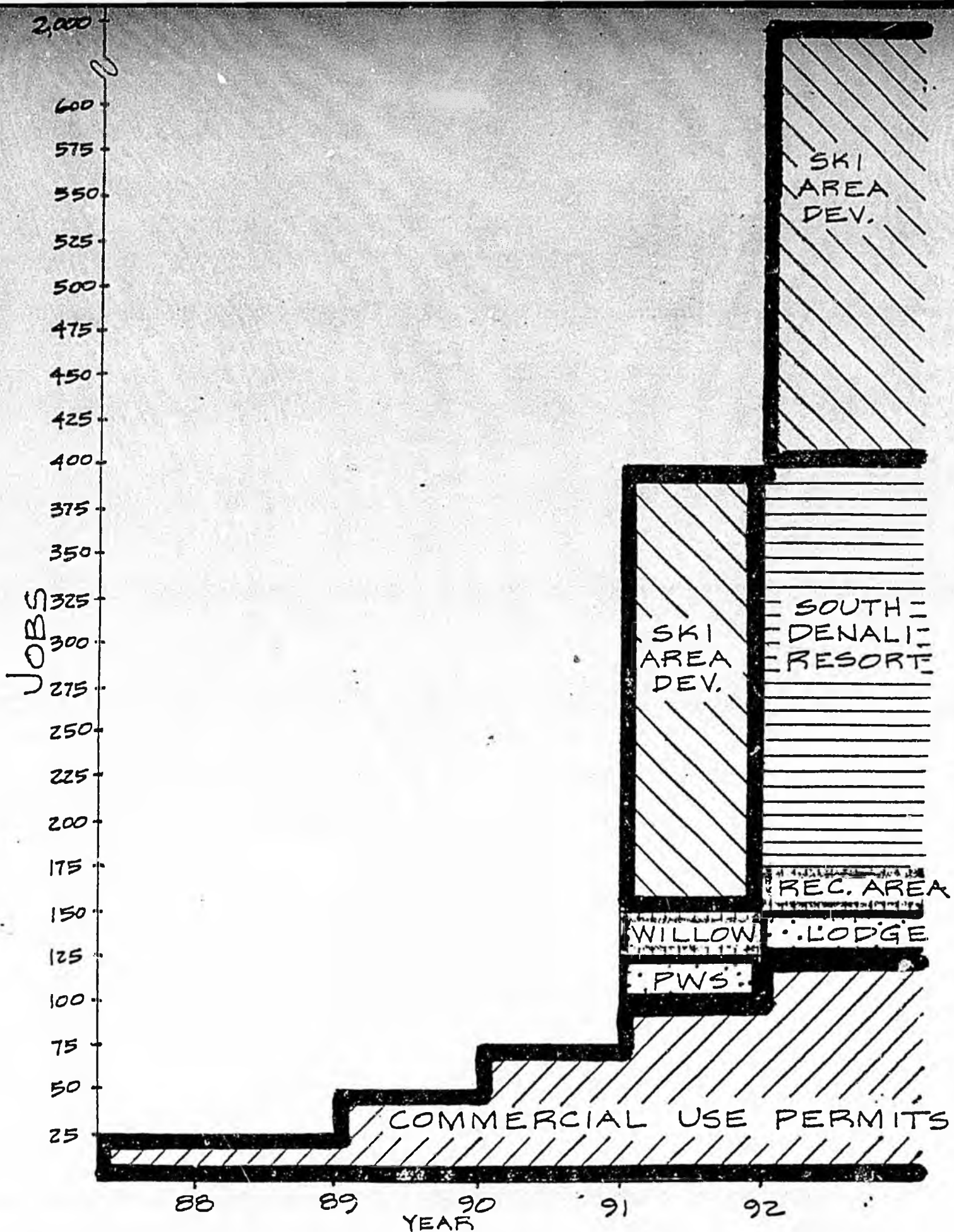
BRU Park and Recreation Management

COMPONENT Park Management

FY 89

Page 3 of 3

Revised Date



PRIVATE SECTOR TOURISM EMPLOYMENT
 RESULTING FROM
 STATE PARKS ECONOMIC PROGRAMS TEAM

REPRESENTATIVE
SAM COTTEN
DISTRICT 15



P.O. BOX 296, EAGLE RIVER, AK 99577
POUCH V, JUNEAU, AK 99811

ALASKA STATE LEGISLATURE
HOUSE OF REPRESENTATIVES

The Honorable Steve Cowper
Governor
State of Alaska
P.O. Box A
Juneau, AK 99810

September 18, 1987

Dear Governor Cowper:

I am writing with regard to the proposed ski area development on the South Fork of the Eagle River. This project is enormously important to Anchorage and Eagle River and deserves the full support of the Administration, as it appears to conform with stated goals for tourism development and overseas trade. In fact, it might be an ideal candidate for the Trade Alaska program.

Several concerns need your attention and leadership, particularly now that the Chugach State Park master plan amendment process is near completion. I hope that the state agencies involved in the project, which have already been as helpful as possible within existing constraints, can be assisted and encouraged in resolving these concerns.

Coordination by Division of Parks

To date the most involved state agency has been the Division of Parks in the Department of Natural Resources. Within its existing budget and lacking experience in siting and permitting for major ski development, the division is attempting to revise the Chugach State Park Master Plan, analyze Mr. Rogner's development proposal, figure out what studies and information will be needed for permitting to occur, and conduct the leasing process. Obviously this is a big job, especially to assure that the "unacceptable impact" findings (required by HB 16) and contract procedures are fully complied with.

Too late last session I received a request from the Department to support funding for new staff to coordinate these activities. Unable to provide for the funding in the FY 88 budget, I suggested that perhaps the Governor's Office could provide some support if the need for staff were proven later in the fiscal year. And although I believe that DPOR

is working hard on the project, it is clear that the project could move more quickly and successfully with more staff support.

I have not been contacted by the Department in this regard but believe that there is a need for immediate funding and staff support for the Eagle River ski area proposal. With immediate action to provide additional staff support, the siting process can be accelerated and the program for collecting environmental information related to permitting can be defined. I hope that your office can find discretionary emergency funds for DPOR or the commissioner's office of DNR as soon as possible. I will support continuing funding for the ski project in the FY 89 budget.

Interagency coordination

There are several major interagency concerns. First, the International Trade office should be involved in planning for the project, to assist Mr. Rogner in understanding and meeting the regulatory requirements of the various levels of government and to consult on possible financial assistance (trade credits, for instance) for the resort and ancillary facilities, if needed. Second, affected departments of state government -- including at least DNR, DCED, DEC, Fish and Game, Administration, Law, and DOTPF -- should be working together to meet with Mr. Rogner's staff in anticipation of the ski resort proposal and to prepare for any interagency issues that will require coordination. This could be accomplished in cooperation with municipal and federal government agencies, with state agencies taking the lead in initiating contact. Third, the commissioners of affected departments should coordinate among their divisions to be certain that all are prepared to assist on the project. For instance, in DNR the Parks Division will likely need to work with the Division of Land and Water and the Division of Geological and Geophysical Surveys on water issues and permitting.

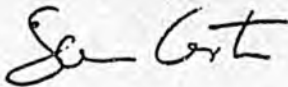
Leasing and contracting

The Eagle River/Chugiak Chamber of Commerce has written you regarding sole source contracting for the proposed project. The Chamber recognizes, I believe, that it is too early to be certain that sole source contracting is the best way to implement a site lease for the proposed ski resort. However, if the statutory and regulatory conditions for sole source contracting can be met, it appears that the site leasing process could be shortened by up to two months. I hope that the State will not foreclose the option of sole source contracting for the ski resort unless there is some good reason to do so. The State should be prepared to conduct whichever site leasing process can be conducted most expeditiously within the law. Determination of the best

procedure will require close coordination between the DNR and DOA. It may be that both the sole source and prequalification processes should be initiated and carried through simultaneously.

In this case the State is in good position to assist a major economic development project -- potentially \$175 million -- while protecting state interests. I appreciate your attention to these important concerns.

Sincerely,



Sam Cotten
Representative

cc: Commissioner John Andrews
Commissioner Judy Brady
Commissioner Don Collinsworth
Commissioner Mark Hickey
Commissioner Denny Kelso
Attorney General Grace Berg Schaible
Commissioner Tony Smith



*Chugiak-Eagle River
Chamber of Commerce*

P.O. Box 770353 / Eagle River, Alaska 99577

"PLACE OF MANY PLACES"

August 19, 1987

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Governor of Alaska
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Respectfully,

Stephen R. Punch
President

cc: Commissioner of Natural Resources
Commissioner of Commerce
Commissioner of Administration

Note: Your office may obtain further information by contacting Anne Ziesmer-Hays, Executive Director of the Chugiak - Eagle River Chamber of Commerce at 694-4702.


MEMORANDUM

STATE OF ALASKA
DEPARTMENT OF NATURAL RESOURCES
DIVISION OF PARKS & OUTDOOR RECREATION

To: Al Meiners
S.C. Regional Mgr

Date: 9-1-87

File: EP-ERSA-20

From: Fred Vreeman 
Economic Programs Manager

Phone: (907) 762-4506

Subj: Sole Source procedures for
concession contracting the
Eagle River Ski Area

Attached are several pages that outline the parameters and procedures for sole source procurement. The issue is not really a complicated one with respect to our plans for the Eagle River project. Essentially the law says that the commissioner of Administration must;

". . . determine in writing that there is only one source for the required procurement or construction. A sole source procurement MAY NOT BE awarded if a reasonable alternative source exists." (AS.36.30.300)

This law will be in effect on January 1 of 1988. The current law is even stricter however it essentially says the same thing.

We also have a memo from administration detailing their view of the sole source procedures and stating that they are going to interpret the law very strictly. In this memo it is made clear that sole source proceedings are NOT to be used to avoid writing and distributing RFPs, which is essentially what the newspapers seem to be asking us to do.

There is an alternative method, however, that Chris and I have included in DOAs draf regulations. This procedure involves several steps as follows:

1. We must have a good clear definition of exactly the type and scope of service that we desire. This must include all envisioned services to be provided by the contractor, a timeline for development, and other restrictions or conditions that will be put on the development.

This definition is mandatory, obviously, if we are to determine if anyone else can perform the service. There is no way we can say there is only one contractor to do the service if we don't even know, specifically, what that service is.

2. The definition can be written up and advertised, asking for interested resort developers to respond, essentially the same as a competitive solicitation however we could do this without writing up an RFP and simply write up a "scope of services".
3. If only one firm or interested bidder responds to the advertisement then we would approach DOA with a request for sole source procurement. If we approached them prior to this they would simply require us to do step 2 anyway. If more than one interested bidder responds then sole source is not permitted.

COMPARISON OF SOLE SOURCE VS CURRENT COMPETITIVE PROCESS

Current Timeline

Sept	Public Review of Master Plan Revisions Public Meetings on Plan Ammendments
Oct. 10	Final Master Plan Revisions Completed
Oct. 30	Preliminary Decision by Commissioner under AS.41.21.027 to contract for resort and ski area development
Nov. 15	Public Hearings on Proposed contract for resort & ski area
Dec. 10	Final Decision by Commissioner under AS 41.21.027, scope of services defined, size and scale of development outlined, contract terms & conoitions drafted
Dec. 20	Request for Proposals published and advertised

RFP is a "2-stage" design-build type solicitation.

Stage I submissions are designed to pre-qualify the bidders based on their experience and performance record, financial ability to perform, and their general site-development plan and schedule of development.

This stage should result in a list of qualified bidders based on the minimum qualifications outlined in the RFP. Those minimum criteria will include:

- Size and scope of development and general timeline
- Location of development and public/private land mixture
- Experience in ski area and resort development
- Financial Ability to Perform

Stage II submissions will be requested only from the bidders that meet the minimum qualifications. Stage-II proposals will require detailed site development plans, engineering studies that show the site plans to be feasible, analysis of market, detailed construction and development schedules, cost estimates for each phase of construction, and proof of financial ability to perform.

Jan. - Mar.	Bidders have 3 months to prepare Stage-I proposals
March 20	Stage I proposals due from bidders
April 1	Qualified bidders are asked to submit Stage-II proposals including detailed plans and proposals.
April - June	Bidders have 3 months to prepare Stage-II proposals
June 20	Stage II of proposals are due from bidders
July 10	Proposals evaluated and contractor selected
July 10 - 20	Contract Negotiations and Final Contract Signed

Timeline projected if Sole-Source determination is sought

* (Sept - Dec timeline remains the same, these steps are required by law)

- * Sept Public Review of Master Plan Revisions
 Public Meetings on Plan Ammendments
- * Oct. 10 Final Master Plan Revisions Completed
- * Oct. 30 Preliminary Decision by Commissioner under AS.41.21.027 to
 contract for resort and ski area development
- * Nov. 15 Public Hearings on Proposed contract for resort & ski area
- * Dec. 10 Final Decision by Commissioner under AS 41.21.027, scope of
 services defined, size and scale of development outlined,
 contract terms & conditions drafted

(Sole Source Procedures)

- Dec. 20 Scope of Development published and advertised

 Interested resort and ski area developers are asked to submit
 a letter stating their interest in the development outlined.
 Request also asks developers to outline their experience and
 background as well as their proposed financing for the
 project.

 If only 1 letter is received from an apparently qualified
 developer then the Director can request that a sole-source
 determination be made by the Dept of Administration.
- Jan. 20 "Request for Alternate Procurement" submitted to DOA
- Feb. 15 Determination by Commissioner of Administration that a
 sole-source situation exists and authorization to negotiate a
 contract with the single bidder

The Division would now ask the developer to submit a written plan for the proposed development. The plan should include detailed site development plans, engineering studies that show the site plans to be feasible, analysis of market, detailed construction and development schedules, cost estimates for each phase of construction, and proof of financial ability to perform. The detailed plan should also include the developers project team, experience and performance record, and any other information that would be necessary to negotiate a successful contract. This information will be necessary before contract negotiations could begin.

It is estimated that at least three months would be necessary for a bidder to prepare the development plan outlined above.

- May 15 (projected) Proposed development plan submitted by developer
- May 15 - June 15 Contract Negotiations and final contract signed

Analysis:

Benefits:

If the sole-source procedure is pursued the timeline could be shortened, however only by about 1 month. It would be shortened further if a development plan could be prepared by the developer before 3 months as projected.

Risk:

There are a number of risks associated with pursuing a sole-source determination. These include:

1. If more than one apparently qualified bidder submits a letter of interest then we will probably have to issue a Request for Proposals anyway. Initial contacts with developers indicate that there is more than one interested firm, and while they may not all be fully qualified, this process does not allow us as much flexibility in dismissing their proposals as the Request for Proposals process allows.

If we are required to issue an RFP anyway we will have lost about 2 months of time in pursuing the sole source determination.

2. If we do make a sole-source determination there is a potential exposure to law-suit by disgruntled developers who may state that the process was "rigged" for one developer and they were unable to participate.
3. Sole-source procurement methods weaken our negotiating stance considerably. Return to the State, impacts on wildlife and vegetation, impacts on scenic and wilderness values, and other perceived impacts are going to be difficult enough to negotiate under the RFP process. The added knowledge that "they are the only game in town" along with the pressure to accomodate the development will weaken our negotiating stance and could have a negative impact on some of the park resources.

Recommendation:

I can see no net positive effect of pursuing a sole-source determination. It opens up several negative possibilities and has virtually no desirable effect. The mention of its consideration has already weakened our perceived position with some environmental interest groups and although this probably presents no real problem it would be helpful to have those groups on our side. We will need their advice and information sources in order to develop effective terms to deal with the impacts they are concerned with.

The articles that first mentioned this possibility may cause us problems with disgruntled bidders in the future if they file a grievance stating that we pre-selected the austrian firm for this development.

I recommend that we make a public statement that we have considered the possibility of making a sole-source determination and have decided that there may be other firms interested in developing a resort and ski area in Chugach State Park, and furthermore the sole-source determination would not save us any time, therefore we will continue our current competitive process.

cc: Jack Wiles
Neil Johannsen

attachments: Mpmo, Statutes, draft Regs.

TO: ALL COMMISSIONERS

DATE: December 10, 1986

FILE NO.:

THRU:


TELEPHONE NO.:

465-2200

SUBJECT:

Procurement

FROM:

Commissioner Garrey Peska 
Department of Administration

The stated purpose of the present procurement law is to protect the state from uneconomic contracts procured without competition, to insure vendors fair play in dealing with State government, and to insure vendors fair competition with one another for State contracts.

With the decline in oil revenues and resultant reduction in budgets it is easy to understand the importance of protecting the state from uneconomic contracts. What should be noted is the increased importance of treating the vendor community fairly. Most Alaskan businesses depend, in some part, on income received from dealing with the State. As State expenditures decline, we are going to affect the livelihood of many Alaskans. It is only natural that their sensitivity to State procurement procedures will increase.

It is important that the Alaskan vendor community be treated fairly in our contracting procedures. I believe a vendor will accept losing in an open, fair, competitive procurement process. I can understand their concerns if they feel they have been treated unfairly or have been denied the opportunity to compete. The greatest opportunity for these feelings to develop exists when an open competitive procurement is not used.

The traditional methods of forgoing open competitive procurement processes have been through bid waivers, limited solicitations and sole sources. There are some legitimate circumstances when these approaches are appropriate. I do not believe those circumstances occur very often.

The present law allows flexibility in utilizing alternative procurement methods. The law taking effect July 1, 1987, allows little flexibility. July 1, 1987, is not the time to prepare for the new law. Effective immediately I have directed my staff to advise me if the justification to procure goods or services in other than an open competitive process meets the requirements of the new law. I will take that into consideration before approving or denying the request. The bid waiver process must not be used to make up for the lack of advance planning. The request for alternate procurement method can not be used simply to avoid writing Request for Proposals (RFP). This more rigorous review will require that more bids and RFPs be written.

In order to reduce the impact on your department, please advise your staff of the importance of advance planning.

December 10, 1986

I have asked the purchasing staff to be as creative as possible in helping you meet your needs. The Productivity Improvement Center can offer courses in writing RFP's and bids.

The Department of Administration is stressing a new emphasis on our duties to provide service to other operating departments. We want to make the procurement process smooth and effective for you while treating all of the potential vendors fairly. We also are the agency charged by law with the responsibility for managing and controlling the procurement process.

Please help us by cooperating and understanding our responsibility to control this process while we strive to provide you with the service you need.

GP/RL/clf

proposals must be registered in the state to perform architectural, engineering, or land surveying services.

(e) This section does not apply to a contract that incorporates both design services and construction.

ARTICLE 4. OTHER PROCUREMENT METHODS.

Sec. 36.30.300. SOLE SOURCE PROCUREMENTS. (a) A contract may be awarded for supplies, services, professional services, or construction without competitive sealed bidding, competitive sealed proposals, or other competition in accordance with regulations adopted by the commissioner of administration. A contract may be awarded under this section only when the chief procurement officer or, for construction contracts or procurements for the state equipment fleet, the commissioner of transportation and public facilities determines in writing that there is only one source for the required procurement or construction. A sole source procurement may not be awarded if a reasonable alternative source exists. The written determination must include findings of fact that support by clear and convincing evidence the determination that only one source exists. The authority to make the determination required by this subsection may not be delegated.

(b) The using agency shall submit written evidence to support a sole source determination. The commissioner of administration or the commissioner of transportation and public facilities, as appropriate, may also require the submission of cost or pricing data in connection with an award under this section.

(c) The procurement officer shall negotiate with the single supplier, to the extent practicable, to obtain a contract advantageous to the state.

(d) Procurement requirements may not be artificially divided, fragmented, aggregated or structured so as to constitute a purchase

under this section or to circumvent the source selection procedures required by AS 36.30.100 - 36.30.270.

Sec. 36.30.310. EMERGENCY PROCUREMENTS. Procurements may be made under emergency conditions as defined in regulations adopted by the commissioner when there exists a threat to public health, welfare, or safety, when a situation exists that makes a procurement through competitive sealed bidding or competitive sealed proposals impracticable or contrary to the public interest, or to protect public or private property. An emergency procurement need not be made through competitive sealed bidding or competitive sealed proposals but shall be made with competition that is practicable under the circumstances. A written determination by the procurement officer of the basis for the emergency and for the selection of the particular contractor shall be included in the contract file. The written determination must include findings of fact that support the determination.

Sec. 36.30.320. SMALL PROCUREMENTS. (a) A procurement for supplies, services, or construction that does not exceed an aggregate dollar amount of \$5,000 may be made in accordance with regulations adopted by the commissioner for small procurements.

(b) A contract for professional services that does not exceed \$25,000 may be made under regulations adopted by the commissioner for small procurements, except that an agency may not contract for the services of legal counsel without the approval of the attorney general.

(c) Small procurements need not be made through competitive sealed bidding or competitive sealed proposals but shall be made with competition that is practicable under the circumstances.

(d) Procurement requirements may not be artificially divided or fragmented so as to constitute a purchase under this section or to

agency contract shall be awarded by competitive sealed bidding.

(b) Competitive sealed bidding is not required

(1) when the commissioner determines in writing that food, clothing, or medical supplies, or materials for use in laboratory or medical studies may be purchased otherwise to the best advantage of the state;

(2) when rates are fixed by law or ordinance;

(3) for the purchase of products or services manufactured or provided by an employment program;

(4) for the purchase of products or services provided by the correctional industries program established under AS 31.32;

(5) for professional services; or

(6) for concessions operated on state property.

(c) In this section "employment program" means a nonprofit program to increase employment opportunities for individuals with physical or mental disabilities that constitute substantial handicaps to employment.

Sec. 36.30.110. INVITATION TO BID. (a) When competitive sealed bidding is used, the procurement officer shall issue an invitation to bid. It must include a time, place and date by which the bid must be received, purchase description, and a description of all contractual terms and conditions applicable to the procurement.

(b) When responding to the invitation to bid, the bidder shall supply evidence of the bidder's valid Alaska business license. A bidder for a construction contract shall also submit evidence of the bidder's registration under AS 08.18.

Sec. 36.30.115. SUBCONTRACTORS. (a) Within 24 hours after opening of bids, the two apparent low bidders shall submit a list of the subcontractors the bidders propose to use in the performance of

the contract. The list shall include the name and location of the place of business for each subcontractor and evidence of the subcontractor's valid Alaska business license. A bidder for a construction contract shall also submit evidence of each subcontractor's registration under AS 08.18.

(b) A bidder may replace a listed subcontractor if the subcontractor

(1) fails to comply with AS 08.18;

(2) files for bankruptcy or becomes insolvent;

(3) fails to execute a contract with the bidder involving performance of the work for which the subcontractor was listed;

(4) fails to obtain bonding;

(5) fails to obtain insurance acceptable to the state;

(6) fails to perform the contract with the bidder involving work for which the subcontractor was listed;

(7) must be substituted in order for the prime contractor to satisfy required federal affirmative action requirements;

(8) refuses to agree or abide with the bidder's labor agreement; or

(9) is determined by the procurement officer not to be a responsible bidder.

(c) If a bidder fails to list a subcontractor or lists more than one subcontractor for the same portion of work and the value of that work is in excess of half of one percent of the total bid, the bidder shall be considered to have agreed to perform that portion of work without the use of a subcontractor and to have represented the bidder to be qualified to perform that work.

(d) A bidder who attempts to circumvent the requirements of this section by listing as a subcontractor another contractor who

Chapter 106

licenses:

(3) has maintained a place of business within the state staffed by the bidder or an employee of the bidder for a period of six months immediately preceding the date of the bid;

(4) is incorporated or qualified to do business under the laws of the state, is a sole proprietorship, and the proprietor is a resident of the state or is a partnership, and all partners are residents of the state; and

(5) if a joint venture, is composed entirely of ventures that qualify under (1) - (4) of this subsection.

(c) If a bidder qualifies under (b) of this section as an Alaska bidder, is offering services through an employment program as defined under AS 36.30.100(c), and is the lowest responsible and responsive bidder with a bid that is not more than 10 percent higher than the lowest bid of a nonresident, the procurement officer shall award the contract to that bidder.

Sec. 36.30.190. MULTI-STEP SEALED BIDDING. When it is considered impractical to initially prepare a definitive purchase description to support an award based on price, the procurement officer may issue an invitation to bid requesting the submission of unpriced technical offers to be followed by an invitation to bid limited to the bidders whose offers are determined to be technically qualified under the criteria set out in the first solicitation.

ARTICLE 3. COMPETITIVE SEALED PROPOSALS.

Sec. 36.30.200. CONDITIONS FOR USE. (a) Except as otherwise provided in this chapter, or unless specifically exempted by law, an agency contract shall be awarded by competitive sealed proposals if it is not awarded by competitive sealed bidding. Construction may only be procured by competitive sealed proposals if the conditions under

(b) of this section are met.

(b) The commissioner may provide by regulation that it is either not practicable or not advantageous to the state to procure specified types of supplies, services, or construction by competitive sealed bidding that would otherwise be procured by that method. When the chief procurement officer, or for construction contracts or procurements for the state equipment fleet, the commissioner of transportation and public facilities, determines in writing that the use of competitive sealed bidding is either not practicable or not advantageous to the state, a contract may be entered into by competitive sealed proposals in accordance with the regulations. When it is determined that it is practicable but not advantageous to use competitive sealed bidding, the chief procurement officer or commissioner of transportation and public facilities shall specify with particularity the basis for the determination.

(c) When the chief procurement officer determines that it is advantageous to the state, a procurement officer may issue a request for proposals requesting the submission of offers to provide construction in accordance with a design provided by the offeror. The request for proposals shall require that each proposal submitted contain a single price that includes the design/build.

Sec. 36.30.210. REQUEST FOR PROPOSALS. (a) A request for competitive sealed proposals must contain the date, time and place for delivering proposals, a specific description of the supplies, construction, services, or professional services to be provided under the contract, and the terms under which the supplies, construction, services, or professional services are to be provided. The request shall require the offeror to submit evidence of the offeror's valid Alaska business license and, no later than the date by which proposals must

Draft Regs - have been modified!
2 AAC 12.430

2 AAC 12.430. CONDITIONS FOR USE OF SOLE SOURCE PROCUREMENT. (a) Sole source procurement is not permissible unless there is clear and convincing evidence that a requirement is available from only a single supplier. A requirement for a particular proprietary item does not justify a sole source procurement if there is more than one potential bidder or offeror for that item. The following are examples of circumstances which could necessitate sole source procurement:

(1) where the compatibility of equipment, accessories, or replacement parts is the paramount consideration;

(2) where a sole supplier's item is needed for trial use or testing;

(3) where a sole supplier's item is to be procured for resale;

(4) where public utility services are to be procured.

(5) Nonprofit org.

(b) The determination as to whether a procurement should be made as a sole source must be made by the chief procurement officer. The determination and its basis must be in writing. The officer may specify the application of the determination and the duration of its effectiveness. In cases of reasonable doubt, competition should be solicited. Any request by a using agency that a procurement be restricted to one potential contractor must be accompanied by an explanation as to why no other source will be suitable or acceptable to meet the need. A procurement officer shall conduct negotiations, as appropriate, as to price, delivery, and terms of a sole source procurement.

- advertise -> (DOA approve)

(c) Sole source procurement procedures may be used for the purchase of items for the purpose of testing a prototype. The amount or number of items to be purchased must be justified in writing as the minimum required to accomplish a credible testing of the item. A testing report available to the public must be issued in writing as soon as practicable after completion of the testing. (Eff. X/XX/XX, Register).

Authority: AS 36.30.300

STATE OF ALASKA

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS AND OUTDOOR RECREATION

STEVE COWPER, GOVERNOR

3601 C STREET
ANCHORAGE, ALASKA 99503
PHONE: (907) 561-2020

MAILING ADDRESS:
P.O. BOX 107001
ANCHORAGE, ALASKA 99510-7001

August 24, 1987

ref: Review and Update of Chugach State Park Master Plan

Dear Interested Alaskan:

The Division of Parks and Outdoor Recreation has prepared draft master plan alternatives for resort development, commercial helicopter landings and the management of Eagle River Greenbelt in Chugach State Park. The attached document discusses these alternatives and identifies the division's preferred alternative. This document and the public meetings listed below are intended to allow you to review and comment on this information and the division's proposed policies to deal with these issues.

Written comments may be submitted through September 30, 1987 at the above address or come to one of the following public meetings to have your views recorded. Both written and oral testimony from the public meetings will be considered before final decisions are made on amending the master plan. These decisions are scheduled to be made in early October by the Director of the Division of Parks and Outdoor Recreation. The public meetings will be held as follows:

EAGLE RIVER

Wednesday, September 9, 7 pm, Eagle River Library, Valley River Center

WASILLA

Thursday, September 10, 7 pm, Wasilla Junior High School, 650 E. Bogard Road

GIRDWOOD

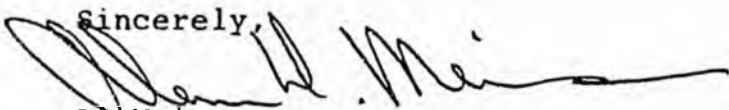
Tuesday, September 15, 7 pm, Little Bears Child Care Center, Alyeska Highway

ANCHORAGE

Wednesday, September 16, 7 pm, Anchorage, Museum of History and Art, 121 W. 7th Avenue

If you have any questions or comments, please feel free to call me at 762-2617 or Nat Goodhue at 762-2656. Your interest in the management of Chugach State Park is appreciated.

Sincerely,


Al Meiners
Project Manager

attachment: management alternatives

MANAGEMENT ALTERNATIVES
CHUGACH STATE PARK
MASTER PLAN REVIEW AND UPDATE

****Public Review Draft****

Alaska Division of Parks and Outdoor Recreation

August 24, 1987

INTRODUCTION

PURPOSE

This paper introduces, discusses, and evaluates alternative approaches for resolving plan issues. The plan issues are ski resort development, commercial helicopter landings and the direction of management and development of the newly acquired Eagle River Greenbelt. Plan alternatives represent different management approaches which are available to park managers when dealing with plan issues. In varying degrees, all the alternatives satisfy the mandates of the park enabling legislation, statewide park system goals and objectives, and master plan objectives. The preferred alternative seeks to balance these goals and objectives and the public interest.

METHODS

The alternatives are evaluated based on a set of general criteria, drawn from three sources: the park enabling legislation; overall management goals for the state park system; and management objectives listed in the park master plan

Enabling legislation for Chugach State Park, AS 41.21.121-125, specifies five primary purposes:

- to protect and supply a satisfactory water supply.
- to provide recreational opportunities by providing areas for specified uses and constructing the necessary facilities.
- to protect areas of unique and exceptional scenic value.
- to provide areas for wildlife viewing.
- to protect the existing wilderness characteristics of the easterly interior area.

The Statewide Framework Plan for Alaska State Parks details five overall goals for the management and development of the state park system:

- to provide for outdoor recreation needs of Alaskans and visitors through acquisition, development, and management of state park units.
- to preserve and protect areas of natural significance.
- to preserve and interpret Alaska's cultural heritage.
- to protect and manage areas of significant scientific or educational value.
- to support Alaska's tourism industry through the acquisition, development, and management of state park units.

The 1980 Chugach State Park Master Plan lists twelve parkwide management objectives:

- to protect and interpret the park's natural features.
- to provide recreation facilities and opportunities for the general public with due consideration given to appropriate facilities

for the handicapped and aged.

- to minimize the impact of human presence, particularly in wilderness, scenic, and fragile areas.
- to avoid the construction of permanent or vulnerable facilities in flood plains and in other areas of known natural hazards.
- to preserve existing wildlife habitat and encourage the opportunities for wildlife viewing throughout the park.
- to identify, preserve, protect and interpret archaeological and historic objects, sites and routes.
- to designate a series of well-defined access points along the park's perimeter and provide appropriate facilities.
- to construct park facilities with concern for ease of maintenance and management.
- to construct park facilities with natural materials which blend into the landscape.
- to coordinate and assist in planning the development of privately owned lands within the park through cooperative planning, zoning, or acquisition in order to maintain the park's integrity and natural values.
- to initiate boundary adjustments as necessary to increase the potential for outdoor recreation and for protection of the park.
- to investigate land exchanges and management agreements with public and private agencies in order to consolidate park lands and management functions.

EVALUATION CRITERIA

After eliminating redundancies and items of secondary importance from the preceding lists of criteria, the following seven criteria have been selected for use in evaluating the plan alternatives:

Water Supply - to protect and supply a satisfactory water supply for the Anchorage area.

Recreational Opportunities - to provide recreational opportunities by making specified areas in the park available for particular uses and constructing the necessary facilities.

Scenic Value - to protect areas of unique and exceptional scenic value.

Wildlife Viewing - to protect and provide areas for the display and viewing of local wildlife.

Wilderness Character - to protect the wilderness character of the eastern interior and other wilderness areas.

Natural Areas - to preserve and protect areas of natural significance.

Tourism - to support Alaska's tourism industry through development and management of park units.

PUBLIC INVOLVEMENT

Public opinion and comment has been used in evaluating management alternatives. Public meetings were conducted by the Division of Parks and Outdoor Recreation in May, 1987 to gather public opinion on plan issues and alternative management approaches. The meetings and public

comments received by the Division have been summarized in separate papers, entitled "Public Meeting Transcripts" and "Commonly Mentioned Concerns at Public Meetings". Written comments are on file at the Division's Southcentral Region Office (Suite 1280, 3601 C Street, Anchorage, AK) and available for inspection. Additional copies of this document may also be obtained at this address. Copies of A Comparison of Potential Alpine Ski Areas in Chugach State Park: An Analysis of Terrain Capability are also available at this address.

This document has been sent to person who attended the public meetings in May of 1987, person who sent in written comments and other interested individuals. This document was prepared with review and comment from the Chugach State Park Citizen's Advisory Board.

Comments from the public on these draft management alternatives may be submitted to the below listed address through September 30th, 1987 and will be considered prior a final decision by the director. Comments should be sent to:

Chugach State Park Master Plan
Division of Parks and Outdoor Recreation
P.O. Box 107001
Anchorage, AK 99510-7001

For more information contact Al Meiners at 762-2617 or Nat Goodhue at 762-2656 or stop by Suite 1280, 3601 C. Street, Anchorage, AK.

A series of public meetings to obtain public comment on the draft alternatives and the division's preferred alternatives are being held as follows:

EAGLE RIVER, Wednesday, Sept. 9, 7 pm, Eagle River Library, Valley River Center

WASILLA, Thursday, Sept. 10, 7 pm, Wasilla Junior High School

GIRDWOOD, Tuesday, Sept. 15, 7 pm, Little Bears Child Care Center, Alyeska Highway

ANCHORAGE, Wednesday, Sept. 16, 7 pm, Anchorage Museum of History and Art, 121 W. 7th Avenue

The Director of the Division of Parks and Outdoor Recreation is scheduled to make a final decision in early October after fully considering public comments.

ALTERNATIVES FOR RESORT DEVELOPMENT

ALTERNATIVE A: NO RESORTS

Under this alternative, commercial recreational resorts including downhill ski facilities would be considered inappropriate in Chugach State Park and therefore prohibited. This alternative represents a very strict and very conservative interpretation of the park enabling statute. No further action would be taken on the recent request for permission to construct ski runs and associated resort facilities in the park. Other requests for similar proposals would be rejected.

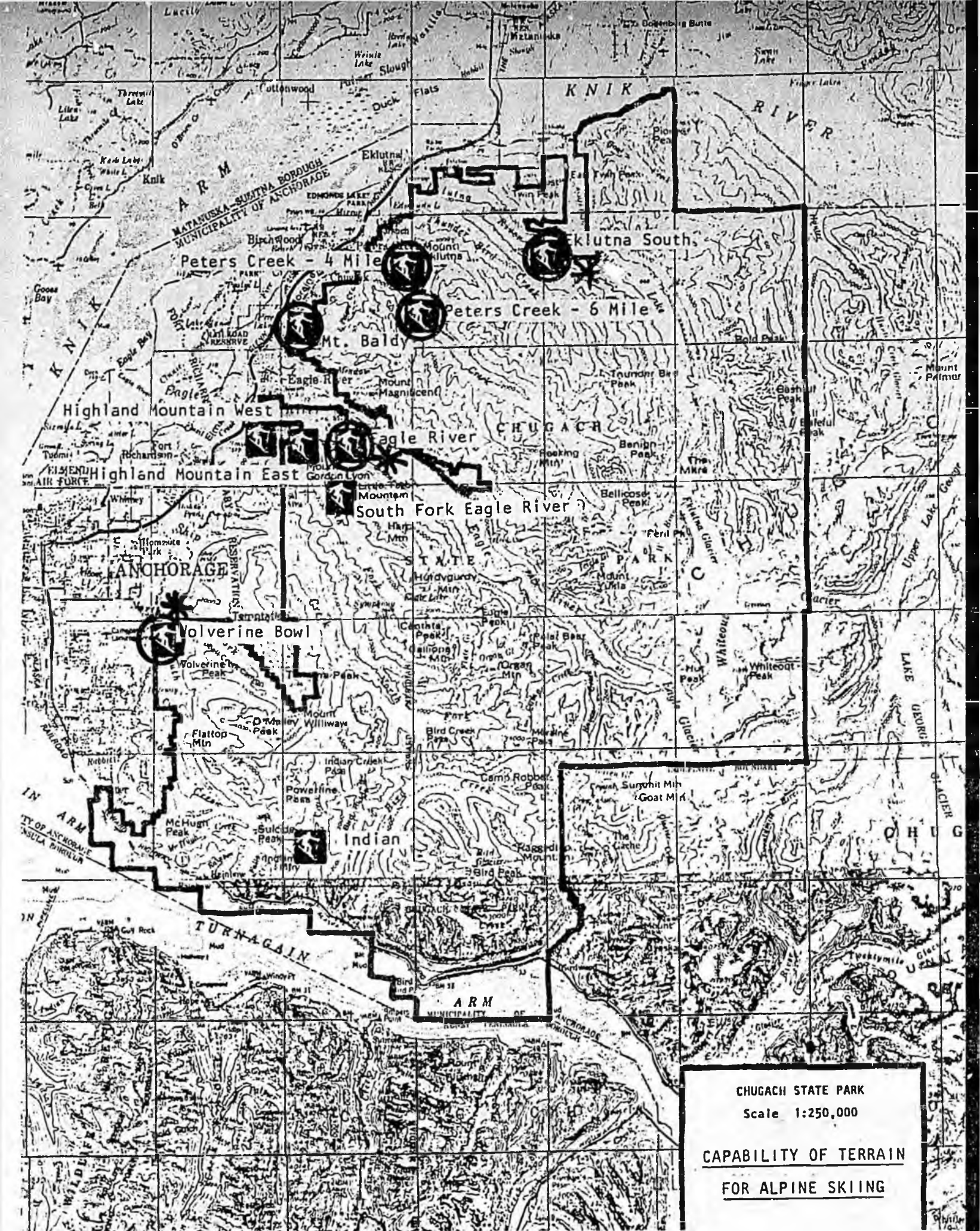
ALTERNATIVE B: ONE SKI RESORT IN NON-WILDERNESS ZONES

Under this alternative, resort development is considered compatible with the purpose and management objectives of Chugach State Park, if located in a natural or recreational development zone, and after all appropriate environmental and recreational impact studies are performed and satisfactory mitigation strategies devised. In this alternative, one resort oriented primarily towards alpine skiing will be considered. The area selected for ski resort development will be reclassified in the master plan as recreation development zone. If the ski area is near a wilderness zone boundary, a natural zone buffer will be established to minimize noise or visual impacts on the wilderness zone. The director will determine the appropriate width of the buffer.

Alaska State Parks will begin a contracting process (subject to recently passed state legislation) leading to a concession contract for construction and operation of ski resort facilities at a single site. The state would request proposals for selected sites within the existing recreational development and natural zones which have been identified through a parkwide analysis. Project proponents would be required to perform detailed impact analysis and show mitigation measures. Only one alpine ski resort site would be developed. The site to be developed will probably be one of the sites identified as having a moderate or high development potential in the Comparison of Potential Alpine Ski Areas in Chugach State Park: An Analysis of Terrain Capability (DPOR,1987). The sites with moderate or high development potential based on an analysis of terrain area circled on the map. Sites with a high terrain potential are noted with an *.

Other types of resorts or recreational facilities, such as an environmental education center or nordic skiing center, may be considered on a case-by-case basis, according to a set of general compatibility criteria, as follows:

- implements or is consistent with the park's purpose, as specified in its enabling legislation.
- enhances public use and enjoyment of the park.
- provides services not feasible or appropriate for the state to provide.



CHUGACH STATE PARK
Scale 1:250,000

CAPABILITY OF TERRAIN
FOR ALPINE SKIING

- must be based on a public need or desire.
- service cannot be provided outside the park or on private lands inside the park.
- must be located in natural or recreation development zones.
- no significant conflicts with existing recreation use and use patterns.
- no significant or unacceptable wildlife impacts.
- no unacceptable impacts to park resources, including land, soil, vegetation, and water.
- no substantial impacts to adjoining wilderness zone areas.
- designed to minimize scenic and visual quality impacts.

ALTERNATIVE C: MORE THAN ONE SKI RESORT IN THE NON-WILDERNESS ZONE

This alternative is similar to Alternative B, except that more than one ski resort will be allowed. The areas considered for ski resort development should be among the sites identified in the Comparison of Potential Alpine Ski Areas in Chugach State Park: An Analysis of Terrain Capability (DPOR, 1987). The areas selected for ski resort development will be reclassified in the master plan as recreation development zone. If a ski area is near a wilderness zone boundary, a natural zone buffer will be established to minimize noise or visual impacts on the wilderness zone. The Director will determine the appropriate width of the buffer. The state would periodically request proposals from the private sector or respond to interest from the private sector, making the sites available for consideration for ski resort development. As in Alternative B, project proponents would be required to perform environmental and social impact studies and propose mitigation measures. Several sites could eventually be developed under this alternative.

As in Alternative B, other commercial resorts would be evaluated for general compatibility using a set of general criteria. See above.

EVALUATION OF RESORT ALTERNATIVES

The matrix below provides a general evaluation of each of the plan alternatives, using criteria discussed earlier.

Change in:	Water Supply	Recreation Opportunity	Scenic Values	Wildlife Viewing	Wilderness Character	Natural Areas	Tourism
Alt. A	++	-	+	0	++	++	--
Alt. B	0	+	-	0	0/-	-	+
Alt. C	0	++	--	-/+	-	-	++

Legend

- ++ Highly desirable effect
- + Moderately desirable effect
- 0 Neutral effect
- Moderately negative effect
- Highly negative effect

PREFERRED ALTERNATIVE

The preferred alternative is Alternative B, which allows one ski resort in the existing recreational development or natural zone, subject to appropriate controls and stipulations. A review of the park enabling legislation and other policy documents has determined that there are no legal or policy prohibitions against contracting for ski resort development. A properly sited and operated resort would make park lands available for large numbers of recreationists, both local and tourists, without displacing existing park users. Wildlife studies and development of appropriate mitigating measures and contract terms will lead to safeguards against significant adverse impacts to birds, fish, and other wildlife. This alternative can also provide other benefits to the park, because concession contract revenues would help fund additional rangers, facilities, or other park management services for the public. Public comment at the series of public meetings in May was largely in favor of allowing a resort.

One site would be made available for resort construction and operation. The site will not be specifically identified in the master plan. It will be selected through a more detailed evaluation of the sites identified in A Comparison of Potential Alpine Ski Areas in Chugach State Park: An Analysis of Terrain Capability (DPOR, 1987). This more detailed evaluation will consider a variety of factors such as potential impacts on existing recreation uses, water, scenery, wilderness, wildlife, fish, and park neighbors. Prior to seeking proposals for the development of a ski area, the Commissioner of Natural Resources is required to issue a finding which details the nature of the concession activity being proposed, evaluates likely impacts, and includes concession contract terms and conditions. The Division has inventoried fourteen potential sites within the natural zone of Chugach State Park, eliminating those with significant problems from further consideration. At present, three sites are at the top of the list of potential areas: Eagle River, Eklutna Lake South, and the Wolverine Bowl (see attached map). Of those three sites, the Division prefers the Eagle River site over the other two, for the following reasons:

- its location within a relatively developed area means less impacts to existing park users and wildlife.
- accessibility would be primarily by means of existing roads rather than entirely new roads.
- its relatively low potential for displacing traditional outdoor recreation, when compared to Eklutna valley and the Wolverine bowl.
- potentially significant conflicts between resort development and the "power withdrawal" status of the Eklutna site, as well as

Eklutna's importance as a water supply source for the Anchorage area.
- potentially severe impacts associated with road access to the Wolverine site, as well as expected neighborhood opposition.

ALTERNATIVES FOR HELICOPTER USE

RECOMMENDATION

The private, non-commercial landing of helicopters for recreational access or activities in the park is prohibited. Commercial helicopters may not be chartered for general recreational access to the park.

The director may authorize helicopter landings for management purposes. Management purposes include: conducting or supporting scientific research including wildlife inventories, maintaining communications facilities which have been located in the park under special park use permit, search and rescue operations, park ranger patrols and law enforcement, park facility development and maintenance, or similar activities.

The director may authorize helicopter landings for special events such as commercial filming and community festivals. In all cases, special event landings will not be allowed in or within 1 mile of a wilderness zone. Whenever possible, the director shall consult with the Chugach State Park Citizens Advisory Board. In issuing permits for special events, the director shall take reasonable steps to avoid:

- landings in or low level overflights over areas or times of visitor use of the park.
- low level overflights of residential areas.
- disturbance to wildlife.
- landings in or low level flight over park wilderness zones.
- flights that will constitute a threat to public safety. or,
- landings which would be more appropriately located on lands outside of the park.

Commercial flight-seeing and landing are proposed to be managed by one of the following alternatives:

ALTERNATIVE A: NO FLIGHT-SEEING LANDINGS

Under this alternative, commercial or non-commercial flight-seeing helicopter landings would be considered incompatible with the purposes of the park. No permits or concession contracts would be issued for this activity and all pending and future requests for such permission would be rejected.

ALTERNATIVE B: ONE COMMERCIAL FLIGHT-SEEING LANDING SITE IN NATURAL ZONE

Under this alternative, one operator would be selected through a competitively bid RFP process to use one designated site, mapped on the following page. The following criteria have been used in selecting the landing site. Operational stipulations which would govern the contract are also listed.

Site Selection Criteria

- good view.
- no conflict with overflight of residential areas.
- no significant adverse impact on park wildlife.
- no significant adverse impact on existing park uses.
- FAA review and concurrence is obtained for the site and aircraft hazards are minimized.
- site is not within a wilderness zone or within 1 mile of a wilderness zone boundary.
- site is no more than 1 mile from the park periphery.

Operational Criteria

- site approach direction and altitude will be controlled except in an emergency.
- operator will be responsible for keeping the site clean.
- passengers may not be dropped off or left on the ground longer than 30 minutes.
- the number and timing of flights will controlled.
- a concession contract will be entered into.
- a fee will be paid to the state.
- initial contract term will be limited to one year, with subsequent contract terms to be up to four years.

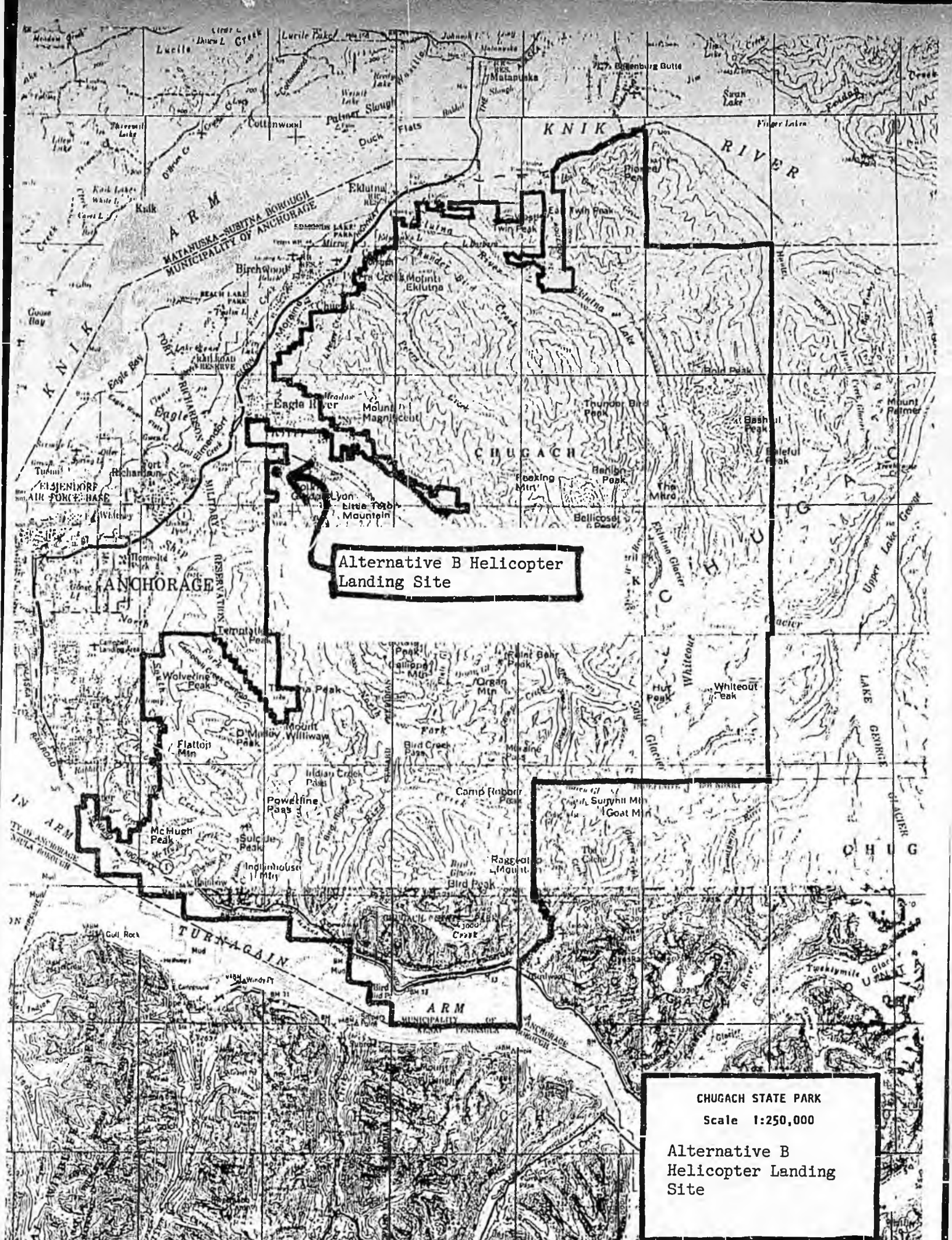
ALTERNATIVE C: UP TO THREE COMMERCIAL FLIGHTSEEING LANDING SITES IN NATURAL ZONE

This alternative would allow for up to three designated landing sites , one of which is the same as selected in Alternative B, in the natural zone, subject to the same review and mitigation measures discussed in Alternative B above.

EVALUATION OF HELICOPTER ALTERNATIVES

The matrix below evaluates each of the helicopter alternatives, using the general criteria outlined in the introductory section.

Change in:	Water Supply	Recreation Opportunity	Scenic Values	Wildlife Viewing	Wilderness Character	Natural Areas	Tourism
Alt. A	0	-	0	0	+	+	--
Alt. B	0	+	0	+	-	0	+
Alt. C	0	++	J	+	-	-	++



Alternative B Helicopter
Landing Site

CHUGACH STATE PARK
Scale 1:250,000
Alternative B
Helicopter Landing
Site

Legend

- ++ Highly desirable effect
- + Moderately desirable effect
- 0 Neutral effect
- Moderately negative effect
- Highly negative effect

PREFERRED ALTERNATIVE

The preferred alternative is Alternative A, which prohibits commercial flight-seeing landings in the park. Although there are means of mitigating the negative site specific impacts associated with helicopter operations (as outlined in the site selection and operational criteria in Alternative B), public concern and opposition to any commercial helicopter use of the park continues. This opposition affects public confidence in state park programs. The public does not separate the issue of site specific helicopter landings from the broader issue of whether helicopter landings are an appropriate park activity. The division has concluded that the broader issue is a legitimate public concern sufficient to reject any and all applications for helicopter landings privileges in the park.

ALTERNATIVES FOR EAGLE RIVER GREENBELT

RECOMMENDATION

Adopt Municipality of Anchorage's (MOA) plan on an interim basis. Follow up with detailed management plan, with representation from advisory board, municipality, local community councils, local parks and recreation board, school district, ADFG. The park lands and waters located along Eagle River from the Eagle River Visitor Center downstream to the Glenn Highway shall be considered a separate planning and management unit in the park. The park advisory board is researching possible Eklutna native names for the area. Until a name or names are adopted by the Director, the area shall be referred to as Lower Eagle River Valley. Detailed planning for the management unit will be guided by one of the following alternative statements of management intent:

ALTERNATIVE A: HIGH INTENSITY USE AND MANAGEMENT

General description: This alternative promotes a high level of use and development within the greenbelt, with facilities designed to accommodate a diverse range of users and constructed over a large area. This alternative more closely resembles urban park standards than the other alternatives, however, the overall management will

still be oriented towards passive forms of recreation rather than more urban/active forms such as baseball fields and playgrounds.

Recreational facilities: Retain MOA trail recommendations for 40 miles of trails and routes, located on both north and south sides of river. Retain MOA recommendations for six recreational access sites, with parking and boat launches. Expansion of Eagle River campground.

Management policies: Accommodate existing uses and avoid conflict among user groups with area closures, special use areas, time and space allocations, separate facilities, etc. Snow machines allowed in certain areas and when there is adequate snow cover. All other motorized activities prohibited. Permit range of commercial operations such as boat liveries, horse trail rides, whitewater guiding/outfitting, and bicycle rentals.

ALTERNATIVE B: MODERATE INTENSITY USE AND MANAGEMENT

Recreational facilities: Trails will be developed as determined appropriate in the detailed management plan for the area. Recreational access sites may be developed. When possible, facilities will be sited to be buffered or screened from the river. The Eagle River Campground may be expanded if appropriate.

Facilities will not be built for the purposes of attracting substantial new recreational demand to the area. Facilities will be phased so as to satisfy existing recreational demand and anticipated demands of the near-term future.

Management policies: Motorized uses (including boats, snowmachines and ATVs) will be prohibited in the management unit. This recommendation will displace some existing snowmobile use in the area. Commercial activities (such as whitewater guiding, horseback trail rides, etc.) will be limited in number through concession contracting procedures (whitewater guiding, horse trail riding, etc.). To enhance wildlife viewing opportunities, close valley to hunting according to AS 41.21.022, subject to concurrence of the Board of Game.

ALTERNATIVE C: LOW INTENSITY USE AND MANAGEMENT

General description: This alternative emphasizes the natural and semi-wild character of the greenbelt, particularly its wildlife, wildlife habitat, and scenic quality. Facility development would be limited to necessary access sites and basic trails and routes.

Recreational facilities: Lower trail design standards (narrower, rougher surface, sharper turns). Other recreational facilities limited to those related to basic river access. No expansion of Eagle River campground. Facilities will not be built for the purpose of attracting substantial new recreational demand to the greenbelt. Facility development will be phased so as to satisfy existing recreational demand and the demand of the near-term future.

Management policies: Motor vehicles (including snow machines) prohibited on trails, river, and other areas. Commercial activities would be severely limited, and usually done under concession contracting procedures (rather than park use permit). To enhance wildlife viewing opportunities, close the valley to hunting according to AS 41.21.022, subject to the concurrence of the Board of Game.

EVALUATION OF GREENBELT ALTERNATIVES

The alternative statements of management intent for the greenbelt are evaluated in the matrix below, using criteria discussed in the introduction.

	Water Supply	Recreation Opportunity	Scenic Values	Wildlife Viewing	Wilderness Character	Natural Areas	Tourism
Alt. A	0	++	0/-	0/-	0/-	-	++
Alt. B	0	+	0	+	0	0	+
Alt. C	0	0	+	++	+	+	0

Legend

- ++ Highly desirable effect
- + Moderately desirable effect
- 0 Neutral effect
- Moderately negative effect
- Highly negative effect

PREFERRED ALTERNATIVE

The preferred alternative is Alternative B, which provides for moderate use and development in the greenbelt. This alternative has generally neutral or moderate effects as measured in the evaluation matrix above. Facility development and management policies attempt to balance between the sometimes competing objectives of recreational opportunity and resource protection. Facilities will not be built for the purpose of attracting substantial new recreational demand to the greenbelt. Facility development will be phased so as to satisfy existing recreational demand and the demand of the near-term future. Public opinion at the May public meetings was generally light and mixed on greenbelt issues. However, several people suggested that trail standards should be fairly low, meaning narrow widths and rough surfaces. Several others suggested a strict policy concerning motorized vehicles. This alternative prohibits all motorized activities because of their destructive effects on soils and vegetation, wildlife displacement, noise, and conflict with traditional, non-motorized activities.

COMPARISON OF POTENTIAL ALPINE SKI AREAS
IN CHUGACH STATE PARK

A TERRAIN CAPABILITY STUDY

Introduction. The staff of Alaska State Parks, in cooperation with the Division of Geological and Geophysical Surveys, conducted a reconnaissance-level survey of potential downhill ski sites in Chugach State Park.

The study analyzed only potential ski terrain. It did not consider other factors regarding the appropriateness of ski area development, such as accessibility, wildlife impacts, snow making, displacement of existing park users, etc., which must go into any decision on a site's suitability for ski development.

Purpose. The study provides an objective analysis of the Eagle River site proposed by the Rogner Touristik company, using accepted standards and guidelines developed through experience by the ski industry. It also serves as a basis for comparison with other potential sites in the park.

If the Division of Parks and Outdoor Recreation decides to proceed with competitive concession contracting for ski resort development in the park, the study would serve as an initial list of potential sites, which would then be subjected to a more rigorous and comprehensive analysis incorporating other factors.

Methodology. The methodology was modeled after a similar study conducted as part of the Hatcher Pass Management Plan project. The first step was to examine all natural zones and development zones in Chugach State Park, using 1:250,000 and 1:63,360 scale USGS maps. The objective was to locate areas with slopes ranging between 10% and 60%, with uninterrupted slopes between 25% and 40% being the best for intermediate skiers. Amount of vertical terrain available for skiing was also recorded, as was the availability of flat ground for base facilities. With this technique, a list of 13 sites was selected for further study.

The next step was to fly over the areas with a helicopter, taking note of such factors as terrain diversity, ground cover, and terrain hazards (gullies, boulders, etc.). The overflights resulted in the list of potential sites being reduced to ten.

The final step was to do detailed mapping of slopes for each of the candidate sites, separating runs into skier capability classes (novice, beginner, intermediate, advanced). Percentage of slopes available for each class was computed. The results of the analysis are summarized in the attached matrix. A report documenting the study is being written and will be ready for review by July 20.

CHUGACH STATE PARK SKI TERRAIN CAPABILITY

Site	Slope Aspect	Vertical Rise	Longest Run	Novice	Terrain Balance		Intermediate Continuity
					Intermediate	Advanced	
1. Eklutna South	North	2,900'	8,000'	23%	33% (720 ac.)	44%	95%
2. Peters Creek- 4 Mile	All directions	3,300'	17,000'	13%	38% (832 ac.)	49%	50%
3. Peters Creek- 6 Mile	North	3,500'	12,000'	28%	45% (506 ac.)	27%	40%
4. Mt. Baldy	Northwest	2,500'	10,500'	26%	51% (568 ac.)	23%	100%
5. Highland Mtn. West	West	2,900'	15,800'	73%	21% (228 ac.)	6%	15%
6. Highland Mtn. East	East	3,100'	13,000'	20%	43% (104 ac.)	37%	50%
7. Eagle River	North	4,250'	15,800'	15%	41% (628 ac.)	44%	100%
8. South Fork Eagle River	West	2,300'	5,000'	0%	32% (103 ac.)	68%	33%
9. Wolverine Bowl	West	2,800'	12,000'	25.5%	46% (660 ac.)	28.5%	75%
10. Indian	East/West	2,300'	6,500'	31%	31% (624 ac.)	38%	75%

THE FOLLOWING PAGES WERE TREATED AS
A UNIT IN THE ORIGINAL FILE.

A COMPARISON OF POTENTIAL ALPINE SKI AREAS
IN CHUGACH STATE PARK:

AN ANALYSIS OF TERRAIN CAPABILITY

Alaska Department of Natural Resources
Alaska Division of Parks and Outdoor Recreation

July 1987

A COMPARISON OF POTENTIAL ALPINE SKI AREAS
IN CHUGACH STATE PARK:

AN ANALYSIS OF TERRAIN CAPABILITY

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1. INTRODUCTION

Staff of the Division of Parks and Outdoor Recreation and the Division of Geological and Geophysical Surveys conducted a reconnaissance-level survey of potential downhill ski sites in Chugach State Park.

The study was conducted as part of a limited review and update of the 1980 Chugach State Park Master Plan. The review and update responds to three current management and development issues which are not adequately treated in the original plan: commercial helicopter operations, Eagle River Greenbelt, and resort development within the park. This study concerns the resort development issue.

The study provides an objective analysis of the Eagle River site proposed by the Rogner Touristik company, using accepted standards and guidelines developed by the ski industry. It also serves as a basis for comparison with other potential sites in the park.

The study will be used as one source of information on the park, to be considered alongside many other information sources. It is not intended to be a complete analysis of ski area suitability, which would necessarily incorporate other information types, such as accessibility, wildlife impacts, displacement of existing park users, etc. It does, however, provide the best information available concerning potential alpine ski terrain in the park. This information is essential to an informed decision on the question of whether, and under what circumstances, ski resort development should be allowed in the park.

If the Division of Parks and Outdoor Recreation decides to proceed with competitive concession contracting for ski resort development in the park, the study would serve as an initial list of potential sites, which would then be subjected to a more rigorous and comprehensive analysis incorporating other factors.

II. METHODOLOGY

The study will be most useful when its methodology is clearly stated and understood. The sections below discuss the terrain characteristics necessary for a good ski area, the study's methodology and the limitations of such an approach.

A. Ski Area Characteristics

Many characteristics constitute a good alpine ski area. The characteristics addressed in this study are: 1) slope aspect, 2) vertical descent of slopes, 3) terrain balance, 4) fall line continuity by ability level, 5) terrain diversity, 6) ground cover, 7) terrain hazards, 8) base area development potential, and 9) potential for other outdoor recreation activities.

1. Slope Aspect

In Chugach State Park, east and, to a lesser extent, west facing slopes provide the most desirable exposure to the sun. At more southerly latitudes, north slopes are needed to protect slopes from solar heat, but at Alaska latitudes it is desirable to expose sun-starved skiers to direct sunlight as much as possible. South facing slopes would be subject to loss of natural or artificial snow during spring skiing season when temperatures may be too warm to permit making more artificial snow. West facing slopes are exposed to sunlight during the warmer part of the day and therefore will be more subject to melting and subsequent icing than east facing slopes.

2. Vertical Descent and Lengths of Ski Slopes

Vertical descents of 3,000 or more feet would compare with the major ski areas of the world. Canada and the United States each have a ski area or two with just over 4,000 vertical feet and there may be areas in Europe with over 5,000 vertical. Areas with 2,000 to 3,000 vertical provide a lot of interesting skiing which would be attractive to a broad clientele. Areas with less than 2,000 vertical provide good day-use skiing for local residents if located within one-half hour driving time of most users.

3. Terrain Balance

Skier market studies indicate that the majority of skiers prefer intermediate terrain, with considerably less demand for novice and advanced/expert slopes. Existing Anchorage ski areas tend to be either predominantly novice slopes (Russian Jack Springs, Hilltop and Hiliberg) or advanced (Alpenglow and Alyeska). The greatest need in southcentral Alaska is for an area with long intermediate ski runs and an overall terrain balance of:

<u>Skier Ability Level</u>	<u>Percentage of Area</u>
Novice	20-25%
Intermediate	50-60%
Advanced/Expert	20-25%

Slopes gradients for each are:

<u>Skier Ability Level</u>	<u>Slope Percentage or Degrees</u>
Novice	20-25% or 06°-14°
Intermediate	25-40% or 14°-22°
Advanced	40-55% or 22°-29°
Expert	55-80% or 29°-39°

4. Fall Line Continuity by Ability Level

The desired percentages of acreage by skier ability level are not necessarily indicative of good skiing for all skiers. In addition to the desired balance, there must be continuity of slope gradient for each ability level so that each class of skier can have a continuous ski run.

5. Terrain Diversity

For skiing to be most fun, small variations of terrain are necessary. The physical sensation of changes in terrain over short distances and visual surprises create a sense of adventure which greatly enhances the alpine skiing experience. A potential site may possess the right statistics and slopes which are correctly inclined plains but result in boring skiing.

6. Ground Cover Types

Vegetation rather than rock is preferable, especially in climates with limited snowfalls, and a mixture of vegetation enables a variety of scenery and snow conditions from tree skiing to skiing the open spaces above timberline. The presence of trees as high as possible on the mountain is desirable to protect snow and skiers from windblown conditions.

7. Terrain Hazards

Terrain hazards such as cliffs and boulders could be a major constraint if located along routes likely to be followed by skiers, especially when there is poor visibility.

8. Base Area Development Potential

Adequate level or moderate terrain is necessary at the base of ski slopes for the placement of lift, warm-up, and food service facilities, parking, and storage of maintenance equipment. Twenty to thirty acres with a gradient of less than 20% is adequate for these functions.

9. Other Activity Potential

Commitment of large amounts of land and money for a single activity may not be justified from land use or economic feasibility viewpoints. Therefore, it is desirable to locate alpine ski areas where they can support other outdoor recreation activities such as cross-country skiing, ski jumping, lugeing, bobsledding, skating and dog mushing in winter; hiking, horseback riding, and mountain climbing in summer; and wildlife observation year-round.

B. Study Methodology

This study is similar to others which the Department of Natural Resources has conducted in conjunction with land use plans for the Tanana Basin and Hatcher Pass and which the U.S. Forest Service has conducted in the Chugach National Forest. This study examines much of the area between Chugach National Forest and the Hatcher Pass Management Area, thus filling a major information gap on southcentral Alaska alpine ski sites.

This study entailed the following steps:

1. Research and data collection regarding alpine ski area requirements.
2. Consultation with skiers and park rangers to obtain opinions regarding potential sites.
3. Map reconnaissance through which calculation of slope gradients (based on 100' contour lines) to identify areas with enough intermediate terrain.

Steps 2 and 3 resulted in the identification of the following sites outside the wilderness zone, listed from north to south: 1) Eklutna North, 2) Eklutna South, 3) Peters Creek - 4 Mile, 4) Peters Creek - 6 Mile, 5) Peters Creek - 8 Mile, 6) Peters Creek - 10 Mile, 7) Little Peters Creek, 8) Mt. Baldy, 9) Highland Mountain West, 10) Highland Mountain East, 11) Eagle River, 12) South Fork Eagle River, 13) Wolverine Bowl, 14) South Fork Campbell Creek, 15) Indian Valley, and 16) Bird Valley.

4. Three helicopter overflights and landings at selected sites (Eklutna South, Highland Mountain, Eagle River, and South Fork Eagle River) to visually verify the capability of the 16 identified sites and obtain slope gradients with inclinometers at landing sites. Still photos, video camera, and field notes were used to record the data. They are available for viewing at the Alaska State Park Anch. office. Step 4 resulted in the elimination of:
 - Eklutna North due to funnel shape of lower third of mountain and resulting absence of a skiable fall line;
 - Peters Creek - 8 Mile due to lack of terrain diversity;
 - Peters Creek - 10 Mile due to precipitous and therefore hazardous areas;

- Little Peters Creek due to the limited useable vertical descent;
- South Fork Campbell Creek due to the limited vertical descent; and
- Bird due to the high proportion of steep terrain and limited opportunity for intermediate skiing.

Step 4 also entailed observation of existing Alpenglou and Alyeska ski areas and the potential Winner Creek ski area in the Chugach National Forest for comparison purposes.

5. Detailed analysis of terrain capability field data was portrayed on maps at a scale of 2 inches to the mile. Application of ski area requirements resulted in delineation of slopes by ability level and written analysis of other information which describes terrain capability.

Participants in this study were Nat Goodhue, who wrote it, Dave Stephens who was responsible for revising the Chugach State Park master plan to deal with resort development and other issues both from the Division of Parks and Outdoor Recreation and Bill Long and Stan Carrick, from the Division of Geological and Geophysical Surveys who helped in the terrain analysis, and Craig Lindh, a ski area consultant, who participated in the field work.

C. Study Limitations

Many factors must be considered in the evaluation of a site for downhill skiing. The scope of this study is limited to an analysis of terrain capability in recreation development and natural zones but not the wilderness zone of Chugach State Park. Is the terrain capable of providing high quality alpine skiing experiences?

This study does not evaluate other factors which influence site capability, such as:

1. depth and duration of naturally produced snow;
2. exposure to wind and sun which determine the retention of snow;
3. adequacy of water supply for producing artificial snow;
4. accessibility (except for the fact that consideration of only the natural and recreation development zones of the park resulted in most sites being within a few miles of existing roads);
5. availability of utilities (electricity, communications, drinking water and sanitary waste disposal); and
6. avalanche danger.

Nor does this study analyze the suitability of the sites for alpine ski area development. A site may be capable of providing high quality alpine ski experience but might not be suitable for that use because of:

1. user conflicts - interference with other types of existing or potential recreation experience determined to be a more important use of a particular site;

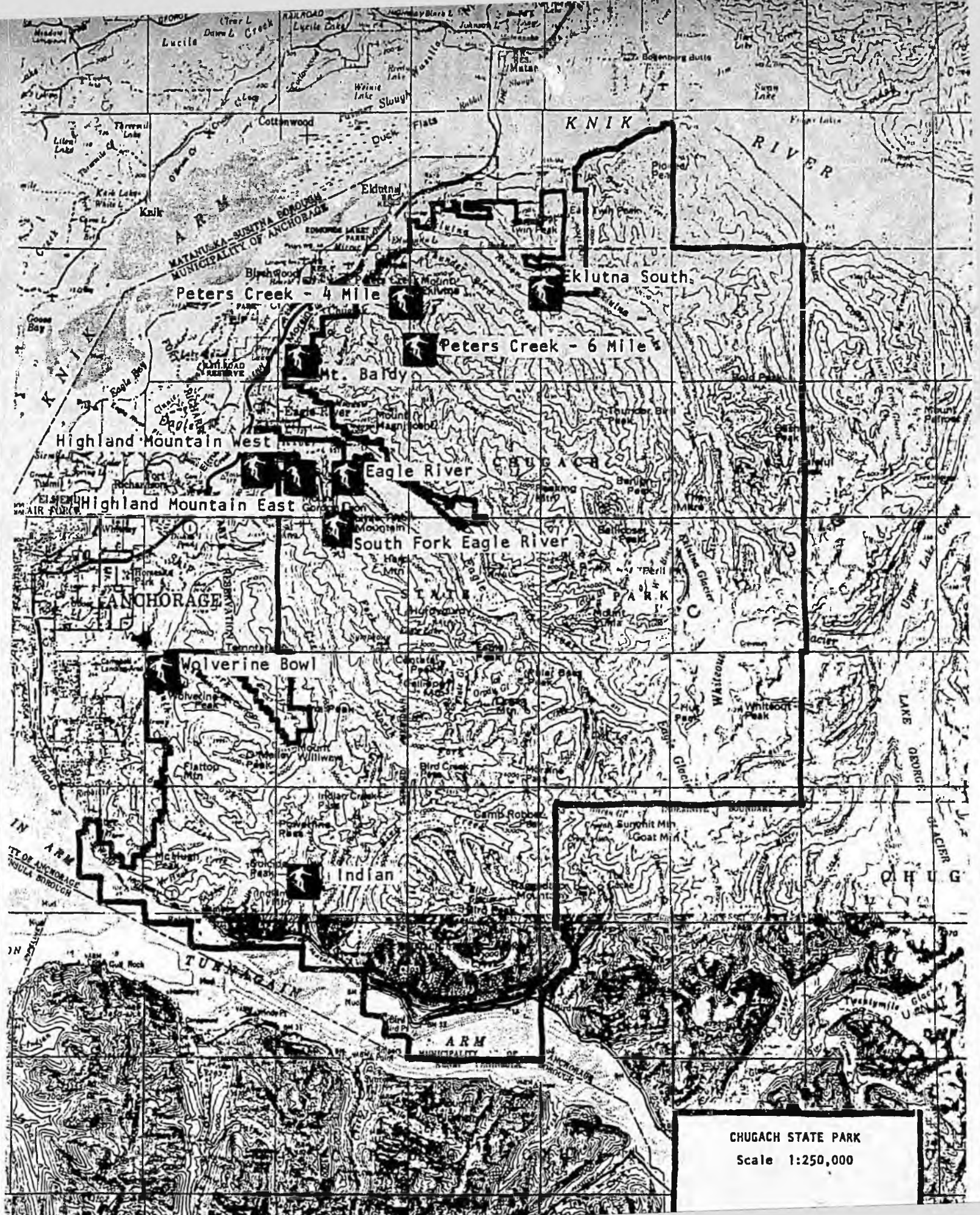
2. wildlife conflicts - the displacement of wildlife from critical habitat or loss of wildlife viewing opportunities;
3. detraction from scenic values - unacceptable changes of natural environment caused by public access roads, construction access roads on visible mountainsides, lift towers and cables, base facility development, and lighting for night skiing;
4. noise pollution from ski lift motors, snow grooming equipment, and public automobile traffic;
5. land ownership - the unwillingness of property owners to make their land available for ski area development.

Also, the study does not evaluate the effectiveness of mitigation measures which could:

1. provide opportunities for conversion of private land uses incompatible with public recreation (e.g. "no trespassing" signs) to commercial recreation lands available for public use;
2. enhance recreation opportunities other than alpine skiing, such as improved public access into the Chugach Mountains;
3. provide additional wildlife and scenic viewing opportunities;
4. minimize the visual impacts of alpine ski development on the landscape.

Finally, this study does not address the economic feasibility of the development of an alpine ski area, the cash flow resulting from the cost of facility development, land, roads, and utilities and the probable income from sale of lift tickets, food, beverages, supplies, lodging, and other services.

The terrain capability study, however, is the critical first step in determining alpine skiing potential within Chugach State Park.



CHUGACH STATE PARK
Scale 1:250,000

III. CAPABILITY OF TERRAIN FOR ALPINE SKIING

A. Chugach State Park

Topographic factors which are the subject of this study, and other factors which are outside the scope of this study, severely limit the potential for alpine skiing within Chugach State Park. The majority of slopes of the Chugach Range exceed the maximum gradients for alpine skiing. Mountains within the natural zone of Chugach State Park reach heights of 6,000 feet above sea level adjacent to valley floors but those vertical descents of several thousand feet are unusable due to terrain hazards such as cliffs and boulders. Many mountains with some skiable terrain don't offer continuous fall line ski for each ability level because of the transition from steep to moderate. Most Chugach mountain slopes are above timberline and offer little protection to skiers and snow from the wind. Where slopes terminate on lower valley floors there are several hundred vertical feet of forested slopes.

B. Potential Sites

The terrain characteristics of ten sites which appeared to be capable of supporting alpine skiing are described on the following pages. The sites from north to south are:

1. Eklutna South
2. Peters Creek - 4 Mile
3. Peters Creek - 6 Mile
4. Mt. Baldy
5. Highland Mountain West
6. Highland Mountain East
7. Eagle River
8. South Fork Eagle River
9. Wolverine's Bowl
10. Indian

SITE #1 - EKLUTNA SOUTH

1. Slope aspect: North
2. Elevations and length of potential lift-served runs:

Highest Usable Elevation	4,000'
Lowest Usable Elevation	1,100'
Usable Vertical Descent	2,900'
Longest Possible Run	8,000'

3. Terrain balance:

<u>Ability</u>	<u>Steepness</u>	<u>Acreage</u>	<u>% of total</u>
Novice	10-25% slope or 06°-14°	512	23
Intermediate	25-40% slope or 14°-11°	720	33
Advanced	40-55% slope or 22°-29°	816	36
Expert	55-80% slope or 29°-39°	192	8
TOTAL		<u>2,240</u>	<u>100</u>

4. Fall line continuity by ability level: Continuous intermediate and advanced terrain for 95% of vertical descent.
5. Terrain diversity: No major variations of terrain. Except for small variations, it would be smooth skiing and no visual surprises with limited sense of adventure.
6. Ground cover types: Alpine tundra for the upper two-thirds of slopes and interesting birch/spruce forest for the lower one-quarter of slopes.
7. Terrain hazards (cliffs, boulders, etc.): Limited craggy areas.
8. Base area development potential: Ample space on bench near municipal water treatment plant located between bottom of mountain and Eklutna River.
9. Other activity potential: Extensive opportunity for cross-country trail system on the bench to the west of potential base area.

Legend - Skier Ability Classes



Novice (10-25% slopes)



Intermediate (25-40% slopes)

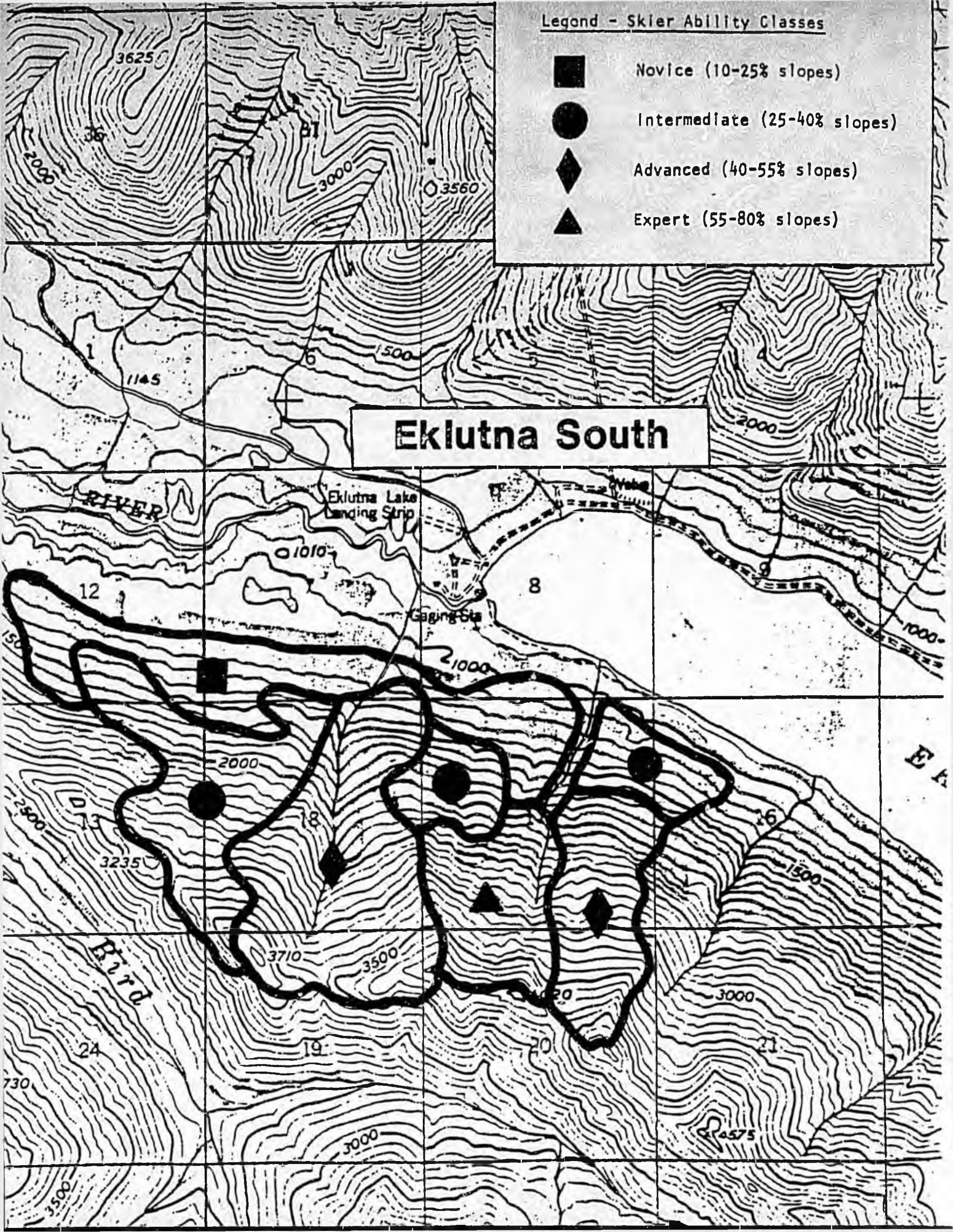


Advanced (40-55% slopes)



Expert (55-80% slopes)

Eklutna South



SITE #2 - PETERS CREEK - 4 MILE

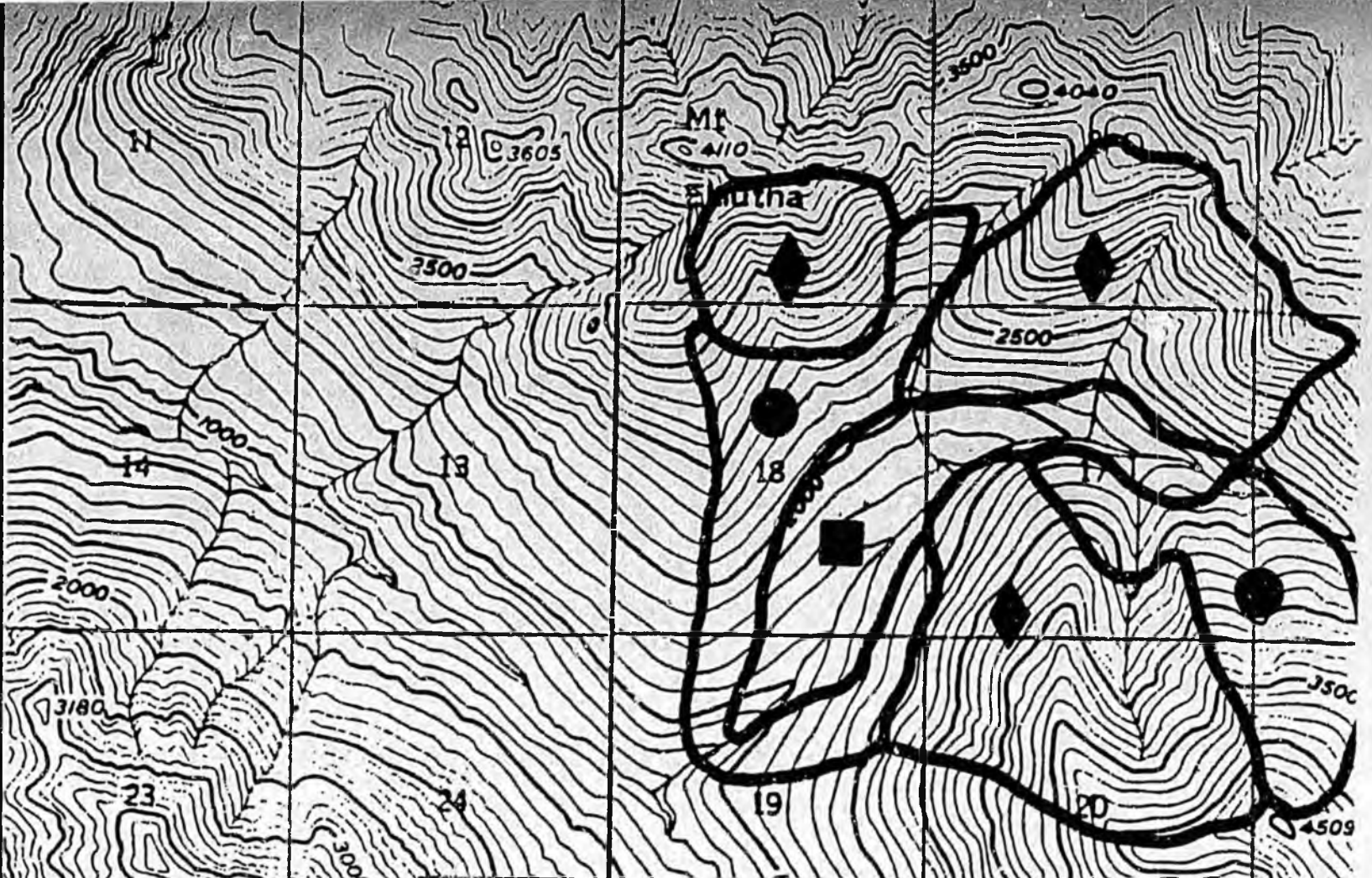
1. Slope aspect: All directions
2. Elevations and length of potential lift-served runs:

Highest Usable Elevation	4,500'
Lowest Usable Elevation	1,200'
Usable Vertical Descent	3,300'
Longest Possible Run	17,000'

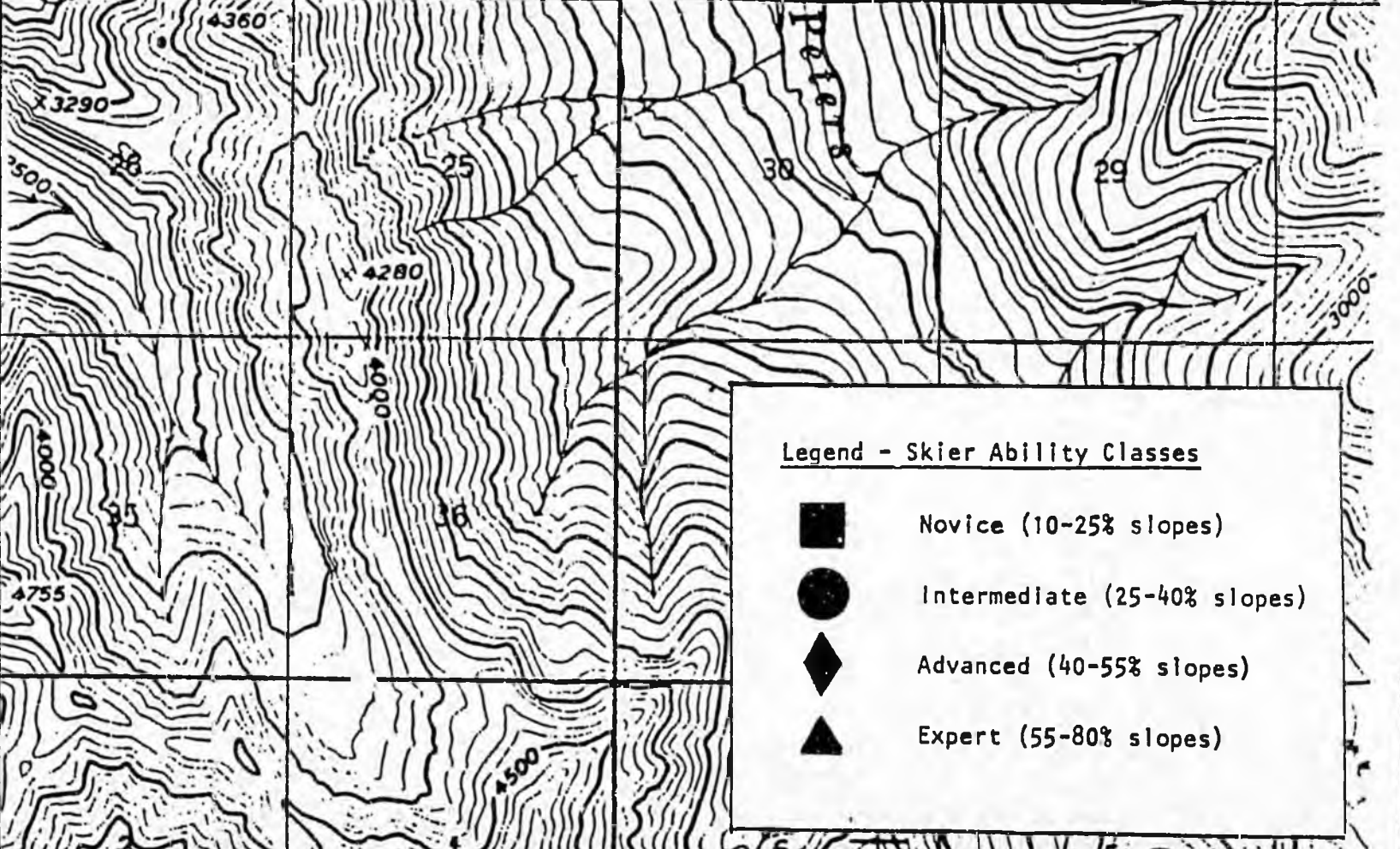
3. Terrain balance:

<u>Ability</u>	<u>Steepness</u>	<u>Acreage</u>	<u>% of total</u>
Novice	10-25% slope or 06°-14°	288	13
Intermediate	25-40% slope or 14°-11°	832	38
Advanced	40-55% slope or 22°-29°	1,088	49
Expert	55-80% slope or 29°-39°	--	--
TOTAL		<u>2,208</u>	<u>100</u>

4. Fall line continuity by ability level: Continuous advanced slope 95% of the way to base; intermediate slopes only 50% of the way to base.
5. Terrain diversity: Even gradient slopes with little diversity with possible exception of some of the steep advanced slopes whose ridges contribute to a sense of adventure and views in many directions.
6. Ground cover types: Alpine tundra for the majority of area; birch and spruce forest and homestead clearing on lower slopes.
7. Terrain hazards (cliffs, boulders, etc.): A few rock faces.
8. Base area development potential: Moderate terrain for compact base development at confluence of slopes.
9. Other activity potential: Trail activity up and down Peters Creek Valley.



Peters Creek 4 Mile



Legend - Skier Ability Classes

- Novice (10-25% slopes)
- Intermediate (25-40% slopes)
- ◆ Advanced (40-55% slopes)
- ▲ Expert (55-80% slopes)

SITE #3 - PETERS CREEK - 6 MILE

1. Slope aspect: North
2. Elevations and length of potential lift-served runs:

Highest Usable Elevation	4,900'
Lowest Usable Elevation	1,400'
Usable Vertical Descent	3,500'
Longest Possible Run	12,000'

3. Terrain balance:

<u>Ability</u>	<u>Steepness</u>	<u>Acreage</u>	<u>% of total</u>
Novice	10-25% slope or 06°-14°	314	28
Intermediate	25-40% slope or 14°-11°	506	45
Advanced	40-55% slope or 22°-29°	236	21
Expert	55-80% slope or 29°-39°	64	6
TOTAL		<u>1,120</u>	<u>100</u>

4. Fall line continuity by ability level: Discontinuous for all ability levels with no ability level run for more than 40% of slope.
5. Terrain diversity: Not much.
6. Ground cover types: Alpine tundra.
7. Terrain hazards (cliffs, boulders, etc.): Precipitous at top.
8. Base area development potential: Limited.
9. Other activity potential: Trail activity up and down Peters Creek Valley.

Legend - Skier Ability Classes

- Novice (10-25% slopes)
- Intermediate (25-40% slopes)
- ◆ Advanced (40-55% slopes)
- ▲ Expert (55-80% slopes)

Peters Creek 6 Mile



SITE #4 - MT. BALDY

1. Slope aspect: Northwest
2. Elevations and length of potential lift-served runs:

Highest Usable Elevation	3,000'
Lowest Usable Elevation	500'
Usable Vertical Descent	2,500'
Longest Possible Run	10,500'

3. Terrain balance:

<u>Ability</u>	<u>Steepness</u>	<u>Acreage</u>	<u>% of total</u>
Novice	10-25% slope or 06°-14°	288	26
Intermediate	25-40% slope or 14°-11°	568	51
Advanced	40-55% slope or 22°-29°	264	23
Expert	55-80% slope or 29°-39°	--	--
TOTAL		<u>1,120</u>	<u>100</u>

4. Fall line continuity by ability level: Continuous intermediate slope for 100% of the descent and continuous novice and advanced for 75% of descent.
5. Terrain diversity: Little variation on upper slopes; lots of knolls, rolls and hollows on some lower slopes.
6. Ground cover types: Alpine tundra on upper half of mountain; moderately dense spruce forest on lower half of mountain.
7. Terrain hazards (cliffs, boulders, etc.): Bottleneck resulting from steep drop-off at bottom of most promising intermediate slope. Terrain modification might alleviate this constraint.
8. Base area development potential: Moderate terrain constrained by residential development.
9. Other activity potential: Firelake Recreation Center nearby.

Legend - Skier Ability Classes



Novice (10-25% slopes)



Intermediate (25-40% slopes)

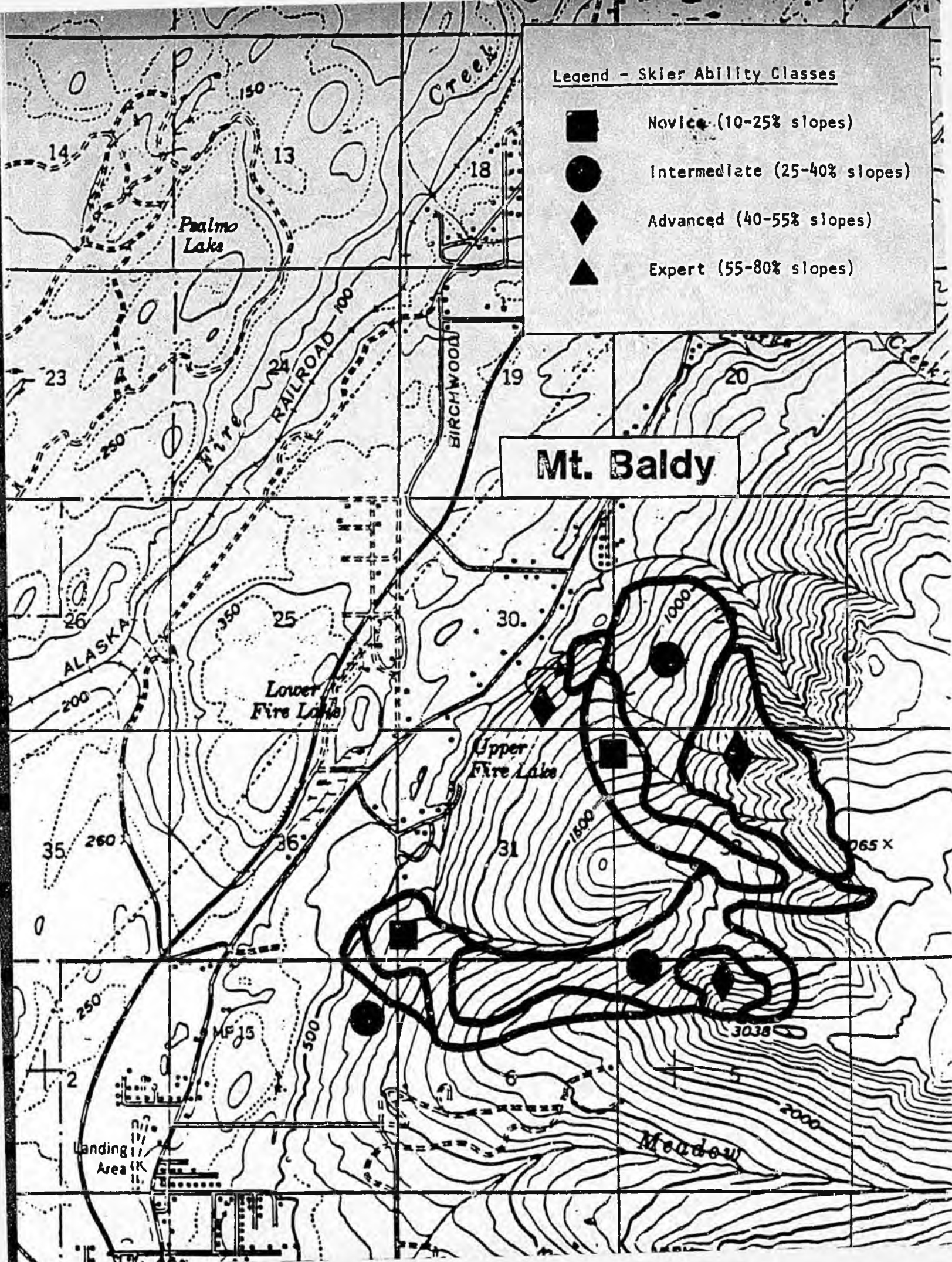


Advanced (40-55% slopes)



Expert (55-80% slopes)

Mt. Baldy



SITE #5 - HIGHLAND MOUNTAIN WEST

1. Slope aspect: West
2. Elevations and length of potential lift-served runs:

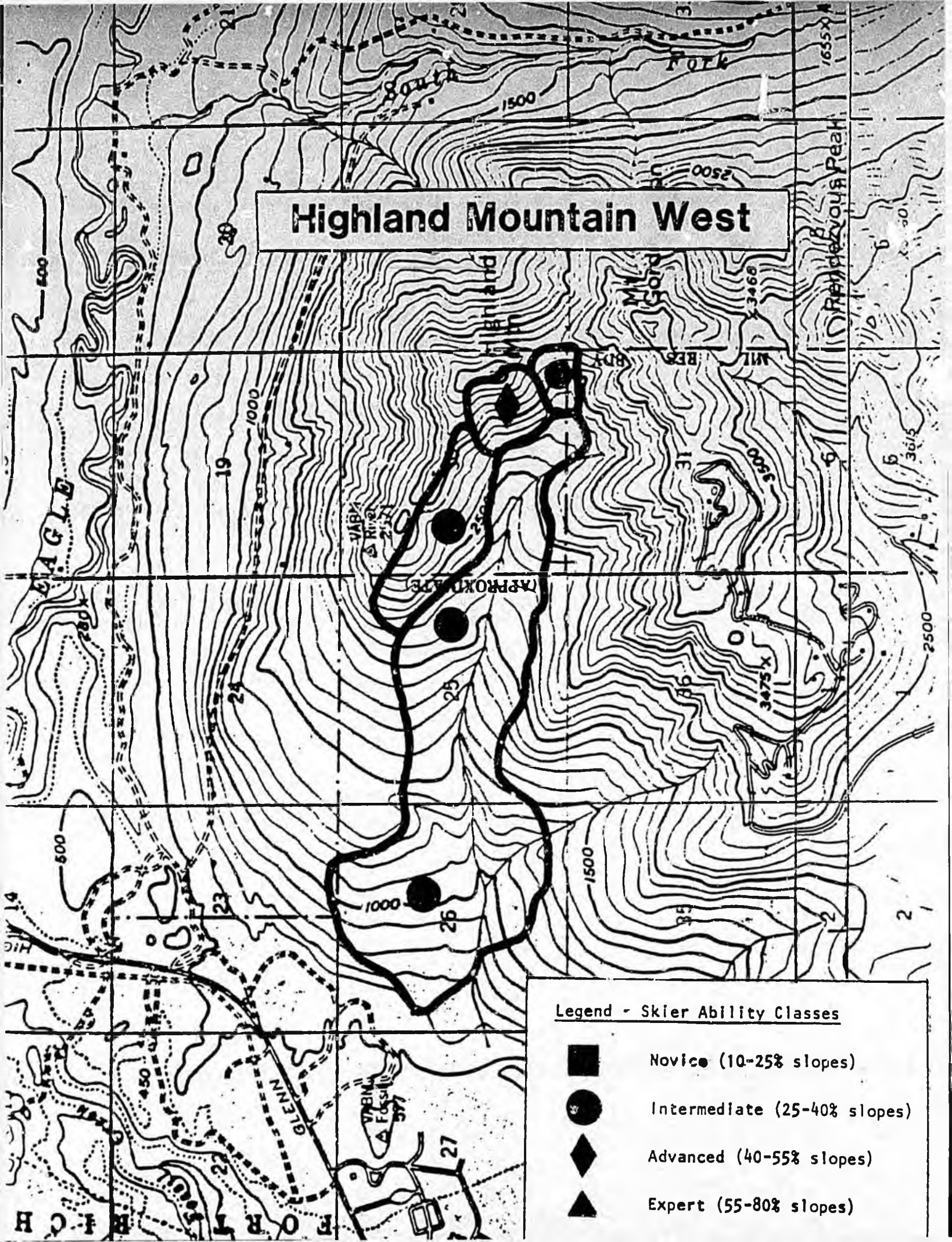
Highest Usable Elevation	3,500'
Lowest Usable Elevation	600'
Usable Vertical Descent	2,900'
Longest Possible Run	15,800'

3. Terrain balance:





<u>Ability</u>	<u>Steepness</u>	<u>Acraege</u>	<u>% of total</u>
Novice	10-25% slope or 06°-14°	800	73
Intermediate	25-40% slope or 14°-11°	228	21
Advanced	40-55% slope or 22°-29°	60	6
Expert	55-80% slope or 29°-39°	--	--
TOTAL		1,088	100

4. Fall line continuity by ability level: Continuous novice slope for 95% of the distance.
5. Terrain diversity: Little terrain diversity on upper slopes; some interesting draws on lower slopes.
6. Ground cover types: Alpine tundra for upper slopes, brush at mid-level, and second growth birch trees on lower slopes.
7. Terrain hazards (cliffs, boulders, etc.): Precipitous slope with some avalanching alongside upper part of slope.
8. Base area development potential: Extensive fiat terrain between base of slope and Glenn Highway - Highland Drive interchange.
9. Other activity potential: Luge, bobsled, ski jumping and biathalon at proposed winter olympic venues.

Highland Mountain West



Legend - Skier Ability Classes

-  Novice (10-25% slopes)
-  Intermediate (25-40% slopes)
-  Advanced (40-55% slopes)
-  Expert (55-80% slopes)

SITE #6 - HIGHLAND MOUNTAIN EAST

1. Slope aspect: East
2. Elevations and length of potential lift-served runs:

Highest Usable Elevation	3,500'
Lowest Usable Elevation	400'
Usable Vertical Descent	3,100'
Longest Possible Run	13,000'





3. Terrain balance:

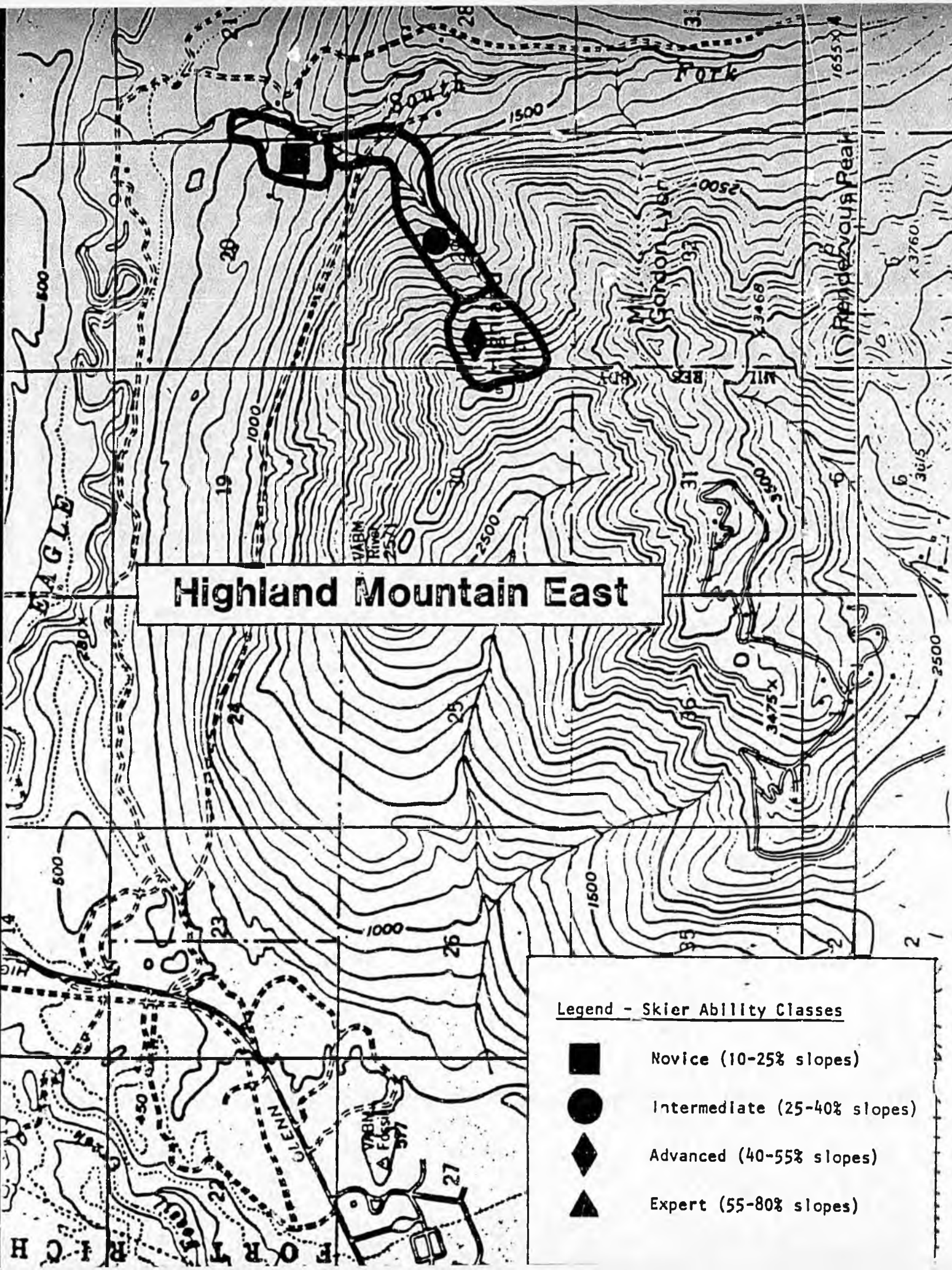
<u>Ability</u>	<u>Steepness</u>	<u>Acreage</u>	<u>% of total</u>
Novice	10-25% slope or 06°-14°	48	20
Intermediate	25-40% slope or 14°-11°	104	43
Advanced	40-55% slope or 22°-29°	88	37
Expert	55-80% slope or 29°-39°	--	--
TOTAL		<u>240</u>	<u>100</u>

4. Fall line continuity by ability level: Discontinuous for all ability levels with no ability level run for more than 50% of descent.
5. Terrain diversity: Major variation would occur at road crossing where a bridge would be required; some variations in gullies.
6. Ground cover types: Alpine tundra on upper slopes, primarily birch forest on lower slopes.
7. Terrain hazards (cliffs, boulders, etc.): Deep, steep ravines and intersection with Highland Drive.
8. Base area development potential: Severely limited by roads and residences.
9. Other activity potential: Sightseeing at waterfall.

Highland Mountain East

Legend - Skier Ability Classes

-  Novice (10-25% slopes)
-  Intermediate (25-40% slopes)
-  Advanced (40-55% slopes)
-  Expert (55-80% slopes)



SITE #7 - EAGLE RIVER

1. Slope aspect: North

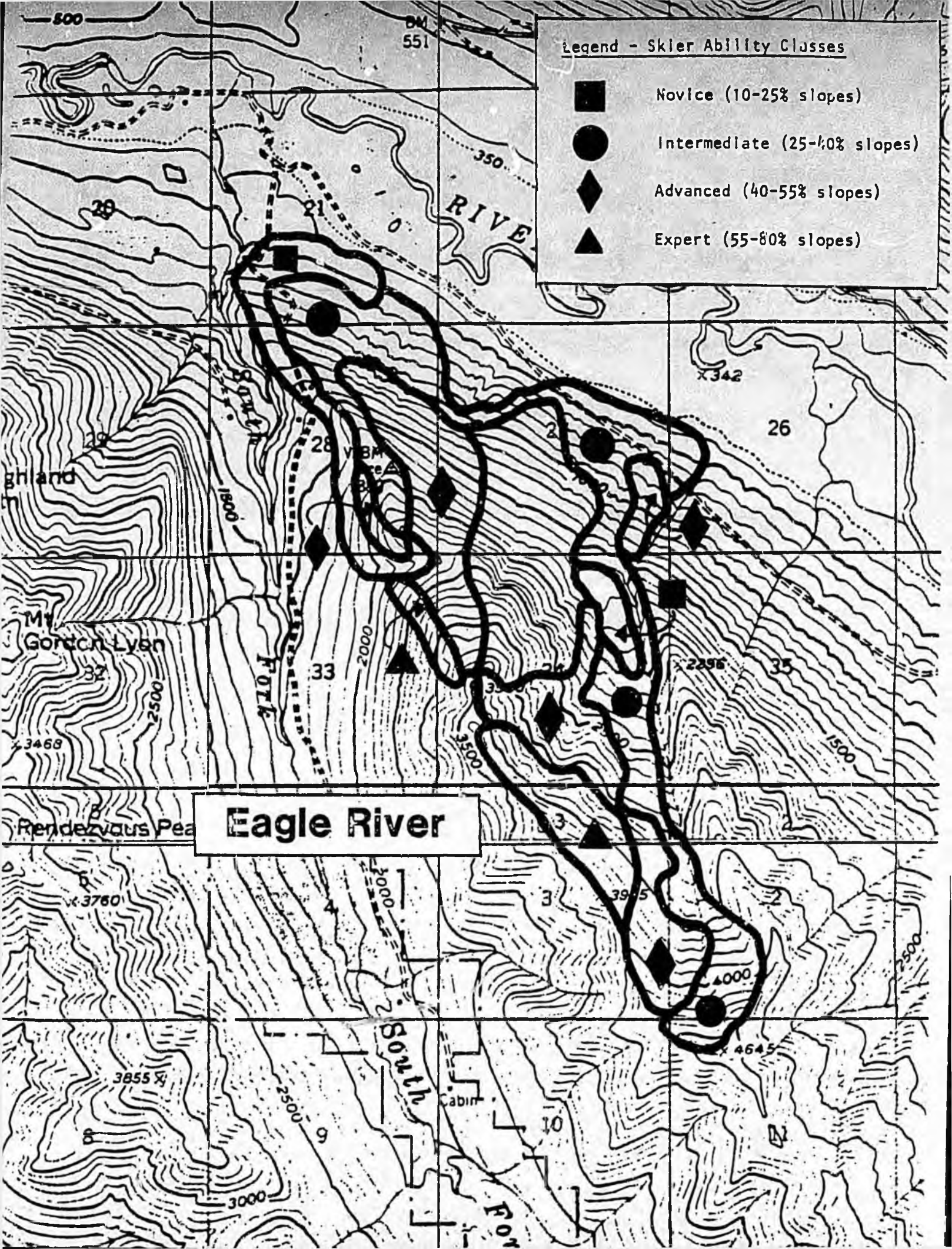
2. Elevations and length of potential lift-served runs:

Highest Usable Elevation	4,600'
Lowest Usable Elevation	350'
Usable Vertical Descent	4,250'
Longest Possible Run	15,800'

3. Terrain balance:

<u>Ability</u>	<u>Steepness</u>	<u>Acres</u>	<u>% of total</u>
Novice	10-25% slope or 06°-14°	228	15
Intermediate	25-40% slope or 14°-21°	628	41
Advanced	40-55% slope or 22°-29°	504	33
Expert	55-80% slope or 29°-39°	170	11
TOTAL		1,530	100

4. Fall line continuity by ability level: Continuous top to bottom slopes for novice and intermediate skiing; continuous advanced skiing for 25% of descent.
5. Terrain diversity: Little diversity on most slopes, some variety in gullies on lower slopes.
6. Ground cover types: Alpine tundra for majority of area with birch/spruce forest and homestead clearings on lower slopes.
7. Terrain hazards (cliffs, boulders, etc.): Sharp rocks near summit. East valley narrow just above midway creating a bottleneck on somewhat of a sidehill.
8. Base area development potential: Ample flat terrain on floor of main Eagle River Valley.
9. Other activity potential: Hiking into the mountains, cross-country skiing, wildlife observation.



Legend - Skier Ability Classes

- Novice (10-25% slopes)
- Intermediate (25-40% slopes)
- ◆ Advanced (40-55% slopes)
- ▲ Expert (55-80% slopes)

Eagle River

SITE #8 - SOUTH FORK EAGLE RIVER

1. Slope aspect: West
2. Elevations and length of potential lift-served runs:

Highest Usable Elevation	4,600'
Lowest Usable Elevation	2,000'
Usable Vertical Descent	2,300'
Longest Possible Run	5,000'

3. Terrain balance:

<u>Ability</u>	<u>Steepness</u>	<u>Acreage</u>	<u>% of total</u>
Novice	10-25% slope or 06°-14°	---	--
Intermediate	25-40% slope or 14°-11°	103	32
Advanced	40-55% slope or 22°-29°	177	55
Expert	55-80% slope or 29°-39°	40	13
TOTAL		<u>320</u>	<u>100</u>

4. Fall line continuity by ability level: Advanced skiing for upper two-thirds of slope; intermediate for lower one-third.
5. Terrain diversity: Slight.
6. Ground cover: types: Alpine tundra.
7. Terrain hazards (cliffs, boulders, etc.): Precipitous near the top.
8. Base area development potential: Limited space between road and foot of slope.
9. Other activity potential: Hiking.

Legend - Skier Ability Classes



Novice (10-25% slopes)



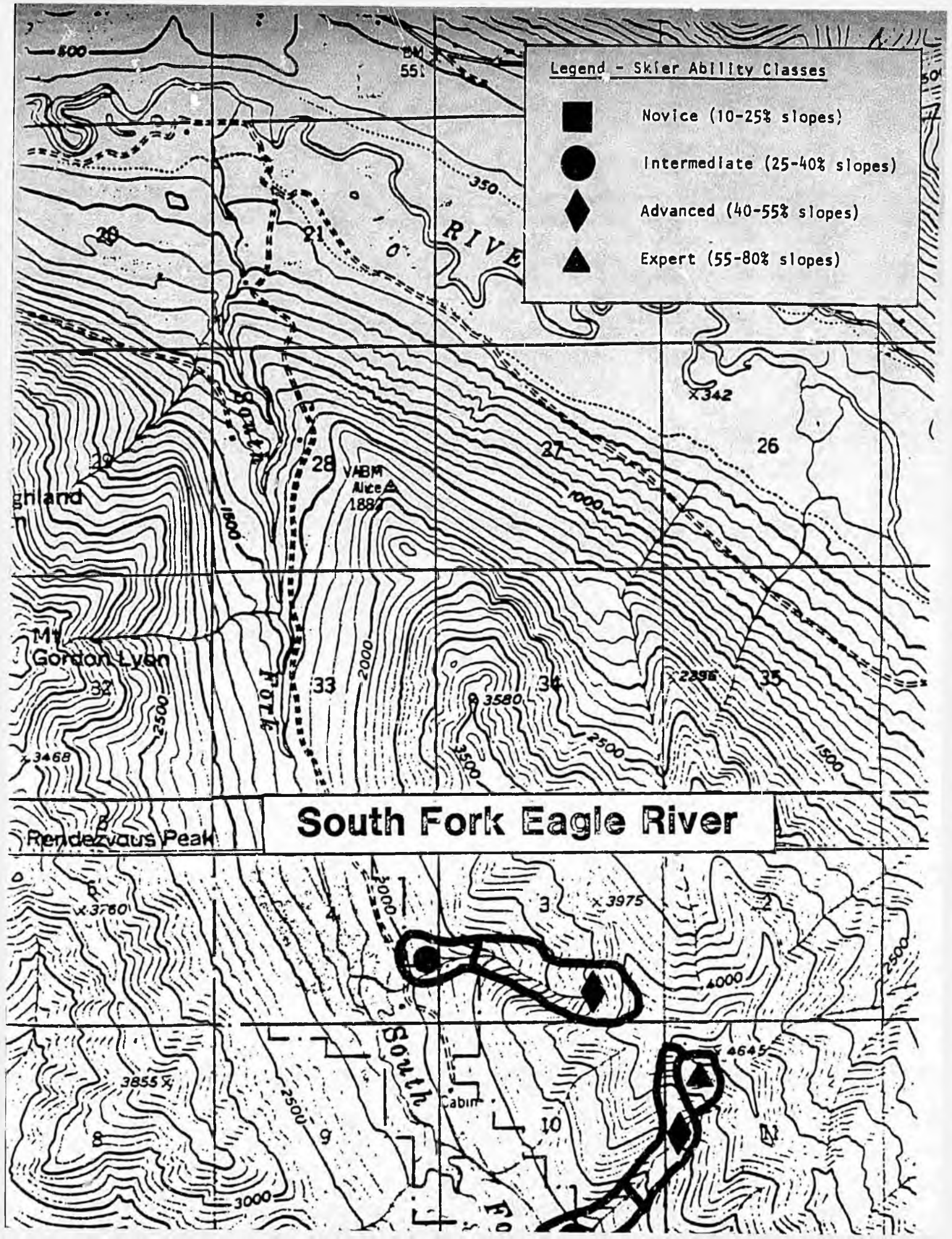
Intermediate (25-40% slopes)



Advanced (40-55% slopes)



Expert (55-80% slopes)



South Fork Eagle River

SITE #9 - WOLVERINE BOWL

1. Slope aspect: West

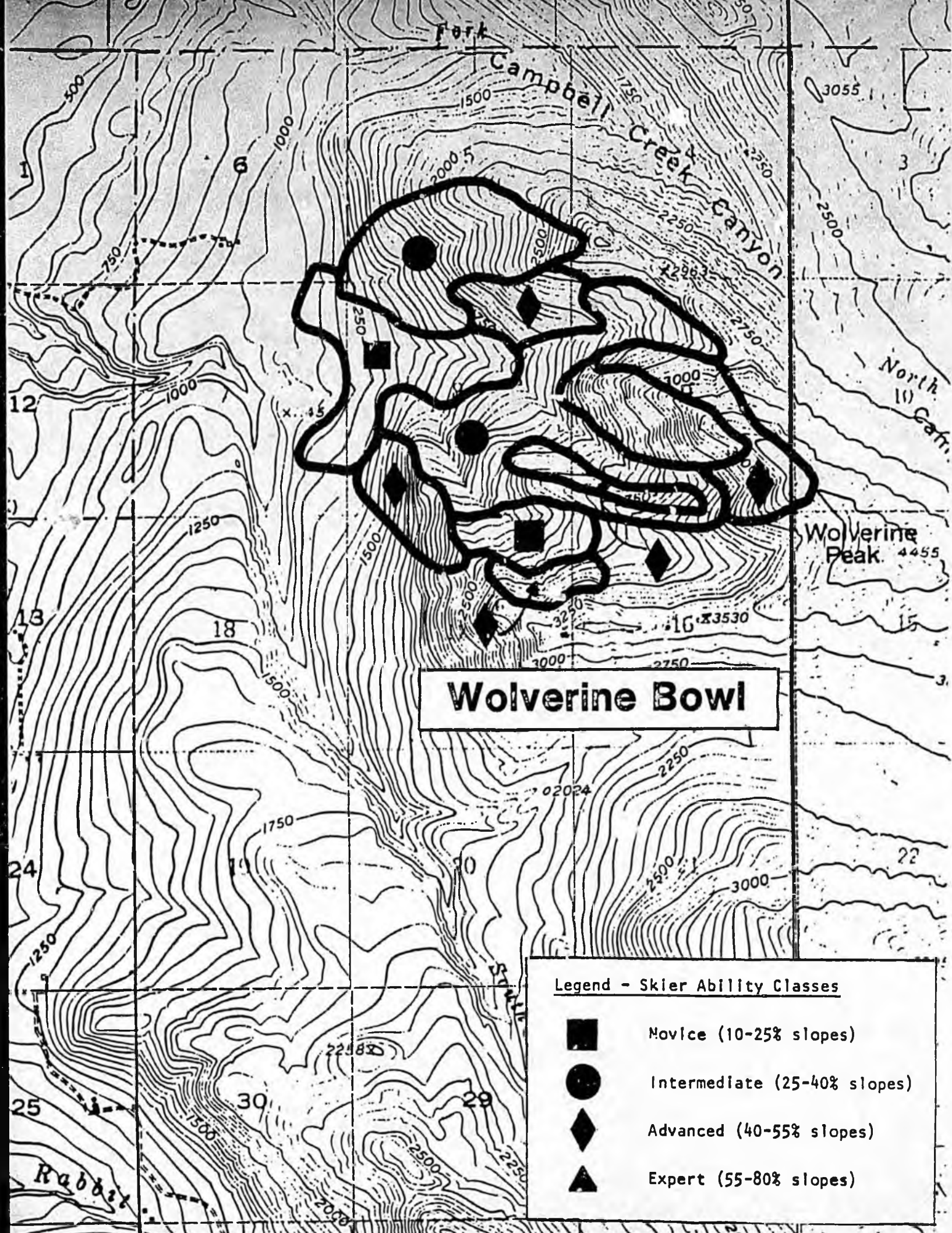
2. Elevations and length of potential lift-served runs:

Highest Usable Elevation	4,000'
Lowest Usable Elevation	1,200'
Usable Vertical Descent	2,800'
Longest Possible Run	12,000'

3. Terrain balance:

<u>Ability</u>	<u>Steepness</u>	<u>Acreage</u>	<u>% of total</u>
Novice	10-25% slope or 06°-14°	368	25.5
Intermediate	25-40% slope or 14°-11°	660	46.0
Advanced	40-55% slope or 22°-29°	364	25.0
Expert	55-80% slope or 29°-39°	48	3.5
TOTAL		<u>1,440</u>	<u>100.0</u>

4. Fall line continuity by ability level: Intermediate skiing continuity for 75% of descent, advanced for 60%, and novice for 40%.
5. Terrain diversity: Mostly even gradient sections with the exception of some incised ravines.
6. Ground cover types: Alpine tundra for 80% of slopes; alder and birch/spruce forest for lower (novice) slopes.
7. Terrain hazards (cliffs, boulders, etc.): Some precipitous areas and boulders on upper slopes.
8. Base area development potential: Moderate terrain in birch/spruce forest at confluence of probable ski slopes.
9. Other activity potential: Cross-country skiing and hiking.



Wolverine Bowl

Legend - Skier Ability Classes

■	Novice (10-25% slopes)
●	Intermediate (25-40% slopes)
◆	Advanced (40-55% slopes)
▲	Expert (55-80% slopes)

SITE #10 - INDIAN

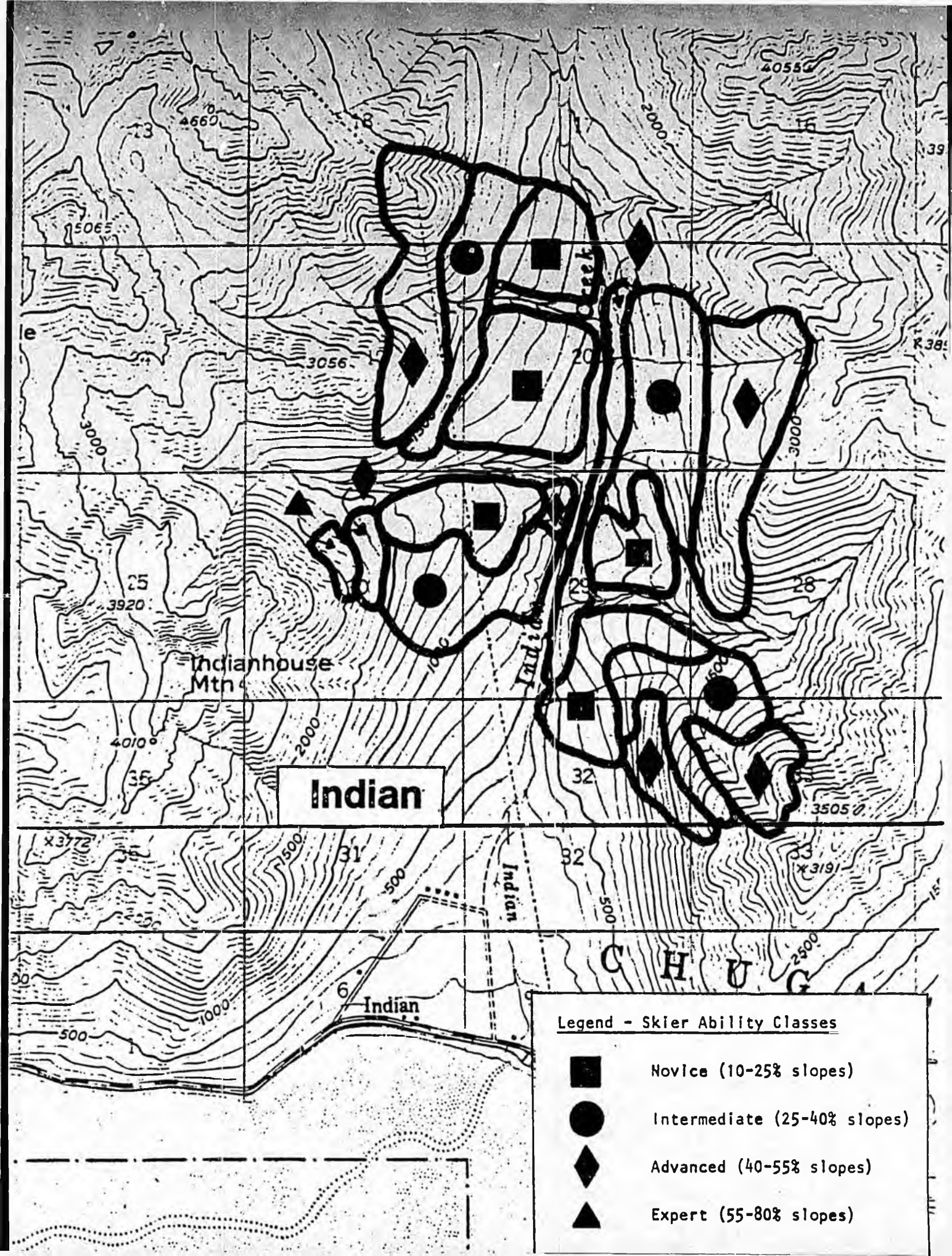
1. Slope aspect: East and West
2. Elevations and length of potential lift-served runs:

Highest Usable Elevation	2,700'
Lowest Usable Elevation	400'
Usable Vertical Descent	2,300'
Longest Possible Run	6,500'

3. Terrain balance:

<u>Ability</u>	<u>Steepness</u>	<u>Acreage</u>	<u>% of total</u>
Novice	10-25% slope or 06°-14°	640	31
Intermediate	25-40% slope or 14°-11°	624	31
Advanced	40-55% slope or 22°-29°	736	36
Expert	55-80% slope or 29°-39°	40	2
TOTAL		<u>2,040</u>	<u>100</u>

4. Fall line continuity by ability level: Discontinuous slope angles on west side of valley, i.e., upper slopes are advanced, mid-slopes intermediate and lower slopes novice and advanced slopes on east side of valley.
5. Terrain diversity: Variety of drainages, ridges and ravines provide an adventurous setting.
6. Ground cover types: Alpine tundra, shrubs and large spruce/hemlock forest.
7. Terrain hazards (cliffs, boulders, etc.): Rock faces on upper slopes and steeply incised ravines in valleys.
8. Base area development potential: Limited at base of potential lift lines due to steeply incised ravines.
9. Other activity potential: Cross-country trail activity limited to area of moderate slopes in dense forest of lower valley.



Indian

Legend - Skier Ability Classes

- Novice (10-25% slopes)
- Intermediate (25-40% slopes)
- ◆ Advanced (40-55% slopes)
- ▲ Expert (55-80% slopes)

IV. CONCLUSIONS

No one potential site ranks highest in all of the terrain characteristics. Peters Creek - 4 Mile has the longest run and the most intermediate acreage. Eagle River has the most vertical descent, with top to bottom intermediate skiing. Mt. Baldy also has a continuous top to bottom intermediate ski run. More detailed on-site analysis could result in some reductions in estimates of usable vertical descent.

Mt. Baldy, Eagle River and Indian have the most interesting terrain diversity, and potential for more adventurous skiing.

Eklutna South, Mt. Baldy, Eagle River, Wolverine Bowl and Indian have the advantage of trees growing at higher elevations whereas other sites have little or no forested areas for wind protection and scenic variety.

Terrain hazards were not observed at Eklutna South and Peters Creek - 4 Mile.

Adequate level terrain for base area development is present at Eklutna South, Peters Creek - 4 Mile, Mt. Baldy, Highland Mountain West, Eagle River, and Wolverine Bowl.

Potential for other activities is present at all sites, with perhaps the most noteworthy being Highland Mountain West, where luge, bobsled, and ski jump facilities are being proposed in Anchorage's bid for the 1994 Winter Olympics.

CHUGACH STATE PARK SKI TERRAIN CAPABILITY

<u>Site</u>	<u>Slope Aspect</u>	<u>Vertical Descent</u>	<u>Longest Run</u>	<u>Novice</u>	<u>Terrain Balance Intermediate</u>	<u>Advanced</u>	<u>Intermediate Continuity*</u>
1. Eklutna South	North	2,900'	8,000'	23%	33% (720 ac.)	44%	95%
2. Peters Creek- 4 Mile	All directions	3,300'	17,000'	13%	38% (832 ac.)	49%	50%
3. Peters Creek- 6 Mile	North	3,500'	12,000'	28%	45% (506 ac.)	27%	40%
4. Mt. Baldy	Northwest	2,500'	10,500'	26%	51% (568 ac.)	23%	100%
5. Highland Mtn. West	West	2,900'	15,800'	73%	21% (228 ac.)	6%	15%
6. Highland Mtn. East	East	3,100'	13,000	20%	47% (104 ac.)	37%	50%
7. Eagle River	North	4,250'	15,800'	15%	41% (628 ac.)	44%	100%
8. South Fork Eagle River	West	2,300'	5,000'	0%	32% (103 ac.)	68%	33%
9. Wolverine Bowl	West	2,800'	12,000'	25.5%	46% (660 ac.)	28.5%	75%
10. Indian	East/West	2,300'	6,500'	31%	31% (624 ac.)	38%	75%

* The degree to which the top to bottom of hill is useable by intermediate skiers measured as a percentage of total vertical descent.

THE PRECEDING PAGES WERE TREATED AS
A UNIT IN THE ORIGINAL FILE.

THE FOLLOWING PAGES WERE TREATED AS
A UNIT IN THE ORIGINAL FILE.

EAGLE RIVER GREENBELT PLAN

April, 1985

° TONY KNOWLES, MAYOR

° Department of Community Planning
Municipality of Anchorage

° TRA/Farr

* INCLUDES EXCERPTS FROM
THE PLAN *
MARGIN NOTES & UNDERLINES BY
DPOB STAFF.

7/87

II. RECOMMENDATIONS

Key actions needed to adopt and implement the Eagle River Greenbelt Plan are summarized below. Each of these is discussed in greater length in the following text. As noted in the Implementation section, the complexity and amount of land included in this plan will require the utmost sensitivity to the needs of both the landowner and land user. Moreover, a commitment by all parties will be required to bring this magnificent and unique resource into reality.

1. Upon adoption by the Anchorage Assembly of the Eagle River Greenbelt Plan, the Municipality should enter into negotiation with Eklutna, Inc. and the three other private land owners to acquire the Greenbelt land together with the six recreation sites other than the Eagle River Campground Expansion site as soon as possible.
2. A mix of acquisition techniques should be used rather than a reliance upon a single approach. All of the techniques described in the text can contribute in varying degrees and should be woven together in an acquisition strategy. A high degree of cooperation and support between the Municipality and state agencies is necessary and must be cultivated and maintained. Consideration should be given to first negotiating an "umbrella agreement" to guide negotiation on the manner and basis for incorporation of Eklutna, Inc. owned land into the Greenbelt.
3. Development should follow acquisition in the creation of the Eagle River Greenbelt. Upon Greenbelt acquisition, Municipal Department of Parks and Recreation should then begin the process of site and trail development with a development priority that includes:
 - a. the six recreation sites,
 - b. the Greenbelt lands from the South Fork Park site downstream to the Eagle River Campground and including the South Fork Greenbelt link between the Park site and Waterfalls site; and
 - c. the remaining Greenbelt lands from South Fork upstream to Chugach State Park.

A detailed plan of management and operation should be prepared with involvement of user groups to accommodate the variety of recreational needs. The

potential for effective integration of such a plan with the proposed Eagle River Greenbelt Trust (see Section V) should be seriously considered. The proposed continuous trail system should be established under the general guidance of this Plan as well as the more specific direction of the management plan.

4. The Municipality should take the lead in exploring the potential of creating an Eagle River Greenbelt Trust. Such a Trust could serve not only as a vehicle for securing corporate and foundation funds leading to acquisition and management, but could serve as a community "watchdog" to ensure the integrity of the Greenbelt is maintained.
5. The State of Alaska, through the Division of Parks and Outdoor Recreation, should pursue acquisition of land adjacent to the Eagle River Campground site from Eklutna, Inc. as an expansion to the existing campground.
6. Chugach State Park trails should be connected with those Municipal trails/routes as indicated in this Plan.
7. The Eagle River Greenbelt Plan is consistent with the goals and policies of the Anchorage Coastal Management Plan which have identified most of the Greenbelt as Freshwater Marsh and Wetlands under the designation of Preservation Environment Coastal Resource Policy Unit.

IV. EAGLE RIVER GREENBELT PLAN

A. INTRODUCTION

The proposed Eagle River Greenbelt Plan is based on two primary objectives, to provide the opportunity for continuous recreational access to Eagle River, and to conserve open space in the valley bottom for wildlife habitat and watershed values.

The study area is defined as that portion of Eagle River valley classified as wetlands and/or lying within the 100-Year floodplain, as well as bordering upland areas needed for trail location wildlife habitat or recreation sites. The study area extends from the Glenn Highway bridge-crossing to the administrative boundary of Chugach State Park (bordering Eklutna lands) in the upper portion of the valley. That portion of South Fork of the Eagle River extending upstream to the upper falls was also included. An inventory for the project was researched and compiled based on existing plans, background literature and existing maps and aerial photographs (see Inventory section). Published data was supplemented through knowledgeable individuals and field verification. (See "Sources" for a detailed list.)

Several plans have been prepared in the last five years which explicitly involve the Eagle River valley. The relationship of this plan to the Anchorage Coastal Management Plan is treated separately (see Section IV-G). The other plans are briefly described below. In all cases, the Eagle River Greenbelt Plan is both consistent and serves as a refinement of these predecessor plans. The Eagle River-Chugiak-Eklutna Comprehensive Plan (1979) has classified most of the Greenbelt area as Marginal Lands with smaller areas at the periphery as residential or alpine and slope affected land. This plan recognized the special character of Eagle River valley in its assemblage of environmentally-sensitive lands (i.e., floodplain, wetlands, areas of slope instability and critical wildlife habitat) and called for very selective development of these areas if at all. The Chugach State Park Master Plan (1980) identified the recreational use of the valley and called for the establishment of six sites along the river providing for vehicular access. The Southcentral Region Plan Recommendations (1983) of the Division of Parks and Outdoor Recreation specify working with both Eklutna, Inc. and the U.S. Army to maintain river travel and access to Eagle River under Special Management

Considerations. Finally, the Eagle River-Chugiak-Eklutna Parks, Greenbelts and Trails Plan (1985) identified the need for an Eagle River Greenbelt and acknowledged that its recommendations regarding such a Greenbelt would be superceded by this present plan.

The plan development task was initially seen as a linear process leading from inventory to opportunities/constraints and on to plan alternatives from which a recommended plan would emerge. As part of the opportunities/constraints analysis, development conflicts, as well as environmental sensitivity and suitability were to be evaluated. As work proceeded, however, this process was modified because its "straight-line" nature was ill-suited to the problem at hand. For example, it became clear that the real value of the inventory work was largely in its reference aspects. From the wetlands and floodplain information (Map 4), graphic overlays were made which were very helpful in later plan modification work. Moreover, because of the homogeneity of much of the valley bottomland, the suitability analysis failed to differentiate much of the valley bottom. Conflicts culled from the inventory phase such as avalanche hazard zones and steep slopes were identified along with special features and opportunities. However, the Opportunities and Constraints analysis essentially stood on its own as a synthesis of most of the foregoing inventory work.

In effect, the inventory and analysis phase became somewhat uncoupled from the later plan development phase. The drafting of plan alternatives and their subsequent modifications, based on staff and public review, keyed much more on overall acreage and its quality (i.e., wetlands and if so, how classified). Equally important for plan development were trail corridor locations and the needed Greenbelt buffer surrounding the corridor, given adjacent site conditions as well as site suitability for vehicular access and recreational development.

B. GREENBELT ALTERNATIVES

Once an analysis of the opportunities and constraints for establishment of a greenbelt was completed for the entire valley, a series of three alternatives was developed during the period August-November 1984, identifying potential greenbelt boundaries requiring various levels of Municipal commitment. A final alternative, now termed the Recommended Greenbelt was developed following the Public Hearing before the Planning and Zoning Commission, January 28, 1985.

1. Alternative 1

The first alternative incorporated some 2500 acres including all land located within the 100-Year floodplain, plus most of the Conservation wetlands located within Eagle River Valley bottomlands. Potential trail corridors were identified that would allow a continuous trail along either side of the river along the entire length of the Greenbelt. However, in the interest of minimizing potential development costs for trail construction, trail corridors were tentatively located along existing foot and jeep trails. This resulted in entering and leaving the greenbelt, in some cases varying outside the greenbelt boundary by several hundred feet.

Included within the first greenbelt alternative were five of the recreational sites originally identified as potential recreation sites within the North Anchorage Land Agreement. Much of the greenbelt in this alternative is inaccessible to the public due to the location of the majority of trails along the perimeter or outside the greenbelt boundary; trails were located in this manner to reduce trail development costs.

This first alternative was presented to the Eagle River Park Board at an informational public meeting on August 20, 1984. The meeting was well attended by representatives of various river and trail user groups, and Eagle River valley residents. The public comment was supportive of the area recommended to be included within the greenbelt, and there was considerable discussion regarding the need to involve users in the development of a management plan. That plan would allow users to participate in decisions about specific facilities to be developed, and portions of the trail system that would be designated for each user group.

The Eagle River Park Board felt the first alternative needed further development to reduce the greenbelt size and lower potential acquisition costs. They also asked that trail alignments be studied in greater detail with the objective of continuing as much of the trail corridor as possible within greenbelt boundaries.

2. Alternative 2

Based on Park Board and public comments, a second greenbelt alternative was developed that significantly reduced the greenbelt acreage to approximately 1,700 acres, excluding virtually all of the Conservation wetlands and sizable portions of the Preservation wetlands that were not directly needed to support the location and development of the system of trails and recreational sites. Virtually the entire trail system was realigned within the greenbelt boundary based on additional field study.

The second alternative maintained a greenbelt boundary sufficient to include the main trail corridors paralleling the river on both the north and south sides of the valley. Greenbelt boundary widths of 75', 150', and 200' from one side of the river channel were included dependent on surrounding land characteristics and classification to protect trail corridors. The primary objective of the second greenbelt alternative was to accommodate continuous recreational access adjacent to the river along the length of the valley. While it was recognized that protection of wildlife habitat is an important public objective, alternative two chose to focus the Municipal commitment to the greenbelt on maximizing recreational access to the river. Meetings were held with the Alaska Division of Parks and Outdoor Recreation, and Alaska Department of Fish and Game to ascertain the potential for State involvement in acquisition of additional lands adjacent to the greenbelt for protection of wildlife habitat values.

The second alternative was again presented to the public in a meeting sponsored by the Eagle River Park Board on October 9, 1984. At the meeting there was substantial public comment that the greenbelt boundary had been reduced too much, and should be increased to give greater consideration to wildlife habitat protection. While it was recognized that trail development costs would increase if trails were to be developed through large wetland tracts, it was felt that these additional costs would be more than offset by the significantly reduced cost of land acquisition relative to the first alternative.

3. Alternative 3

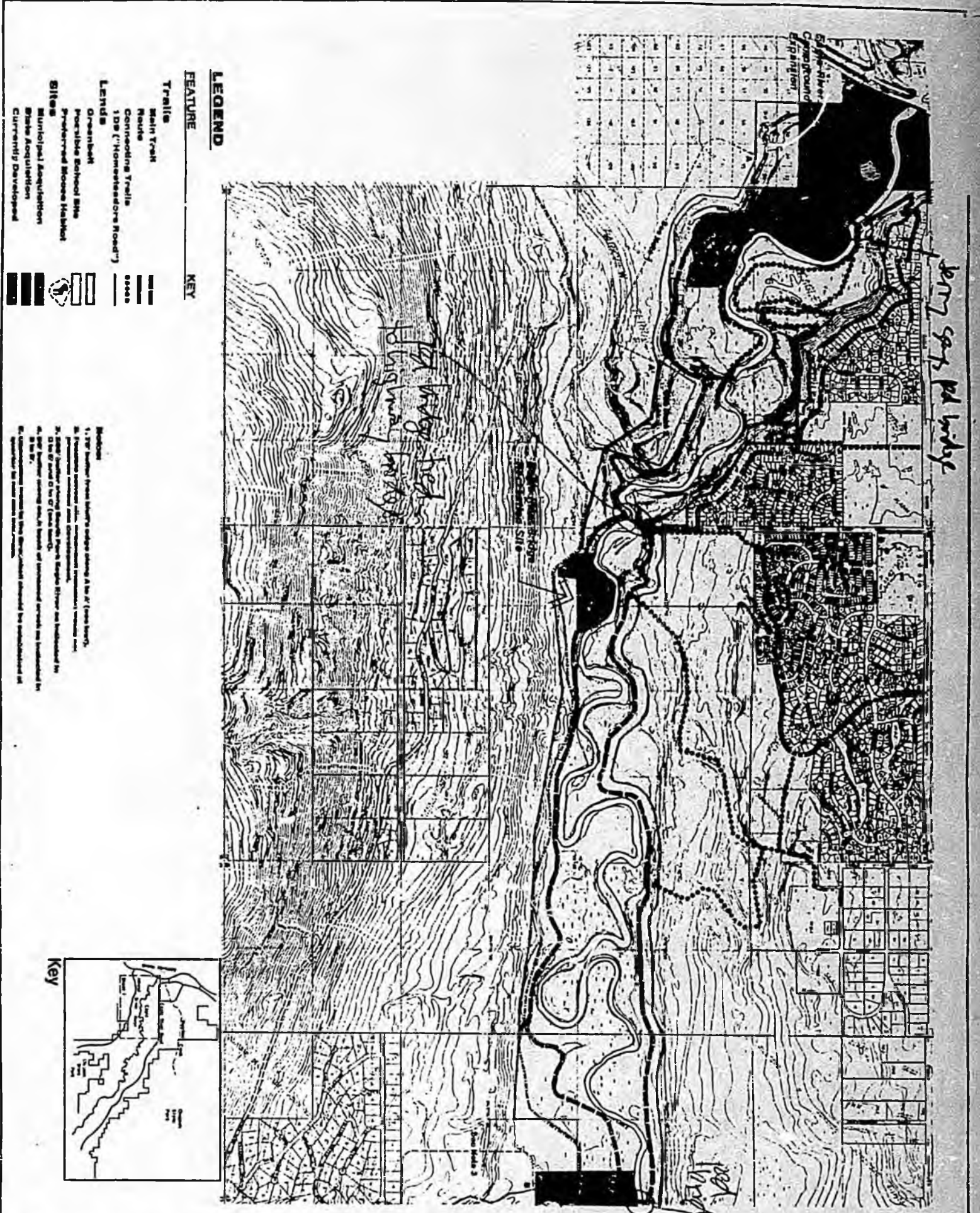
This alternative was developed in response to the public meeting of October 9, 1984. Given concerns

expressed at that meeting, the area designated as Greenbelt was enlarged to encompass some 3700 acres but two types of Greenbelt lands were distinguished, a Core and Fringe area. The Core area was essentially that greenbelt area proposed under Alternative 2 and would be acquired along with the six sites. The Fringe area would however, be closely regulated through existing zoning, platting and permitting authorities to assure that any development would be compatible with the Core Greenbelt. Moreover, acquisition of the Fringe was not ruled out especially those areas of preferred moose habitat in the channel islands. Upon public hearing before the Planning and Zoning Commission January 28, 1985, the desire for greater acquisition of Greenbelt area was again expressed along with the preference for acquisition first, development later.

C. RECOMMENDED GREENBELT (Alternative 4)

The recommended Greenbelt is identified in the accompanying map and includes the lands, sites and trails depicted therein. The approximate acreages for the Greenbelt are listed in Table 5. This recommended Greenbelt derives from the concerns expressed this past fall and at the Planning and Zoning Commission Public Hearing on this Plan in January. Emphatically expressed was a desire for maximum protection of the Valley's unique recreational and wildlife resources. Thus, this fourth and recommended alternative identifies the maximum Greenbelt area among the previous alternatives. All land now identified as Greenbelt is land to be acquired for that purpose. Large intact areas of wildlife habitat would thereby come under protection while recreational use is generously accommodated. Given present trends in recreational demand and residential growth, this alternative is recommended as the Eagle River Greenbelt because it will best attain these objectives.

Consequently, the Greenbelt is viewed as a 4100 acre whole. Within this large acreage, 247 acres of recreational sites would be eventually developed, allowing for vehicular access and serving as origin and destination points. Between these sites, the Greenbelt will accommodate a continuous trail system and large intact areas of wildlife habitat, particularly those areas related to critical winter range. Especially valued in this latter category are the preferred moose habitat areas in the upper valley (see Greenbelt Map and Section III D.) Of the nearly 4100 acre Greenbelt, the State currently has developed its 62 acre Eagle



LEGEND

- FEATURE**
- Trails**
 - Main Trail
 - Route
 - Connecting Trails
 - 1 Ds ("Homesteaders Road")
 - Land Use**
 - Greenbelt
 - Permissible School Sites
 - Preferred School Sites
 - Preferred Soccer Fields
 - Sites**
 - Municipal Acquisition
 - State Acquisition
 - Currently Developed

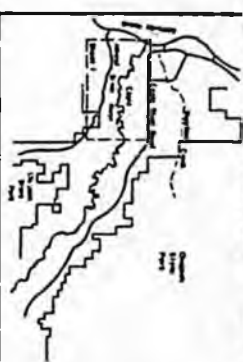
KEY

- 100'
- 200'
- 300'
- 400'
- 500'
- 600'
- 700'
- 800'
- 900'
- 1000'
- 1100'
- 1200'
- 1300'
- 1400'
- 1500'
- 1600'
- 1700'
- 1800'
- 1900'
- 2000'

NOTES

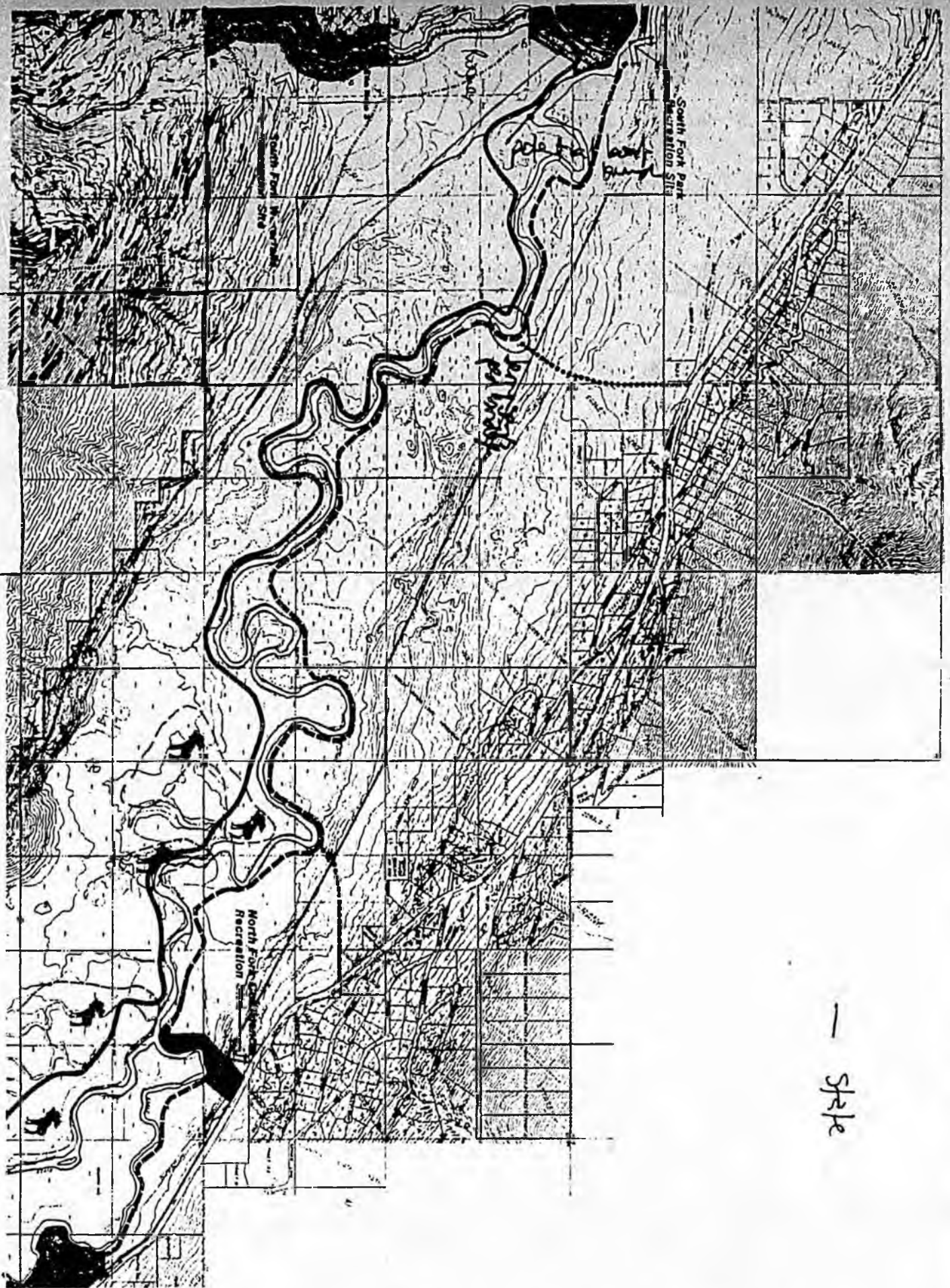
1. 100' buffer from bridge along A line of Greenbelt.
2. 200' buffer from bridge along B line of Greenbelt.
3. 300' buffer from bridge along C line of Greenbelt.
4. 400' buffer from bridge along D line of Greenbelt.
5. 500' buffer from bridge along E line of Greenbelt.
6. 600' buffer from bridge along F line of Greenbelt.
7. 700' buffer from bridge along G line of Greenbelt.
8. 800' buffer from bridge along H line of Greenbelt.
9. 900' buffer from bridge along I line of Greenbelt.
10. 1000' buffer from bridge along J line of Greenbelt.

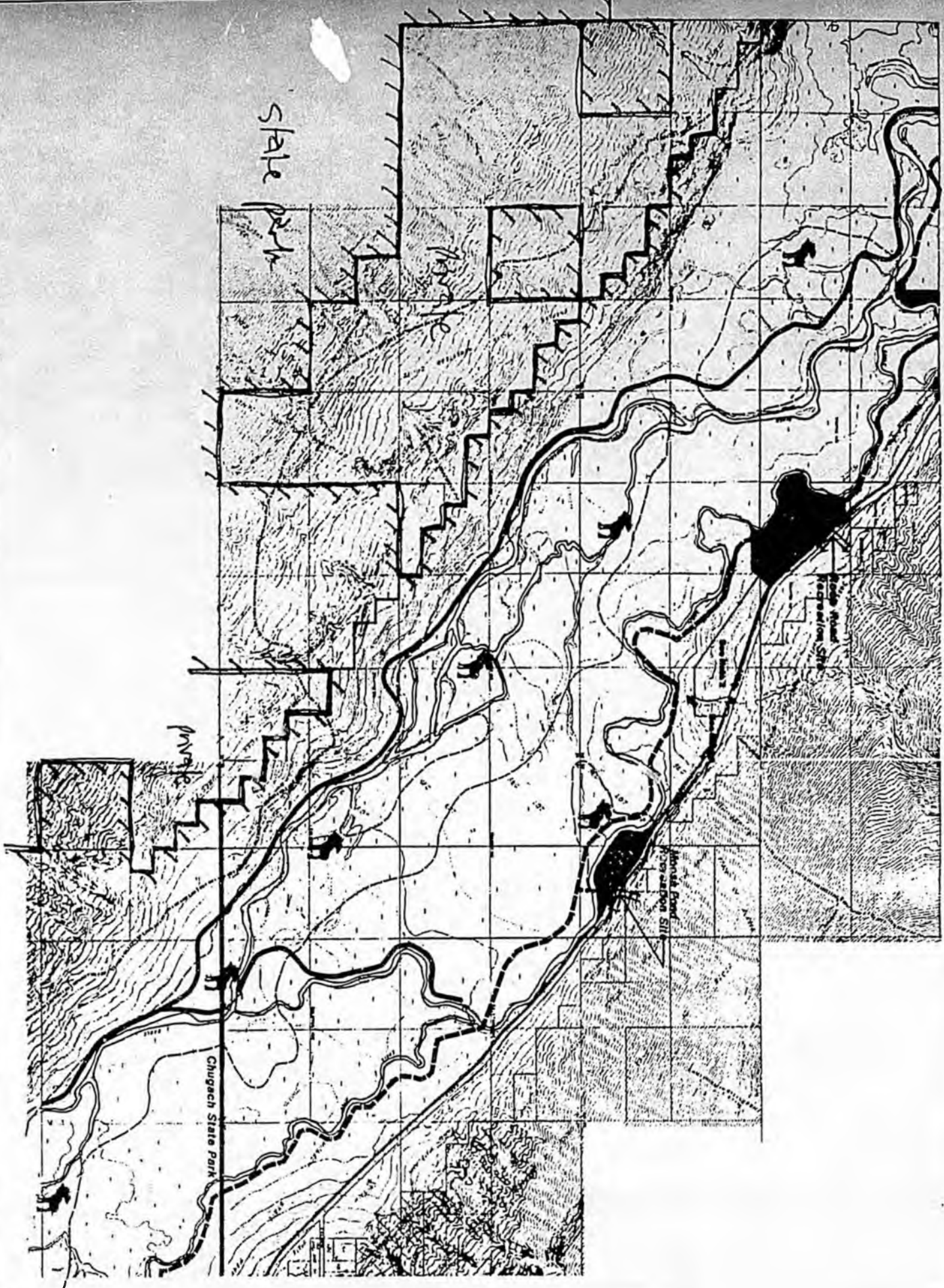
Key



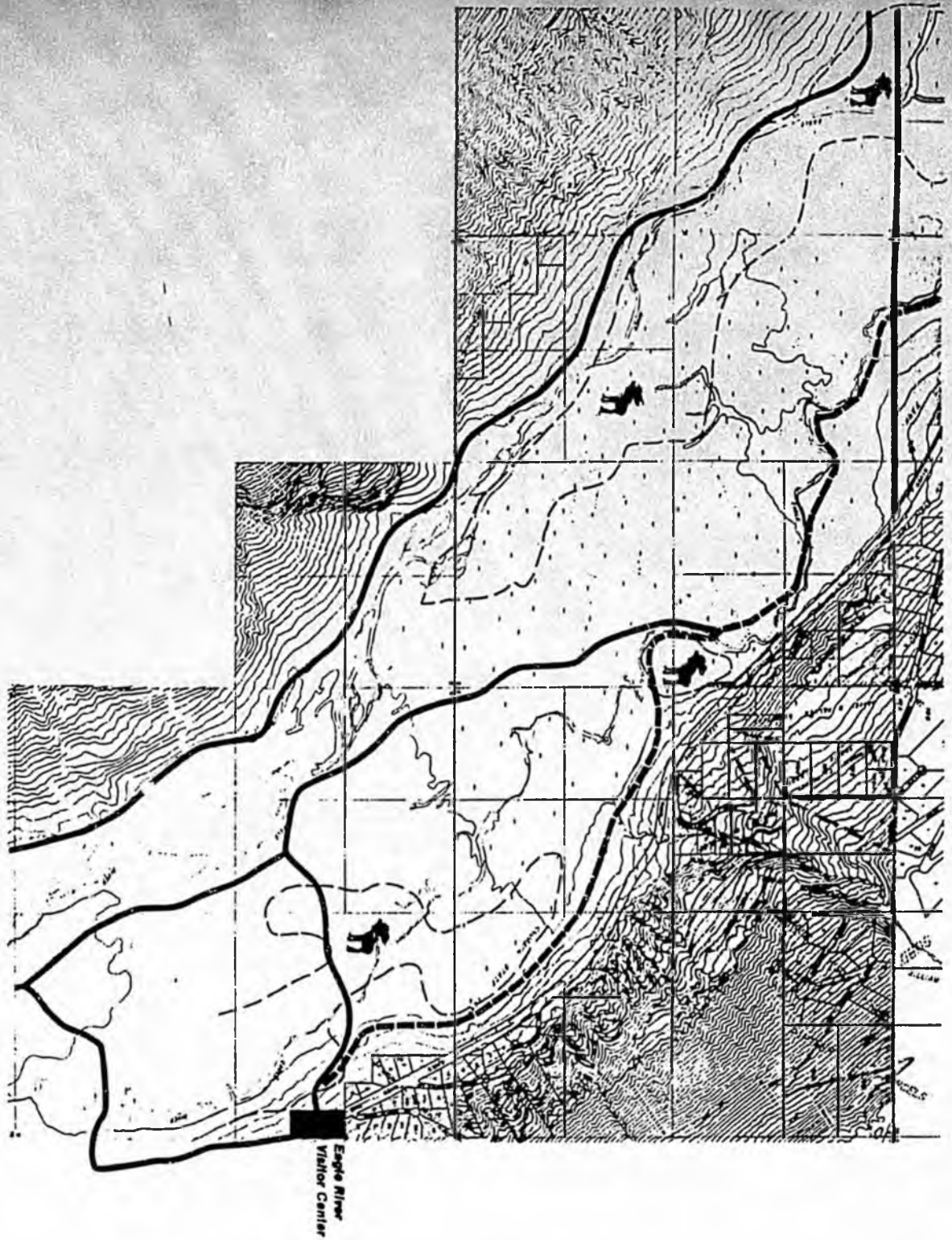
2000 sq ft bridge


100'





SHEET NO. 3 OF 4 SHEETS IN THIS DRAWING	Eagle River Greenbelt	SOURCE: Field map and geologic information furnished by TRAFFIC Park, Boulder and Feb. 1958.	PROJECT TITLE EAGLE RIVER GREENBELT PLAN		TRA/Farr ARCHITECTURE ENGINEERING PLANNING INTERIORS 1001 E. BENSON BLVD., ANCHORAGE, AK 99508 (907) 277-2841	DATE: March, 1958 SCALE: 1" = 1000'
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SHEET NO. 4	Eagle River Greenbelt	SOURCE: Field, map and measurements furnished by the State of Alaska and TRAF on 10/10/84 and Feb, 1985.	PROJECT TITLE EAGLE RIVER GREENBELT PLAN		TRA/Farr ARCHITECTURE ENGINEERING PLANNING INTERIORS 1001 E BENSON BLVD., ANCHORAGE, AK 99503 (807) 277-2841	BY THE BOARD, 1985 LE REG. NO. 10007
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River Campground which is heavily used, particularly during summer. The State also owns about 15 acres of the South Fork Waterfalls site around the Upper Falls. The Municipality would add 22 acres of undeveloped land immediately to the south of the Eagle River Campground. Thus, given State and Municipal ownership of certain Greenbelt lands and sites and the recommendation for state acquisition of the Eagle River Campground Expansion site, the Municipal acquisition of Greenbelt lands and sites would total 3942 acres (96% of the total Greenbelt).

As indicated on the Greenbelt Map, several specific features are indicated in the delineation of this Greenbelt boundary. Along the ridge with the north facing slope on the south side of Eagle River in the lower valley there will be a buffer of 75' from the slope edge. The intent is to preserve a natural wooded edge at the bluff margin and avoid ridgeline intrusions similar to the Eagleridge and Parkview Terrace subdivisions on the north side. The development of elementary school sites is not precluded at the two areas indicated, though both are included within the Greenbelt boundary. The Greenbelt boundary in the lower valley on the north side in Section 17 and 18 follows the 150' trail corridor setback as per special limitation 10 on the R-3 SL² Zone (AO 84-101) and the rear lot lines of the individual lots identified along the southern portion of Parkview Terrace East Subdivision (S-7181A). As noted in the Greenbelt Map, stream buffers have been established specifying a 200' buffer along South Fork and a 50' buffer along the unnamed tributary creek between the Roop Road and Moose Pond sites. Finally, it was intended that the Eagle River Greenbelt have readily understandable boundaries. Thus, straight lines, property lines, existing roadways and natural features are used extensively to make the Eagle River Greenbelt a recognizable entity. For example, as one drives to the Eagle River Visitor Center, after coming down the last long downhill stretch to the beginning of the upper valley at the North Fork site, all of the land on the south side of Eagle River Loop Road up to the State Park is within the Greenbelt.

During the planning process the possibility of extending the Greenbelt along Eagle River to Kuik Arm was raised. While the U.S. Army now permits recreational boaters to proceed downstream from the Glenn Highway to a point on the Fort Richardson Military Reservation, the extension of Greenbelt lands including trails and recreational facilities onto Army land will not be allowed under pre-

sent circumstances. Much of the lower portion of Eagle River is used as a training area and is essential to the Army's mission. However, under terms of the North Anchorage Land Agreement, if in the future the Ft. Richardson Military reservation is declared excess to Department of Defense needs, a greenbelt corridor would be transferred to the state extending two hundred feet from each bank from the Glenn Highway to Knik Arm.

TABLE 5
Greenbelt Lands and Sites

Greenbelt Category	Approximate Acreage
Lands	3848
Sites	
Eagle River Campground	62
Eagle River Campground Expansion	54
Bridge Site	13
South Fork Park	41
South Fork Waterfalls	34
North Fork	9
Roop Road	25
Moose Pond	9
TOTAL SITES	247
TOTAL Greenbelt	4095

D. RECOMMENDED RECREATIONAL SITES

It is recommended that the Municipality of Anchorage acquire six sites for development of public parks and recreational areas, and that the State of Alaska acquire lands adjacent to the Eagle River Campground for campground expansion and development of an intensive day use park area. Each of these sites would be linked by the main trail system and are described below. A preliminary estimate of recreation site development costs is detailed in Appendix A.

1. Eagle River Campground Expansion

This 54-acre site is the tract of land east of and adjoining the existing Eagle River Campground that is operated by the Division of Parks and Outdoor Recreation. It is recommended that the State of Alaska acquire this land, currently owned by Eklutna, Inc., and develop it for public day use activities and campground expansion. The site provides the best opportunity for public viewing of the lower segment of the Eagle River, where the majority of whitewater river use occurs. While no plans now exist for state acquisition of this area, the state has recently obtained an agreement with Eklutna, Inc., for management authority on these expansion lands.

2. Eagle River Bridge Site

This 13-acres site is on the south side of the Eagle River, just upstream to the east of the point where the proposed Eagle River Loop Road/Hiland Road Bridge crossing is to be built. Referred to as the "Eagle River Bridge Site", this site is primarily intended to provide river access to canoers, kayakers, rafters and other river users. The site would be accessible to both north and south bound traffic and connect to the site via a short access road.

3. South Fork Park

This 41-acres site is located on either side of the confluence of the South Fork of the Eagle River, with the main channel. Referred to as "South Fork Park", this site is intended to be developed as the primary community park along the south shore of the Eagle River. It would be accessible by automobiles via a new access road that would have to be developed connecting to Hiland Road. South Fork Park is intended to serve both as a major river access recreation site, and as a community park for the expanding residential area along Hiland Drive and in the South Fork area.

4. South Fork Waterfalls

This approximately 34-acre site is located on either side of the South Fork of Eagle River stretching from the Lower to the Upper Waterfalls. The Lower Waterfalls, also sometimes known as Barbara Falls, are close to 60 feet in height, and are among the

most spectacular natural features within the Municipality. The site would be developed for day use activity with viewing of the waterfalls the primary attraction. The Greenbelt would extend up the South Fork of the Eagle River and a pedestrian trail would link the South Fork Waterfalls with the South Fork Park to be developed at the Eagle river confluence. The Lower Waterfalls are currently privately owned by Barbara Gross while the Upper Waterfalls lies within a remnant of Chugach State Park land. The development of this site would continue the trail link from the Lower Falls a quarter mile upstream to an overlook for viewing the unusual rock gorge and the cascading power of a confined stream as it cuts through the ridge. That portion of state land identified for inclusion with this site should be reserved for that purpose.

5. North Fork Confluence

This approximately 9-acre site is located on the north river bank at the confluence of the North Fork of the Eagle River with the main channel. The site borders the river and Eagle River Road, and provides an ideal access point for winter and summer users of the river. The site would be developed for day use, including an auto parking lot, trail for canoe, kayak and raft portage to the river, small picnic area and valley overlooks.

6. Roop Road

existing access site

This approximately 25-acre site is currently one of the most popular sites for access to the river by rafters and canoers. It borders the North Fork of the Eagle River approximately half way between the Chugach State Park Visitor Center and the North Fork Confluence Recreation Site. It offers an excellent opportunity to improve facilities for public access and convenience to serve as a year-round river access and trailhead staging area.

7. Moose Pond

The final site recommended to be acquired by the Municipality is an approximately 9-acre site immediately adjacent to the Eagle River Road just before entering Chugach State Park. Generally referred to as Moose Pond, the site includes a pond adjacent to the North Fork of the Eagle River and attracts moose during both winter and summer providing one of the best opportunities for public viewing of moose in

their natural habitat of any location in the Municipality. The site is primarily intended to be developed for viewing of moose from an overlook and parking lot to be developed adjacent to the Eagle River Road on the north edge of the site. Due to the presence of a moderate avalanche hazard zone at the eastern end of this site where parking now occurs, the preferred developmetn of this site should include a relocation for the parking area or at a minimum signage both interpreting avalanche occurence and advising of the hazard on-site.

E. RECOMMENDED TRAIL SYSTEM

The concept for the Greenbelt trail system is to intio-
duce a network of trails developed to different stan-
dards, and intended for use by a variety of user groups.
Two continuous trail corridors are planned, one on each
side of the river for its entire length. Several points
for crossing the river via footbridge, or perhaps a safe
fording location, are planned.. In this way, the trail
system can provide the opportunity for a series of loop
trails, allowing considerable variation in the sequence
of movement through the Greenbelt, and opportunities for
proper management to separate potentially incompatible
trail uses. Connecting trails to existing and future
schools as well as subdivisions area also recommended.
In all, some 40 miles of trails are recommended for
development. Moreover, because development patterns,
particularly in the mid to upper valley areas cannot be
foreseen, it is intended that trail connections at 1/4 to
1/2 mile intervals be made to the Greenbelt main trail.

The continuous trail loop system extends the entire
length of the Greenbelt from the existing Eagle River
Campground upstream, connecting to the Chugach State
Park trail system and providing access to the Visitor
Center (see Eagle River Greenbelt Map). A main (trail,
approximately 18.3 miles in length, would be developed
on both the north and south sides to the South Fork Park
site continuing up-valley on the north side only to
Chugach State Park. A (route) of some 14 miles would con-
tinue on the south side only. This latter trail
designation would not be developed to the level of the
main trail and would be subject to relocation by user
groups and others who wanted a simple, "primitive" path-
way. The Eagle River Campground and the Chugach State
Park Visitor Center are intended to serve as the two
main destination points at either end of the trail
system, with the six Municipal recreation sites all con-
nected by the trail system and serving as intermediate
access and destination points. A preliminary cost esti-
mate for total system cost is detailed in Appendix B.

Throughout the planning for the Greenbelt, it has been recognized that user groups should be directly involved in development, operation and management of the greenbelt. Planning to date has concentrated on determining which lands should be included in the Greenbelt boundaries, and where recreational sites and trails should be located. However, there was considerable input by specific user groups at the public meetings and it has been considered in locating trails and other facilities.

The general concept for recreational use of the greenbelt is that the three Greenbelt segments will accommodate different levels and intensity of recreational use. The lower valley segment is intended to be the most intensively used and highly developed Greenbelt segment. Farther up the valley, the intensity of recreation use decreases and the facilities will be developed to a lower standard. The mid-valley segment will be developed initially with unpaved trails, but may be upgraded in future years as development pressure increases in adjacent uplands. The upper valley segment is intended to remain a somewhat primitive environment, with trails developed only to the level necessary to assure good year-round access.

1. Lower Valley

The first segment is intended to be the most intensively used and is the westernmost portion of the trail system between the Eagle River Campground and the South Fork Park Recreation Site upstream. This segment is adjacent to the most rapidly developing area of the Eagle River valley. It will provide a continuous main trail loop on both sides of the river, with three pedestrian bridge crossings of the river. The first crossing would be developed at the Eagle River Campground. It is recommended that the bridge be constructed on existing foundations of the old Palmer Highway Bridge.

The second crossing point is the site of the proposed Eagle River Bridge that would connect Hiland Road with Eagle River Loop Road. The automobile bridge is currently in the design and right-of-way acquisition stage of planning by the Alaska Department of Transportation and Public Facilities. The Municipality has worked closely with the DOT/PF to resolve the need for a safe, separated pedestrian crossing to be designed as part of the bridge structure. Bridge design will allow for a pedestrian walkway and bicycle trail to be constructed under-

neath the roadway, connecting to the Greenbelt on both the north and south sides of the river. In addition, an access road to the Eagle River Bridge recreation site would be built in conjunction with this roadway project.

The third pedestrian bridge crossing will occur at the South Fork Park recreational site. The South Fork Park will serve as the main anchor at the east end of the lower valley segment of the greenbelt.

The main trail within this segment is to be developed to Municipal hard surface standards. A series of connecting trails are also planned to provide pedestrian access to the proposed day use area adjacent to the existing Eagle River Campground and along the north riverbank in this area.

From the South Fork Park, the Greenbelt will extend up the South Fork of Eagle River along both riverbanks with a pedestrian trail along the east bank to the South Fork Waterfalls recreation site.

2. Mid-Valley

miles?
The second major trail segment is the area between the South Fork Park and the North Fork Confluence recreation site. Between these two recreation sites the trail closely follows the riverbank on each side, providing excellent opportunities for viewing the river, and for long views up and down the valley. No river crossing points are planned within this segment. The trail along the north riverbank would become the main trail and the trail along the south riverbank would be a route developed to a lower standard.

3. Upper Valley

where?
Upstream from the North Fork Confluence the Eagle River divides into two channels. The main channel flows along the south edge of the valley, broadening out and becoming a wide, slow river with numerous gravel bars and channel islands. The trail route on the south side of the river would continue along the south riverbank of the main channel until it enters Chugach State Park. Within the park, a safe river fording site is identified to allow crossing the river and to provide a connection with a proposed trail across the valley to the Visitor Center.

From its confluence with the main channel, the North Fork of the Eagle River flows along the northern

edge of the valley, in some cases bordering the Eagle River Road. The trail would continue along the north riverbank away from the North Fork Confluence recreation site to the Roop Road Site, then cross the river whence the river abuts the Eagle River Road embankment. These crossings could be initially primitive in construction such as rope or cable bridges built by volunteer organizations or perhaps could be left simply as fords. The trail would continue along the south riverbank beyond the Moose Pond, then cross the river again to the north riverbank and continue on to the Chugach State Park Visitor Center.

F. USER GROUP PARTICIPATION

Within the three Greenbelt segments is a desire to separate potential incompatible user groups from each other, while still allowing access throughout the Greenbelt length for all users. For example, snow machine use currently occurs both on existing trails and Eagle River when frozen in the winter. Such loud, fast-moving motorized use is, however, incompatible with the quiet non-motorized experience of the cross country skier, winter hiker, dog musher or horserider. Thus, motorized uses such as snow machines should be well separated from other uses and confined to portions of the river. The several recreation sites provide the needed access and allow for this separation. Motorized boat use should be prohibited, however. It is anticipated that the principal users of the main trail system north of the river will be pedestrian and bicyclists in summer, and cross-country skiers in winter. These users will also use the loop trail system south of the river in the lower valley segment throughout the year.

? In general, trail routes on the south side of the river upstream from the South Fork Park site are intended to be used principally by hikers and for equestrian use in summer and by dog mushers in winter. During winter months it is also anticipated that dog mushers will lay out winter snow trails within the river channel itself, and across the valley bottom. To a limited extent, horse and dog mushing use can coincide on a seasonal basis for the same trail. Given an expected low frequency of use (as anticipated on the south side), horse and hiker use can also co-exist on the same trails throughout the year. Thus, careful trails development and management could potentially provide for the special needs of all user groups with minimum conflict. An alternative route for horse, dog mushing and pedestrian travel, as well as motorized use, is the public use

easement known as "109" by the Bureau of Land Management and sometimes referred to as "Homesteaders Road". This 60 foot (easement) runs the entire length of the valley on the south side and at different locations provides both close proximity to the Greenbelt and more distant broad valley vistas from the higher side slopes of the valley. Since 109 parallels the Greenbelt, mention of this route is made since it could provide an alternative course for recreational travel. *large sleds*

During construction of the trail system and recreational sites, there will be opportunities for user groups and other volunteer groups to participate in development activities, under the supervision of the Municipality. Such opportunities could include trail clearing and grading, site clearing and construction of picnic areas, parking lots, and primitive bridges upstream among other facilities.

It is recommended that following adoption of the Eagle River Greenbelt Plan, the Municipality should coordinate and work with all user groups, Eklutna, Inc., and the State of Alaska to develop a long-term land use and recreational management plan for the Greenbelt. That planning effort should concentrate on opportunities for user groups and other volunteer groups to take on responsibility for development, maintenance and management of specific trail segments, in return for preferential use of those trail segments for their formal events and activities at selected times. Specifications on Trail location and specific policies regarding site land use and recreational activities are perhaps best addressed in this management plan. Design and construction of Greenbelt facilities including the trails and recreational sites would then follow this Plan. However, the issue of recreational bow hunting was raised repeatedly during the planning process and should be addressed in this Plan. Bow-hunting by qualified archers for moose is currently allowed upon all drainages of Eagle River outside of Chugach State Park in September. This past year, up to 30 moose was the harvest limit. However, continued hunting is incompatible with the Greenbelt purpose of protecting wildlife for viewing and enjoyment. Moreover, such hunting poses a safety hazard because of the mix of hunting and other recreational use. Therefore, as with motorized boats, bow-hunting use should be prohibited. Nevertheless, as with other policies, these two issues could be re-examined in the Management Plan.

G. RELATIONSHIP TO THE ANCHORAGE COASTAL MANAGEMENT PLAN

The Anchorage Coastal Management Plan (ACMP) identifies most of the Greenbelt area as a Freshwater Marsh and Wetlands under the designation of Preservation Environment Coastal Resource Policy Unit. Moreover, under the ACMP, and as required by the Alaska Coastal Management Act, certain areas with unique values or special characteristics have been identified as Areas Meriting Special Attention (an AMSA). Eagle River Valley is among 10 such areas throughout the Municipality identified as an AMSA. This identification was made on the basis of the valley's richness in habitat value, its substantial recreational use and potential, impending land development, and the presence of significant natural hazards such as flooding and debris sliding. Both in terms of the Eagle River Valley Preservation Resource Unit goals and policies as well as those recommendations for this AMSA, the Eagle River Greenbelt Plan advances environmental protection while preventing public liabilities associated with development in these unsuitable areas.

The Anchorage Coastal Management Plan, in recommending a management strategy for the Eagle River Valley AMSA, called for a "site plan to identify proper uses which also give recognition to the physical constraints." The Municipality is required to prepare this plan in cooperation with the State Division of Parks and Outdoor Recreation and Eklutna, Inc., with priority attention given to mapping the floodplain and those areas needed for open space. This Greenbelt Plan and the process that produced it conform precisely to these requirements.

The principal objective of the Eagle River Greenbelt Plan is to protect the river corridor between the Eagle River Campground to Chugach State Park for recreational use and wildlife habitat. No development other than that required for necessary recreational facilities (e.g., trails, vehicular parking at the seven recreational sites, picnic tables, etc.) would be permitted in the Greenbelt with the possible exception of elementary school construction as indicated in the Recommended Greenbelt Map. Finally, as a result of the Greenbelt Plan, mapping of the 100-Year floodplain has also been completed. Thus, many of the concerns raised regarding the Eagle River Valley AMSA have been addressed in the Eagle River Greenbelt Plan.

The proper uses for the Eagle River Greenbelt are those uses consistent with the recommendations of the

Greenbelt Plan. Recreational development, including site development and trail construction as recommended in the Plan, leading to recreational use as indicated in the plan is proper use. With the qualification of possible future use refinements from the recommended management plan, uses such as walking, skiing, biking, rafting the river, dog-mushing, and snowmobiling on the frozen river in such a way as not to impair the experience of non-motorized users is proper. Development of a stock car race track or a gravel extraction area is an improper use. The policies for this Plan are subsumed in the narrative sections related to the Recommended Greenbelt, sites and trail system. Essentially, the management policy is to secure a protected river corridor for recreational development and wildlife habitat preservation.

Thus, it is recommended that the Eagle River Greenbelt Plan is the fulfillment of that ACMP recommendation regarding a "site plan" for the Eagle River Valley AMSA. Moreover, the Municipality of Anchorage finds and acknowledges that the Eagle River Greenbelt Plan is consistent with the adopted Anchorage Coastal Management Plan specifically in the former's fulfillment of the latter's goals and policies regarding the Preservation Environment Coastal Resource Policy Unit.

APPENDIX A

RECREATION SITES
PRELIMINARY DEVELOPMENT COST ESTIMATES

Eagle River Bridge Site

Access Road (1500 LF)	300,000
Parking (30 cars)	75,000
Day Use Picnic Area	45,000
Boat Put-in	25,000
Restrooms (1)	75,000
Construction Contingency	50,000
Sub-total	<u>570,000</u>

South Fork Park

Internal Park Road (3600 LF)	500,000
Parking (160 cars)	400,000
Caretaker's Residence	125,000
Restrooms (3)	225,000
Camping Loop (15 campsites)	350,000
Picnic Area	125,000
Interpretive Display/Salmon Viewing Area	30,000
Park Trails (5700 LF)	170,000
Construction Contingency	200,000
Sub-total	<u>2,125,000</u>

South Fork Waterfall Site

Greenbelt Trails (3500 LF)	105,000
Viewing Platform	75,000
Construction Contingency	20,000
Sub-total	<u>200,000</u>

North Fork Confluence Site

Access Road (1000 LF)	150,000
Parking (12 cars)	30,000
Park Trails (1500 LF)	45,000
Picnic Area/Boat Put-in	30,000
Construction Contingency	25,000
Sub-total	<u>280,000</u>

Roop Road Site

Access Road (700 LF)	100,000
Parking (80 cars)	200,000
Restrooms (1)	75,000
Wetland Boardwalk (500 LF)	50,000
Park Trails (3400 LF)	100,000
Construction Contingency	50,000
Sub-total	<u>575,000</u>

Moose Pond Site

Parking Lot (10 cars)	25,000
Viewing Platform	75,000
Construction Contingency	20,000
Sub-total	<u>120,000</u>

Miscellaneous

Pedestrian Bridges accross Eagle River (3)	600,000
Traffic Control and Trail Signage (lump)	100,000
Sub-total	<u>700,000</u>

RECREATION SITES TOTAL \$4,570,000

APPENDIX B

GREENBELT TRAIL SYSTEM
PRELIMINARY DEVELOPMENT COST ESTIMATES

	<u>Mileage</u>	<u>Cost</u>
1) MAIN TRAIL		
Asphalt Paved Bicycle Trail Standard		
- Cut/Fill Slope Construction	0.7 mi.	500,000
- Dry land Construction	3.8 mi.	950,000
- Wetland Construction	1.8 mi.	900,000
Sub-total	6.3 mi.	\$2,350,000
Gravel Path (6' Wide) Standard		
- Dryland Construction	8.0 mi.	1,183,000
- Wetland Construction	4.0 mi.	803,000
Sub-total	12.0 mi.	\$1,986,000
Construction Contingency		<u>\$434,000</u>
MAIN TRAIL TOTAL		\$4,770,000
2) TRAIL ROUTES		
Clearing and Minimal Grading Standard	14.1 mi.	\$1,117,000
Sub-total		\$1,117,000
3) CONNECTING TRAILS		
Gravel Path (6' Wide) Standard	7.3 mi.	\$1,080,000
Sub-total		<u>\$1,080,000</u>
Construction Contingency		<u>\$500,000</u>
GREENBELT TRAIL SYSTEM TOTAL (39.7 mi.)		\$7,467,000

NOTE: This trail development cost could likely be significantly reduced through the participation of several user groups through volunteer development work.

THE PRECEDING PAGES WERE TREATED AS
A UNIT IN THE ORIGINAL FILE.

SUMMARY OF PUBLIC MEETINGS

CHUGACH STATE PARK MASTER PLAN REVIEW AND UPDATE JUNE 1987

This paper summarizes four public meetings held by Alaska State Parks as part of the review and update of the Chugach State Park Master Plan. The meetings were held in the following dates and locations: May 20, Service High School, Anchorage; May 26, Eagle River Library; May 27, Girdwood Community Hall; May 28, Wasilla Junior High School.

All meetings followed a similar format. Project Manager David Stephens opened the meetings by introducing state park staff and reviewing the meeting agenda. He discussed the need for a plan review and introduced the three planning topics: resort development in the park; management and development of the Eagle River Greenbelt; and commercial helicopter landings in the park. He described the issues and the existing master plan policies for each. The meetings were then opened for public comment, which is summarized for each meeting in the sections below:

Anchorage, May 20, 75 people attending, 38 offering testimony

Gerry DeVries -- Alaska Wildlife Alliance.

- opposed to resort development;
- concerned about wildlife impacts: wolves, sheep;
- should use undesignated lands;
- park designation is highest protection;
- helicopters have destroyed Juneau waterfront;
- park overflights already problem;
- helicopters are a big problem in Lower 48;
- greenbelt should be managed for non-consumptive users

Edgar Smoot -- Chugiak/Eagle River Chamber of Commerce

- supports tourist related development;
- resort can be done responsibly;
- community attitude survey last year showed support for tourism development;
- 100,000 users at Eagle River Visitor Center;
- tourism creates hundreds of jobs;
- State Chamber of Commerce supporting resolution;
- resort enhances Olympics bid.

William Reedy -- Eagle River businessman, resident

- supports resort development;
- would be permanent shot in the arm;
- safe and clean industry;
- creates jobs;
- Eagle River surrounded by park.

Steve Smith -- Alaska Helicopters, Inc.

- supports helicopter landings.

Larry Williams -- American Wilderness Alliance

- Chugach State Park elsewhere would be national park;
- unique by having urban/wild edge;
- resort caters to Japanese and European tourists not locals;
- park intended for wilderness;
- greenbelt should be maintained for natural values;
- opposed to helicopters.

Sally Long

- supports previous speaker's comments.

Elizabeth Carol -- South Fork valley resident

- resort compromises Alaskan ideals;
- helicopters incompatible with park.

Don Follows -- land use consultant, NPS planner for 20 years

- Chugach SP is not NPS caliber;
- resort does not compromise park, if done responsibly.

Cliff Eames -- Alaska Center for the Environment

- park at crossroads: continue used for non-consumptive, low impact uses or intensive, high impact commercial activities;
- park designation is highest protection;
- resort development is inappropriate;
- other alternatives available: National Forest, Hatcher Pass;
- state should study economic implications;
- skeptical of public process;
- state has credibility problem;
- helicopters - serious imposition on public to speak so early after Alaska Helicopters application;
- helicopters are loud, disturb wildlife, park users;
- helicopters are problem in lower '48;
- helicopter permission would set dangerous precedent.

Rick Maron -- Friends of Chugach State Park

- resort development is inappropriate;
- objects to commercial development of park lands;
- resort talk didn't start with local people;
- issue is opening park to commercial development;
- shouldn't shortcut process in bad economic times;
- proposal deserves detailed study;
- helicopters not compatible with natural values;
- park should be refuge from noise, urban stress.

Bill Cox -- 3 year Anchorage resident

- opposed to helicopter landings;
- noise effect on other park users and wildlife;
- helicopter problems in lower '48, Juneau;
- alternative access points for old and handicapped;
- commercial resort development not appropriate on park land;
- other alternatives.

Rod Hansen -- lives inside proposed development

- area already zoned residential, development;
- 600 lots for sale already;
- resort is preferable to housing;
- South Fork valley not so peaceful;
- 200 king salmon left in South Fork.

Lynn Tate -- Hiland Road resident

- ecstatic about resort proposal;
- appropriate use of park lands.

Mary Knoff

- downhill skiing is not noisy, intrusive;
- park is for all types of recreation.

L. G. Tate

- supports resort development;
- balances cyclic economy;
- developers shouldn't have to finance feasibility studies.

Ray Gardner -- Eagle River resident

- resort project site is not wild;
- venture capitalists should be encouraged;
- tourism most benign industry: no noise, hazardous wastes, etc.
- tourism jobs are important.

Steve Livingston -- Alaska Chapter, Sierra Club

- reiterates previous comments in opposition to helicopters;
- presently opposed to any new resort development in park;
- Anchorage residents are privileged to have semi-wilderness; should be left alone.

Kirk Wickersham -- Anchorage resident - Independence Ski Resort
Co.

- Municipality study says enough demand by late 1980s for one new ski resort;
- prior approval of site could preclude other, better sites;
- DOPR has duty to conduct site selection study.

Robert Martin -- Eagle River businessman

- supports resort development;
- tourism improves economy;
- avid skier, likes more choice
- DPOR should look into impacts of similar resorts elsewhere: alpine, wildlife, birds, lighted ski-runs;
- believes proponents are sincere, quality.

Wayne Beckwith -- forester, engineer - VP Anchorage Chamber of Commerce

- city needs access to recreation;
- Anchorage population now 240,000 (excluding Indian, Bird);
- should not save land for small number of people;
- two goals: attract new industry, expand opportunities;
- winter resort balances seasonal cycle;

- resort better than houses;
- Hatcher Pass, Turnagain are not alternatives;
- should be strict limits on surface water vehicles in Eagle River;
- helicopter operations compatible with periphery of park, with proper controls.

Jim Turner -- Independence Ski Resort Company

- Hiland site no good, not viable;
- his consultants say "joke, ridiculous, criminal negligence";
- state should do site selection study;
- Eagle River site closer to Anchorage than Hatcher Pass, hence more convenient;
- two projects can't succeed.

Mike Abbott -- Resource Development Council

- park not intended to be all wild;
- quotes enabling legislation: east, central, periphery;
- resort is compatible, consistent with legislative intent;
- tourism, resort generate economic activity;
- site is not wilderness;
- foreign capital is major economic boost;
- state's responsibility is to determine whether park resources are unreasonably, threatened.

Hal Graser

- supports resort proposal.

Francine Bennis

- most important issue: is resort development appropriate;
- opposed to commercial helicopter landings.

Glenn Ray

- Parks has already made decision;
- state ought to be skeptical;
- resort not compatible with park.

Rob Wells -- 25 year resident of Southcentral Alaska

- South Fork valley has problems with snow accumulation;
- Eagle River doesn't have good site;
- resort proposal is real estate scam; resort used to attract land buyers;
- state should do site selection study;
- Southcentral skiers need beginner/intermediate trails;
- requests public meeting in Matanuska Valley;
- rivalry between DL&WM and DPOR doesn't serve public interest.

Jay Bennett

- Hatcher Pass plan comment was against more ski development;
- requests public meeting in valley.

Patti Saunders

- not job of DPOR to do economic development;
- other state land available for resorts;
- park designation is highest level of protection;
- ski resorts are noisy: music, skiers, lift motors;
- where does it stop?

Gary Tate -- Mile 5, Hiland Road

- area is not wilderness area;
- resort has least impact.

Mary Carey -- Anchorage Horsetrails and Facility

- 300 horses;
- losing trails to residential development;
- supports Municipal greenbelt plan.

Doug Dowden

- supports controlled development in park;
- Anchorage blessed to have Chugach State Park;
- park is large enough for many users;
- there is a window of opportunity that might be lost if time wasted;
- there is no danger of losing wilderness.

Jill Johnson - three year Anchorage resident

- resort should not compromise park values;
- DPOR should investigate drainage, runoff from artificial snow;
- look at impacts of runoff on salmon in South Fork;
- brown bears use South Fork;
- will resort jeopardize?

Harry Blanas -- reads from 5/19/87 Anchorage Times article

- "requests for state studies are outrageous";
- objects to conservation group opposition to resort proposal;
- supports resort development, but must protect environment at same time.

Jim Brennan -- avid skier

- proposal is very strange: real or scam?
- state should study feasibility of proposal;
- opposed to helicopter landings.

Sharon Cissna -- Chugach State Park Advisory Board, involved with park's creation in 1970

- public doesn't have adequate information;
- these meetings are premature: not enough specific information.

Dave Young -- Chugach State Park Advisory Board; President, SF Community Council, speaking as private citizen

- if resorts going to happen, then make it a good development;
- adamantly opposed to helicopter landings.

Sandra Wickes

- most public comments off the mark;
- need to focus on constructive safeguards.

Terry Smith

- park is for all users;
- Chugach State Park Advisory Board requested meetings, so they are not premature.

Eagle River, May 26, 108 people attending, 48 offering testimony

Jim Waddell -- Eagle River resident

- state is unfair in not giving details on contract process;
- supports resort proposal;
- economic benefits;
- greenbelt very valuable land;
- be cautious when developing belt;
- fence greenbelt for wildlife conflicts.

Terry Foreman -- Hiland Road resident

- supports resort;
- adequate safeguards can be made;
- impacts would be minimal;
- economic benefits;
- we shouldn't drag our feet too long and discourage Rogner;
- minimal development in greenbelt;
- as few parking areas as possible;
- helicopters should be done on a trial basis, for one year only.

William Reedy -- Eagle River businessman

- Eagle River valley is non-wilderness;
- economic benefits: 2000 jobs;
- tourism is clean industry;
- supports resort proposal.

Thomas Wood -- Eagle River Valley Community Council

- council supports resort proposal;
- tourism is basic to Eagle River economy;
- resort increases access to park;
- requests public involvement during contracting process;
- supports greenbelt acquisition;
- wants waterfalls on South Fork bought as part of greenbelt project.

Terry Kocher -- Wildlife management degree, 13 year Eagle River resident

- concerned with use of park land for commercial development;
- helicopters will scare wildlife;
- helicopters threaten wildlife viewing;
- Eagle River valley already congested with aircraft traffic;
- no motorized traffic in greenbelt.

Dave Jones -- Eagle River resident, South Fork

- resort compatible with multiple use concept;
- supports resort proposal;
- suggests adoption of Municipality of Anchorage greenbelt plan.

Ren Aksamit -- South Fork resident

- supports signed proposal;
- compatible with park purposes;
- many resorts are on public land;
- park should be opened to more users, user groups;

- access is quite limited; should be opened up more;
- environmental concerns can be satisfied;
- helicopters - opposed;
- noise is very irritating.

Dick Erickson -- Birchwood resident

- supports resort development;
- appropriate use;
- consistent with 1980 master plan.

Dave Young -- South Fork resident

- no knowledge of any legal or policy prohibition against resort development in park periphery;
- Rogner resort would provide stable economic base;
- drainage can be addressed;
- other impacts can be mitigated;
- should adopt MOA greenbelt on interim basis, to be followed with task force;
- adamantly opposed to helicopter landings;
- helicopter landings offer no benefits to the park.

John Peck -- 17 year Eagle River resident

- supports resort development;
- Rogner proposal would not impact park;
- most resorts elsewhere are on public lands;
- Rogner company is capable and competent;
- state shouldn't drag feet and discourage Rogner;
- bike trails on both sides of Eagle River, running full length;
- more numerous parking areas, with fewer spaces each;
- opposed to helicopter landings;
- would not be opposed to helicopters if away from residential areas,

with no noise impacts.

RC Johnson (Bob)

- supports resort proposal;
- resort would enhance public use and enjoyment of park.

Rosemary Johnson -- Eagle River resident

- supports resort development;
- proponent ought to have wide latitude in defining project;
- Eagle River community must grow;
- resort would improve park access;
- no local opposition to resort;
- wildlife have ample room in 490,000 acres of Chugach State Park;
- competition would be good for Hatcher Pass proponents.

Mike King

- snow conditions in South Fork are poor;
- questions whether artificial snow could support successful resort;
- opposed to helicopter landings.

Lotti McCubbin -- 25 year resident

- developer must satisfy environmental concerns;
- with mitigation, supports resort;
- supports greenbelt trails;
- wants greenbelt along Peters Creek;
- opposed to helicopter skiing because of avalanche dangers;
- supports limited helicopter landings for sightseeing, strictly limited.

Vince Vitale -- representing Eagle River - Chugiak Chamber of Commerce

- economic benefits of resort are important;
- "overwhelming local community support";
- 86% of poll respondents support resort development in Eagle River;
- resort would smooth out seasonal economic cycles;
- resort would enhance family recreational opportunities;
- resort proposal is good regardless of condition of economy.

Dick Brown -- 13 year Eagle River resident

- must protect watershed;
- resort proposal is for year round operations;
- natural values have been protected elsewhere when developing resorts: Europe, etc.;
- trashing isn't inevitable result of development;
- enforcement of facility maintenance should be part of concession contract.

Richard Rodrigues -- Eagle River resident

- proposed site is unspoiled;
- concerned about night lighting of ski slopes.

R. Mack Arrington -- resident since 1962

- proud and pleased that resort is being proposed;
- supports resort development;
- opposed to helicopter skiing;
- supports summer helicopter landings at specified sites.

Henry Warren

- park if for all types of recreation;
- sent representative to inspect Rogner resorts in Europe, and returned with good report;
- resorts haven't displaced wildlife in other areas;
- greenbelt should have been done long ago;
- greenbelt facilities should be low-maintenance;
- helicopters - should be some zones designated for landings;
- helicopter skiing is too dangerous.

Elaine Robinson -- Peters Creek resident

- supports resort development;
- growth necessary for community well-being;
- economic benefits of resort;
- greenbelt plan should be adopted, with future task force;
- opposed to helicopter landings: noise, wildlife impacts;
- special populations have alternatives.

Mark Eidem

- supports resort development
- resort has good economic benefits;
- resorts elsewhere successful while not degrading environment;
- Municipal Greenbelt Plan should be adopted;
- no motorized uses in greenbelt;
- multi-lingual visitor center at resort village site.

Ray Gardner

- resort proposal fits Governor's economic diversification objectives;
- opposed to helicopter landings;
- supports limited, nonmotorized use/development of greenbelt.

Rod Hansen -- South Fork resident

- supports resort proposal.

Lois Ricker -- 6 year Eagle River resident

- supports resort development in park;
- economic benefits of resort;
- resort should be aesthetically pleasing;
- state should stop procrastinating;
- state should go sole-source in contract.

Ann Riley

- opposed to resort development;
- dangerous precedent being set;
- downhill skiing too expensive, so resort wouldn't necessarily open area to local recreationists;
- opposed to ski runs on Mt. Gordon Lyon and Hiland Mountain;
- undecided on other slopes;
- state should approve slope-by-slope;
- should consider human impacts, as well as wildlife impacts.

L.G. Tate

- supports resort development;
- even people who will be seriously impacted are supporters;
- limited access developed in greenbelt;
- opposed to helicopter landings.

Dennis Brinkerhoff -- recreational skier

- supports resort development;
- resort would improve recreational opportunities;
- economic benefits of resort.

Wayne Marshall -- Hiland Road resident

- neighborhood values would be lost if resort proceeds;
- DNR should assess impacts on local residents;
- proposal is too widespread - should be reduced in size;
- access to area should be limited;
- no night skiing - lights ruin views, nothern lights;
- development should not impact water quality in valley;
- state should not delay project.

Dwight Neill -- Eagle River resident

- supports resort proposal;
- consistent with park purposes;
- resort improves park access, broadens recreational opportunities;
- not totally against helicopter landings;
- helicopters ought to be very limited, strictly regulated basis;
- helicopter approach path should be specified;
- do on experimental basis;
- opposed to helicopter landings in Eagle River valley.

Lynn Catlin

- opposed to resort development;
- inappropriate for public land;
- public didn't ask for resort, but we are reacting to proposal;
- South Fork land values would skyrocket;
- resort jobs are low-paying;
- skeptical of "no night skiing" statements by Rogner;
- opposed to helicopter landings.

Dave Blanchett -- representing Knik Kanoers, Kayakers

- congratulations on greenbelt trade;
- KKK takes neutral view;
- distressed with Johannsen's premature support of resort proposal;
- concerned with air, water, noise pollution of resort;
- KKK needs more information on specifics of proposal prior to taking position of support/opposition;
- what about noise of snow making;
- what about sewage disposal?

Lynn Tate -- Hiland Road resident

- supports resort proposal;
- resort is clean industry;
- skiing is appropriate in park edge.

Vern Ungerecht - Mat-Su Borough Assembly

- has mixed feelings about resort proposal;
- project suffers from lack of planning, being ram-rodged;
- Hatcher Pass resort proposal has gone through proper planning process;
- should be proper, longer term planning process employed;
- proposal seems marginal when considering lack of snow;
- doesn't want competition between Mat-Su Valley and Eagle River.

Steve Cypra -- Palmer resident

- should take regional view of competing resort proposals;
- few quality ski sites in region;
- development of marginal site might preclude development of better sites.

Ed Hower -- Hiland Road resident

- supports resort proposal;
- confident negative impacts can be mitigated;
- state, community should push project through;
- larger benefits outweigh minor inconveniences to locals;
- no motorized traffic in greenbelt;
- against helicopter landings.

Betsy Gardner - Six year Eagle River resident

- supports resort proposal;
- Eagle River resort wouldn't necessarily preclude Hatcher Pass resort;
- state shouldn't attach unnecessary restrictions, stipulations;
- state should perform hydrologic study;
- trail on north side of Eagle River greenbelt;
- should place warning signs before whitewater rapids;
- opposed to helicopter landings.

Cecilia Diedrich

- much local demand for resort and downhill skiing facilities;
- affiliations with Austrian businesses: Rogner known for quality.

Lynn Burkquist

- supports lease for downhill skiing;
- resort would bring economic benefits;
- high capital costs of developing indicate economic feasibility;
- South Fork resort wouldn't preclude competing resort proposals;
- would like night skiing;
- community needs closer access to ski areas than Alyeska.

Craig Campbell -- Municipal assemblyman

- local community supports resort;
- resort would provide jobs;
- resort would bring capital from outside local area;
- supports resort proposal.

Doug Dowden -- local resident

- supports resort development;
- doesn't believe claims of Hatcher Pass proponents that Eagle River site is unfeasible.

Todd Miner

- opposed to helicopter landings;
- supports reasonable development of greenbelt;
- not purpose of parks to be economic development agency;
- wilderness values of South Fork valley will change with resort development;
- state should give sufficient weight to non-monetary values, wilderness values.

Dave George -- Hiland Road resident

- opposed to helicopter landings: wildlife impacts;
- what about impacts of increased runoff due to snow making?

Fred Dyson -- Municipal assemblyman, former advisory board member

- park is major asset of city;
- legislation calls for three zones: wilderness, scenic, developed;
- proposal consistent with legislation;
- resort means changed lifestyle;
- population growth means that lifestyle changes are inevitable;
- resort revenues would enable improved management of park;
- aggregate benefits of resort outweigh negative impacts.

Al Romazewski -- 10 year Eagle River resident

- supports resort proposal;
- proposal site is not wilderness;
- proponent shouldn't be given carte-blanche;
- Rogner is quality developer;
- project should be approved, with appropriate safeguards.

Lee Jordan

- supports use of park land for ski slopes;
- concerns can be addressed in RFP and contracting process;
- state should realize substantial economic benefits as part of contract requirement;
- look at impacts of other type of development of resort village site;
- area not wilderness: already prisons, roads, landfills, etc.;
- resort would enhance Olympics bid;
- no private land available for ski slope development.

Don Follows -- experience with Utah and Colorado resorts

- Rogner proposal is "classy";
- tourism is now number one industry in Colorado;

Becky Hansen -- South Fork valley resident

- supports resort development;
- ski lifts would open park to handicapped people.

Scott Martinez

- South Fork valley has special values as wilderness;
- area ought to be left alone and enjoyed for its own sake.

Girdwood, May 27, 12 people attending, 9 offering testimony

Paul Todd -- Anchorage resident

- commercial uses of park land, with strict controls protecting recreational values and resources, are appropriate.

Bob Miller -- landowner adjoining park

- parks ought to be accessible to all types of people and users;
- supports helicopters because they provide alternative means of access;
- resort ought to be encouraged in periphery of park;
- resorts built elsewhere in state parks;
- resort would be recreational, economic asset to community, state;
- area needs economic benefits of resort.

JoAnn Miller

- resort would be tourism boost;
- resort would affect very small part of park;
- resort would improve park access;
- one helicopter landing site is okay, but several is no good;
- helicopters should be controlled to minimize noise, wildlife impacts;
- supports Municipality greenbelt plan;
- need to separate different user groups on greenbelt;
- accommodate as many people as possible.

Jose Vicente

- resort is compatible with area, park;
- resort should be done tastefully;
- resort would diversify state economy;
- Rogner has agreed to pay \$7 million for utility infrastructure;
- greenbelt plan should be revised;
- trail alignments should be revised;
- trail surfaces should range between asphalt, gravel, dirt;
- helicopter landing, if controlled, should be allowed.

George Brown -- Anchorage resident

- resort is appropriate use in periphery of park;
- resort would benefit economy;
- tourism is beneficial industry;
- state could do good job of regulating resort development to ensure quality;
- helicopters are okay in park periphery;
- prohibit helicopters in wilderness areas.

Steve Koslow -- kayaker familiar with Eagle River

- low development approach to greenbelt;
- paved trails would draw large numbers of people, detracting from river views;
- whole greenbelt ought to be non-motorized;
- no horses in greenbelt;
- no boat liveries on river;
- cautious approach on bridges over river;
- adamantly opposed to any helicopter landings;

- peripheral areas of park already heavily used by day users;
- other state, public lands available for helicopter tours, landings;
- helicopters unnecessary intrusion on park;
- opposed to resort proposal;
- resort site is dark, suffers lack of snow;
- resort would cater to jet setters, not locals;
- resort would affect wildlife, birds;
- South Fork valley can't handle increased population pressure.

Jane Myer -- Girdwood resident

- go slow with greenbelt development;
- had bad experience with helicopters in Hawaii - out of control in Hawaii.

Bryan Sell

- opposed to helicopter landings;
- we'll regret resort development in future;
- South Fork valley not pristine now;
- park needs active, aggressive management.

Paul Todd

- safeguard human values when governing resorts, other commercial uses of park;
- helicopters displace existing users;
- limit number of landings allowed;
- take completely new look at greenbelt plan;
- regulate commercial boat liveries on Eagle River - get control in the beginning;
- look at storm water disposal, sewage disposal as part of resort contract;
- state should be protected against resort failure.

Larry Daniels

- look at Forest Service experience and process for ski areas.

Wasilla, May 29, 15 people attending, 10 offering testimony

John Stein -- Mat-Su Borough

- valley is competing for resorts;
- questions whether resort is appropriate;
- DPOR should do site evaluation;
- site has been designated in Hatcher Pass - good site;
- Hatcher Pass shouldn't be overlooked in the regional context.

Sarah Horner -- interested in Hatcher Pass

- DPOR should thoroughly study Eagle River site and ensure its feasibility.

Jan Affinito

- large-scale resort may be inappropriate in state park;
- Eagle River is based in park, dependent on park;
- DPOR should follow sound planning practices, being even more careful because of park status;
- development of Government Peak is inevitable;
- state should be protected if South Fork fails;
- concerned that political pressures are driving the planning process;
- ski area should be examined on its technical merits;
- Eagle River resort could sustain itself without skiing.

Jim Turner -- Independence Ski Resort Company

- resorts are not necessarily incompatible with park status, provided feasibility and capability;
- cursory evaluation of Eagle River site suggests that it's marginal;
- DPOR shouldn't allow project if not feasible;
- state should take regional view of potential ski sites;
- permitting of unfeasible site could kill more feasible sites;
- look at mountain's ability to hold snow in place;
- helicopter skiing shouldn't be prohibited; should be allowed with careful controls.

Mike Downs

- consider noise impacts of ski lifts, other resort activities;
- Eagle River site is primarily north facing, with little sunshine;
- resort site is important for watershed;
- snow making equipment creates a widespread fog, coating roads and houses with ice;
- South Fork has frequent temperature inversions, causing fog from snowmaking to cover whole valley;
- light industry of resort may not be compatible with the bedroom community of Eagle River;
- South Fork resort could preclude a better site from being developed.

Robert Wells

- current economic downturn should not influence decision to open state park to commercial activities;
- supports helicopter landings in peripheral areas of park;
- helicopters can be managed to minimize impacts;
- helicopters probably ought to be excluded from wilderness areas;
- parkwide ski site suitability study should be done.

Peter Diedrich

- examine wind scouring of ski slopes;
- Government Peak is superior site to Eagle River;
- DPOR should do appropriate studies.

Karen Siry

- local need for ski resort;
- involved with youth ski program;
- school buses cannot negotiate icy, steep roads;
- Eagle River planning process is too fast;
- concerned with Eagle River site suitability;

Mike Perryham -- Alaska Frontier Trappers Association

- EIS or other environmental study ought to occur for both resort proposals;
- ski areas are not multiple use, and prevent other user groups;
- ski areas are single use areas;
- already three ski areas, and more are unnecessary;
- how many sheep would be eliminated by ski slopes?
- proponents should pay for state's expenses in planning, responding to request.

Mike Sorensen -- experienced ski coach

- supports alpine skiing;
- caution against development of marginal ski slopes, terrains;
- area ought to be evaluated for its long-term benefits.

PUBLIC MEETING TRANSCRIPTS

CHUGACH STATE PARK
MASTER PLAN REVIEW AND UPDATE

May 20, 1987 Anchorage
May 26, 1987 Eagle River
May 27, 1987 Girdwood
May 28, 1987 Wasilla

Division of Parks and Outdoor Recreation
Alaska Department of Natural Resources
June, 1987

Anchorage, May 20, 75 people attending, 38 offering testimony

Dave Stephens: We'll call the meeting to order now. I apologize for the confusion. We had a scheduling conflict and we were supposed to be next door so we're a little bit late in getting set-up and organized. This is a meeting to discuss the master plan for Chugach State Park. We are doing a limited review and update of the park plan this summer. My name is David Stephens. I have lead responsibility for this project. I work in the Regional Office of Alaska State Parks. Al Meiners is here also assisting tonight. He is the Regional Manager for State Parks and has responsibility for most of the state parks in the Southcentral Region, as far north as Denali State Park and as far south as Kodiak. There are some other Parks staff here tonight and I'll introduce them as they come in. The need to do a review and update of the master plan is based on three big issues that have recently come up that aren't adequately treated in the 1980 master plan, which is the most recent master plan and is the one that guides how we manage and develop the park. The master plan is the park's policy document. When issues come up, our first act is to go to the master plan and see what it says concerning these various issues and try to follow its lead. It's the policy document for the park. In addition to the master plan there are other policy documents. In the information packet, the last page, several of those are cited and those are the things that we are constantly referring to. Everyone should have a packet that has the agenda and a lot of miscellaneous information about some of the stuff that we'll be talking about tonight. The format for tonight's meeting is a little bit changed from what we have on the agenda. We only have 3½ hours to cover a lot of ground and so rather than take each one of these various topics individually, we do our schpeel, sit down and take public comments, we are going to talk about all three of these issues and then sit down. This is the first round of public meetings. We will take the comments, do our research, and come up with some draft language that will address these three topics. We will write that up, publish it, put it out for public review and comment, probably in July. We will then have a second round of public meetings, with the intent on the second round of getting reaction and comments on these draft amendments to the plan. The purpose of tonight's meeting is really just to introduce the issues, give you the broad outlines of the kinds of decisions we are going to have to make, and then sit down. It's really an opportunity for you to tell us what you think. So we are going to try to keep our comments down to 10 or 15 minutes and then the rest of the meeting will be devoted to public comment. There are a lot of people here wanting to talk tonight so we ask you to limit your comments as much as possible. At about five minutes' time we're going to start getting antsy and ask you to try and sum up. So please limit your comments. If it turns out that we have time towards the end of the meeting, feel free to stand up again. There's a sign-up sheet on the front desk. We will read names off of the sign-up sheet for those people who would like to testify. We'll also use the sign-up sheet to add your name and address to the mailing list and you will be notified then of the next round of public meetings and receive a draft of whatever language we are working up. There are three major issues facing the park today. There are actually a lot more but because of time, lack of money, lack of staff, we have limited the scope of this update and review to three major topics. And those are: resort development in the park; commercial helicopter operations and landings in the park; and, the management and development of the Eagle River Greenbelt, which has just recently been restored to public ownership and

will be managed as a part of the park. There are information packets and papers on each of these three topics and we'll just be summing up what's already written down, so you can follow along with me if you'd like. The first topic that we'd like to take up tonight is resort development in the park. The thing that has prompted this is the proposal by an Austrian firm to build and operate a major year-round resort in the Eagle River valley, extending a short ways up the main fork of Eagle River and the South Fork of Eagle River valley. When we first got the request from the firm for permission to use a part of the state park, the village and most of the parking, building, retail and commercial space would all be occurring, according to this proposal, on private land that adjoins the park. Where they need permission from State Parks is to use state park lands to build and operate ski runs, trails, maybe some parking, maybe some mountaintop restaurants, and it is this use of public lands that they have approached us about and that is our major concern. We're not so much concerned with what they do with their private land. That is really more the purview of the Municipality through the zoning ordinances. But for the state park land we would like to know 1) is this an appropriate use of state park lands, and 2) if it is, what kinds of controls, stipulations, considerations ought to occur before we give them our permission. As far as the resort development is concerned, this is the first step: the plan update and review. The second step, which would occur assuming that this is a compatible activity and we proceed, is that there will be a contracting process. We will pre-qualify applicants, try and arrive at a list of people who are capable and willing, and then we will put out an RFP, or Request for Proposals, which details what kind of development we would like to see in the state park, and ask them to satisfy us that all of the various environmental and social concerns have been addressed. We are relying on you to tell us what those concerns are and that really is the purpose of tonight's meeting. I think that's all I'll say on the downhill skiing proposal. On the management and development of the greenbelt, much of the bottomlands of Eagle River were, until yesterday, I guess, privately-owned land, owned by the Eklutna Native Corporation. Although they were very valuable recreation lands and very valuable for wildlife as well, they were private lands and so technically all of the recreation that occurred on those bottomlands was done in trespass. Recognizing the public values of these lands, the State and Eklutna got together and negotiated a land exchange. That land exchange was just completed yesterday or the day before, approved by the State Legislature, and will soon be signed by the Governor. The effect of that is to restore about 4,000 acres of very valuable recreation lands back to the park, to be managed by the Division of Parks and developed as well. The Municipality recently did a master plan and management plan for the greenbelt and made a number of proposals about access points, about trails, and how they ought to be managed. There are display copies of the greenbelt plan there on the side table and also available from the Municipality. So the question we have for you tonight is how should we manage that land? Should it be developed for intensive recreation? Should areas that have high wildlife values be avoided and trails rerouted? Should motorized activities be separated from non-motorized activities? A number of nuts and bolts questions about what we ought to do with the greenbelt. It's a big responsibility that we've just inherited and we would like to know how to respond to the demands that we'll be getting almost instantly. The third issue that we'd like to talk about tonight is commercial helicopter operations and landings in the park. The 1980 master plan doesn't address this issue in any great detail except to say that it's conditionally compatible. We knowing the public interest and the controversy, we are now

formulating a park-wide policy that will govern whether helicopters are given permission to land in the park, and if so, under what conditions and in what areas. This was a big issue with the park just very recently, in the last two months, when a private firm requested permission to land one helicopter per day on a ridgetop that overlooks Eagle River and Anchorage. Not having any kind of overall policy that would address commercial helicopter landings, we denied the application. There was a lot of public opposition to the application. A lot of that we believe stemmed from the public's not knowing what to expect. If this one application is granted, does that mean that next week there will be five more helicopter firms asking permission? And soon we have a situation like there is in the Grand Canyon and along the coastline of Hawaii where they are a very intrusive activity and really spoil the experience of other park users: people who are on the ground. We denied the application. The Chugach State Park Advisory Board asked us to deny, but also asked us to formulate this policy for helicopters and to do it governing the entire park, rather than on a case-by-case basis. So that is a summary of the three issues that face us tonight. Are there any questions on how we're going to conduct the meeting or any of these particular issues before we get into the actual public comment? Okay, we will begin by calling names. If you'd like to testify and haven't already signed up, please do so and we will bring those lists over and read off the names. There are maps. Feel free to use those maps as part of your testimony. Please step forward to this area so that we can pick up your comments on the microphone. We're recording this as well as taking notes.

Al Meiners: If you signed in and do not wish to testify, just wave your hand at us and we'll go on to the next person. Ginny DeVries asked if she could testify early because she has to go somewhere in about two minutes, so if there's no problem with that we'd ask her to come forward and tell us what she has to say. If you'd like you can sit right here at the table.

Ginny DeVries: The following comments are the official testimony of the Alaska Wildlife Alliance on the Chugach State Park master plan regarding downhill ski area development, commercial helicopter activity, and the Eagle River greenbelt. The Alliance opposes any commercial ski development on Chugach State Park lands including the proposed ski resort in South Fork of Eagle River. Naturally, we are concerned about the inevitable impacts on state park wildlife such as a development, particularly on wolves and dall sheep in the vicinity. We are also concerned about the impacts a ski area would have on adjacent wilderness lands in South Fork and Ship Creek valleys. Why not use undesignated state lands for a ski development instead of using designated park land? Park status is the most protected designation we can provide for our state lands and at a time when irreplaceable habitat is fast disappearing for our wildlife, such land should not be unnecessarily sacrificed for development. As we have previously testified, we are against helicopter landings in Chugach State Park. The extreme noise of such landings would devastate wilderness and wildlife values that parks are supposed to preserve. We have heard from our members about the impossible noise that helicopters are causing local hikers and tourists when they take off from cruise ships and fly up the glacier in Juneau. We should not be destroying park values to cater to visitors who are unwilling to seek more than the most superficial experiences of the park. Chugach State Park has accommodated and will continue to accommodate compatible recreational development. General campgrounds, a visitor center with a handicapped-accessible natural trail,

developed trailheads, unimproved roads and a system of trails already provide opportunities for a wide variety of users. Park overflights are already a substantial problem. To exacerbate it makes no sense. Helicopters and airplane overflights are a serious problem in our parks in the Lower 48. Please keep commercial helicopter landings out of our state parks. Since the Legislature ratified the exchange that would add 3,500 acre greenbelt on both banks of Eagle River, the Alliance would like to see the area managed for maximum enjoyment of non-consumptive users such as hikers, cross-country skiers and photographers. Spectacular scenery and wildlife resources cannot be replaced and our first obligation within the park system is to protect these values. We have a chance to make the right decisions for our parks in Alaska now. Thank you for the opportunity to comment.

Al Meiners: Thank you.

Dave Stephens: You have a question of us?

[unintelligible]

Al Meiners: Could we hold the questions because otherwise...

[unintelligible]

Al Meiners: I think we'd like to hold questions or debating otherwise we'll be here all night.

Dave Stephens: We're not here to talk back and forth. You're here to talk to us.

_____ : I would like to have an answer to a question, however, which is a number that could be given and I didn't get a chance to go back to my office and look it up. The acreage that is being requested for the resort versus the total park acreage. If I could have those two numbers, roughly.

Dave Stephens: We don't have an acreage figure for the amount of space that would be devoted to the ski runs. There is, according to the Rogner proposal, there is a 97 acre private parcel where most of the intensive uses would occur. Chugach State Park is about 500,000 acres and if I were guessing, just off the top of my head, I'd say there were maybe 2,000 acres to be...

[unintelligible]

Al Meiners: Possibly, more than that. Less than 10.

Dave Stephens: We don't know.

Al Meiners: Edgar Smoot, please.

Edgar Smoot: My name is Edgar Smoot. I'm the Chairman of the Community and Government Affairs Committee of the Chugiak/Eagle River Chamber of Commerce. The Chamber of Commerce strongly supports the amendment of the Chugach State Park master plan to allow for development of tourist-related industries within the park boundaries. We feel that such activities as downhill skiing, float trips and flightseeing can be conducted in an environmentally-responsible

manner. A community attitude survey was conducted by the Tourist Committee of the Chamber late last year and the results overwhelmingly supported the development of a tourist industry in Eagle River. Of the 250 people surveyed, 90% favored such development. A telephone survey is currently being conducted by the Chamber's Economic Development Committee to assess community attitudes towards economic development. To insure a statistically-correct survey, 400 households are being contacted using a randomly-generated telephone list. One of the questions asked is, "Do you favor the development of a recreation/resort facility?" With 15% of the survey completed, 53 are in favor, eight are opposed or undecided. Because of the random way the telephone numbers were selected, we feel this is a true and unbiased reflection of the community's feelings. Over 100,000 visitors a year now utilize the Eagle River Visitor Center and its trail systems with a minimum impact on the environment. The Chamber feels that this demonstrates that, with proper care, the park can support tourist activities, and at the same time, the environment can be protected. We would urge the Division of Parks to amend the Chugach State Park master plan to allow for the orderly and responsible development of the tourist industry within the borders of the park. Such development promises to create hundreds of jobs and bring millions of dollars into our state's economy. Thank you. Now I have to put on my other hat as the Director for the Alaska State Chamber of Commerce and read a resolution that was approved February 20, 1987 in Juneau, Alaska, at our quarterly board meeting. "Whereas Kanakina, Inc., the wholly-owned subsidiary of Eklutna, Inc., and Dr. Robert Rogner have entered into a joint venture partnership to develop a downhill ski resort with a 1,500-room hotel complex on 103 acres of land located 14 miles from downtown Anchorage, and Whereas this project has an estimated development cost of \$170 million, making it one of the largest investments of private capital in the history of the state, and Whereas significant numbers of new tourists will be drawn from Europe and Japan expanding and strengthening the state's tourism industry and broadening our economic base, and Whereas such a world class complex will enhance the state's bid for the 1994 Winter Olympics, therefore, Be It Resolved that the Alaska State Chamber of Commerce supports the development of the downhill ski resort along the Eagle River and, Be It Further Resolved, that the Alaska State Chamber of Commerce supports the administration's efforts to expedite the permitting process required by this development." Signed, Jim Rinerson, Chairman; George Cruise, President. Thank you.

Pete Panarese: Would it be okay for me to summarize, sir, that your concern is that support the project for its benefit to tourism?

Edgar Smoot: Yes.

Al Meiners: William Reedy.

William Reedy: My name is William Reedy. I'm a small businessman in Eagle River. I also reside in Eagle River. I just have a few brief comments I just want to say. In support of the resort development, after several conversations with many business people in the area, we feel it would be a tremendous shot in the arm, a permanent shot in the arm, for the business community to have a resort development right across the river. The figures that have been given us is approximately 2,000 jobs would be created with this development, and that would be nothing but a plus for the people who are unemployed in our area. We feel that the resort itself would be the safest and cleanest avenue

of economic development as opposed to large industry or factory, something of that nature. So, this is the only issue that I'm really going to address, is the resort development and the other item I wanted to mention is that the Eagle River area is surrounded, about two-thirds of it, is surrounded by Chugach State Park. There are limited areas of access to the park and we believe that this resort would also add extra access to the park. I thank you for your time.

Al Meiners: Thank you, William. Janet Wilson.

Janet Wilson: I'll pass.

Al Meiners: Okay. Carl Bistol. Tony Smith.

Tony Smith: I'll pass.

Al Meiners: Okay. Steven Smith.

Steven Smith: My name is Steve Smith. I'm with Alaska Helicopters, Inc. Alaska Helicopter supports the Chugach State Park in the development of a master plan which will include designated landing areas for helicopters within the park boundaries. We believe landings in the park are compatible with other land uses and hope our 37 years of experience with landing in environmentally sensitive areas can be of assistance in the design of such a plan. Thank you.

Al Meiners: Thank you, Steve. Larry Williams.

Larry Williams: My name is Larry Williams and I am an Anchorage resident and I am speaking tonight in behalf of the American Wilderness Alliance, a national conservation organization with headquarters in Denver, Colorado. Now the model of the American Wilderness Alliance is working together to conserve wild America. Hopefully, we can work together tonight to continue to conserve a very special portion of wild America -- Chugach State Park. If Chugach State Park were located in any other state in the Union, it would be a national park. I daresay it would be considered one of the crown jewels of the national park system. But, it is not. It is a state park and we can all take great pride in that fact. With its rugged glaciated mountains, its fruitful and varied wildlife and its wide array of wildflowers, the park presents a stunning wilderness panorama at the very back door of Alaska's largest city. It is this wonderful, seemingly impossible dichotomy of pristine wilderness co-existing side-by-side with a teeming metropolis that gives rise to the uniqueness of Chugach State Park. I know of no other place on our planet where the boundary between wilderness and civilization is so clearly defined and so amazing to behold. It could have easily been otherwise. There could easily have been housing tracts nestled up against Eagle Glacier, Eagle Glacier View. There could have easily been strip malls right in the very heart of Ship Creek. There perhaps even could have been a major ski resort in the South Fork of Eagle River Valley. Instead, as a result of wisdom and foresight, we have a pristine wilderness, an accessible wilderness, right outside our door. The state park...appropriate development in our park. Now comes a proposal that asks for permission to change the management direction of all parks. That asks for permission to intensively develop a portion of our wilderness. A development to provide for the downhill skiing delight of

principally well-to-do Japanese and European tourists. The proposal asks that we Alaskans compromise the wilderness integrity of our park to set a new development-minded...and tone to park management. In return, Alaskans are promised jobs. Doing what, besides temporary construction projects, working perhaps at minimum wages as waiters, bedmakers, slope tenders for imported management staff. Now, Alaskans have a reputation of being a proud people, of displaying a very fierce individualism and have taken great pride in our state. Chugach State Park was established for the enjoyment and pleasure of the people of Alaska and we have done a remarkable job of maintaining the wilderness character and wilderness integrity of our Chugach State Park. Let us continue to do so by denying this inappropriate development scheme. As far as the Eagle River greenbelt goes, we wish we could maintain its wilderness character. And as for helicopter landings, we find those to be activities that are inappropriate within Chugach State Park. Thank you.

Al Meiners: Thank you, Larry. John Quinley.

John Quinley: Pass.

Al Meiners: Jane Wurberth.

Jane Wurberth: Pass.

Al Meiners: Okay. Sally Long.

Sally Long: I would like to say that I concur with the gentleman that just finished speaking. Thank you.

Al Meiners: Thank you. Elizabeth Carroll.

Elizabeth Carroll: I'm Elizabeth Carroll and I'm speaking for no one but myself and I would like to say that while I live in that area that is under discussion tonight and I feel very strongly that the park was established for the people of Alaska and mostly there are backpackers and trails, but the idea of.... I think it's compromising our ideals when we put the ski lifts and all that stuff...into the area they're talking about. I believe that that's true of the helicopters, too, in the park.

Al Meiners: Thank you. R. Johnson.

R. Johnson: Pass.

Al Meiners: Sharon Warbath-White.

Sharon Warbath-White: Pass.

Al Meiners: Sure. Kirk Curry.

Kirk Curry: Pass.

Al Meiners: Don Follows.

Don Follows: My name is Don Follows. I'm a land use consultant here in Anchorage. I'm formerly a park planner and interpretive...at the Eagle River

site. I have to take deference. I spent 20 years in the National Park Service helping to create some 22 new national parks in the United States, studying some 70 million acres. Chugach State Park is not of national significance and it is not, could never be, a national park. However, it is a very outstanding area and one which has values which need to be shared by publics, values which are important to Alaskans as well as to international visitors. I think the proposed location of the ski facility is one which does not detrimentally impair the entire Chugach State Park and it's one which certainly can help stimulate the economy. It can help provide for a planning venture that can be done in a compatible environmentally sensitive manner. Thank you.

Al Meiners: Thank you, Don. Will Elder.

Will Elder: Pass.

Al Meiners: Pass. Cliff Eames.

Cliff Eames: My name is Cliff Eames. I am with the Alaska Center for the Environment. We would like to address this evening, regarding the ski resort development, just a single question and that is the very fundamental one of whether downhill ski resort development is appropriate in Chugach State Park. We will submit far more detailed comments on various aspects of possible ski resort development shortly. We think it's fair to say that the state park system, especially Chugach State Park, is at a crossroads and the question that we seem to be asking ourselves is whether we will continue to use our parks for traditional, relatively low impact and relatively unobtrusive uses like auto camping at developed campgrounds on the periphery of the park, visits to and natural history interpretation at a visitor center or centers, picnicking and activities like walking, berry picking, skiing and packing. Or will a major focus of park management be the permitting or concessioning of major commercial activities and development, regardless of the substantial impacts on wilderness, wildlife, scenic and other natural values that will inevitably result. Will any place be left for a retreat or a human refuge from the noise of the city and from the commercial activity in the city that most of us have to engage in in order to make a living or to satisfy our needs or our wants. Park status is the most protective designation that we can give to our state lands. Parks are very special. All of our state lands deserve the greatest amount of protection that we can reasonably give them, recognizing, of course, that complete protection is not the highest and best use of all of our public lands. But the goal for our state parks, like Chugach, Denali, Kachemak and Wood-Tikchik, should be the protection of the natural values that make Alaska special, while accommodate traditional low impact, unobtrusive uses, uses ranging, incidentally, from mountain climbing by those who seek extreme physical and mental challenges, to a walk of just 20 or 30 feet from one's car to a picnic table or the visitor center. For those who aren't physically able to participate in, or just aren't interested in, the more strenuous ways of enjoying the park. We feel very strongly, therefore, that downhill ski resort development is an entirely inappropriate use in Chugach State Park. Alternatives do exist. For example, on federal lands in the National Forest where a site analysis is on hold, however, because the Forest Service is uncertain about the magnitude of the demand for additional downhill skiing opportunities in southcentral Alaska, and on state lands that have not been specially designated by the Legislature. In the Hatcher Pass area where an extensive and very public planning process led to a decision to

make land available for a downhill ski resort, that the commercial interest is there, where an advisory board has already been established and has met at least twice, and where a number of preliminary expressions of interest have already been received. I'd like to just touch on the economic question because that seems to be the focus of a lot of peoples' concerns. I've heard a lot of arguments on both sides as to whether this project will or will not provide substantial economic developments. We think it's real important that the division attempt to seriously answer these questions with an adequate study which should be funded not by the state, which has very few funds available for studies of this sort, but by any proposed developers. Finally, we are encouraged by the public participation process that we see unfolding but we're still skeptical, I'm afraid, and we will continue to press for a completely open and public decision making process in which the final decision is based primarily on resource considerations rather than economic and political ones. The state has a serious credibility problem regarding this proposal. People who have an interest in the proposal for a wide variety of reasons, that is not just conservationists, are still concerned that the basic decision on this project might already have been made and that money might be talking much, much louder than any of the rest of us can ever hope to talk. Regarding helicopter landings, we feel it's a serious imposition on the public to ask us to come out again, just several weeks after a public hearing was held on the same issue. Of course, you hear, nevertheless, I would like to say initially we don't intend to debate whether there is or will be a substantial demand for helicopter landings inside the park. There could be a tremendous demand and that's what makes the prospect of allowing helicopter landings so frightening. But not every demand should be met regardless of the magnitude of adverse impacts on traditional park uses. There could be a substantial demand for a tramway up the Kahiltna Glacier but that doesn't mean that we would meet it. We've resubmitted a couple of letters that we prepared earlier on proposed helicopter landings in the park and we'll just highlight some of our concerns. They are exceptionally loud and can be heard for long distances. They can disturb wildlife and they clearly are tremendously disturbing to other park users and local residents. As has already been pointed out, they are a serious problem in Chugach State Park and we should be addressing overflights in the park, not permitting landings. They are very, very serious problem in parks in the Lower 48. In some areas of the Grand Canyon, for example, aircraft noise is evident up to 95% of the time. Allowing landings anywhere within the park would set a dangerous precedent. A new constituency for this activity would be created which will be difficult, if not impossible, to resist when additional access is inevitably requested. And again, reasonable alternatives do exist. Those people desiring a view can get one that is at least as good by driving a private vehicle or commercial van or bus up the Arctic Valley road. Those desiring a helicopter ride can take one without landing or can land outside of the park. Regarding the Eagle River greenbelt, we've devoted a fair amount of time to these other issues and we'd like to review the Municipality's existing plan and then submit some written comments on that proposal. We are very, very happy to see it added to the park. Thank you for this opportunity.

Al Meiners: Thank you. Rick Maron.

Rick Maron: My name is Richard Maron. I am representing the organization of Friends of Chugach State Park. We feel an additional downhill ski area development is inappropriate in a park. Particularly of the massive scale

being proposed by Rogner Touristik in the Eagle River and South Fork valleys. First; we object to the park lands being used for major commercial development regardless of whether that development is for a recreational facility or not. This particular ski resort concept didn't start out with Alaskans seeking additional ski recreation in our park, but instead started with a developer who needed mountains on which to build the ski area to attract tourists to his resort in the valley. The use of the existing downhill ski area in Chugach State Park at Arctic Valley can be used as a gauge of the local demand for downhill skiing in the park. The use of that area is not overwhelming. The issue here is not one of providing additional downhill ski opportunity in Chugach, the issue is opening a park to large scale commercial development. Second, we are alarmed to see so much local support for this project apparently coming from those hoping to see both short- and long-term economic benefit. We realize the state is experiencing serious economic problems. We feel sympathy for those individuals who are in turn suffering financial woes. But we don't feel that lands which were set aside for a state park should succumb to development because of the immediate economic situation. What if the economy doesn't improve or worsens in the upcoming years. Will this park be the target of other massive development ideas? We feel this project deserves thorough economic study to try to forecast the true extent of the impact on the economy, thorough studies of the impact on wildlife and other recreational values of the park, an objective evaluation of whether or not it is even feasible to operate a downhill ski area of this size in Chugach State Park. Whether it will offer skiing of the quality necessary to draw tourists from Europe and Asia. Is it possible that if this project were to be built it would mean short-term economic benefit stemming from the construction phase only to leave the Division of Parks in a few years with an inoperative ski area on its hands and on Alaskans' mountains. Regarding helicopter landings in the park, helicopters are extremely loud and not compatible with the values presently enjoyed in the summer in the park. They can only be an intrusion on the enjoyment of the natural values of these mountains. We advocate a clear policy in the master plan prohibiting recreational, tourism-oriented landings in the park. Anchorage residents are very fortunate to have near at hand such a beautiful state park which is largely undisturbed by mankind and offering an area to escape from the reminders of our loud mechanized society. Helicopter rides are, I'm sure, invigorating to the tourists who travel to Alaska in the summer. We all hope to see them enjoying their vacations here but doing so in such a way as not to disrupt the enjoyment of park users on the ground and park wildlife. Thank you.

Al Meiners: Thank you. William Cox.

William Cox: My name is Bill Cox and I live and work in Anchorage. I've been an Anchorage resident for three years. I'm here tonight just representing myself, expressing my own views. The first thing I'd like to comment on is the helicopter landings and I just want to say that I'm opposed to any commercial helicopter landings in Chugach State Park and I think that should be incorporated into the next master plan. I'm especially concerned about the noise and the effects it's going to have on other users of the park and wildlife. It's already been mentioned the problems that are happening in some of the parks in the Lower 48 and there has been articles in the paper what's going on down in the Juneau area with dozens of helicopters flying up to the glacier. I think the only people that benefit from the helicopter flights are the helicopter companies themselves and the people who are willing to pay for

that experience of flying up there. I think one argument that has been used is that it enables people who are disabled or maybe the elderly to get to some of the areas where they might have a better view of things but I think there's some pretty good access points in the park system where people can drive to and get a pretty nice view of the park without having to allow helicopter flights. I just wanted to say on this ski development I'm opposed to any commercial ski development in the park and I just don't think that's a good use of park land. I think the arguments against that have been pretty well summarized by some of the other speakers. There is also some confusion now we have, I think, two or three other downhill areas in southcentral and they're still not sure if there's going to be one up in Hatcher Pass or not. I think it's kind of in a state of flux and I don't think it should be allowed at this time. Thank you.

Al Meiners. Thank you. Paul Depaulonus.

Paul Depaulonus: I'll pass.

Al Meiners: Okay. Becky Hansen.

Becky Hansen: I would like my husband to speak in my place.

Al Meiners: Sure. Your name?

Rod Hansen: My name is Rod Hansen. I live right in the heart of the resort development. I think a lot of you folks don't know that most of that land has already been zoned housing. That where the resort is going to go is already, well now it's zoned for a resort, but otherwise I think three years it goes back for housing so they can stick 90-some houses down in the area. The land right above is by the waterfalls, the bridge that you go over, that's all zoned for housing. A hundred acres just got approved for a new Rolling Hills Estate. That's in the back valley. That's right where Rogner wants to put a nice.... I'd rather see a nice ski slope than another hundred houses back there. Right now there's over 600 lots up there for sale. So, what we got is a lot of zoning that they're taking care of. What they're going to do is keep houses out. I'd rather see a resort than 600 houses. It makes sense to me. Then we got, if you go along...the river which I live there you'll see that, people, it isn't so serene anymore. People go in there with chainsaws and chop all the trees off for Christmas trees during Christmas. So along the stream has all been chopped and what we're doing is losing all of our king salmon. Last year, 33 people were ticketed for poaching king salmon there. The reason why, I called the cops. I've called you folks. The reason why they ain't got enough people to watch these people. So what do you do? I guess there's only 200 kings left there. I'd rather have a resort there with the buffer zone and to watch the king salmon and make sure they don't get wiped out. The other thing is it's a four-wheel drive area down there right now. There's junked cars, people roll down their junk cars. There's the Barbara Waterfalls that the state is trying to buy. Well, if you were around there and lived there you'll see that someone has backed up their four-wheel drive and dumped it over the edge right below the falls and John Gross has asked them to take the four-wheel drive out so what this person did is went in and sawed down a bunch of trees and made a road and went in and half dragged it up the side of the hill. Well I feel if we had a resort down there, which Rogner already said he would put in the trails, he'd put in all these trails,

there's also two waterfalls up there. One does not have a name yet. But more and more people are beginning to notice it. I'd rather have the resort people go in and put in beautiful trails in instead of people running around leaving it like it is which is left...if you want to come on down I'll show you around to the four-wheel drive trails and that's all it is down there is four-wheel drive trails. And if you look around, you go into the zoning, go over to the zoning maps and you'll see that most of that area, there's already hundreds of houses back there and it's already zoned for hundreds more and I'd rather have it zoned for a resort than a hundred more homes.

Al Meiners: Thank you, Rod. Lynn Tate.

Lynn Tate: My name is Lynn Tate. I am here representing myself. I am a resident of Hiland Road and I ditto everything that Mr. Hansen had to say. But I'd also like to add for some of you all that are not aware of this, that each day that we go to our wonderful pristine wilderness I pass a new dump, an old dump, a prison, and a halfway house. Now, I am ecstatic that they would even consider building a resort in our neighborhood. So, if it takes some park land to do that, which it will, that's part of the deal, they have to have ski runs, I will be grateful to see them and I do think it's an appropriate use for our park.

Al Meiners: Thank you, Lynn. Jerry....

Jerry: I'll pass.

Al Meiners: Okay. Mary Knoff.

Mary Knoff: I'll make this very short because I'm not very well informed on this whole subject. Listening to Linda, listening to the concern for keeping the park for recreation I really don't see that downhill skiing is a noisy recreation. The lifts are fairly well controlled, I just don't consider it to be a real wild recreation. I do feel that the helicopter entrance is a problem, even just flying over could be a problem, but to compare that with, say a ski resort, I don't think is appropriate and I think that when you say the word recreation you have to consider many types of recreation. Hiking and cross-country skiing are very enjoyable but there are other types and that's what a park is for.

Al Meiners: Thank you.

Dave Stephens: I would ask that you not applaud. It doesn't really assist us here tonight. Thank you.

Al Meiners: Belinda Plesif.

Belinda Plesif: Rather than go up I'd just like to say that I agree with the people who came before me. I think I...

Al Meiners: Fine, thank you. Otto Bockwing.

Otto Bockwing: Pass.

Al Meiners: Pass. L. G. Tate.

L. G. Tate: I live in the area of Hiland Road as well and I'd just like to say that I am for the development of the park as a resort. If you look at the...of our economy I think that anybody who's willing to...we have to give them a chance right now. And as far as asking the developers to fund the study to satisfy people who are not going to make an investment in the resort is ridiculous. These people wouldn't be willing to invest millions of dollars in this resort had they not already done an economic study and were convinced that it will be a.... That's all I have to say.

Al Meiners: Thank you. Barbara Heisler. Pass? Okay. Gary Tate.

Gary Tate: [unintelligible]

Ray Gardner: My name's Ray Gardner and I'm a resident of Eagle River and I'm speaking on my own behalf. The first thing that I'd like to say is that the comments which have been made earlier, that this is not a wilderness area that we are talking about, definitely applies. I've lived out there for a number of years now and the individuals who have testified here today that the area that's in question is a wilderness area have, in my mind, demonstrated a profound ignorance of public land and its uses and its availability for various uses. The second thing I would like to say is that in reviewing this process and determining which way the Park Service and the State of Alaska ought to go with respect to that property, it ought to be recognized that there has been a tremendous sacrifice made on the part of the Eklutna Corporation which is, in fact, in the public interest and which is, in fact, in the interest of the environment. Eklutna is willing to do two things, one is they are willing to exchange the land that goes down in the bed of the valley of Eagle River, which I think is the core and which does have possibly some wilderness values if you've ever floated that river, I assume that some of the environmental speakers have, they are willing to trade that land in exchange for some areas that are downtown, some commercial areas which they would be able to develop. At the same time, they're willing to enter into and risk private investment capital in the state of Alaska which is currently undergoing one of the biggest recessions it's had in a number of years in an effort to bring some kind of business activity and outside dollars into the state on a development project which probably has the least impact on the environment of any other development project in the state of Alaska and that is a resort of this nature. There are no smoke stacks, there are no toxic wastes, there really isn't a high degree of intensity of pressure in terms of population. Certainly the houses that already exist there in areas that are open to development in terms of residential pressures could, in fact, have a greater impact than the resort would. So I think that it's very important that when we're looking at people that are leaving now because they don't have jobs and we're looking at a state government that is in a state of paralysis because they don't have the money to keep this state running, when we have people right now that are looking at a situation that is very bleak...and take a risk, a very big risk, in the state of Alaska ought to be encouraged and ought to be encouraged very seriously and strongly. And the voices that I have heard today that are speaking against, against that kind of development are people that would speak against any kind of development under any kind of circumstances and have done that consistently in the past in the state of Alaska. And if those voices are heeded by our public officials, you will find that there will be a day that none of us will be here, there will be not enough money for the State of Alaska to maintain the integrity of the park,

there will not be sufficient revenues to make sure that the park is preserved in the areas that need to be preserved, not in the areas that we're speaking of in the terms of this development. The last comment I would like to make is although your efforts here on this board have been very admirable, I would hope that that certainly isn't going to be made a part of the official record because I don't think it's been totally accurate in terms of the number and the type of comments that we've received.

Dave Stephens: Sir, just to respond to that last comment, we are recording people's testimony tonight and the two of us are taking more detailed notes. Pete Panarese, who is Superintendent of Chugach State Park, is recording these just as a visual means of spurring people's imaginations and...

Ray Gardner: Very good, very good. I applaud your effort and I'm sure you're doing the best you can, but I just noticed some of the volume of entries that were made on behalf of some speakers and they certainly weren't matched by others and I know that was unintentional. So, thank you.

Al Meiners: Steve Livingston.

Steve Livingston: I'm Steve Livingston. I'm from Anchorage. I represent the Alaska Chapter of the Sierra Club. I just have a couple of comments to make on the helicopter landings and also on the proposed ski development. First of all, on the helicopter landings, we reiterate our former stand which is we're once again opposed to any commercial helicopter landings in Chugach State Park or in the state park system as a whole for that matter, and we ask the State Parks Department to put that into the new master plan. And secondly, commenting on the proposed downhill ski development. At present, we are opposed to any new downhill ski areas in Chugach State Park, including the one proposed for the South Fork of Eagle River and we would ask the State Parks Department to consider putting into the master plan for its state parks a proposal to prohibit further downhill ski areas in this state park, in Chugach State Park. We feel that the people of Anchorage are privileged to have access to the front range of Chugach State Park and while it's certainly not wilderness, but it's fairly close to it for a city of 250,000 and we don't feel that downhill ski development is compatible with this.

Al Meiners: Thank you, Steve. This one's got me real stumped. The last name is K A E P P E L E. You want to pass or... Okay. Kirk Wickersham.

Kirk Wickersham: My name is Kirk Wickersham. I'm a resident of Anchorage and I'm a principal in Independence Ski Resort Company which is a ski area development company that has submitted a formal expression of interest in the Eagle River site and which has also submitted a lease application to build a ski resort at the Hatcher Pass site, which has been referred to as the Hatcher Pass site. I've been pretty closely involved in planning for downhill ski resorts in southcentral Alaska for the past several years and the foundation of it was a 1981 study that was conducted by the Municipality which indicated that by the late 1980s there would be demand, there would probably be demand for, one, but only one, new downhill ski resort in southcentral. That's taking local demand who are serving the people we have here. And through all of the ups and downs of the economy, subsequent studies have pretty much borne that out, that the demand for another ski resort about the size of Alyeska, is shortly upon us. Accordingly, in 1982, and my comments here are going to be

directed toward to the issue of the planning process that we're going through. In 1982, the Chugach National Forest did a resource inventory of something like eight or nine sites in this area of the Chugach National Forest, for possible designation as possible ski area sites and they came up with three possible areas, including one close to Girdwood. One at Tin Can Mountain, one further down the road towards Seward. In 1984 and '85 and '86, the State Division of Land and Water Management, which is another division of DNR of which Parks is a part of, conducted a very comprehensive analysis of nine sites in the Hatcher Pass area and turned up one that was a potential ski area site. I believe that these planning processes are proper and appropriate because we're dealing with the stewards of public resources here and the approval of a site without any kind of prior analysis, a public interest analysis, of the viability of that site could not only end up in wasting that site, precluding its use for other areas...

[lengthy period of blank tape]

Doug Dowden: ...have a corridor of opportunity here that we may not have for a while. I don't want us to rush into anything but I do think that we should do deliberation, make a plan fairly quickly. As far as it being a question of where do we stop, anyone who has hiked into that park or who has flown over it knows the tremendous.... We're talking here about a really major development that we may not see again in our lifetime, this type of money proposed. Half a percent or whatever. I don't think there's enough money in Austria or even Alaska to put a significant development in that park but if we were going to develop the entire cotton pickin' park and eliminate places for backpackers to go or people who were looking for wilderness experiences and moose and bear and sheep, then if I saw that coming I would be concerned and want to preserve a place there for the folks in Anchorage who want the wilderness backpacking experience but right now I think that we're a long way away from what we need to make those kinds of decisions. I support the park development and I think that we can all enjoy it.

Al Meiners: Thank you, Doug. Jill Johnson.

Jill Johnson: I do actually have a couple of concerns that I'd like to address. My name is Jill Johnson and I'm an Anchorage resident and I have been for three years. I enjoy very much using the wilderness values of the park and I understand that a resort like this could bring some real economic developments to the area. I would only like to see something like this proceed if some of the other values were also kept in mind and some of our concerns mitigated. Two things that may not have been thought of in the past, I know that people are worried about where the water for snow production is going to come from and that's something I think can be controlled, but where the water for snow production goes to will also be a big problem. Because the South Fork contains a real special salmon run and because the young salmon will be hatching out the same time that the snow will be running off, I think that's a problem that needs to be looked at. In addition, I think we're real lucky back here in the valley to be able to see brown bears on a regular basis. It's amazing to me that something like that exists so close to Anchorage. And a lot of those brown bears use that drainage, the South Fork drainage, on a seasonal basis, particularly to feed on red salmon. If the stream is shared too visibly with the public, then bears will stop using that area and they will lose an important seasonal feeding resource that will

probably make the difference between their being able to continue to use that territory or not. So I'd like to see those couple of things addressed. Thank you.

Al Meiners: Jill's testimony ends our sign-up list. Is there anyone that didn't sign-up on the list and would like to make a statement? Come on up.

Harry Blanas: I'm Harry Blanas and I'm here on my own as a private citizen. I'm not expecting to benefit from the ski resort. ... The reason I am here tonight is because I read the newspaper here. This is the Anchorage Times, yesterday, Tuesday, May 19, 1987. In here it says conservation organization opposes Chugach ski resort. I went ahead and read it. Now the reason I am here is this...said club members will ask the state to make detailed studies of economic benefits, their cost of the resort. The air quality changes, the effects of park...in nearby areas and where quality affects. Then all this you have to make all these studies.... It sounds.... As I said I am a private citizen. I don't speak for nobody, only on my own behalf. I'm not going to benefit...being damaged. ... The Friends of the Earth...here tonight oppose if I...and they had proposed...so these people...this in here tonight and some future time to come with another plan in Hatcher Pass. And that future plan...come back again and say well no it wasn't here in the Hatcher Pass also. Let's have the development. It appears to me they get fanatic in defending the nature so bad. It seems to me they forget human beings are part of this nature or they wouldn't want nature along without anybody in it. The needs of human...and ski as well and a ski resort to be established. I do not know if economically it's feasible for an outsider to come and establish a ski resort here. But, it wasn't so terrible to have a ski resort slope for the people they live in Eagle River...in this area and also one in Hatcher Pass. To have those two the others they live closer by. Why is it so terrible for that? On the other hand, if a commercial use can be accomplished that this gentleman in here...pay attention to that. Any development...increasing in size and dimension. A young lady made a remark what is going to be next year or the year after. ...within 50 miles of you.... Not to see all the slopes...to be ski resorts now. And another thing it can accomplish is whether this development would be...or...developer to finance it or even the state your own people or the city of Anchorage...that you do provide for the benefit of the environment also. The contractors must not be allowed to come in and harvest everything if it is in their way for the sake to make a resort. If they have to...then smooth out the...there is nothing wrong with that. And there is nothing wrong to develop and preserve. To conclude this I think not only...should be allowed for people to.... If we preserve the nature, the surrounding. Thank you, gentlemen.

Al Meiners: Thank you, Harry. Is there anyone else that would like to make any comments.

Jim Brennan: I'm Jim Brennan. I'm here as a curious private citizen. I, like other people in Anchorage, I think my curiosity has been piqued by this proposal. I'm an avid skier, too, and one side of me says I would like to see a lot of tourism development in Alaska, in the Anchorage area, but the other side of me wants to know what kind of proposal is this? This is a very strange idea, this idea, as I understand it, 100% artificial snow ski area. I'm not aware of anything like it anywhere in the world. It gets my antennae up. I'm wondering is this for real or is it some kind of a scam? And I think

that's what some of the other speakers have been wondering about here tonight. It reminds me on one level of something like the Alpetco project four or five years ago, which some of you may have remembered, they were going to come in and build that big petrochemical project and in exchange for that get its royalty oil from the state. Well, they got the royalty oil but we never got the petrochemical project. I don't know if that's what this is, but it's strange, this idea of an artificial snow ski area that's supposed to attract skiers from all over the world. It's unique. So I would suggest that, well first of all I would disagree with the gentleman that said the state should play no role in scrutinizing whether this thing is feasible. I think it's very much the state's business to know if this is a feasible project. If it's not feasible, as the Hatcher Pass gentleman mentioned, it's going to preclude another potentially viable project. It also may preclude the...plan's for expansion at Alyeska, I don't know. I think it's very much in our interest to know whether or not these guys know what they're doing and really have it together and that we find that out as soon as possible before a lot of alternatives are shot by this looming, massive project. The other reason, I wanted to state my opposition to the helicopter landing idea. The only experience I've had with something analagous to that is on the west coast in Hawaii...which some of you may have been to. There's very beautiful hiking country out there which a lot of people enjoy, but they do allow a helicopter concession to do the type of thing that's being proposed here there. It's an absolute anomaly. You're there to enjoy, most people are there to enjoy the wilderness feeling, the beauty of the countryside and there's nothing more anomolous to that then to see a helicopter all of a sudden come out of a dead silence blazing over the ridge and chopping it's way past you, it's ordinarily quite close, and I don't think that's something we need here. I don't think that little increment is going to phase the economy of Anchorage. So I would be opposed to that.

Al Meiners: Thank you. Is there anyone else? Sharon.

Sharon Cissna: My name is Sharon Cissna and I have lived in Alaska for only 20 years and am presently a member of the Chugach State Park System Advisory Board and also was the chairman of the group that proposed and fought for the passage of Chugach State Park in the Alaska State Legislature. I think what I would like to say, many people have said many of the things that I feel, what I'd like to mention is the fact that for the last year the Advisory Board has asked over and over again for information on the Rogner proposal and up until the last few meetings we have had very, very little information presented to us. At the last meeting I asked the representative of the ski proposal when they would be doing the tests that would give us the information of what they would need, where they would be putting the lifts, where they'd be getting water, all of that certain information and that gentleman said that that information would be made available after they did the study this coming year. So the fact of the matter is no matter what I feel or no matter what you feel we don't really know what's being talked about here until we have that information and that information is not available and it will not be made available until after this next spring. I am a private business person, I have a small business, and I've been through this last year like you all have, and it's been a tough year for us. I mean, we've all taken our lift and we all have many friends who are unemployed and we all know what it feels like when somebody comes up to us and says hey I've got this deal, it's great. Here's this great opportunity. I've had this happen to me, I'm sure you have, too.

And then you start looking at it, perhaps this is something that's being proposed and there's no building yet, or there's no funding yet, or there's plenty of questions. Do you jump ahead and change your family's plans and go wholeheartedly into a situation that you know nothing about? I think this is one of those sorts of situations. I think personally, not speaking as anything but a private individual, that these hearings are premature. We don't have the information that's necessary for the public to give any kind of input. I guess I'm a conservative, I can't help it. I don't like to make plans and change public land without having some kind of knowledge and information and facts behind me and that's all I'd like to say and thank you very much.

Dave Stephens: Are there other people that would like to comment?

Dave Young: My name is Dave Young. Like my predecessor and associate Sharon Cissna, I'm also a member of the Chugach State Park Citizen's Advisory Board. I also served as the President of the South Fork Community Council. I mention that only because it might serve as an indication that I've been involved with this project almost from its inception, so I'm fairly knowledgeable of the ins and the outs of it, even some of the stuff that's gone on behind the scenes. But I also want to make it clear that I'm speaking strictly as a private citizen and a resident in South Fork and as a matter of fact as the proposed ski lift are designated on the slopes right now there's probably no one that will be impacted greater than me from a lifestyle standpoint. I'm a third generation Alaskan. I've been around, I've fought battles, I've watched the ups and the downs with the economy and I feel that, as Sharon mentioned earlier, that it's a little premature to be looking at specifics. But it's my understanding working with staff members present and other associates on the board that this first round of hearings is conceptual in nature. What they're really looking for is some bottomline answers from the public addressing the concern of should there be commercial helicopter landings in the park, should there be a concession for a ski development in the park, not just in the South Fork, of course we do need to address that particular concern. I'm rather upset right now to see a good many of my friends from the environmental community whom I've been associated with for 25 years taking a premature stance, just coming out and saying no ski resort development in the park. As Sharon mentioned, I think the staff is doing a good job in trying to draw out some of the facts. I think that in my dealings with the developing of the South Fork as it's proposed, there's a little cultural lag and they do business differently in Austria, they don't release information as we are used to having information released to us. You can look in any trade journal in the United States and know that the retail grocery stores make 1½% profit on a gross. You try and get that information out of the Austrians on the tourism development and they're not willing to provide it, so there's a bit of a cultural gap here. It's very difficult for the staff people to find out ways to deal with them, draw out this information and provide it so that people from the audience like yourself can ask the kinds of intelligent questions that you have a right to expect answers for. What I'm seeing is a little bit of divisiveness. I've heard a lot today of I'm pro development and I'm anti-development. What I feel that we need to be doing as Alaskans that are committed to holding out through the long haul while we're experiencing some economic downturns here of working together towards some constructive, positive change. Change is almost inevitable. I suppose you can take it to court and fight it but it's going to happen and to me it's incumbent on all of us to

make sure that, by god, if it's going to happen, we're going to ram it down their throats to make sure that it's done right. And from my dealings with the Austrian developers and from staff, it seems to me that everybody there seems to be willing to look at things in a positive standpoint and bring about some constructive, positive change that will benefit us in the long-term future. I would encourage everybody in the second round of hearings to focus in a little bit more, hopefully we'll have further information available to us at that time, but to focus in a little more and use our expertise on issues and address the issues and make sure it's mitigated if...come about. The last thing on the helicopter issue I want to go on record as adamantly opposing commercial helicopter landings in the park. Thank you.

Dave Stephens: Thank you. Are there other people that would like to speak tonight? Ma'am.

Sandra Wickes: My name is Sandra Wickes and I hadn't intended to speak but listening to the whole meeting, which I thought was very interesting, I'd like to echo I think Dave Young's comments that it seemed to me a lot of the testimony was off the point on the issue that State Parks presented to the people which was should recreational resort development occur with in Chugach State Park and, if so, under what conditions. I would hope that in the other two hearings on this that there will be more of the "if so, under what conditions", and I would hope that the environmental groups as well as the pro-development groups will make a point because I think Parks' purpose in this was to try to determine if there's going to be a concession contract, what should be built into that concession contract in the way of requirements on the developers so that we can protect the public interest at the same time development is permitted, if it's going to be permitted at all and I don't particularly want to take a stand one way or another but I would hope that we can have intelligent discussion on specific issues rather than just I'm for it or I'm against it, I'm for it, I'm against it, because I don't think this is meant to be a popularity contest but try to be a real job of working out a tough public policy issue. I think a couple of people hit that and the lady that talked about the fish and where's the water going and what will be the impact and some other people mentioned noise and I think some of those things are the things that need to be addressed and there are probably a lot more of them which I didn't come prepared because I was expecting to just listen but I think the people who are really working in this area can raise a lot of the things. Even if you don't want the development, if somebody else makes the determination that it's going to happen, what are the things that you want to make sure is built into that and the protection. Thank you.

Dave Stephens: Thank you.

Toni Smith: My name is Toni Smith and I would like to second what the woman just said that I think that we need to work towards some conditions and understanding how we might use the park and compatible uses, that one group should not be exclusively considered or unequally considered than other groups. I'd also like to remind the Chugach State Park Citizen's Advisory Board that they are the people that requested that these hearings be held for policy direction for how the helicopters might be used or not used in the state park. So therefore it makes it very difficult for me to understand that this is premature. I do think that, in fact, all of us do need to study the facts and I do think that we need to examine our own selves and our own goals

and our own desires of what we see that we want as individuals in the state park. They aren't staying consistent with what you're saying.

Dave Stephens: Thank you. Other people?

 : I just want to make one quick comment. I spoke before but there's one thing I want to say is...park several folks...queried the economic viability of this thing and I just want to comment that I'm just filled with spite for it everytime...comes up. I just dash out to Eagle River Visitor Center and show them...bubble over with pride and wonderment just looking at it. Certainly personally realize how lovely this part of the world is and you want to keep it that way, great, so do I. But as far as commercial viability of having people from around the world come to experience the appeal of Eagle River Valley and the area around it...for canoeing, for all types of things, I don't see how anyone who's been back there and experienced it could have any doubt of the worldwide appeal that area has. It never occurred to me to question it. I know...myself you know just...but as far as you know whether a developer who would want to try to top that...people come from around the world, hey, I've seen, I've known the...I just didn't think to question that.

Dave Stephens: Mr. Wickersham.

Mr. Wickersham: I just want to clarify that as far as my comments were concerned I was discussing the physical and technical viability of this site and the public interest in making a determination as to whether this is a viable ski area site. ... It's a year-round...come from around the world and see this lovely valley. I'm talking about physical viability of that site as a ski resort.

Dave Stephens: I'd like to repeat where we go from here. The State Parks staff, the Advisory Board, and other people, are continuing to look at the particulars of these various issues, do research, look at the journals. We will be drawing up various alternatives to try and meet some of the demands that are being placed on the park. We will write up the results of tonight's meeting. We hope to have those available in about two weeks' time. If you have signed up we will put you on the mailing list and you will get summaries of the meetings as well as updates on upcoming meetings and what the project status is over the summer. We will go out with another public meeting, a series of public meetings, later this summer with actual draft language and at that time you will have much more specific information that you can react to. The purpose of tonight's meeting was to deal in conceptual matters and that's difficult. We all have incomplete information and so we're having to use our imaginations and be creative. But at the second round we'll have much more specific information and we hope that you will turn out. We do have about 30 more minutes before we get kicked out of the building and if you'd like we can be available for questions and answers here tonight. We have the superintendent of the state park, we have me as project manager and Al Meiners who's been with State Parks for a number of years, so if there are any questions that you have of us right now about the process, about what information we have available, about sources of information, we'd be happy to answer your questions.

[The meeting was adjourned after several minutes of informal discuss among Parks staff and the public.]

Eagle River, May 26, 108 people attending, 48 offering testimony

Jim Waddell: My name is Jim Waddell. I am a resident at Eagle River, Alaska. I'd like to speak on two issues. The first is the ski area and its compatibility with the plan. The second is the greenbelt in Eagle River and my thoughts on that. First, about the ski area, it seems to me that we've had a developer who has come to us with, basically asking the state what the rules are for development. Looking at the legislation the proposal looks like it is consistent, more or less, with the plan. It seems like the state has immediately thrown open the whole process again. We've had somebody who has come to us asking us what the rules are and trying to be within the rules as much as possible and suddenly we've opened this morrass for a developer to just dive into and keep expending his funds just trying to chase a moving target. I don't think that's fair and I don't think it's the sort of message that the State of Alaska wants to send to people from the outside who are trying to bring jobs and money into our area. I'm personally in favor of the ski area. I think its consistent with recreational use in the area and I think it would be an economic shot-in-the-arm for the state. My second set of comments are on the greenbelt proposal in Eagle River. The state is proposing to spend a great deal of money and trade very valuable resources to the Eklutna Corporation to regain and recapture this Eagle River drainage into the greenbelt. I think it's extremely important that it be developed in a way so that people within Eagle River and Anchorage can use this resource. I think that we need to sit back and think very carefully before we plow a highway and a bridge right through the middle of this thing. I think that we're looking at grades that are steeper than the current highway bridge on Eagle River, on the Glenn Highway. We're looking at possibly heavy fog lights because that area is very foggy -- I live up and look over that area. We are looking at a lot of wildlife there and apparently nobody's thought about fencing to keep the moose off the highway. Trucks, noise and so forth going right along these proposed outside areas, places where people can walk along and enjoy nature and I would contend that you can't enjoy nature too much with the noise of trucks and traffic and the filth and garbage that occurs along highways. Then when you get up to the bridge you've got the garbage there. You're trying to enjoy the river and you've got a highway bridge and I think if that goes through we might as well just use the area between Hiland Road and the Glenn Highway as a landfill and we'll let it go at that b'cause there won't be any recreational resources to be had in the area. Thank you very much for your time.

Al Meiners: The next person is Terry Foreman.

Terry Foreman: My name is Terry Foreman. I don't represent anyone but myself. I live on Hiland Road and I am in favor of the ski area because I agree with the gentleman before me, I think it is consistent with the recreational use of the area. I think there are enough safeguards, in as much as the process we are in right now with public hearings, to prevent anything horrible from taking place from that development. I think it's time for us now, more because we are forced to, than because we are wanting to, to start thinking about the economic considerations of this. Everybody is saying that tourism is going to be real important and yet I think you are going to find that our facilities that are developed now are going to be at their limits very soon and I think this is going to be a big plus for our tourism draw and I think the impact of it is going to be minimal on the area up there. As far

as I understand from the latest plan that they've proposed to the Park people, that's about it. I'm in favor of it. I think it makes economic sense. I think it makes environmental sense. It's basically, I think, a sound idea given the process that we're going through right now and I think it would be very prudent for us not to drag our feet very much more because I would think that Mr. Rogner might start looking somewhere else if he sees months and years of hearings ahead of him. As far as the Eagle River greenbelt area, I favor that idea and I feel that the amount of development that takes place in the river bottom down there should probably be very minimal. Primitive trails, as few parking lot-type things as possible because those have a tendency to turn into garbage dumps. As far as the helicopter operations, I think they've been said no to twice. I think it might not be a bad idea to try a short trial basis type of a thing and have some of your people look at the impact of it. Maybe give them a permit for one season for a very limited number of landings and see what comes of it from that. Thank you.

Al Meiners: Thank you. William Reedy? No?

William Reedy: My name is William Reedy. I'm a local business man here in Eagle River and I am going to limit my comments to the resort development. The map on the back wall there pretty much speaks for itself. The peripheral area that surrounds Eagle River is considered to be the non-wilderness area which is the area we're talking about for resort development. Economically the business community has been told there is going to be possibly 2,000 jobs created through this resort, which I think during the current economic woes that it is something that we should be really interested in getting. Some of the opposition I've heard from the previous hearing, it would sound like you were trying to put a chemical waste dump or a nuclear reactor on Hiland Mountain or something. The ski area is about the cleanest thing you can do industry-wise. Also what we've been told, the village for the proposed ski area would be a pedestrian-only village. It would not be any vehicles allowed in there. So I think that would also limit the automobile pollution in that area. The only other thing I have to say is that I can't see where some of the Hatcher Pass people in the pass have been complaining about us having our own ski area. They say there have been experts who are coming into Eagle River saying, "No, this is not a good spot for a ski area." They have not been giving us any documentation or any kind of proof as to why Eagle River would not be a good ski area and I would like to hear anyone who is here tonight to talk about that particular subject I'd like to at least get some facts on record or something in writing to prove that our ski area is not feasible. That's all the comments I have. Thank you.

Al Meiners: Thank you. Thomas Wood.

Thomas Wood: My name is Thomas Wood. I'm a 15-year resident of the valley. I am President of the Eagle River Valley Community Council and as such represent the Eagle River Valley Community Council. We are in favor of this project. We feel that the new clean industry, the tourism, is a necessary part of our economy here and as such we are 100% behind it. The facilities that will come with this and the increased access to our park, and we are 100% for it. We request one thing of the local residents, that we have the public process and input into those facilities, the capital improvements, how the facility will be operated, and all other germane issues in the development of this process. I want to reiterate, I said residents, we request that the

residents be allowed to have this input. We live here and as such the issues, it is not appropriate at this time to go through them all, they range everywhere from water, sewer, local hire, motorized access, etc., etc. Parks should not be set aside and fenced off but used in an appropriate manner. We stand 100% behind this project and there are approximately 10,000 to 12,000 who live within our area and that is the area bounded by Eagle River, Meadow Creek and the park boundary on the north side of the Eagle River Valley. We have discussed this issue three times during the last eight months in our monthly community council meetings and we are behind. The greenbelt, again, we have discussed this issue at length, we are absolutely for it. We would like to go one step further and try to pick up the South Fork Falls in that greenbelt acquisition. That was a swap almost dollar-for-dollar on that land trade so it did not include a bunch of money, someone kind of gave the impression earlier. Again, issues within this area have to be dealt with on a case-by-case basis. You just can't go in and make blanket statements on these issues. And on the helicopter issue, we'll pass on that. I thank you.

Al Meiners: Thank you. Terry Kocher.

Terry Kocher: My name is Terry Kocher. I have a degree in wildlife management and I am currently studying planning. I have lived in Eagle River Valley for 13 years and have grown to appreciate the beauty, the splendor and the magnificence of it more each year. The thing which continually impresses me is that a valley so beautiful exists so close to Anchorage. One of my biggest concerns is the setting a precedent in the use of park land for developmental purposes. This also applies to helicopter operations. I don't feel it is right to allow a precedent to be set which can be harmful to the future of the parks. Commercial helicopter operations including sightseeing and helicopter skiing are incompatible with, and counterproductive to, the idea of Chugach State Park. Because of their mobility, helicopters will be tempted to get so close to wildlife that they will scare it away. Two main objectives of the master plan would be contravened by helicopter sightseeing. The objectives are: to minimize the impact of human presence, particularly in the wilderness, scenic, and fragile areas; and secondly, to preserve existing wildlife habitat and encourage the opportunities for wildlife viewing throughout the park. The presence of helicopters will almost surely cause wildlife to be forced farther and farther back into the park, away from those who would view it by foot. I do not feel that helicopter operations should have the privilege of denying to others benefits which belong to everyone. Another important aspect is that helicopter traffic would add to the already numerous aircraft traffic in Eagle River Valley. Helicopters, along with other air traffic, would become so numerous that they would be more obnoxious than they already are. It wouldn't be long before they would become as obnoxious as mosquitos. Helicopters are already so numerous that I can already tell what kind they are without looking at them. I feel a greenbelt is an excellent idea to tie Chugach State Park in with the bike trails. This development would allow people to enjoy Eagle River Valley while on their way to or from the Eagle River Visitor Center. Motorized traffic in the greenbelt area and the river bottom should be out of the question. Besides being dangerous to themselves and obnoxious to others, this type of traffic would severely detract from the enjoyment of Chugach State Park. Thank you.

Al Meiners: Thank you very much. Dave Jones.

Dave Jones: My name is Dave Jones. I am a resident of the Hiland area, South Fork. I'm also the South Fork representative for the Eagle River/Chugach Board of Parks and Recreation. I'm not representing the board, I just mentioned that so you'll know where I'm coming from. As far as the resort goes, as an individual I feel that it's in conjunction with all the things that I've heard for multiple use of public lands and I feel that State Parks is also under that same guise as a multiple use facility. Presently, the facility of the state park is very limited as to who can use the facilities and the area in the eastern inner portions of the park and I think that a resort of this type -- well planned, which I believe it would be with a man of Mr. Rogner's calibre and reputation, and I'm sure that the park people themselves will make sure that control isn't lost through the development of the situation. As far as the greenbelt issue goes, I hope that state park people are going to take a lot of interest in municipal plan. There is a lot of time that has been put into that, never mind the money, but a lot of time and concern and interest and a lot of hearings and everything else that's gone into that plan and it will be a real shame if that wasn't taken into consideration in a great way. I'm not going to mention the helicopters. I live in Hiland on the South Fork and I won't mention that one.

Al Meiners: Thanks, Dave. Ron Aksamit.

Ron Aksamit: My name is Ron Aksamit. I'm a resident of the South Fork of Eagle River. I support the proposed lodge and ski development. This development is compatible with the recreation area as pointed out in the guidelines that were handed out to us. Also I'd like to mention that probably most of the ski areas in the world are installed in state parks, national parks, government-owned properties because of the fact that very few of the mountaintops are privately owned. Most of that type of area is owned by governments, not only here but in the lower 48, in Canada, Europe, throughout the world, so therefore most of the ski areas are put in state parks, national forests, national parks, this sort of thing. It's an accepted use throughout the world. Also, I feel that the state parks should be made available to a wider group of people. Right now it's pretty much restricted as to the number of people that can use it. The vast majority of the acreage of state parks, as you can see by looking at the map, is wilderness area. Even the area that is listed as non-wilderness area, the access is quite limited, so the activities are limited to those that are normally carried on in wilderness areas. There have been some concerns expressed about water, sewer, lights, noise, transportation, etc., I feel confident that the Rogner Touristik development will take these into consideration. I've spoken with them about it. They made good presentations. I've discussed the installation of the ski lifts with the company that's furnishing the lifts. They've installed ski lifts in areas, in...national parks in Canada, other areas where the restrictions on disturbing the environment are probably more severe than anything you people put on them. They are very experienced and they've installed lifts around the world. However, since Rogner is probably not going to be the only firm bidding on this, I think all of the considerations that have been expressed beforehand in various other meetings and presentations should be made a part of the requirements in case some other firm decides to develop this, we aren't stuck with something that we don't really want. As far as the helicopter landings in state parks go, I'm opposed to that. My opposition is purely personal. I live in the South Fork of Eagle River. We have military helicopters coming over occasionally. I find the noise very irritating with their

infrequent flights. More frequent flights I would find extremely irritating. Thank you.

Al Meiners: Thank you, Ron. Dick Erickson.

Dick Erickson: My name is Dick Erickson. I'm a resident of Birchwood. I came to this hearing to lend support to downhill ski resort development as proposed in the periphery areas of the park in Eagle River Valley. I think this is an appropriate use and it is in accordance with the 1980 master plan. That's all.

Al Meiners: Thank you. Dave Young.

Dave Young: My name is Dave Young. I am a lifelong Alaskan. I've lived on Hiland Road for 10 years. I'm currently President of the South Fork Community Council and I also serve as a member of the Chugach State Park Citizen's Advisory Board. I'm not representing either of those bodies although I would like to indicate through the course of many, many public hearings it's given me a wide exposure to different viewpoints on the various issues that are being discussed this evening. First of all, I think it's important for everybody to realize that for two-and-a-half years that I've served on the board there has been nothing indicated to me from a wide amount of public testimony, of staff input, a lot of historical background on the state park, that would preclude the types of ski development that we're speaking of in the peripheral areas of the state park. I'm not just speaking of the South Fork development but any area of the park in the periphery of the non-wilderness zones I feel that it is compatible, that we can't sell out the park because we are in dire economic straits at the present time, but that we should be able to take a look at these on an individual basis and if they are compatible, if the environmental and socio-economic hazards that we might perceive can be mitigated, then by all means it's incumbent upon us as stewards of that public land to make the highest and best use of the land for the people. As far as the Rogner proposal itself goes, it seems to me to have a lot of merit in establishing Eagle River/Chugiak as a non-bedroom community, establishing our own identity, providing us with an economic base of our own. I think that's very healthy in the long-term for the community. I think there are some serious concerns that we've all heard about and read about -- sewer, water, all of the other things, I think it's been pretty obvious that they intend, in their proposal, to have to do a lot of snowmaking. I think drainage is going to be very critical; it needs to be addressed. But I think that these types of things have been shown that if you throw enough money and study and enough thought at them and not go helter skelter and just open up the doors to the bulldozers they can be mitigated. I think that that is our charge is just to mitigate and welcome this sort of development with open arms. As far as the Eagle River greenbelt, a lot of us, I see some faces in this room that I've seen at public hearings over the last eight or nine years, the greenbelt is a dream come true. We saw it come a couple of weeks ago and the problem being there is no money to develop that greenbelt. I think that the wisest course of action for us right now would be to perhaps, on an interim basis, adopt the Municipality's Eagle River greenbelt plan and then perhaps create a task force consisting of a committee of the Chugach State Park Advisory Board, State Park personnel, representatives from both the Anchorage and the Eagle River/Chugiak Park and Rec boards and perhaps some of the local business community to flesh out that master plan. My time is up, I'll just say one more thing, helicopter

the last couple of years, commercial tourism has now taken the number one spot in terms of their leading economic industry. For at least 10 or 15 years in the state of Utah commercial tourism has been the number one industry. When I came to Alaska 12 years ago to plan outdoor recreation experiences in new parks in Alaska I came here with the understanding that someday Alaska would be in the same position whereby their tourism industry would outrank their natural resource industries just as it did in my home states of Colorado and Utah many years ago. I believe in a proposal like this. I support it and I really hope that something like this will take place.

Al Meiners: Thank you, Don. Yes.

Becky Hansen: My name is Becky Hansen and my husband has these pictures. I live in Riverview Estates which is the nearest subdivision to where the resort project itself will be. We've been really excited about this from the very beginning. I think about things, like my child is going to be able to go skiing, you know, and things like that. It's probably on the lighter side, you know, maybe on the dumb side, too. But I also have asthma and when I think about going up to the top of a mountain it stops and that's about as far as it gets. I think about riding a chairlift to the top of the mountain that I live on would be really something pretty special. It's probably on the stupid side or something but I'm excited about it.

Al Meiners: Thank you, Becky. Anybody else?

Scott Martinez: Wouldn't it be better just to use it and just leave it as it is. I mean look at in the lower 48. Look at it, it's all being chopped away slowly and slowly, you know. It's just disappearing, you know. What you've got up here, you know, I come from the East, I've only been up here for a year but hey what do I know, you know. But all I know is back in that valley there's something that's really special. More powerful than a ski resort and that's just what it is, just wilderness, just to be left alone, you know, it's just like why do people want to cut constantly, just tear it apart, just, I mean what are we going to be like in the next 100 years just a world of plastic and cement. I mean, let's just put it and just leave. It's already been considered as a park, it has wilderness areas, it has just park values. Why can't he just leave it as what it is. I mean, you know, I really don't know as of state and economic, I'm only 20 years old, I'm just getting out in this world, but I love that valley, man. I go back there and I enjoy just what it is and just as a peace of mind, that's what it gives me, you know. I've done skiing before, I've skied in the east coast where they have the worst ski resorts there could possibly be, you know, just hills, no mountains, just rolling hills, you know, and you know, like that guy just said, Colorado, Utah there you got this big resorts that people could go to do it, you know. You got Alyeska. What if the snow you'd have to get machines to go in this new resort, I mean new ski thing. Say they don't work and people don't want to go there because the conditions ain't good and they still just go to Alyeska, you know. Then you would have the thing already built up there on the hill, you know, and it just, you know. I don't know. I just think it should be left alone, is what my opinion is.

[The meeting was adjourned after several minutes of informal discussion among Parks staff and the public.]

Girdwood, May 27, 12 people attending, 9 offering testimony

Al Meiners: We didn't ask you on the list here who wanted to speak but I'll just run down and if you don't want to say anything just let us know. Bryan Sells.

Bryan Sells: I'll pass.

Al Meiners: Okay. Paul Todd.

Paul Todd: Am I the only other person who signed?

Al Meiners: No.

Paul Todd: I'll just tell you who I am. I live in Anchorage. ...helicopter sightseeing. As long as they are not excessively in conflict, don't become a public nuisance or degrade the wildlife environment, are important. The reduction in oil prices, the use, the appropriate use, careful use of public lands in a non-degrading way, provide more things for visitors to see and do, and bring in more visitors. No great economic need in the community. I think I'll just leave it at that, generally talking about helicopters sightseeing and.... Let somebody else talk.

Al Meiners: Thanks, Paul. Bob Miller or JoAnne.

Bob Miller: I am Bob Miller. I'm a landowner adjoining the park in the Potter Creek area of Anchorage. My feeling is that it's customary now in the cities and in public buildings, in fact it's provided by law, that you flatten out the curbs so even handicapped people can cross the street and provide an absolutely...so that handicapped people can have access to public buildings and most of the areas in the city. I think it should be our attitude that everybody that possibly can gets an opportunity to use the parks to the extent that they can. If they are healthy and hardy and can backpack 50 miles in, well that's great. If they're not quite so hardy, then I would support the helicopter access. The management of the parks, of course, is entirely up to the Park people. They're the experts. But I think that that should be their attitude, is to allow as many uses as they can see fit to allow and as much access as they can provide so as many people as possibly can get an opportunity to use these things 'cause that's what you call them, you call them public parks. I have a superficial understanding of the resort development and I think that's a real.... It is a typical that should be encouraged for the perimeter of the park. It is done virtually in all the western states that the Rocky Mountains pass through which is a typical way to make use of the parks. You just have to look for a developer. I've heard a little bit about Rogner. I understand that has some professional credentials so I think this type of thing should be encouraged. We certainly need the economic boost and it would be an asset to the community and an economic asset to the community. I actually feel strong enough about this that I think a day will probably come when you will probably come to me and want access to my place near your park and I would support that. So I've just...supports. See fit....

Al Meiners: Thank you, Bob. JoAnne?

JoAnne Miller: Well my husband said just about everything except I would say with the exception of just a couple of little items. I believe this resort development gives us a wonderful opportunity for additional tourism for our state and I have every confidence in our parks people to follow this master plan to where it will not be non-compatible with this large an area. We're talking about 97 acres this humongously big area of wilderness and I think it would be wonderful for us to be able to share this park and get people in it. I think access is definitely needed. Thirty years ago when I came to Alaska I could hike all over these mountains up and down and all day long and then some. But I can't do that anymore. I go out...I can't ever ski that well anymore. So these accesses into these parks are very important to me. I would also support a helicopter landing in the area in which you are talking about. If you are talking about one landing site. I disagree that we want several landing sites in there. If we are talking about one that would overlook Anchorage and Eagle River where the older people can get out of the helicopter and look around and take their pictures in one designated spot and we're not chopping, making noise completely throughout the valley, then I would support that. We've landed helicopters on our property for years and years and it doesn't disturb the wildlife. You can land up there two or three times a day and then turn around the next day and the animals are back. So we're talking about one designated area so if the animals don't like that area can still have enough wilderness to go to that they will not be disturbed by the choppers. The other thing is with the Eagle River Greenbelt area, I think this is a very visionary thing that the Municipality has done. I think in time this is a very visionary thing. That's wonderful to preserve that area for us and our children and our grandchildren this close to Anchorage and again I would like to support the Municipality's master plan for that with the present access that they are talking about now. I'd like to even see them perhaps expand that just a little bit in this master plan to address the different user groups. I think that there is a way to make different user groups compatible but you don't want the hiking trails used for horse trails or snowmachines. But I think it's a large enough area that certainly over a period of time maybe you don't have the money to do it all at one time but you should be able to share. Most hikers that come in or horseriders are going to be in the summer, the snowmachiners are going to be winter. Here again let's don't open up our entire wilderness area to the noise, but let's have some consideration. I don't think that parks are for any one group. I think we should try to reach a compromise so that all groups are accommodated to use public lands. Basically that's it.

Al Meiners: Thank you, JoAnne. Jose Vicente?

Jose Vicente: I also want to show my support for the resort development. I share the comments that were made before me. I believe that the resort is perfectly compatible with the area so long as it...the environment into consideration. Simply that I feel comfortable that supporting.... I am sure the resort is very much needed for the residents not only in Anchorage but also the entire state. I feel that the state has to open itself to economic diversity. We've too much to depend on the oil industry and tourism can be really one activity that can be really beneficial to the state. Apparently there is a developer that is willing to commit several million dollars in the infrastructure and construction resort typically in other states and other nations that infrastructure is financed and constructed by the government very willingly and I am really surprised that a developer is willing to spend

millions of dollars of his native country. As far as the Eagle River Greenbelt I know a little bit about the greenbelt and about the trails. I encourage you not to not to adopt, for the state not to adopt, the trail plan as it is. I feel that revisions should be made before the state were to adopt it. I believe the study when it was completed did not take into consideration events that are occurring now, specifically the resort. Also subdivision has received ordinary approval for Eklutna. Several things are occurring there that should be...the trail should be revised taken as it's consideration. I also do not particularly agree with the Municipality's decision on the location of those trails, mainly the areas that have development. I think location of the trails should be revised. It is also the Municipality's philosophy that all the trails should be paved. Why be paved? I do not share that view with the Municipality. Some trails should be gravel and others just ...for the parks as they are. Should not necessarily go there and chop trees and pave it. So I would say look at it carefully, revise it and have public hearings for someone who didn't talk. As far as the commercial helicopter operations I have no objections to landings in a state park. I think that you should not have them all over but I think you could have a few spots where they could occur. Particularly on the one that was mentioned that has the view of the Eagle River and Anchorage. We caution that they may be, I don't know, there may be a conflict between that particular site and the ski slopes for the resort. I would ask that that be reviewed carefully and probably common use for it. That's it.

Al Meiners: Thank you. George Brown.

George Brown: I'm not a resident of Anchorage and I don't wish to sound like Merie Candy or Sandy Crawford but I have to agree with what's been said thus far tonight. I feel that the master plan for the park provides for the particular activity that is being requested. I think that a resort is an appropriate use and in addition to that I concur with what's been said about the economy. We all recognize that it's not what it was and certainly in the valley when developing the tourism and certainly the fact that there will be a number of people employed during the construction phase is pertinent and I think there was in the first meeting a statistic of something like 2,000 permanent employees would result once the resort was operational. That struck a real note with me. Not to digress, but a short time ago we had a position open for a warehouse. I put the ad in the paper. It was almost a mistake. In two days' time I had about 80 people calling and they were in various trades, people that, it really hurt to talk to them because they were trying to feed their families and I see a value in that. I'd like to see Dr. Rogner's resort. And I too think the state will do a good job of regulating the development. And of course I believe that would be an absolute necessity. I really don't have much to say about the greenbelt.... I feel that the development of that would be a good thing as well. Helicopter landings I feel that as long that was regulated and maintained on the periphery of the park that there's particularly no harm in that. I would not want to see that activity carried into the wilderness part of the park. You'd have someone that has hiked in there and their 30 miles in and they feel that they're one with nature and all of a sudden here comes the chopper. I wouldn't want to see that happen but I can certainly see an advantage of providing the service that would be there for the tourists and for those of us that live there that may not be ambitious enough to climb the mountain but

landings, I am adamantly opposed to them. I don't see any advantage to the state park from an economic standpoint and I see lots of disadvantages. They've offered us nothing in public hearings that they are going to do anything for the park, it's all gimme, gimme, gimme, plus all of the other things you've already heard about, so I'm adamantly opposed to helicopter landings in the park.

Al Meiners. Thanks, Dave. John Peck.

John Peck: I used to talk a lot, too, but I don't know whether I can outdo you tonight. My name is John Peck. I'm a 17 year resident of the Eagle River area. I'd like to talk on two things, primarily the resort development and the greenbelt, and if I have time left I'll make one short comment on helicopters. In regards to the ski resort, it appears to me that both from an economic and an environmental standpoint, it seems to be very compatible with the Eagle River Valley and the master plan of the park. All the maps that I've seen, and again, this map on the wall tonight, shows that it doesn't appear to be infringing or even coming close to any of the wilderness area of the park where there might be a problem. And like the other gentleman said earlier tonight, most of the ski areas in North America or any of them that I've been to in North America, are almost all in state or national parks or forests. Very few of them, in fact I don't know any that I've ever been to, is on private land. So, I feel developing something like this in our state park, on the fringes where it's already up against the edge of one of our communities, and it's not really infringing upon wilderness, it's something that we can and should be doing. As far as an economic viewpoint, I think the Rogner development company has really done their homework. Every hearing that I've been to that they've made any proposals, it seems to be really up and above board and well thought out, much more thought out than a lot of plans I've seen from a lot of other people at different hearings and trying to develop different things. Their particular plan I am for. I understand that the state would issue a notice asking for people to more or less submit their proposals for a lease of ski resorts so there is a possibility of other companies wanting to make a last minute pitch and before I would say I'd want another company in there I'd like to see their proposals in a public hearing, too, and go through the same thing that the Rogner people are going through and show us what they would plan to do if there was somebody that wanted to go through that process. I also feel like the state should not be dragging their feet and muddying up the waters by changing the rules. This man has gone through a lot and has spent a lot of his own money to develop his master plan according to the rules that he was given and if you go and change the rules in the middle of the road I wouldn't blame him if he just picked up the rest of his chips and said, "Hey, enough's enough." I think he would be totally justified. That's about all I got to say about the ski resort. About the greenbelt, we should have done it 20 years ago. I would have been riding my bike on it a long time ago. I think we need bike paths in it, I'd like to see bike paths the full length of it on both sides. I would like to see parking in it, but rather than two or three large parking areas, I would rather see a lot of access points up and down both sides where you have less parking and it would make less impact on each individual little isolated neighborhood. Instead of one end of town taking all the abuse of having hundreds of cars on a busy...coming into their neighborhood, let's scatter it out if we can where there is maybe six, eight or ten access points up and down the sides where you can get in and out of the greenbelt and I think that should be done on both

sides, especially on this side of the river. Okay, I'll make it short on the helicopters. Death on the helicopters; I think its a real safety problem. I would not be opposed to helicopter landings in an area away from residents so we don't have the noise problem and if a set of rules that would be developed for the people running the helicopter flights in regards to safety. If safety personnel, training of the skiers, not going in during high avalanche times, etc., etc., etc. I think it should be very strict, very rigid and no second chances.

Al Meiners: Thanks, John. R. C. Johnson.

R. C. Johnson: [unintelligible] wildlife would be practically nil. Also, there seems to be no negative environmental problems. The overriding purpose of a park should be for the enjoyment and recreational use of the people. This ski resort will greatly enhance the public use of this park. And I'll make mine short and make up for the overruns.

Al Meiners: Thank you. Rosemary Johnson.

Rosemary Johnson: My name is Rosemary Johnson. I live on the north, sunny side of Eagle River. I'm speaking for myself and family members. I feel Eagle River is the perfect location for the proposed ski resort which includes using a portion of the state park for the ski runs. The developer should be totally free to choose the area where he wants to develop. He must look at an area with the most chance of being the profitable development. No one can spend \$170 million just for the fun of it. My family has lived in Eagle River 36 years. We've watched the area of about 40 dwellings gradually grow into a town. I feel an area has two choices -- either continue to grow or die. Our town must continue its growth to remain vibrant and alive. This proposal appears to be just what the doctor ordered. I feel the biggest advantage of Eagle River is it's weather. We don't have the winds that Anchorage and the Matanuska Valley have. Our seven Alaska-born children and seven Alaska-born grandchildren all like to ski. It will be wonderful to have a local resort area where they have easy access to this sport. It also has easy access for Anchorage tourists and residents to utilize. Many people, especially those who work for a living, do not have enough spare time to drive to Hatcher Pass or Girdwood to ski. We have not found anyone locally who opposes the resort. Even if the economy was excellent, I'd still be positive about the proposed resort being a most desirable local undertaking. As for animals, we live within one-half mile of downtown Eagle River. Moose demolish our garden and trees annually. The moose calf is still in our garden and flower beds. We find moose droppings on our concrete porch. The moose and other animals have a 500,000+ acre state park to wander in plus everyone's private property if they are so inclined. It's high time we spent some time considering the human population and how to keep the humans well, happy and in topnotch physical shape. According to the local TV news, even our youngsters are too fat. In regards to the greenbelt, the 3,500 acre greenbelt, already legislative approved, adjoins this development. With the development in the Lion's Park, Eagle River has already become the playground for the whole Anchorage area. If Hatcher Pass finds a developer who wants to develop that area, that's fine. The competition would be good and that would also give the Mat Valley a good place for recreation closer to their homes. But if Dr. Rogner wants to develop in Eagle River, we certainly stand behind his choice. That's it.

Al Meiners: Thank you, Rosemary. Michael King.

Michael King: My name is Mike King. I just represent myself. I see a majority of folks saying things pertaining to how this puzzle fits together with compatibility and various other things on the map. I'm a fairly active climber, and you have to go through that area to get to some of the peaks back there and the snow conditions where they want to put the ski lifts are not very good. You have to make a lot of manmade snow and I'm not sure that people would be willing to make that resort as successful an operation as it might be applied from having the pieces of the puzzle put together. As far as helicopter landings for the same reason as everyone else is opposed to them so am I. And as far as the greenbelt, I think a trail would be nice but I wouldn't want to see it opened into something that would have the expectations for thousands of people that have no more cars in any parking lot as the visitor center down there already has. That's it.

Al Meiners: Thank you. Lotti McCubbin.

Lotti McCubbin: I'm Lotti McCubbin. I live in the upper Fire Lake area. I am a resident in this area for 25 years. I think that provided the developer takes care of all the environmental hazards that could arise, provided he comes up and makes a good, sound development and provided the people in South Fork have no objections and as much as stay out...to it, I think it would be an excellent development. I think it would be great for the economy of this entire area and I agree that most large ski resorts are either on state or federal property. So I don't see why we should be any different. I'm opposed to closing and locking up that park for just a few hardy souls. I'm a cross-country skier and I would like to see the greenbelt developed and I hope that the Peters Creek greenbelt will be soon developed as well. I am with that community council out there but I'm not speaking for the council here tonight. I also would like to congratulate you that you have finally come forward and said the outside edges of the park should be opened up more and I hope you will go ahead and do that. My husband and I quite frequently enjoy hiking up at Upper Huffman, DeArmoun and that area there and we feel that this area certainly needs trailheads of that magnitude. As far as helicopters are concerned, I am opposed to them regarding skiing with helicopters because I think the avalanche danger is too great. I could see it on a very limited and experimental basis for sightseeing into scenic areas. That would have to be very strictly controlled out there. Thank you.

Al Meiners: Vince Vitale.

Vince Vitale: Thank you. I am a 15 year resident of Eagle River and I'm here tonight on behalf of the Chugiak-Eagle River Chamber of Commerce. The Chamber wholeheartedly endorses the proposed change relating to the ski resort. We feel that it's important for several reasons. First, it is compatible with the long-term use of the park and will not impair either wildlife or the more adventuresome peoples' use of the park. Second, the kinds of jobs that are created are important to the community in that once the plan is operating, you'll have everything from entry-level jobs which would be good for those kids just leaving school, to long-term career-type positions that will enable local residents to stay close to home which is one of our long-term goals for the community, to have enough jobs and enough activities recreational and otherwise so the people can stay based here, not have to commute into

Anchorage. We also are real clear that there is overwhelming support in the community for the proposal. One of our committees, the Economic Development Committee, has been undergoing a survey. Of the 400 households that are being questioned, although not all the numbers are in yet, something close to 86% have answered yes to the following question, which was, "Do you favor the development of the recreation resort facility in Eagle River?" And although the question doesn't specify this plan, the plan has such widespread support and knowledge in the community that it's clear that most of the people are saying yes to this development. We also think that the development of the park will enhance the business community during the typically slower winter months for all the obvious reasons. While making other parts of the area more accessible to people during the summer. Obviously it won't be used for ski activities but will be usable for other activities, much like portions of Alyeska are now used even in the off-season. That's good because this is a family community, we've lots of youngsters, it's going to make it less expensive for those families to stay together on family-related activities and in that sense will enhance family life which is something we're very concerned about. It appears that there is a strong effort to make an orderly development of the area and we feel that that effort ought to be supported wholeheartedly. We join with those who have expressed the concern that the developer needs to be given one set of rules on which he can depend now, next year and 10 years from now. Finally, on the economic argument, it's been suggested that the jobs are really necessary because the economy's in bad shape. That's true, but it's also irrelevant because this plan makes sense if the economy was in great shape. And I'm not being dependent on whether we need the money or not, this plan just makes sense under any scenario. Thank you.

Al Meiners: Dick Brown.

Dick Brown: I'm Dick Brown. I'm a 20 year Alaskan resident and a 13 year Eagle River resident. I would like to preface my remarks by saying that I presume that the watersheds will be protected and obviously there is adequate existence within the master plan to insure that that is accomplished. I'd also to preface my remarks that this is not just a ski resort that we are talking about, but a year-round facility. I would encourage the private funding of recreational uses for Chugach State Park but I would also caution they should be tightly managed. The initial drawings of the boundaries of the park appear to be somewhat arbitrary in that there were recognitions of the fact that native land claim settlements were going to impact, as far as providing in-roads into the park system itself and all, but not a lot of comprehensive planning went into determining how the public was going to gain access as far as the general utilization of the park. We have seen things occur over the years where tax dollars have been used in both actual purchases in order to gain access into the park, not only in this park but in other areas. I know homeowners that have been approached relative to giving up a parcel of land for sums of money just to get parking areas in order to access a facility that is supposed to be there for the general use of the public. And that seems to be somewhat capricious use of public funds when it really isn't necessary. It really doesn't make a lot of difference where that park boundary is drawn, their topographic features that should have and could have been taken into consideration but by the same token it's only as good as the use that can be made of it. I would like to point up the fact I have the advantage of having visited resort facilities and used resort facilities for several years in Italy, Cortedenapazo, where the pristine wilderness was

protected. At the same time that resort facilities, to include even Olympic class facilities, were developed. It can be done. Also in Europe, West Germany and in Southern France. There you don't see the trashing that you see in the state. Maintained facilities here in the Russian River Campground or in the private access lands that border Crooked Creek. It doesn't have to be that way. The only thing that I would suggest is that some companion legislation needs to be introduced along with this to insure some enforceable laws and then who's going to pay for that enforcement? Is this something that's going to be charged to the developer or is it something the Department of Natural Resources lost half of its strength already either through a forced attrition or people are just absolutely quitting believing that they're not going to have a job next month or next year. So how is the enforcement supposed to take place? Who's going to handle it? Alaskans don't seem to police themselves very well when it comes to trash and refuse and junked everything. That's an important aspect of it as far as that facility being in this community or any other community. Helicopters, forget them.

Al Meiners: Thanks, Dick. Richard Rodriguez.

Richard Rodriguez: My name is Richard Rodriguez. I'm a 10 year resident and three years in the valley. I live on the sunny side. One of the people perched back in a rock that would like to see nothing ever change so you'll understand my comments. As an Eagle River resident, I want to see Eagle River prosper as a community and I'm concerned as a business owner but I'm not sure that the effect of the project and the appearance are worth the tradeoff. I think that the public opinion is very important in this case because the area that we're talking about is so unspoiled. There are certain areas in Eagle River, as in other cities, are given to residential development, some to business development, another for other recreational uses. The area that we're talking about is breaking ground in some completely untouched lands and that's why I have reservations and can't give my yes vote to the project. I have many concerns, one of them that just for the sake of time I'll mention just one tonight, is that if you're in Anchorage and you turn toward Arctic Valley at any one night from dusk on you can see Arctic Valley is in operation. I consider the space that hangs between the proposed ski slope and the side of the valley that I am, that area in between, very much the environment and I'm very concerned about the lighting of that area and the glare that it gives off. I feel as a resident I wouldn't care to live in a valley where I'd feel like I was perched in supermarket parking lot and I'd like to see the developer make comment on the lights and I urge you to read page 11 as far as the operation concerning the lights and it's a concern I'd like to see answered by the developer and I'd also like to say that should the community and should the residents of Eagle River decide as a group and in total that they support this project then I'd certainly be for it but I do have that concern. Thank you.

Pete Panarese: Mr. Rodriguez, I'll share this little bit of information with you. The Rogner Touristik people presented Chugach State Park Citizen's Advisory Board with the presentation on the development. That was also an issue for some of the members of the Advisory Board and their response was there will be no night skiing.

Al Meiners: R. Mack Arrington.

Mack Arrington: I'm Mack Arrington. I'm a newcomer to the area. I didn't move here until '62. But it makes me real proud that someone has shown enough interest in our community and wants to put something that size for the people in the local area as well as the surrounding area. So I am for the project. As far as the greenbelt is concerned, there has been quite a few people discussed on that trails which is also more recreation. Helicopters. As far as sightseeing is concerned, I'm opposed to it. As was mentioned earlier about having specified viewpoints I'm in favor of that.

Al Meiners: Henry Warren.

Henry Warren: My name is Hank Warren. I'm a 13 year resident of Eagle River. To me the park, just a notation park means recreation and I think that you folks who are setting these policies have a tremendous responsibility. I think there are peripheral areas of that park that ought to be okay for snowmobiles, for dog teams, for hikers and backpackers, hunters, fishermen, picnic areas, horseback riding, all types of recreation, certainly ought to be possible in an area of 495,000 acres. That park should be for use by individuals. We sent a representative over to Europe to look over some of Dr. Rogner's areas and they came back and gave him a complete, clean bill of health; his operations over there are good. His reputation is good. If Dr. Rogner thinks he can manufacture snow up there, if that becomes necessary, then he should be the one that should say that. It shouldn't be for us to cast a doubt as to whether or not that could be done. He already thinks that it can be done. He is the one who's putting the money out to do this and if he thinks it can be done, surely it can. Thirty-eight years ago I was a private in the army in Germany. I went to a little place called Gomish. They have a ski area there. They also have a restaurant up on top of a mountain. This is 38 years ago. That kind of technology's been in existence for years. You ride up this train that runs on a cog and you get up there and there's a beautiful hotel, beautiful restaurant and you see wild game all over the place and you see people recreating and enjoying themselves and they're not hurting the environment. If people think they are going to chase away the wildlife by putting a ski resort over here they're crazy. We haven't been able to chase the moose away from Eagle River with all of these housing developments, these cars, these trucks, this whatever. So that's not going to bother the wildlife. It's going to be there. As far as the greenbelt, it's already been said. They should have done it a long time ago. It should have trails, it should have water sports, I don't know about the bike trails that John talked about. Bike trails and coastal trails are a sore point for me. It should be non-labor intensive. It should be something that will sort of run itself and not require a bunch of cops out there making sure that people pick up the beer bottles. It shouldn't be allowed in there to start out with. As far as the helicopters go, I think there are a certain class of people that would like to get in a helicopter and go see some of these sites that some of us, when you get as old as I am you can't walk in there and see these sites. Maybe there should be some zones that are away from the populated areas where a person, a tourist, or an invalid or some elderly person that can't walk in there, can get in a helicopter and go sightseeing. I think I agree with the person that said the downhill skiing going in by helicopter is too dangerous, its too remote, the liabilities are too great. Thank you.

Al Meiners: Thank you. Elaine Robinson.

Elaine Robinson: My name is Elaine Robinson and I'm speaking as an individual. I live in Peters Creek and I don't want to speak for my neighbors in South Fork or intrude on their territory but I have spoken to many South Fork residents and I agree with them with their support of the ski resort development. This development would enhance the entire area of Eagle River and Chugiak. No one likes their lifestyle changed. I've lived in Peters Creek for 20 years and didn't like it too much when the subdivisions build around my 12 acres. I have learned that growth is inevitable and growth is necessary to the economic well-being of the community. Development in the Chugach State Park must be looked at on an individual basis. Eklutna, Inc., and Rogner enterprises have been very open with their plans to the public and they have hosted several public meetings. They are bringing in outside money to fund this project and I feel that this project will benefit Chugiak, Eagle River and its people. I foresee the empty office and shop spaces filled, unemployed local people hired, and that Eagle River will be removed from the bedroom community status of Anchorage and to one of prominence. I also feel the Eagle River greenbelt should be implemented as part of the concept even though no monies are currently available for greenbelt development. I feel a task force should be implemented to address future greenbelt development. As far as the helicopter landings, I'm opposed to landings in the park. Have you ever been in bed on a Saturday morning when a helicopter was going over? The noise is irritating and offensive. I feel that the handicapped or elderly can be satisfactorily accommodated by ski lifts to attain their hilltop views. This would not adversely affect the ski resort neighbors as would noisy helicopters and I also feel that helicopters would disturb the lambing sheep in the area. Thank you.

Al Meiners: Mark Eidem.

Mark Eidem: My name is Mark Eidem. I am strongly in favor of the proposed development by Rogner Touristik for two main reasons. One, I feel it makes economic common sense for reasons that have already been amplified upon and I'll certainly not be redundant tonight. The recent survey other than the one mentioned by the Chamber conducted by the Tourism Committee of the Chamber showed 87% of the community in favor of tourism development. Tourism is a clean industry. Especially when done by a firm of the Rogner Touristik's calibre. Their partnership would include and incorporate and would only amplify the quality of the final product. Also to amplify comments by Hank Warren and a few others. Some of the most beautiful natural alpine settings in the world happen to be ski resorts. Cortina, Garmish, Grenoble, France, Innsbruck, Austria, to mention a few in Europe, and then also some in America, Stowe, Vermont, Killington, Vermont, in particular, where they make hundreds of inches of snow a year. One does not grow to the size and breadth of the firm that Rogner Touristik has without a firm commitment to excellence and a genuine concern for the natural setting as well as for the guests involved. I think it makes environmental common sense for some of the reasons I've already mentioned. It's already been done, the technology has been there. Arctic Valley is just on the other side of the ridge and it's been here longer than I have, which is 20 years. In conjunction with the greenbelt, I think that the proposal of the Anchorage Municipality should be implemented and expanded upon. I would like to see no motorized use within the greenbelt. I think that in conjunction with the greenbelt, the ski resort could be a very strong environmental plus. I've heard some other ideas to possibly include a multi-lingual visitor center adjacent to the resort for foreign guests. If done

to the standard that have been established by the state park system at the Eagle River Visitor Center, this would be a tremendous plus for our area and a tremendous plus for understanding the environment in which we live. In summary, I strongly support the resort development and the development of the greenbelt. It makes economic sense, it makes environmental sense, it's supported by our community, it could make Eagle River a world class attraction. Thanks very much.

Al Meiners: Thank you, Mark. Ray Gardner.

Ray Gardner: My name is Ray Gardner and I'm speaking on my own behalf. I've already had an opportunity to comment on the resort plan so I'll keep my comments short. The first thing I'd like to say is that if the legislation that was mentioned earlier in the meeting is a threat to the resort or will require lengthy protractive public comment period that isn't really necessary, then I would urge the people that are at this meeting today given the proclivities that have been expressed to write the Governor or call the Governor and ask him to veto that bill. Governor Cowper has given us plenty of assurances that he supports a diversified economy and the expenditure of private investment in the State of Alaska and legislation is pending before him that would be counterproductive to that goal I'm sure he would veto it. The other item I would like to mention is that it was suggested that at another public hearing that the Division of Parks require the developer to submit a financial plan that would show to the State of Alaska that he wasn't going to lose his money and I think that idea is absurd and I hope that the Division of Parks isn't seriously considering doing something like that. He's probably a better judge of whether or not this is a good investment and fortunately he's decided that it is. I'm opposed to helicopter landings in the park and I favor the limited non-motorized development of the greenbelt. Thank you.

Al Meiners: Thank you. Rod Hansen.

Rod Hansen: My name is Rod Hansen. I'm a South Fork resident. Last week we heard comments on five grizzly bear and three black bear on the South Fork. These are pictures I'd like to just pass around. This is the South Fork where the development is going to be. I would say that it would be a great thing to have the development go in there and clean-up a lot of this, which they're going to if they're going to have a world class resort. There are five grizzly bears in our neighborhood and I'm just going to keep my comment real short. Our Riverhood Estates right next to the resort, we're tickled pink and we can't wait....

Ann Riley: We're not talking about the development of on private land, we're talking about development on public lands. We're talking about setting a precedent and I think we should be careful. Some of the slopes which the developer would like to develop are probably appropriate for downhill skiing. I used to downhill ski but I can't afford it so you're not opening the park for everyone when you put ski runs in it. There are some of us who cannot afford downhill skiing and would prefer to do things that don't cost quite so much money like cross-country skiing or sledding. It's no accident that I live in a place where it is dark from November to March, where the sun doesn't shine on my back door. Where I have to have a four-wheel drive to get up my driveway. I live there because I choose to live in a place where the view

will blow your mind and where there's a state park in my backyard because I knew that nobody in his right mind would try to develop on a mountain and now imagine my surprise. I am specifically opposed to the placing of the ski slope on Hiland Mountain or Mount Gordon Lyon. In the Harp area I think it's up to the feasibility studies as outlined in the ski slope area evaluation to determine whether those are appropriate but Hiland Mountain and Mount Gordon Lyon would not meet the qualifications on this ski slope area evaluation. I hope that you will look at approving slope-by-slope rather than by giving the developer carte blanche to develop as he chooses and I hope that you will have some concern not just for the wildlife but for the human inhabitants who already use the state park or the area next to the state park and whose homes and lifestyle would be severely curtailed by having skiers in their backyard. Thank you.

Al Meiners: Thank you. L. G. Tate.

L. G. Tate: My name is L. G. Tate. I am a seven year resident of Eagle River. I live in the Hiland Road area. I, like most of you, have already had an opportunity to express my opinion about this. I've done so and I do favor the development of the ski resort. I think that the master plan clearly indicates that there is an opportunity for this area to be developed appropriately. I think if you people are taking notes and understand what's going on here you're hearing by far the vast majority of the people who will be most seriously impacted by this express the fact that they're in favor of this development. I think it behooves the Commissioner, if he's the one who's going to make this final decision, to go ahead and do so and let this project get underway otherwise time is money and Mr. Rogner's going to go somewhere else and I think that you're doing a disservice to the people who are in favor of this development because I think it's fairly obvious that most of us are for it. As far as the greenbelt, I would like to see limited access with that, no motorized vehicles, although I enjoy riding mine down there now, and also I am opposed to the helicopter landing in the park.

Al Meiners: Thank you. Kim Hearn. She left? Dennis Brinkerhoff.

Dennis Brinkerhoff: My name is Dennis Brinkerhoff. I'm a 28 year resident of Alaska. I currently am a local businessman in the Eagle River area. I do not live in Eagle River at the present time but have intentions of moving into this area. One of the desirable traits that I feel Eagle River has is not only the community welcoming but also the proposed ski resort. I am a recreational skier and I feel that many Alaskans are in Alaska not only for the recreational activities but to have an enjoyable lifestyle. I feel that the proposed ski resort will enable more Alaskans to have access to the ski park and enjoy the state parks more. I feel that it's consistent with the state parks plan and I know that it will be a boost to the economic community of Eagle River but also feel it would be a big boost to the economic situation in Alaska as a whole. Careful plan and development I feel will benefit not only all of Alaskans but primarily the Eagle River community which, at this time, if you're in business here, you're very well aware of the slow situation and I definitely it will boost that and maybe give some stability to this area. Thank you.

Al Meiners: Wayne Marshall.

Wayne Marshall: My name is Wayne Marshall and I'm a resident of Hiland Valley. ...I moved to the area about 2½ years ago after living in downtown Anchorage and before that having lived in Kodiak for many years. The main reason I moved there is because I like the kind of opportunities that the area presented by the different types of land use that occurred there. Generally it is a low level land use. Almost all the houses are located on one acre and somewhat much larger tracts of land. That's something that really isn't available in most areas of the Anchorage bowl. Similarly when I looked around at the other type of land uses that may occur in the area I looked out and generally surrounded by park land which I interpret to mean a fairly low level of use. Well, since I've moved in the area just two short years ago, I now find that most of those values probably will not be able to continue. Number one, the Municipality of Anchorage is changing the zoning after looking at the zoning maps to move in to allow a large scale development. They'll be bringing in not just more people but different types of uses. They'll be bringing in commercial use, they'll be bringing in high level recreational use and this is high level recreational use when you talk about roughly 2,000 Europeans a day skiing down the mountain slopes. What I look at that there is a change going on in the area quite rapidly. I'd like the Department of Natural Resources to take a close look at how this change is impacting the residents who live in the area. That's my main concern on use of the park land and you have a difficult job as how to meld the park uses with the residential uses that occur side-by-side. That' my main concern is that how does the park and the uses that are proposed affect the residents who live there. Some concerns I'd like to bring out: 1) I'd like to see a potential alternative to what's being proposed. Right now the Rogner proposal talks about developing a roughly five mile area of Hiland Mountain. Why do we need to go all the way from one highway with a tramway five miles back into the valley? Could you perhaps have a lesser size development and still accommodate most of the skiers that will be in the area or do you need all the area that is being talked about? I'd like to see that considered as an alternative to what's being proposed. Similarly I'd like to ensure that there is very limited access to the area and I'm very encouraged by Mr. Rogner's proposals, is that there will be limited access. I don't want to see access coming out private areas or Hiland Road itself into the ski area. I like the ideas of where there's a new road going into th hotel and I think that's one of the great alternatives that he's proposed. Similarly, I've also heard Mr. Rogner go on record as stating that he will not need night skiing to support his economic development. Six months ago he told us that the only thing he needed to support his economic development was the trails on the greenbelt. This is a new idea. He talked about horseback riding. People come here to hike, six months later we are now hearing about skiing. I would like to take him up on his proposal that there be no night skiing and suggest that DNR roll that in to a set of conditions is that there not be any night skiing in the area. As one resident of Hiland Road put it about two years ago when I first moved in, "I don't want my neighbor's light shining at me because it ruins my view of the northern lights." I can imagine what the whole hillside will do if it's lit up. Another thing I'd really like to ask DNR to strongly consider with the number of concerns that have occurred all around the Anchorage bowl area on hillside, Peters Creek, Eagle River, with deterioration of water quality, please ensure that the development does not affect residential water quality. My water pump's roughly 400 feet above my house. It's right in the bowl area where the ski development is going to occur. I want to insure that I can still drink my water and not have to take bottled water home. The other thing

I mentioned earlier I just strongly suggest that DNR strongly consider attaching a set of conditions with the development. It is not to be done gungho. And as kind of an off-the-wall comment, is that if this is such great land for public development, private development and perhaps everyone says that the public is getting in the way, let's let the State of Alaska be entrepreneurs. Let's use this land, sell it to the developer, or lease it out at a high rate or trade it for some other valuable consideration within the state of Alaska. Let's get the show moving. Give him the land and let's get the public out of the way. And finally concern on the helicopter landings, at least one of the proposed landing sites will be moot if the ski resort proposal goes forward because where the helicopter is proposed to land will now be a tramway. Thank you.

Al Meiners: Dwight Neill.

Dwight Neill: My name is Dwight Neill and I live approximately 2½ miles up the valley road right directly across from where the development is going to occur. I'd like to say that this is an excellent use of state park land. I've been told that Chugach State Park is roughly the size of the entire state of Connecticut and if this is true, there certainly is room in this park for uses by many of the varied activities that have been mentioned already tonight. And this resort I think is an excellent use for it. I've been told also and you people from parks can correct me if I'm wrong, that 98.5% of the people in Alaska have never had a backpack on their back and never will. This will provide them with some use of the state park other than backpacking. Access has been mentioned numerous times here tonight and we do definitely need more access points in Chugach State Park. I would like the backpackers are here and they need some additional area just up the road from where I live is what used to be a road to the top of Blueberry Ridge and some years ago a local landowner took a backhoe and cut this road off and you can no longer get up there but this road opens up into the upper Meadow Creek drainage area and I've backpacked myself back in there for days and never seen a soul. This is an excellent area and the road should be reopened with an established parking lot and this would provide a great deal more area for backpacking and recreational area than the proposed resort area and its all there and not being used now because you can't get to it. As far as the helicopter landing in the park, I'm not totally against it. Huey-type helicopters have a terrible blade thock to them and I don't think that commercial interests are going to use those but they are noisy and so forth and if there was a very limited helicopter activity on a strictly trial basis we might want to take a look at it and by very strict I would say the route that the helicopter was going to take, for example you would be restricted to going up Arctic Valley Road, approaching the landing area from the Anchorage side and departing back toward the Anchorage side. It possibly might be possible but for just sightseeing around in a majority of the park I'm opposed to it. Also, in the Eagle River Valley itself because of the mountains it tends to reverberate the sound from side-to-side so I would be strictly opposed to any helicopter landings in the valley itself. That's all I have.

Al Meiners: Thank you, Dwight. Lynn Catlin.

Lynn Catlin: My name is Lynn Catlin and I'm opposed to the resort development anywhere in the park. I think it's inappropriate use of public land to have a private concessionaire come in and make a development for his personal

financial gain. If Rogner wants to make a development I think he should do it on private land and contain his development on Eklutna. That would be fine. Another thing that I think is important is the people in the Anchorage area didn't ask for the ski resort. Rogner came up and proposed it to the Parks and what I've been hearing tonight is mainly economic reasons for supporting the resort. I'd like to caution state parks and DNR to not base their decision because the people who stand to gain financially from this resort. South Fork residents stand to have their land value go up; it could sky rocket. Eklutna, Inc., of course stands to gain a good profit. Eagle River residents are hoping for jobs and I can't blame you; I'm unemployed myself. Yet I looked into this a bit and the going rate for a shop manager in a resort is about \$5.25 an hour so I don't think we're going to get rich off of a resort. And the last thing I'd like to say about the resort is I feel that Rogner's statement of no night skiing is highly unlikely. Many of you have mentioned you live on the sunny side of South Fork. It's a dark valley, the days are very short in winter and I think there will be lights up if the resort does go in. As for helicopter landings in the park, I'm opposed to them, they're noisy, they disturb wildlife and they'll disturb park users. Thank you.

Al Meiners: Dave Blanchet.

Dave Blanchet: I'm Dave Blanchet. I'm representing Knik Kanoers and Kayakers. We're an organization of some 300 families. We sponsor and advocate paddle sports in Alaska, teaching and organizing trips for paddle sports, including whitewater and flatwater paddle sports and ocean paddle sports. We also are actively involved in advocating river conservancy and water quality in Alaska. First I'd like to congratulate State Parks on their apparent attaining of the greenbelt. We've certainly been a strong advocate of the greenbelt and have gone on record repeatedly in favor of it so I'm pleased it's gotten this far along. On the ski area topic, I'd have to say the club takes generally a neutral view. We were rather distressed when the director, Neil Johannsen, came out strongly in favor of the ski area before anybody knew anything about it. The club feels that this is sort of an arrogant effort by the director and goes against the public process. If the public is under the impression that the park wants it and the public be damned, it's sort of a poor way to approach the public and say now we want to hear your comments. What our concerns are with the ski area are in the area of air, water and noise pollution. The proposed ski area for those of you who don't know is in one of the most snow-droughted areas in Alaska and will require massive amounts of snowmaking in order to be successful. Not many of you have to go too far back to remember last year when Arctic Valley was closed virtually all season long, it opened up in the spring time late and this snowmaking will apparently resolve that but there's going to be high water needs. The techniques that have been proposed are wells, maybe none of this stuff that we know. We feel that before we can adequately comment we need information about this. As far as noise pollution, this hasn't been made clear. There is going to have to be massive amounts of snowmaking done. Is it going to be done during the day? Probably not, that's going to really conflict with skiers so it's probably going to be done at night. How do Eagle River residents feel about having snowblowers going all night. Are they going to be able to run the snowblowers without lights? Not any ski area I've seen. Perhaps yes; I don't know. It's not apparent. None of these facts have been brought out. The winter days in Alaska are 5½ hours long, the winter sun is at a 5° angle above the horizon, it's dark in the winter. Are they going to be able to

operate without lights? Probably not, they're going to have to have some lighting. How long are those lights going to be on? Sewer system. What's going to go on with the sewer system? Is Eagle River going to be kept with its high level of water quality? Will Anchorage residents, Eagle River residents have to be pay hookup fees for the development? There is no sewer facilities, as you know, between the proposed area and wherever they're planning to hookup. We feel like there's not enough information to comment on here and we'd like to see more information made available before we can particularly comment on this. Thank you.

Al Meiners: Thanks. Lynn Tate.

Lynn Tate: My name is Lynn Tate. I am a resident of Hiland Road. The other night at the other hearing I mentioned that I drive by the new dump, the old dump, a prison and a halfway house and I'm ecstatic that anybody would consider building a resort in that area. And the reasons that I've come to that conclusion which I didn't mention the other night other than the economic benefit I would love to see my house value skyrocket. That would be fun. But the other reason is Eklutna can do what they want to with their property, basically, I mean within reason, they can do what they want to with their property. The ski resort is clean industry. That's great for us. The only way they can do that is with those ski runs and they need that from the park. I love to ski, I think it's a good use for a border area of the state park lands. Thank you.

Al Meiners: Thanks. Gary Tate.

Gary Tate: [not intelligible]

Al Meiners: Vern Ungerecht.

Vern Ungerecht: Thank you. I'm Vern Ungerecht. I'm on the Borough Assembly in the Mat-Su Borough. I've come here tonight with some mixed emotions about this project and as you probably all can guess. I was a resident here on the South Fork Eagle River before most of you were probably up here. I moved there in 1959 and that was a long muddy trail up there. I have some real concern about the lack of planning and the way this project is being ramrodded through. As you all know we've been working on the Hatcher Pass development for quite a while now and we've gone through a lot of studies, we've done all the work necessary to make sure that there was a feasible project. Now you just don't do this overnight. It takes some time to develop all this. It seems to me that for some reason Mr. Johannsen seems to want to push this through real fast. Maybe they don't want to compete against the Hatcher Pass project or they want to get it out before the Hatcher Pass project. The Hatcher Pass project, as you probably know, is already in the bid stage for proposals and moving along real well. I can sure sympathize with everybody's opinions, the Chamber of Commerce and the community councils. We all need jobs. Not just Eagle River, not just the Valley, but the whole state needs lots of jobs. We need an economic base. We need a place for cottage industries. In fact, my own business that I own and operate out of Wasilla does a lot of work in Eagle River here. I got a service business and I'm sure it would help my business, too. But I think it deserves a proper, longer look at the whole project. It seems to me that I haven't seen anything real concrete on a lot of different portions of this proposal for this ski resort. There's

a lot of questions. Like it's been said several times, it's absolutely ridiculous to think you can operate a ski area without lights. These projects are not notably high moneymakers to start with. I just would like to caution everybody to look at it. I won't be able to testify at the meeting Thursday night at Wasilla. We have an assembly meeting that night and so there will be a lot of people involved with that that night. We're going to be setting the budget the same as you people have just gone through Thursday night. What you're going to hear is just the opposite of what you heard here. I mean it's going to be no to Eagle River and yes to up there. I hate to see the two areas in a battle. If you think you've got a bedroom community here, you ought to see it up there. Please look at it real closely. I'm concerned for the quality of lifestyle here as I am up there. I'm concerned about the beauty of the area. South Fork of Eagle River is one of the most gorgeous places in the world. You can go up there, the view is incomparable. So please review it real closely and ask all the right questions and make sure it's a proper project before one superduper developer comes in here and thinks he's got all the answers. Thank you.

Al Meiners: Thank you. Steve Cypra.

Steve Cypra: My name is Steve Cypra and I live in Palmer and I'm a private citizen. I probably would have testified in Wasilla except by the time I made the decision to come here there hadn't been a hearing established yet in Wasilla. There are probably a lot of issues on this particular project that I shouldn't even begin to try to comment on. Some of those pertain to the lifestyle impact that takes place. Others pertain to the changes in the master plan and precedents and ramifications that would need. What I would like to ask you to consider tonight is what I think is probably a regional problem or issue and one that would probably also go beyond parks to an extent and that is while I may endorse the idea of economic development certainly the idea being pressed upon the Eagle River area and I think a resort is something that everyone can appreciate and be willing to accept. It's very predictable people would. The ski development aspect of the resort project I have a couple of questions about. Primarily from the standpoint that I see this as a resource that is very limited. There is very few quality areas in this region that have the potential to attract not only international but the local market is going to be successful. If we take an area and develop it based upon one individual's interest or particular financial plan without looking at it with our overall assets are for this area we could be precluding in the long run some of our greater ski areas and I think this is even more important from the standpoint that we don't have the markets in-state particularly to support more than one ski area. While on one hand I may with my very limited knowledge say that the people of Eagle River are enthusiastic about a resort I can understand it and perhaps it should be done if some of the other issues can be accommodated. But on the other hand, the issue about the skiing in itself is another [unintelligible]

Al Meiners: Ed Hooper.

Ed Hooper: I'm Ed Hooper and I live up in Hiland. I am totally in favor of this project. Everything that we've seen at every meeting has answered the questions that I think we're all concerned about. One, economics, two, what's the social impact, and what the future holds for ourselves in the valley as well as the ripple effect it will have in the state of Alaska. And perhaps

competition is good. If a man that has an organization as international, is willing to come up to our valley and invest the amount of money and time that undoubtedly he has, then I think we should be behind him. I mean bureaucrat-ically, I mean the people living in this area. I feel that we should get off the dime and push this project through. Yes, there are questions that have to be answered and I know within his organization that should we come up with questions that are pertinent, he has answers for them. Now, it doesn't make any sense to be selfish about our valley. We're all going to have to bear some inconveniences but in order to make this project go, and I mean for Alaska, I think it is nothing but an A+ project for the information I've seen. It's good for myself, it's good for my kids, it's good for the schools. There is nothing that I can see that will make me vote no on a project like this. As far as with the information that I've seen so far. Perhaps down the road there might be some additional things that may crop up that certainly we have to be on top of. As far as the greenbelt is concerned, yes I'm in favor of it. I'm not enthused about motorized traffic in the area. I think there are so many other things the valley can offer. And finally with regards to the helicopter I'm totally against it. Thank you.

Al Meiners: Thank you, Ed. Betsy Gardner?

Betsy Gardner: I'm Betsy Gardner and I've lived in Eagle River for six years. I'm speaking for myself. I am in favor of the ski resort. I don't think that since this ski resort and Mr. Rogner has studied, that people will mostly come from the outside to ski, I don't think that having this ski resort would necessarily preclude having another ski resort, say in Hatcher Pass. I think that it's possible that there could be more than one ski resort in our area and it would be good for the economy as well as our community to support development such as this. I also think that Mr. Rogner shouldn't be ridden through a lot of red tape in this. I think that we should do everything we can to assist him. I do feel that the state has quite a few qualified people to study his plan and we should rely on the state to help to make those decisions. I do have a great deal of concern about the water and how much water it would take to make the snow up there and I would like to urge the state, after they take a look at his plan, to do their own study of the water to make sure that it won't detrimentally affect the Eagle River water system and what we have. I don't think that it will and I think that he can do it but I would like to not bring that back before the public for a lot of hearings on every aspect. I'd like the state to be able to do that. As far as the greenbelt, I would like to see a trail on the north side of the river and I would also like to see some very clear signs and some easy places to get out of the river before the water gets too rough. There's been a lot of accidents there. I just went on it recently for the first time and got out where it said novice exit and just about died hauling my canoe up that hill. I am opposed to the helicopter landing.

Al Meiners: Cecelia, I'm sorry I missed you.

Cecelia Dittrick: I'm Cecelia Dittrick and I am a 19 year local resident. My knowledge about the proposed ski resort is limited to what I have read in the paper. I would like to comment on an article here from the Times, May 19, Conservation Organizations Oppose Chugach Ski Resort and I quote, "The ski proposal didn't start with a man locally, it started with the developers, said Rick Maron, Acting President of Friends of Chugach State Park". I feel that

local demand is subject to definition in this case. Let me tell you in my own experience what I mean. The Chugiak-Eagle River Elementary and Junior High Ski Program at Alyeska is well known in the community and I have participated as a volunteer. What that means is going in the morning with five, six, seven school buses jam packed with kids to Alyeska. Several hundred kids. You are on the road half of the day coming and going to and from the ski resort and the same goes for the evening. It means that you have to spend half of your day and half of your energy coming and going to and from the ski resort. I think it's very unfair to make distance an added risk factor requirement for young and not so very young skiers and I think it's our turn in Eagle River to have a ski resort if that is possible and can be developed. And perhaps it is appropriate for me to say that I was born and raised in Austria and I have affiliations with the business community there and I know of Dr. Rogner's reputation which is very, very excellent. He's particularly well known for carrying through in details on his projects. Thank you.

Al Meiners: Thank you. Lynne Burkwist.

Lynne Burkwist: My name is Lynne Burkwist and I am a resident of Eagle River as well as work here. I'm in favor of granting a lease for the use of the state park land for the proposed downhill ski area. I'm from the state of Washington and they have a lot of ski areas in Washington and they're all on state land, many of them privately run and I don't see why that concept can't work just as easily here as it does in the lower 48. The development being proposed by Dr. Rogner and Eklutna is going to bring in millions to the state. The project alone is scheduled to cost something like \$170 million to build. I can't imagine them not going over the feasibility of doing the project and the impact on the community as well as Department of Natural Resources and the Division of Parks studying this just as well. It's going to create about 2,000 jobs for us, bolster the tourism in Alaska which is an industry that we definitely need more of, it will be a heavy impact on our community right here as well as the Anchorage area and outreaching areas. Fairbanks -- I can't imagine that tourists coming to Alaska will strictly come to this resort and not see what Fairbanks is like or Kenai or some of the other areas. I don't feel that this project will diminish the business from existing facilities or other facilities being planned for the future. Major ski areas, as I said, in the lower 48, you go there and in the community you have a number of choices as to where you want to ski and I think it's time that we start to cultivate the freedom of where we can ski, too. As far as not having night skiing and it being very dark in the winter, I do agree, however not to have the whole place opened up for night skiing I would personally like to see some night skiing as I am a working mother and I would love to be able to ski in the evening time close to my home with my children. Again, I also grew up in the Seattle area ski schools as the woman just testified is something that I grew up from grade school on and I would love to see that be something that my son can have and grow up with. Trying to get him down to Alyeska for some good skiing is just difficult when you're both working and take Saturdays and Sundays to get some quality good skiing and there just isn't enough time on weekends only to get good skiing and to cultivate good little skiers. That's all I have to say.

Al Meiners: Thank you. Craig Campbell.

Craig Campbell: Thank you. I am Craig Campbell, one of the two assemblymen that does represent this area. For the last year I have been involved with watching the development of this project and what I want to talk about tonight is strictly the allowing of skiing and recreational uses by the Rogner development in the Chugach State Park. Tonight you have seen residents from the Hiland area, South Fork, Eagle River, Chugiak come out and say they are in favor of this development. We're talking economic development for not only Anchorage, not only Alaska, but our backyard, our neighborhood. We are the ones who will have to endure the economic, the environmental and the social impacts of this development. And clearly it's been seen that this community endorses that but what I would also like to talk about is a bigger issue that transcends just the local involvement here. Economic development is the buzz word of the late '80s. Governor Cowper has "Trade Alaska". The Anchorage Assembly is going to be asked to endorse the Anchorage Economic Development Corporation. We're going to be asked to put in \$500,000 along with private business putting in \$500,000, along with the state putting in \$500,000 for a grand total of \$1.5 million to develop economic businesses in the Anchorage area. This is one of the major projects that can contribute to that. Not only does it provide jobs, not only does it provide security for our area and help make Eagle River/Chugiak an independent community; it also brings in additional money, money from outside the area. And my limited economic understanding is that money brought in multiples far faster and far further than money internally spent. This is good for us. Our neighbors are saying it's good for us. It's desired and I recommend that your master plan endorse the concept of recreational use by skiing in the state park on the Hiland and South Fork areas. As a planner, I want to compliment you on your work effort here because I also deal with this as a profession. Your task is difficult and we'll be awaiting your coming back to us with the alternatives because they are going to be most interesting. I appreciate your effort, the people here appreciate the testimony they've been able to give to you tonight and encourage you to press on.

Al Meiners: Thank you. Doug Dowden.

Doug Dowden: My name is Doug Dowden. I'm a resident of the area. I strongly favor the resort development but also wanted to state that I was personally quite surprised that some of the public testimony which occurred at Service High School last week and then to some extent again tonight I certainly anticipated there would be concern expressed over the impact of the proposed ski concession on the other users of the park, the wildlife, and most of all I expected there be a comment, some concern, expressed over the lifestyle of the surrounding community. All those are very natural concerns which should be addressed. What I didn't anticipate, perhaps I should have, was that some of the loudest and best organized opposition would come from a group who had no particular concern for the park itself or the community or the wildlife or any of the auxiliary concerns. That they were primarily deadset to halt this project because it would provide competition with their own planned project in Hatcher Pass. There have been several comments made here tonight. The urging the Division of Parks not to just listen to those people with the bucks and that just have dollar signs in anything they do. My comment on that would be you've got to give some consideration to the economic impact any project would have. And certainly I would be less than honest if I was to say I was unconcerned with the economics of this project. I'm quite concerned with it, the impact it will have on the area. But I will state that if you want to ignore

the people who are trying to kill the park because of bucks you're welcome to ignore them. Last week, there hasn't been too much here tonight because most of the people here I think know better, but there was quite a lot last week stated, really strong questioning of the viability of the project. That Rogner was a fraud, didn't have the money, the whole thing's a sham and anyone's an idiot who thinks that someone would come from around the world to a resort facility that had horseback riding in the summer and cross-country skiing in the winter and canoeing and hiking and backpacking all set in the most beautiful river valley in North America or possibly the world, and it was located close to hundreds of shopping attractions in downtown Anchorage and Eagle River. It was just impossible that anyone would be drawn to that. Now we all know better. We know the allure that area has, and would not think to question something like that or we're dumb enough to swallow it when somebody comes and tries to tell us that our valley is beautiful and I plead guilty on that, I've swallowed that. I was told the valley had tourist attraction and I admit I believe it. They also expressed some concern, there was actually a public statement made last week that if this valley had any attraction, then maybe they'd a done it but they didn't. I think they were also a little bit baffled why a foreign developer would come in and decide to team up with the largest private landowner in this area rather than team up with them and develop Hatcher Pass. They were quite offended that Rogner did not come to them as well. Then of course they demanded that there would be hearings in the Mat Valley to determine the best use of the park land in the Eagle River Valley. There were comments made, apparently that was grand of the panel, there's going to be a meeting at Wasilla and there will be a massive turnout of people from Wasilla to say why you ought...you will hear more that Rogner's a phony and everything...attract tourists would be viable...a bunch of idiots. Go ahead. I think its a waste of time but go ahead and do it. In summary, I'll just simply say that the folks who have come here tonight to express concerns for the impact the ski slope will have on your park, on the state's economy, on the lifestyle of the South Fork and Eagle River community, of the wildlife, or any related issue, I just simply say these are very valid concerns. And I think that we all need to work together to make sure that they are all addressed appropriately. But to those who were only trying to kill the project to avoid competition with their own, I'd say hey guys, welcome to the free enterprise system, and then invite you to take a flying leap off of Pioneer Peak.

Al Mainers: The next person is Todd Miner.

Todd Miner: Thanks. My name is Todd Miner. I'm a private citizen. Guess I oppose helicopter landings and approve of the greenbelt and I've just got some basic questions about a ski resort. I'm a wilderness guide and could, I guess potentially, make big bucks off a ski resort with its folks but I don't think it's the purpose of the park to be an economic boost to the state. I think it's great if its on private land. We can all share in the benefits. But I'm not sure if the park should have anything to do with it. That's not why the park was set aside. It was set aside for recreation not economic means. I hope the ski resort could go in staying off park lands. I think the bottom line is if you want to be realistic, South Fork is going to change. All the people that own property back there are going to reap benefits, the businessmen here in Eagle River will, but they're probably going to move out. They're going to make their money and go to some place else that's nice and quiet. They rest of us may not be able to do that. The valley's going to change.

The wilderness aspect would be much more crowded and I think DNR needs to recognize that and put it in the equation. It's hard to put a dollar sign on wilderness. It doesn't equate as much as jobs and jobs are real important and we're all hungry right now. It's going to be a difficult equation to make there but I just want to make sure that the non-financial end of the equation gets sufficient weight.

Al Meiners: Dave George.

Dave George: Dave George speaking as a Hiland resident. I'm opposed to helicopter landings because of the wildlife habitat. I'd like to make a few comments on the ski lodge. As of the added speculation there's no impact statements on the environment. My big concern is the artificial snow. Where will they get the water? Will that effect the residents' well water table? And then in the spring, will that effect our drainage systems into Eagle River Valley. That's it.

Al Meiners: Thank you. Fred Dyson.

Fred Dyson: My name is Fred Dyson. I'm here both as a private citizen and I also represent this area on the Anchorage Assembly. I served for a year or two on the Chugach State Park Citizen's Advisory Committee and I did that cheerfully because I consider this park to be a very significant asset to the Anchorage community. It is one of the second or third largest state parks in the world and to have that park adjacent to our largest center of population to me is a very significant asset for the city. I also realized while I was on the Citizen's Advisory Committee that those who had gone before me had developed, what I consider to be a very rational concept. And as I remember, it was that the park was set-up in three zones. The zone furthest back to the east was in fact to be the area where there was to be virtually no impact as a result of use by people. No facilities built, no campsites established and no trails. I've been a backpacker all my life and my own propensity is for the quiet sports and I've enjoyed that portion of the park and I suspect I've spent now several thousand hours there. The next region in was to have only trails and no permanent facilities, not structures, and the concept was that in the nearest portion of the park would have developed trails, parking areas, guided visitor facilities, more access for handicapped people and obviously more impact from the use of people and it seemed to me that was a very well thought out development plan and what we are seeing here with the ski area fits into that concept of keeping the maximum impact area on the area nearest where the people live and making it available for people who are perhaps not wilderness tourists like myself or may not enjoy the vigor of health that I do or have my own particular tastes and I think that's a very rational concept and I suspect that where those lines were drawn will have to be modified some to accommodate this but I think that that's altogether proper. I also think that life will change for all of us here in the Eagle River area and South Fork and a part of that I lament and I think for those of us who moved here hoping to preserve some kind of a very rural or almost semi-wilderness life-style, the increasing population density is going to change that. I wish it wasn't so. The land beyond my own home which is at the end of a dead end road, an almost unbuildable lot, is zoned for apartments and someday it will be economical to build apartments there and the privacy that I enjoy will be changed and what I moved there for will be different and I think this is going to be the same for the folks in South Fork. I want you to know that I'm

sympathetic about that but I think its inevitable and I suspect that the increased property values that we all enjoy will help to cushion that blow but the family homestead is going to be different. But I think that it's inevitable for all of us. I also think that I know that the state park due to my years I was involved and now suffers from lack...hoping that the increased tax base and revenues from projects like this, not necessarily this particular one, but will help to give us the revenues that we need in the future to maintain the park that we have. I think that's an altogether reasonable thing. I have always come out of the bush in the park with more weight on my back from picking up other people's garbage. I still have some marks on my hand from a rather heated discussion with motorcyclists who were tearing up part of alpine country that I didn't think needed to be torn up. So, all that is to say that I think life is changing for us all. I think that what this ski area will do in the aggregate will be greatly to the benefit both to the park and the citizens in the Anchorage bowl as well as the citizens here, but life will be different. I'm confident that with the expertise that we have in the community and on the park staff that it can be done reasonably, never perfectly, and that we'll be glad to look back and say that we did it pretty well and I commend you guys for taking the time and putting up with whatever abuse there has been but also for your patience and I've got a lot of confidence that you'll do well.

Al Meiners: Thank you.

Al Omozuski: My name is Al Omozuski. I have lived in Alaska since '69. I've lived in Eagle River for the last 10 years. I live on the sunny side of the river and my view out of my home is the area that's proposed for the ski slope. I don't have any problem with slopes going up there. I'm fully in favor of it. I don't think it's going to hinder my view at all or denigrate it in any way. I agree with some of the people here about putting ski slopes into the wilderness area. The area we're talking about is not wilderness area. It's park area yes, but it's also got inholdings, people live there. I don't see any problem with some further development. I don't think we should let anybody go in...but the developer that's trying to put a project in here right now is looking for that. From everything I've heard from the different discussions I've heard he's working with the people here, trying to do a good job, trying to make us proud of the development. He's going to be spending a lot of money here. People have been checking up on him, to whatever degree I don't know, but they have been checking into him. He seems to be 100%. What can we say? I don't think we need any more legislation. I know one individual here that says we need some more legislation. I don't think so. I think we've got too much legislation. What I think we should do is go ahead with the project, with some stipulations, give him some guidance, give him some parameters to live with, he's the expert. Some of the people from Hatcher Pass have worked on their project for years but maybe they never developed one. Maybe that's the problem. This guy's already got a history of doing successful projects. He doesn't have to take as long. He's got the money to back it up. Let him go for it and give him some help. That's all I've got to say.

Al Meiners. Thank you.

Lee Jordan: My name is Lee Jordan. As long as you've still got a few minutes before you have to get out of here I will go ahead and say "me, too" to a lot

of the things that have been said. I support the ski resort development, the use of park lands for ski slopes. The question that you're looking at tonight is should.... We agree with that. The question is how those things should be developed. Some questions have been raised by various speakers and I think these can be addressed in the proposal guidelines that you issued and I am sure you will be putting those concerns into that. You've heard that people generally like the Rogner proposal and even though there may be others I think that what you're hearing is that those are the conditions the people like. They have not heard anything in the Rogner proposal that they don't like. A couple of other things, first of all, I haven't heard anybody say that the state should benefit financially from this concession and I believe that there should be a very sound and hefty realization to the state to help offset some of the costs that are involved here. You're going to get increased economic support, increased tax base, increased taxes and other things, but there still should be some concession.... Also I'd like to say that we have to take a look at the impact on the park if the resort does not go in. We're looking at a very substantial size, a substantial area that is under private development, that's going to be developed at some point in time in some way. I happen to feel that the ski resort proposal is a very good use of that land and there probably would be a lot less negative impact on the park than if it were developed for other type uses, commercial, industrial, not so clean type uses. You already have in the area highway proposal could go through which is going to have lights with it. You have two prisons in the area, all nearby. We're not talking about a substantial impact on wilderness-type areas. We're talking about a good use in a periphery of the park that is already subject to use. Also I'd like to make note that we've seen recently that Alaska, and I use Alaska rather than Anchorage, presently in second place for the Olympic bid and the main thing seems to be the fact that the ski facilities...in the European place which has the lead at this point, it has all these things downtown in close proximity to the airport, to most people in downtown. This particular resort and this particular development will offset that position. That also ties in a little bit to the argument for Hatcher Pass. As I understand it from my talk with the Rogner people, they're not counting on Alaskans to use that facility. They're going to bring people from overseas, people from foreign countries and they will be the main users, the main tenants of the village and the main users. Anybody from this area who uses that it will be a benefit and a plus but not a necessary part of that. But that does not preclude the other uses. And also I'd just like to say that the use of private land for this development for a ski slope is just a smoke screen. There is none that can be developed for that. Thank you.

Al Meiners: Thank you. Is there anyone else?

Don Follows: I wasn't going to do this. I did this the other night at Service High School. My name is Don Follows. I've lived in Anchorage for 12 years. I made my living as a professional park planner, interpretive geologist and outdoor recreation specialist. I also was raised in Colorado and Utah long before there were mountain climbing people, long before there were canoe and kayakers, long before there were many backpackers. As a small boy there was downhill skiing in Utah. I don't have to tell you how many resorts are in Utah and Colorado doing some very wonderful things, first class resorts, and as I look at this proposal, as little as I know about it, I can say that this is a classy proposal. It's exciting. I think it's a wonderful thing for Alaska and especially for the people in Eagle River. In Colorado in

would like to get up there and enjoy the view. As long as it was done carefully, I think that it would be a good thing.

Al Meiners. Thank you. Steve.

Steve: Yea, I've got some comments to make, starting with the greenbelt. I'm a kayaker and I have spent in the past quite a few hours on the river. I'm pretty familiar with that country. I think it's really good that the park establishes that as a greenbelt area. I'd like to see a low development type of activities there. Paved trails, I never really anticipated that. I think that the paved trail down at the coastal trails is really a wonderful place and a lot of people use it, but as a boater on the river, if we had that kind of bicycle activity visible at a lot of points it would really change the whole character of that experience. So, if there was to be that type of development, which I'm not in favor of, I would want to see it away from the river so that you don't have that visual impact. I would want to be sure that there was a non-motorized designation for that whole area. No horses because of what they do to the trails and the messes they leave behind. Also, if there were any concessions, I would imagine it's a real popular place for people who don't know anything about canoeing at all, they can go there and learn. I wouldn't want to see a boat livery at one of your little entry points in the river. I think river access...it would be really good to have a few different points along the river to get in and out of. The bridges, I'm not real keen on that, but in the upper reaches of the park there it would be necessary to get to the other side of the river unless you wanted to ford, which could be quite hazardous, so perhaps that is an appropriate use for the public safety, I expect, but it took me a few... As far as the helicopter landings, I'm adamantly opposed to any landings in the park anywhere. I think that the peripheral areas of the park would be affected by the day-users that go in there to get away from town, to get away from the noise and the hustle and bustle of the city. They can drive up to one of the trailheads and go for a hike and in an hour they are in the wilderness. And then you get a helicopter coming in there and they go right back in the city again, so I don't feel that's an appropriate use. I think that helicopters could be used in any other part of the state, but Chugach State Park is a gem and I don't think that we should start chipping away at it to accommodate these uses. You can have just as scenic a flight in some of the other mountain ranges -- the Kenai Mountains or the Talkeetna Mountains. The proximity to Anchorage is a very convenient thing for these helicopter operators but I don't think we should bend to their needs at all on that count. I mean the access...I think it would be better somewhere else. It's just an intrusion into the park that's not acceptable in my opinion. As far as rescue landings that would be done by Park personnel or others I think it's good, I think it's an appropriate thing. I've hiked in there before, went across the Crow Pass Trail about four years ago on Memorial weekend and there was a helicopter that buzzed through and it ruined it. We were there for, we had been in there for a day and a half and were starting to feel really comfortable with the environment and then this chopper comes in and it was terrible. There were a lot of people in there and we all talked amongst us, you know, that it was a bad scene. So, that's the way I feel about helicopters. The ski development, once again I'm opposed to the ski development. I think it's a bad place to develop a ski resort. It's very obvious that they are going to work really hard and spend a lot of money to turn that into a good skiing location. They don't get snow, it's dark there in the winter, they're not in the sunny area. Everything's

against the ski area from the start. I mean, they're starting out in a bad place and I don't think that they've thought it through well enough. The only thing that they like about it is the location. The mountain is, I don't think it's a good place to develop a ski resort and I'm sure that through their statistics they realize that it's an expensive place to develop one. All their things like doing the snowmaking and all that other stuff that goes along with it. I don't think it's going to be that big of a boom for the locals. We've got Alyeska here and it sounds to me from reading some of the articles in the paper there's just pretty limited exposure but it sounded like a lot of people there are anticipating using this place are the jet setters, folks from out-of-state, not so much the local people. It is going to be more of an exclusive development and I think all these people in town that we've just been talking about certainly aren't going to be able to use it. I think we're just chipping away at the park again. I don't think that's a good thing to do. It'll affect the wildlife, the birds back in that South Fork area, there's some pretty critical habitat back there. I think they'll undoubtedly need four season use to make a go of that area. It's just going to be a lot more pressure than I think the valley can handle. That's about it.

Al Meiners: Thank you. Bob Doogan. That's it. Is there anybody else that...yes.

Jane Meyer: Yea. I've been listening to what everybody's said. My name is Jane Meyer and I'm a resident of Girdwood. After listening to what all has been said I'd say I have to agree in terms of the Eagle River plan on pretty much everything that Steve has said. I haven't thought about the resort and I don't know the area to comment on it but I have a very strong feeling about helicopter skiing, the helicopters going into the wilderness. I haven't experienced it here in Alaska but I was recently in the Waimea Valley in Hawaii and I was going around a real narrow path, had no idea there was a helicopter in the valley and it just appeared, this disruption roar, and I almost fell off the trail and it was awful. And there was not just one helicopter. I probably experienced in two days' hiking in, 25 helicopters and it was just horrendous. I'm not sure who's controlling it there but it feels like it's totally out of control. If it's the Park Service controlling it there, I don't really trust the people here to control it.

Pete Panarese: I don't believe it is.

Jane Meyer: It's just awful there. I don't feel like being on a trail back somewhere in a good place to experience helicopters. There must be better places. I feel there's other places for them to land.

Bryan Selis: I might as well go on the record and back both of this people up in terms of...I think...what the future generations, what people would want us to do with this gem, this park and that is not to allow runaway growth. I think what we'll need is an aggressive management, an active management policy and program to make sure that it's not desecrated by helicopters. I do live next to the park, I have old property next to the park and plan on living on it and the helicopter flyovers from the Army you can hear them and it seems obtrusive to me. As far as the Eagle River greenbelt, that seems like Eklutna would seem like a particularly bad deal on their part. Two lots for that much property in Eagle River? Now I would hate to think that the Rogner resort is something similar, it's not a giveaway and something that we as users of the

park will regret in the future. I'd hate to see the area to be cleared and...it would be damage to the park will take another hundred years to resolve it then. Even South Fork right now is definitely not pristine. But there's something driving this so that's why I think we need control, I think we need active and...managing. Now let's open up the master plan and make revisions, otherwise if you leave it the way it is someone's going to run you over and runaway development in a park is not what you want.

Al Meiners: Is there anyone else who wants to make any statements or modify your statements?

_____ : I'd like to comment more detailed now on the regulations particularly of commercial development.... Let me take the helicopter thing first. I haven't changed my mind in some uses which would be good for visitor development. When I said appropriate uses in appropriate places, some of these folks....in detail. An inappropriate use would be, among other things, not only the rivers and wildlife but the disturbance of human uses that's well established.... I've had the same experience. The noise is horrible. It totally degrades the experience. So.... The master plan, your management system needs to go into detail...becomes popular...system. And I think the plan needs specific criteria and you said that's why you're here today, as to what's acceptable in the way of impact and what's unacceptable. Helicopter landings in effect take away an area that's people recreate in the area now. Just as an example I'd say...there are probably a few landing sites...very few landings a year is probably a possibility but I think that's what it's going to take. Let me carry that thought a little bit further on the greenbelt. I strongly recommend.... To be quite candid I have not read the Municipal plan so I can't comment on any specifics in there. I would suggest that you take a completely new look at it, recognizing that since it is now in public ownership where it was formerly in Eklutna, Inc., ownership and access was very highly restricted, and start from the top. What's the experience we want people to have out there and the level of access, the intensity of development, has to follow from that I would say through a public hearing process. I would recommend that you go back way into detail in the public planning process. I want to comment on one thing specifically and that's commercial boating livery access. I've had a lot of experience with that. The Youghieny River in Pennsylvania which is a whitewater river and ..canoeing rivers in Michigan. Regulatory systems have had to come. Commercial livery is grossly overused there. The final result was that public land agencies like you who own put in and take out sites finally were the only one to control it. There was a permit system. Private owners like those of us in the...Club. Actually we've never had any difficulty getting permits. But the liveries were fairly heavily regulated...and I think that that needs to be improved. If it's owned by the public, I think you need to get a handle on it right from the beginning. Finally, on the ski resort, from a regulatory standpoint, if you don't already have a site planning approval process which includes as parts of the process all of the other approvals that they'll need to have and storm water disposal was critical to water quality in Eagle River, sanitary sewage disposal is critical, bedrock was very shallow, the snow mantle is to be real thin. That needs to be part of the process. I don't think it's the business of public agencies to get into the economic question of whether the guy is going to make it or not but you do need to be protected against the possibility that somebody gets property through one's capital and

this doesn't make it and here you are with a whole lot of facilities somebody else put up. I've seen lots of ski areas that failed.... That's enough.

Al Meiners: Thank you. Anyone else? Yes.

_____ : My idea hasn't changed a bit. I still think that public parks are for the public and that the attitude of the people that manage the parks ought to be to let as many people in and variety and encourage means of access consistent with good management for as many persons as could possibly use the park because that's exactly what it's for. It's a beautiful area but I think that what I've seen in the past that all these things are possible within the realm of good management and I also fail to see that having a resort there is planned on land that's private...somebody else but I don't see that as runaway development. What is there 100,000 acres there or more and I don't see how by any stretch of the imagination that that should be called runaway development if we have one ski resort here and another 60 miles away there's another one. I don't know if you are familiar with the Colorado area but this is hardly a proliferation of ski areas. You know about what you'd find in Colorado and that's a beautiful area.

Al Meiners: That you. Anyone else. Could we get your name?

Larry Daniels: Larry Daniels. I'd like to ask one question and then make one comment. The question is in regards to the ski facility. I presume that this is an information gathering position in that there will be a public hearing on a specific proposal, is that correct?

Dave Stephens: Yea. This might be a good time to summarize some legislation that was passed during the last day of the session.

Larry Daniels: And then my one comment will be that the United States Forest Service governs some, I think, almost 400 ski areas, has developed a fairly detailed process by which they require master plans for ski areas to be put together and then by which they are to be judged. And I would highly recommend to the State Parks who will have this be, I think, their second ski area that they have something to do with if Arctic Valley is somewhat part of your jurisdiction, that you not try to re-invent the wheel and use the Forest Service's plan. And that's my idea.

Dave Stephens: To respond to that, we've been in contact with the Forest Service and already have quite a bunch of material from them. In fact, as part of the agenda packet tonight, there are about 10 or 12 pages of material that we got from the Forest Service that discuss how to evaluate ski areas and what kinds of design considerations ought to go into it

_____ : You were starting to talk about legislation....

Dave Stephens: Yes. In the last hours of the session the Legislature passed House Bill 16. It was extensively modified but it covers two major areas in the state parks, one being park user fees, campground fees. The Alaska State Park System is the only state system in the country that does not charge for campground fees. Some overnight fee of some sort for campgrounds. That is because we have not had the legal authority to do so. We've been asking for that authority for the last several years and this bill gives us that

authority within certain limits and it talks about the types of facilities that we are authorized to charge for and the types of facilities that we are not, that ought to remain open and available free of charge to people. That turned out not to be the controversial part of the bill. There's a handout that summarizes this over on the desk. Get a look at that. The other major part of the bill governs how we will write concession contracts inside the state parks. And concession contracts are the route that we would go for both helicopter landings or resort developments and so it's really quite germane of what we are talking about here tonight. And, again, the intent here is really a kind of a conservation motivated piece of legislation. It governs the kinds of steps, the kinds of things we have to look at prior to going forward with the concession contract. It requires us to do parkwide analysis. It requires us to look to see if non-park lands are available outside of the parks. There's quite a long list of findings that the Commissioner of the Department of Natural Resources must make and it also adds another public review step to the contracting process. The way it worked before, we would look to the plan, the plan ought to address these things in general, we would then go directly into concession contracting. The new legislation requires the Commissioner, once the decision is made that, yes, we ought to go out with the concession contracts, number one to issue a very lengthy statement of findings and number two if facilities are to be developed or a long-term interest in the park is to be created, to hold a public hearing. And during the public hearing there would be a lot of information provided about the specifics of the contract and that would really be the best opportunity for the public to review the details. The planning meeting we're at tonight we'll follow-up with a second round of plan meetings later on this summer. They're really never going to get into a lot of detail about concession contracts. The plan really is going to talk in general terms about what we ought to safeguard, what we ought to look at in issuing contracts. The contract is the legally binding document that does that and commits both parties. And so that's the key document. And there would be another round of public hearings.

_____ : That be specific to the Chugach State Park or....

Dave Stephens: All state parks. All state parks. Not all state land but just the park units.

_____ : That being a state law, would that also apply to the Municipal lands?

Al Meiners: No.

Dave Stephens: It's just state parks.

Al Meiners: It could possibly apply to municipal lands if we had some kind of cooperative agreement where we manage the land for the Municipality. Legally it's a little fuzzy but I think it probably would....

Dave Stephens: And so where we go from here -- we will have one more public meeting tomorrow night in Wasilla. We've already had them in Anchorage and Eagle River. We will summarize all the public comments and analyze that as best we can and try and pull out all the points that have been made. We will look at a number of different alternatives on how to handle each of these issues ranging from no development of the greenbelt to very intensive

development of the greenbelt, different approaches for separating user groups. On the resort issue the same, a range of alternatives that somehow addresses this. We will continue to consult the park advisory board. They've set up a planning committee that is working with us fairly regularly. We will select a preferred alternative. We will draft plan language, amendments to the 1980 master plan. We will publish that and that would begin a 30- or 45-day public review period. This should be happening in July, maybe August. We'll have a second round of public meetings, analyze the results of those, modify that language as best we can and in September we hope to have adopted revisions to the park master plan. Then begins the contracting process. Assuming the plan says that resort development is compatible (that's basically what the plan says) and we decide to proceed with that, we begin the contracting process and that is now governed by the legislation that is summarized in the back of the table and we're also involved with public hearings. We would write a Request for Proposals, solicit proposals from private parties, and select the best. The selection is typically done by a committee. We would try and get a Forest Service expert in. We would have somebody probably representing the park advisory board. There would be contracting officers with the state. We'd try and select a group of people, maybe half a dozen, that would go through all the proposals we've received and select the best. The selection is not based solely on what they are offering to give us as far as a percentage of their gross receipts, but we are looking for the best quality proposal as meeting the public interest. Certainly we are going to look for some benefits to the park. We might try and get a developer to build trail or to fund campgrounds, build campgrounds. We might just get cash that would then be plowed back into the park system and pay rangers' salaries, to be there to manage the site. The contracting process would begin, at the earliest, probably October of this year and it is a several month process in itself. And so we're looking at 1988 at the earliest, prior to having any kind of a concession contract for either helicopter landings or resort development. So that's the process. Any questions, comments?

_____ : I have a question...and again to clarify a specific development proposal, would that ever be available or put before the community for questioning or comment as to the specifics of the proposal? In other words, about how the runs may be developed, how, you know, just all those particulars, or would that only be a part of the request for proposals that the contracting committee, review committee, would be questioning?

Al Meiners: As I understand it, we ask for proposals, those proposals are brought in. During the time the contract and review committee are reviewing the proposals they are not made public and that is to avoid, I believe the purpose is to avoid tampering with the bidding process. I may be wrong on that but I know that the financial statements would not be, those would be kept confidential. Once the committee has made a selection, then the material would be made public but I believe during that point where the committee is reviewing it is kept confidential.

Dave Stephens: Prior to us getting into the RFPs and evaluating proposals, though, the Commissioner is required to issue this statement of findings. A rigorous set of findings.

Al Meiners: You would know what the guidelines were for the proposals. The location, the number of lifts, the things that would not be allowed. The way

it would work is we would try to set up a base level where the state is asking for proposals to do thus and such and we would spell out what that is and those are mandatory performance requirements. You must do this, this, this, and this. Then we would allow the bidders to go beyond that and we might even encourage and suggest certain areas where they may want to have other services or do other things. But we are also giving them guidelines on what we don't want to them do and what kinds of studies would be necessary prior to any conclusion. Arctic Valley was an existing ski area when Chugach State Park was created so State Parks has not done any concession contracts for ski areas. So we're sort of feeling our way through this process cautiously. But as I understand it at one point where the proposals come in then those would not be available for that period and that would probably be a couple of weeks. But you know what was going in and....

Dave Stephens: You know what the RFP says but a lot of the information that we are going to ask these proponents to provide is only going to come at great expense to them and they will no doubt consider that proprietary information that would be valuable to their competitors. So we'll have access to it once a selection is made, a contract is signed, all the various appeals have been worked out, which takes some time. I think at that point, then the information would be available to the public.

Al Meiners: Once the committee doesn't actually cut the deal. They would make the recommendation to the Director and the Commissioner of Parks, then the contractor has to go to the Department of Law and the Department of Administration before it is legal. So there's a couple of steps in there.

_____ : What...detail are you talking about on the contract? Would it include a detailed site plan? Including all the utilities? You're suggesting that it wouldn't be public until that's signed?

Al Meiners: No, no. The request for proposals would spell out as much detail as we can.

Pete Panarese: Perhaps I could point out something. The request for proposals is public information, in its entirety. We get the proposals back, those are closeted because of proprietary information. The contract we formulate is 100% public information.

Al Meiners: Because actually a sample contract would go out with the RFP. The actual site plan, no. Probably the site plan would be submitted by each proponent in their package.

Pete Panarese: We would require in the contract of the magnitude we are talking about just about every detail you could imagine and the developer is going to be in a position to supply that information -- water, sewage, where the lifts are going exactly, communications, avalanche control, state-of-the-art for that type of development. Where he's buying his power from, where's he's getting his water from, the entirety of the information will be coming to us as some component of that contract.

_____ : But the RFP is very strict with the improvements within the state park or would that be beyond improvements within the state park?

Al Meiners: I believe we would require them to show us how their total package. Interestingly enough this site that Rogner Touristik is talking about has a tremendous amount of private land involved. We obviously don't want to grant a contract for a ski lift where the first half is on somebody else's private land so the proponents would have to come forth with agreements from those landowners. They'd have to show us how their total facility is going to work. But it would be at a conceptual level. I would envision that once we know that they've got the money, they've got the landownership figured out and some interesting enough to make the thing work, we would then require detailed work to be done to address the specifics and that the approval of construction would require them to argue and approve...water quality.

_____ : Is there a publicly exposed, if that's the right word, site plan review process?

Al Meiners: Yea, what the concept plan and selection of the contract or for the concessionaire, their submission to us of detailed design work would be public information. It would be reviewed by the, well certainly we would take it to our park advisory board, we haven't decided yet whether we would have separate public meetings, we might well do that.

_____ : I would like to suggest that there may be some duplication of work here. The Municipal Planning and Zoning Commission will review the site plan and there will be a public hearing of the resort. That type of information that you specify is the type of information that the Municipality required. So, yea, there will be a public hearing and all those things would come forth and hopefully there will be no duplication.

Dave Stephens: In that case what we would ask for is copies of the information that's been developed as part of the Municipality's Planning and Zoning.

Al Meiners: We're even on joint hearings. If something happens we would like to get real close to the Municipal planning and focus and just work through the whole thing with them so that we're not doing a lot of duplication because what we do affects them and what they do affects us and so if something happens in the South Fork of Eagle River obviously the land development pattern is going to change alot and rezoning and all that kind of thing so it needs to be close in coordinating with them.

_____ : Municipal zoning does not affect state-owned land, am I correct?

Dave Stephens: Yes.

Al Meiners: Yea, there's some different use. Generally we are required to follow Municipal zoning. There are situations where the state can declare an overriding state interest. It's sort of the big fish, little fish thing goes on. We would say no, forget it. But at least the normal...we do follow and focus on. But I'm under the impression...we've had some legal opinions on that and it's a little fuzzy. The attorneys have told us that there are situations where the state could override local zoning but for political reasons it's usually not done.

Dave Stephens: Other comments, questions?

_____ : It's been very informative and thank you very much.

Dave Stephens: We thank you for turning out and giving us your evening on the first sunny night.

Pete Panarese: I've got a couple of questions I'd like to ask but that's not necessary for everybody to hang around. I got a couple of questions from Larry. One of the things that we were hoping to get some input on coming to Girdwood is some of the characteristics of the actual operation of ski areas such as are...necessary for making snow? How much noise comes from making snow or the vehicles that are necessary to move the snow around on the mountain to get an adequate ski cover? We're knowledgeable enough to know that it's not a silent activity and that the public comment that we've heard in all the other hearings, what about the noise? And we have no basis from which to respond. What is your input on that? I believe you work for the resort? Correct? Or have been a long-term resident?

Larry Daniels: I might not be a very unbiased commenter on that. However, once in a while we get comments from people on the lights, that they bother them as far as sleeping. But it's fairly rare. It is necessary to have lights for snowmaking because the safety of the personnel is absolutely paramount. It's a very dangerous job and without lights it would be almost suicide. Eventually you would maim somebody if they couldn't see what they were doing. As to the noise of snowmaking, it depends on the type of snowmaking you have. I think that the particular type that we use is fairly innocuous. I don't believe that too many people...I've not really received any adverse comments about snowmaking. However there is a type of snowmaking called air water that is like a jet engine going off in your backyard and so it can be extremely, that type of snowmaking can be very annoying, especially for people close by.

Pete Panarese: What type of vehicles did you use to move the snowmaking equipment or move around the snow, snow cats and what not?

Larry Daniels: As long as it's not going through...we used to have a shop that was out actually in part of the residential area and we used to get complaints about the equipment going back and forth through the neighborhood but other than that I think for the most part the snow cats are reasonably well muffled as to not cause people too much concern. I think though you know that too there may be a difference in this community in that...at least up there, I mean, the Girdwood community was from actually it didn't even exist here at the time the resort started. It was down basically at the mouth of the valley and along Crow Creek Road and then there was no development until the ski area came that basically went to the east side of the valley and then subsequent to that. So, I guess that the ski area was here and then the community formed around it and so I think we've all kind of grown up together. There is either a higher level of understanding and awareness in this community than there might be in a community that already exists and then the new ski area comes to it. I'd like to think that a ski area can be a fairly good neighbor to a community. I would hope that a ski area could be developed in an area like this and not be an adverse impact. But certainly depending on what people move to a particular place for it may not be what they had in mind and so that's where I think over time people tend to get used to a lot of

things whereas they might have been initially opposed to it. So I don't know. Those are my complaints.

[unintelligible] it's not the same set-up as they have here at Alyeska. All the nozzles that disperse the snow were fixed and they don't have fans. They don't even have lights in the area. You can't hear it at all. So I'd say it'd probably depend on what type, you know there's more than one type, and I don't know there may be more than two types of snowmaking processes so it all depends on what type of system they expect to use whether it made any noise at all.

_____ : The fan types that they use here right outside our bedroom here at Alyeska and at first when they first came in you noticed them and then we got used to it. The only thing we still haven't got used to is the cannon.

_____ : You might want to ask about using explosives for avalanches.

[unintelligible conversation]

Dave Stephens: Well, we'll adjourn the meeting. Thank you, again.

Wasilla, May 28, 15 people attending, 10 offering testimony

[Transcripts of the Wasilla meeting are unavailable because of a tape recorder failure. General notes and summaries of testimony are given in the following pages.]

John Stein -- Mat-Su Borough

- valley is competing for resorts;
- questions whether resort is appropriate;
- DPOR should do site evaluation;
- site has been designated in Hatcher Pass - good site;
- Hatcher Pass shouldn't be overlooked in the regional context.

Sarah Horner -- interested in Hatcher Pass

- DPOR should thoroughly study Eagle River site and ensure its feasibility.

Jan Affinito

- large-scale resort may be inappropriate in state park;
- Eagle River is based in park, dependent on park;
- DPOR should follow sound planning practices, being even more careful because of park status;
- development of Government Peak is inevitable;
- state should be protected if South Fork fails;
- concerned that political pressures are driving the planning process;
- ski area should be examined on its technical merits;
- Eagle River resort could sustain itself without skiing.

Jim Turner -- Independence Ski Resort Company

- resorts are not necessarily incompatible with park status, provided feasibility and capability;
- cursory evaluation of Eagle River site suggests that it's marginal;
- DPOR shouldn't allow project if not feasible;
- state should take regional view of potential ski sites;
- permitting of unfeasible site could kill more feasible sites;
- look at mountain's ability to hold snow in place;
- helicopter skiing shouldn't be prohibited; should be allowed with careful controls.

Mike Downs

- consider noise impacts of ski lifts, other resort activities;
- Eagle River site is primarily north facing, with little sunshine;
- resort site is important for watershed;
- snow making equipment creates a widespread fog, coating roads and houses with ice;
- South Fork has frequent temperature inversions, causing fog from snowmaking to cover whole valley;
- light industry of resort may not be compatible with the bedroom community of Eagle River;
- South Fork resort could preclude a better site from being developed.

Robert Wells

- current economic downturn should not influence decision to open state park to commercial activities;
- supports helicopter landings in peripheral areas of park;
- helicopters can be managed to minimize impacts;
- helicopters probably ought to be excluded from wilderness areas;
- parkwide ski site suitability study should be done.

Peter Diedrich

- examine wind scouring of ski slopes;
- Government Peak is superior site to Eagle River;
- DPOR should do appropriate studies.

Karen Siry

- local need for ski resort;
- involved with youth ski program;
- school buses cannot negotiate icy, steep roads;
- Eagle River planning process is too fast;
- concerned with Eagle River site suitability;

Mike Perryham -- Alaska Frontier Trappers Association

- EIS or other environmental study ought to occur for both resort proposals;
- ski areas are not multiple use, and prevent other user groups;
- ski areas are single use areas;
- already three ski areas, and more are unnecessary;
- how many sheep would be eliminated by ski slopes?
- proponents should pay for state's expenses in planning, responding to request.

Mike Sorensen -- experienced ski coach

- supports alpine skiing;
- caution against development of marginal ski slopes, terrains;
- area ought to be evaluated for its long-term benefits.

the last couple of years, commercial tourism has now taken the number one spot in terms of their leading economic industry. For at least 10 or 15 years in the state of Utah commercial tourism has been the number one industry. When I came to Alaska 12 years ago to plan outdoor recreation experiences in new parks in Alaska I came here with the understanding that someday Alaska would be in the same position whereby their tourism industry would outrank their natural resource industries just as it did in my home states of Colorado and Utah many years ago. I believe in a proposal like this. I support it and I really hope that something like this will take place.

Al Meiners: Thank you, Don. Yes.

Becky Hansen: My name is Becky Hansen and my husband has these pictures. I live in Riverview Estates which is the nearest subdivision to where the resort project itself will be. We've been really excited about this from the very beginning. I think about things, like my child is going to be able to go skiing, you know, and things like that. It's probably on the lighter side, you know, maybe on the dumb side, too. But I also have asthma and when I think about going up to the top of a mountain it stops and that's about as far as it gets. I think about riding a chairlift to the top of the mountain that I live on would be really something pretty special. It's probably on the stupid side or something but I'm excited about it.

Al Meiners: Thank you, Becky. Anybody else?

Scott Martinez: Wouldn't it be better just to use it and just leave it as it is. I mean look at in the lower 48. Look at it, it's all being chopped away slowly and slowly, you know. It's just disappearing, you know. What you've got up here, you know, I come from the East, I've only been up here for a year but hey what do I know, you know. But all I know is back in that valley there's something that's really special. More powerful than a ski resort and that's just what it is, just wilderness, just to be left alone, you know, it's just like why do people want to cut constantly, just tear it apart, just, I mean what are we going to be like in the next 100 years just a world of plastic and cement. I mean, let's just put it and just leave. It's already been considered as a park, it has wilderness areas, it has just park values. Why can't he just leave it as what it is. I mean, you know, I really don't know as of state and economic, I'm only 20 years old, I'm just getting out in this world, but I love that valley, man. I go back there and I enjoy just what it is and just as a peace of mind, that's what it gives me, you know. I've done skiing before, I've skied in the east coast where they have the worst ski resorts there could possibly be, you know, just hills, no mountains, just rolling hills, you know, and you know, like that guy just said, Colorado, Utah there you got this big resorts that people could go to do it, you know. You got Alyeska. What if the snow you'd have to get machines to go in this new resort, I mean new ski thing. Say they don't work and people don't want to go there because the conditions ain't good and they still just go to Alyeska, you know. Then you would have the thing already built up there on the hill, you know, and it just, you know. I don't know. I just think it should be left alone, is what my opinion is.

[The meeting was adjourned after several minutes of informal discussion among Parks staff and the public.]

Girdwood, May 27, 12 people attending, 9 offering testimony

Al Meiners: We didn't ask you on the list here who wanted to speak but I'll just run down and if you don't want to say anything just let us know. Bryan Sells.

Bryan Sells: I'll pass.

Al Meiners: Okay. Paul Todd.

Paul Todd: Am I the only other person who signed?

Al Meiners: No.

Paul Todd: I'll just tell you who I am. I live in Anchorage. ...helicopter sightseeing. As long as they are not excessively in conflict, don't become a public nuisance or degrade the wildlife environment, are important. The reduction in oil prices, the use, the appropriate use, careful use of public lands in a non-degrading way, provide more things for visitors to see and do, and bring in more visitors. No great economic need in the community. I think I'll just leave it at that, generally talking about helicopters sightseeing and.... Let somebody else talk.

Al Meiners: Thanks, Paul. Bob Miller or JoAnne.

Bob Miller: I am Bob Miller. I'm a landowner adjoining the park in the Potter Creek area of Anchorage. My feeling is that it's customary now in the cities and in public buildings, in fact it's provided by law, that you flatten out the curbs so even handicapped people can cross the street and provide an absolutely...so that handicapped people can have access to public buildings and most of the areas in the city. I think it should be our attitude that everybody that possibly can gets an opportunity to use the parks to the extent that they can. If they are healthy and hardy and can backpack 50 miles in, well that's great. If they're not quite so hardy, then I would support the helicopter access. The management of the parks, of course, is entirely up to the Park people. They're the experts. But I think that that should be their attitude, is to allow as many uses as they can see fit to allow and as much access as they can provide so as many people as possibly can get an opportunity to use these things 'cause that's what you call them, you call them public parks. I have a superficial understanding of the resort development and I think that's a real.... It is a typical that should be encouraged for the perimeter of the park. It is done virtually in all the western states that the Rocky Mountains pass through which is a typical way to make use of the parks. You just have to look for a developer. I've heard a little bit about Rogner. I understand that has some professional credentials so I think this type of thing should be encouraged. We certainly need the economic boost and it would be an asset to the community and an economic asset to the community. I actually feel strong enough about this that I think a day will probably come when you will probably come to me and want access to my place near your park and I would support that. So I've just...supports. See fit....

Al Meiners: Thank you, Bob. JoAnne?

JoAnne Miller: Well my husband said just about everything except I would say with the exception of just a couple of little items. I believe this resort development gives us a wonderful opportunity for additional tourism for our state and I have every confidence in our parks people to follow this master plan to where it will not be non-compatible with this large an area. We're talking about 97 acres this humongously big area of wilderness and I think it would be wonderful for us to be able to share this park and get people in it. I think access is definitely needed. Thirty years ago when I came to Alaska I could hike all over these mountains up and down and all day long and then some. But I can't do that anymore. I go out...I can't even ski that well anymore. So these accesses into these parks are very important to me. I would also support a helicopter landing in the area in which you are talking about. If you are talking about one landing site. I disagree that we want several landing sites in there. If we are talking about one that would overlook Anchorage and Eagle River where the older people can get out of the helicopter and look around and take their pictures in one designated spot and we're not chopping, making noise completely throughout the valley, then I would support that. We've landed helicopters on our property for years and years and it doesn't disturb the wildlife. You can land up there two or three times a day and then turn around the next day and the animals are back. So we're talking about one designated area so if the animals don't like that area can still have enough wilderness to go to that they will not be disturbed by the choppers. The other thing is with the Eagle River Greenbelt area, I think this is a very visionary thing that the Municipality has done. I think in time this is a very visionary thing. That's wonderful to preserve that area for us and our children and our grandchildren this close to Anchorage and again I would like to support the Municipality's master plan for that with the present access that they are talking about now. I'd like to even see them perhaps expand that just a little bit in this master plan to address the different user groups. I think that there is a way to make different user groups compatible but you don't want the hiking trails used for horse trails or snowmachines. But I think it's a large enough area that certainly over a period of time maybe you don't have the money to do it all at one time but you should be able to share. Most hikers that come in or horseriders are going to be in the summer, the snowmachiners are going to be winter. Here again let's don't open up our entire wilderness area to the noise, but let's have some consideration. I don't think that parks are for any one group. I think we should try to reach a compromise so that all groups are accommodated to use public lands. Basically that's it.

Al Meiners: Thank you, JoAnne. Jose Vicente?

Jose Vicente: I also want to show my support for the resort development. I share the comments that were made before me. I believe that the resort is perfectly compatible with the area so long as it...the environment into consideration. Simply that I feel comfortable that supporting.... I am sure the resort is very much needed for the residents not only in Anchorage but also the entire state. I feel that the state has to open itself to economic diversity. We've too much to depend on the oil industry and tourism can be really one activity that can be really beneficial to the state. Apparently there is a developer that is willing to commit several million dollars in the infrastructure and construction resort typically in other states and other nations that infrastructure is financed and constructed by the government very willingly and I am really surprised that a developer is willing to spend

millions of dollars of his native country. As far as the Eagle River Greenbelt I know a little bit about the greenbelt and about the trails. I encourage you not to not to adopt, for the state not to adopt, the trail plan as it is. I feel that revisions should be made before the state were to adopt it. I believe the study when it was completed did not take into consideration events that are occurring now, specifically the resort. Also subdivision has received ordinary approval for Eklutna. Several things are occurring there that should be...the trail should be revised taken as it's consideration. I also do not particularly agree with the Municipality's decision on the location of those trails, mainly the areas that have development. I think location of the trails should be revised. It is also the Municipality's philosophy that all the trails should be paved. Why be paved? I do not share that view with the Municipality. Some trails should be gravel and others just ...for the parks as they are. Should not necessarily go there and chop trees and pave it. So I would say look at it carefully, revise it and have public hearings for someone who didn't talk. As far as the commercial helicopter operations I have no objections to landings in a state park. I think that you should not have them all over but I think you could have a few spots where they could occur. Particularly on the one that was mentioned that has the view of the Eagle River and Anchorage. We caution that they may be, I don't know, there may be a conflict between that particular site and the ski slopes for the resort. I would ask that that be reviewed carefully and probably common use for it. That's it.

Al Meiners: Thank you. George Brown.

George Brown: I'm not a resident of Anchorage and I don't wish to sound like Merle Candy or Sandy Crawford but I have to agree with what's been said thus far tonight. I feel that the master plan for the park provides for the particular activity that is being requested. I think that a resort is an appropriate use and in addition to that I concur with what's been said about the economy. We all recognize that it's not what it was and certainly in the valley when developing the tourism and certainly the fact that there will be a number of people employed during the construction phase is pertinent and I think there was in the first meeting a statistic of something like 2,000 permanent employees would result once the resort was operational. That struck a real note with me. Not to digress, but a short time ago we had a position open for a warehouse. I put the ad in the paper. It was almost a mistake. In two days' time I had about 80 people calling and they were in various trades, people that, it really hurt to talk to them because they were trying to feed their families and I see a value in that. I'd like to see Dr. Rogner's resort. And I too think the state will do a good job of regulating the development. And of course I believe that would be an absolute necessity. I really don't have much to say about the greenbelt.... I feel that the development of that would be a good thing as well. Helicopter landings I feel that as long that was regulated and maintained on the periphery of the park that there's particularly no harm in that. I would not want to see that activity carried into the wilderness part of the park. You'd have someone that has hiked in there and their 30 miles in and they feel that they're one with nature and all of a sudden here comes the chopper. I wouldn't want to see that happen but I can certainly see an advantage of providing the service that would be there for the tourists and for those of us that live there that may not be ambitious enough to climb the mountain but

May 28, 1987

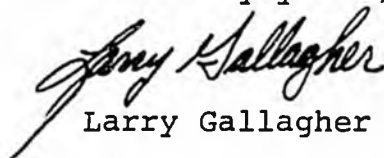
Dave Stephens
Alaska State Parks
Box 107001
Anchorage, Alaska 99510-7001

Dear Mr. Stephens,

This letter is one of support for the proposed Ski Resort Development near Eagle River. Such a development makes sense to me from the standpoint that it will enable more people to have access to and utilize the Chugach State Park. We know of similar resorts in other states and countries that have provided wonderful recreational opportunities for millions of people while at the same time doing minimal environmental damage.

I hope that your hearing board will continue the exercise of common sense by recommending approval of the Rogner Development. Projects like the one in question should be encouraged as a good way to open up areas in the public domain to the general population. It is no sin if someone makes a financial gain either. The profits to be made are far greater than monetary. Everyone can be enriched.

Sincerely yours,


Larry Gallagher

R. Craig Hesser
509 West Third Avenue
Anchorage, AK 99501
(907) 274-7522

May 28, 1987

Mr. Dave Stevens
State of Alaska
DNR - Chugach Park Division
P.O. Box 107001
Anchorage, AK 99510

Re: Chugach State Park Master Plan Revisions

Dear Mr. Stevens:

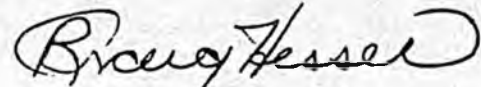
This is to express my objections to any revision of the Chugach State Park Master Plan to allow for the proposed ski resort development in the Eagle River Valley. The present master plan, as I understand it, does not permit the development of the Austrian ski resort in the Eagle River Valley. The purposes behind drafting of the original master plan still exist. There can be no justification for making any changes solely for purposes of allowing an Austrian developer an opportunity to come into a natural area and change it forever. This is particularly true when there have been no studies on the effects such a development would have on the wildlife, the vegetation, and the environment in general in the subject area.

I am most concerned that the negative effects of this development would be substantial and irreversible. These risks certainly are not outweighed by any benefits the proposed development would provide for residents of the State of Alaska. In fact, the plan proposed by the Austrian developer is designed primarily for use by European and Japanese tourists. It was made quite clear that local residents would be discouraged from using the facilities by the policies that would be implemented by the developer. That is not consistent with any concept expressed by the current master plan for the Chugach State Park.

Mr. Dave Stevens
May 28, 1987
Page 2

Finally, revisions to the Park's master plan should not be undertaken to benefit one particular individual who, for personal reasons, elected to pursue a development in the Eagle River Valley. There are many other areas of the Chugach State Park which must be considered for such a development. Perhaps, upon reasonable inquiry these additional sites would prove substantially more suitable for the type of development proposed for Eagle River even if they do not suit the whims of the present applicant. In the same vein, it is clear to me that the master plan should not be revised solely for the purposes of benefiting one foreign developer at the expense of all others; particularly those who live and do business in Alaska.

Very truly yours,

A handwritten signature in cursive script that reads "R. Craig Hesser". The signature is written in dark ink and is positioned above the printed name.

R. Craig Hesser

RCH/jgh

5-19-87

Gentlemen. —

I am quite distressed over the possibility of a major downhill ski resort being developed on the South Fork of the Eagle River Valley within Chugach State Park!

The Park was established to protect the area just from this type of development and feel that making an exception sets a bad precedent.

I am a heavy user of Chugach State Park and do not want the eye-sore of such a development but, more importantly, do not like the impact it will have on my wilderness experience in the area and the impact it will have on the wonderful wildlife - wolves, Dall sheep, + raptors. I feel other state lands that are not specifically designated as a state park should be looked at more closely.

In short, I oppose all development in Chugach State Park!

Don Curtis
726 W. 20th
Anch. ak 99503

5-19-87

Gentlemen —

I am so pleased to hear you have rejected an application by a local helicopter company to make lands in the park available to helitourism.

I urge the Div of Parks + Outdoor Recreation to incorporate into the Master Plan a policy that would prohibit commercial helicopter landings anywhere in Chugach State Park.

Thank you,
Doris Curtis
726 W. 20th
Anch, Ak. 99503

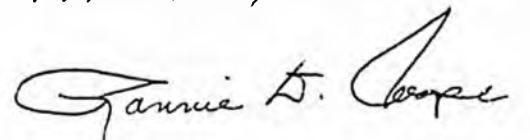
TO: DAVE STEPHENS
ALASKA STATE PARKS
BOX 107001
ANCHORAGE, AK. 99510-7001

JULIE 12, 1987

DEAR DAVE,

I FAVOR DEVELOPMENT IN THE CHUGACH
STATE PARK OF A SKI RESORT. THIS DEVELOP-
MENT USING PROPER GUIDE LINES CAN BENEFIT
ANCHORAGE AND EAGLE RIVER. HELICOPTER LANDING
MAY ALSO BE PERMITTED AS LONG AS THEY
ARE MONITORED

THANKS,


RONNIE D. COOPER

RONNIE D. COOPER
12812 OLD GLENN HWY
SUITE A-3
EAGLE RIVER, AK 99577



Our Ref.:

Your Ref.:

(907) 243-3404

HELICOPTERS, INC.

P.O. BOX 190283

ANCHORAGE, AK 99519-0283

TELEX: 25372

Subsidiary of COLUMBIA HELICOPTERS, INC. • P.O. BOX 3500, PORTLAND, OREGON 97208 • (503) 678-1222

DATE: May 20, 1987
TO: Director of Chugach State Park
FROM: Alaska Helicopters, Inc.
REGARDING: State Park Master Plan

Alaska Helicopters supports Chugach State Park in the development of a Master Plan which will include designated landing areas for helicopters within park boundaries. We believe landings in the park are compatible with other land uses and hope our 37 years of experience with landing in environmentally sensitive areas can be of assistance in the design of such a plan.

Sincerely,

ALASKA HELICOPTERS, INC.

Steven R. Smith
Director of Operations

SRS/ah

Enclosures



HELICOPTER ACCESS
IN REGULATED PUBLIC LANDS
IN ALASKA

TO: ALL FEDERAL, STATE AND LOCAL GOVERNMENT OFFICIALS CONCERNED.

The undersigned support reasonable helicopter access and use in all Regulated Public Lands in Alaska. Historically, helicopters have made valuable contributions throughout Alaska supporting resource exploration, inventory, development and management, as well as a variety of public safety and recreational endeavors. Properly managed, helicopters are entirely compatible with all environmental concerns. We disagree with those that would lock helicopters out of Public Lands, and we believe that responsible management of these Lands for the benefit of the public should allow for reasonable helicopter access and use. The Regulated Public Lands we refer to include State Parks, State Forest Resource Management Areas, State Recreation areas, State Public Use Areas, National Parks, National Monuments, National Forests, National Wildlife Refuges, National Conservation Areas, National Recreation Areas, National Preserves, and similar public lands.

<u>Printed Name/Signature</u>	<u>Address</u>	<u>Phone</u>
WES LEMATTA	1128 W. SMOKE RD	97234
ROBERT W. MALINSTEY	1659 S.W. MONROE LANE	97224
Michael J. Baker	1205 Forest Meadow Ln	97034
Jim Lemm	17739 CARDINAL DR. Lake Oswego	OR 97034
WILLIAM L. SIMS	2745 S. KLINGCR CANBY OR	97013
JOE LAZZARI	2108 WILLAMETTE VIEW CT. WEST LIND	OR 9706
ROY SIMMONS	19110 SINCREST AVE. WEST LIND OR	9706
DON PATTERSON	2075 GLEN FENGLE LAKE OSWEGO, OR	97031
Richard H. Humphreys	7105 SW Howard Cir. Lake Oswego, OR	97034

HELICOPTER ACCESS
IN REGULATED PUBLIC LANDS
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FIXED WING ALSO *Dimension*

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Printed Name Signature

Address

David Reed / *David Reed*

4616 Spennard, Anch 99517

John Payne / *John Payne*

4616 Spennard Rd - Anch 99507

John McElain / *John McElain*

" "

Tracy Piland / *Tracy Piland*

4616 Spennard Rd Anch 99517

RICHARD HILDEBRAND / *Richard Hildebrand*

4616 Spennard Rd Anch 99517

Kobie Stickland / *Kobie Stickland*

" "

Jo-Leah Espiritu / *Jo-Leah Espiritu*

5216 Chena River + Anchorage 99501

Jenna Kiper / *Jenna Kiper*

4616 Spennard Rd Anch AK 99517

[Signature]

4616 Spennard Rd Anch AK 99517

[Signature]

" " "

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<u>Printed Name/Signature</u>	<u>Address</u>
MARY SIGNALBERI - <i>Mary Signalberi</i>	4222 PINNACLE CIR ANCHORAGE, AK 99504
Mary Fleming - <i>Mary Fleming</i>	3601 E ST #722 ANCHORAGE, AK 99503
DEVISE OBAR - <i>Devise Obar</i>	7717 Charming Cr. ANCH. AK 99504

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Printed Name/Signature	Address
IRENE AMADOR	5824 DISTOL DR ANCHORAGE AK 99511
BRIAN A. BEAUBIEN	3018 DODD DR Anch 99508
D. Frankford	11441 Dave Anch. 99515
Roy Robinson	9600 Victor Rd anch. 99515
Jodi Seals	11391 Ridgecrest 99576
Walter Thacker	701 Fox 113705 Anchorage 99571
DEBORAH L. STURMFIELD	722 Foxridge C#H Anch. 99515
Michael Elverson	10900 Kamusink Range Anch AK 99515
John A. [unclear]	200 W 34TH ST Anch 99508

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Printed Name/Signature	Address
Robert Cecchiell / Robert Cecchiell	GRANDWOOD AK Box 100701
Barrie Swanberg / Barrie Swanberg	ANCHORAGE, AK 99501 344 E 15th St
Jerry M. Swanson / Jerry M. Swanson	ANCHORAGE, AK 99501 3630 O'MALLEY
Sylvia A. Mollers / Sylvia Mollers	ANCHORAGE, AK 99504 4244 KINGSTON DR.
Marleen K. Hoffman / Marleen K. Hoffman	ANCHORAGE, AK 99504 7520 Timothy #3
Linda D. Siebert / Linda D. Siebert	ANCHORAGE, AK 99502 1813 E 26th
Diane A. McDaniel / Diane McDaniel	ANCHORAGE, AK 99508 ANCHORAGE, AK 99516
Evelyn Hansen / Evelyn Hansen	5630 E 9th AVE PO. Box 871843
Barbara J. Jenson / Barbara J. Jenson	Wasilla AK 99687 3310 Ambler Bay Loop
Tant Crauakes / Tant Crauakes	ANCHORAGE, AK 99575
Laurel Olney / Laurel Olney	7360 Clairborne Cir anch ak 99502
Doreen R. Graham / Doreen R. Graham	2444 Julian Anchorage Ak 99504
Jolie E. Marr / Jolie E. Marr	5547 PENN Cir. Anchorage AK 99501
Stephen Cochran / Stephen Cochran	1210 E. 12 # 9 Anch, AK 99500
KITSI M. Baltzo / KITSI M. Baltzo	5311 Mockingbird Dr. #312 Anch, AK 99507
KATHY Swerland / Kathy Swerland	2041 E. 31st B anch ak. 99509

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Printed Name/Signature

Address

Frank J. Keller 21970 S. Farm Road W. 97233
 Alaska Co.
 Jack R. Burt 36451 S. SW 2nd, Medford, Oregon
 Harold New 9209 NE 30th Ave Vancouver Washington
 FRANK F. THOMAS 1217 UCELU, BEAVERTON, ORE.
 Robert J. Thomas 1420 SE TOWNSHIP RD. CANBY, ORE.
 Rod... 30 S.W. 131st AV. BEAV. OR. 97005
 LARRY DAHLKE 19121 SE YAMHILL APT D PORTLAND OR 97233
 Matt Exner 410 S Knott Canby OR 97015
 Jim Neal James Neal 10938 Quaker Valley Rd CA 96032
 E. ... 1315 ... 97070

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Printed Name/Signature

Address

STEVEN R. SMITH *Steve R. Smith* PO Box 91895 Anch 99509

Jay Lamb *Jay Lamb* 9625 Independence Dr Anch 99507

WILLIAM E. BELTNE *W.E. Beltne* 7126 LINDEN DR ANCH AK 99502

Richard Covert *Richard Covert* 213 Green Ct 99515

William S Woollett *William S Woollett* 5410 W Diamond #4 Anchorage AK 99502

Charles Dameron *Charles Dameron* 663 E. 78 #A1 Anchorage, AK 99518

Ronald L Meek *Ronald L Meek* 109 Summitgate ct Anch. AK 99515

George Rod *George Rod* 5930 Cosmos Dr Anch. AK 99517

Andy Storer *Andy Storer* 4631 Jureau #31 Anch. AK 99513

GERALD J. RABP *Gerald J. Rabp* 3605 Arctic #146, 99503

PAUL E LARSON *Paul E Larson* Box 203 Palmer AK 99645

DONALD E. TEFER *Donald E. Tefer* 702 874784 Wasilla AK, 99687

TERO MERRIK *Tero Merrik* 8711 FURNACE DR Anch AK 99502

Gary Blade *Gary Blade* 3100 Wiley Post Anch AK 99517

KOLNEV W SPENCER *Kolnev W Spencer* 2141 W. 1st Anchorage AK 99501

RON KILIAN *Ron Kilian* 16445 Elmora ST. Anch AK 99577

Pete Smith *Pete Smith* 3061 EDWARDS CR ANCH 99507


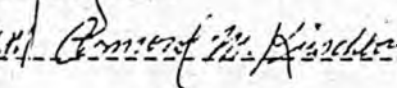
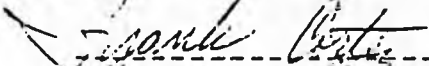
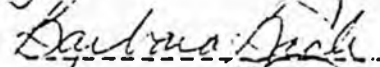
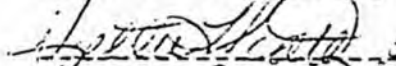
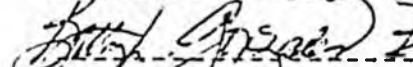

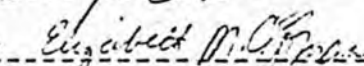
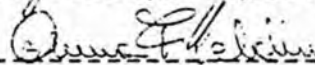
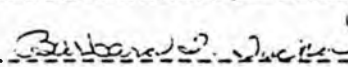
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Printed Name Signature

Address

TIMOTHY KIRSCHBAUM  6522 BUCKINGHAM DR ANCH AK 99507
 ARNOLD M. KIRSCHBAUM  1927 BEAULIEU PL ANCH AK 99502
 ROBERT E. BENNETT ROBERT BENNETT 1225 S ST 99501
 EDWIN D. BLAIR EDWIN D. BLAIR 334 EAST 9TH AVE 99501
 FRANK BERTI  P.O. BOX 140007 ANCHORAGE AK 99508
 BARBARA J. JONES  3561 NAVA CIRCLE ANCHORAGE AK 99517
 JUDITH A. BROWN  1171 CEDAR DR ANCH AK 99516
 BETTY GONZALES  BETTY L. GONZALES 1324 "H" ST ANCH AK 99515
 ANNEA V. GOOD  3111 SLEEPING LADY LN ANCH AK 99515
 ELIZABETH D. COFFMAN  Elizabeth D. Coffman 3761 Eureka #25A Anch 99502
 ANNE FIELDING  Anne Fielding 5316 W 13th Ave Anch 99502
 BARBARA J. JONES  Barbara J. Jones 24353A CIRCULAR CT, EPPA AK 99505

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Printed Name/Signature

Address

SHELY L. CHENEVIE SHELBY L. CHENEVIE 1114 W. 14th St. Eagle River, AK 99577
 KATHLEEN BRYANT Kathleen Bryant 4252 Ross Ct Anch. AK 99505
 SNICKS, A. LAWRENCE A. Lawrence Snicks P.O. Box 72995 Eagle River, AK 99577
 PAULINE A. DOLY Pauline A. Doly 10111 E. 12th St. Eagle River, AK 99577
 ANNIE CARNEGIE Annie Carnegie 10111 E. 12th St. Eagle River, AK 99577
 SUSAN BERNER Susan Berner 17345 Meade Cr. D. Eagle River, AK 99577
 LABELLE WOOD Labelle Wood 18719-2nd St. Eagle River, AK 99577
 MICHELE SHASBY Michele Shasby 18928-2nd St Eagle River AK 99577
 THOMPSON, KESLIE E. Keslie E. Thompson P.O. Box 873055 Healy, AK 99540
 RONALD McDONALD Ronald McDonald P.O. Box 6525-214 Wasilla AK 99757
 ROSEMARIE McDONALD Budd Rosemarie McDonald P.O. Box 77169 Eagle River, AK 99577
 THOMAS J. BALANSIEFER Thomas J. Balansiefer 1604 Nunatak De Anch 99504

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Printed Name/Signature

Address

Bruce D Webster

4784 Mills DR / ANCHORAGE

Bruce D Webster

99508

IRENE GREEN

1 LAUREL CIRCLE, EAGLE RIVER

Irene Green

99779

CLARENCE S. MILLER

P.O. Box 140491

Clarence S. Miller

Anchorage, AK 99514

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Printed Name/Signature

Address

Dale Fox Dale Fox 4030 Galactica Dr. ANIL
Retha Hubbard Retha Hubbard 200 W. 34th St. 909 Anch

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Printed Name/Signature

Address

<i>Roger S. Boyman</i>	<i>Roger S. Boyman</i>	<i>2107 East 3rd Anch. AK</i>
<i>Bill Dankwitz</i>	<i>Bill Dankwitz</i>	<i>2611 W 69th Anchorage AK 995</i>
<i>James Dankwitz</i>	<i>James Dankwitz</i>	<i>2815 W 7th Anchorage AK 995</i>
<i>Joyce Murdock</i>	<i>Joyce Murdock</i>	<i>4332 James St Anchorage AK</i>

212

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<u>Printed Name</u>	<u>Signature</u>	<u>Address</u>
LEE CARNEGIE	<i>Lee Carnegie</i>	10114 WIREN' EAGLE RIVER
B. J. BROWN	<i>B. J. Brown</i>	1553 Eagle River
KATEY BARR	<i>Katey Barr</i>	Box 511 Eagle River
BETTY R. KAPNER	<i>Betty Kapner</i>	Box 92689 Anchorage Alaska 99508
Mike Waller	<i>Mike Waller</i>	1211 Elkhorn Ln Anchorage AK 99501
Mrs. Linda K. Martin	<i>Linda K. Martin</i>	3501 Eisenhower St Anchorage AK 99504
Emily Hunter	<i>Emily Hunter</i>	1251 E Pioneer Ave Anchorage AK 99501
Daniel N. Kelly	<i>Daniel N. Kelly</i>	616 N Barr St Anchorage Alaska 99508

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IN ALASKA

TO: ALL FEDERAL, STATE AND LOCAL GOVERNMENT OFFICIALS CONCERNED.

The undersigned support reasonable helicopter access and use in all Regulated Public Lands in Alaska. Historically, helicopters have made valuable contributions throughout Alaska supporting resource exploration, inventory, development and management, as well as a variety of public safety and recreational endeavors. Properly managed, helicopters are entirely compatible with all environmental concerns. We disagree with those that would lock helicopters out of Public Lands, and we believe that responsible management of these Lands for the benefit of the public should allow for reasonable helicopter access and use. The Regulated Public Lands we refer to include State Parks, State Forest Resource Management Areas, State Recreation areas, State Public Use Areas, National Parks, National Monuments, National Forests, National Wildlife Refuges, National Conservation Areas, National Recreation Areas, National Preserves, and similar public lands.

Printed Name/Signature

Address

~~Virginia Moore~~ ~~1100 N. 1st St Anchorage AK 99503~~
VIRGINIA MOORE
6822 CUTTY SACK 99502
4700 SAND PINE BLVD ANCHORAGE AK 99505
LENNER = 6 ANCH AK 99502
SEAN H. Bradley Sean H. Bradley 1840 S. BROAD Anch AK 99508

HELICOPTER ACCESS
IN REGULATED PUBLIC LANDS
IN ALASKA

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Printed Name/Signature

Address

Mark W. Lovgreen Mark W. Lovgreen 705 W. 13th, Anchorage 99501
Jackie Williams Jackie Williams 1115 Gray Way, Anchorage, AK
Ronald A. Arney *Richard Cobley* 3044 Westmonte Anchorage AK
Cathy Deiber Cathy Deiber 743 Town Ct. Anchorage, 99502

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Printed Name/Signature

Address

KEN STRAIN	Box 222209 Anchorage AK 99522
Steve Jones	2052 East Ridge St. Anch. Ak 99506
Anna E. Heier	4121 Talice Dr. Anch Ak 99571
Gary W. Osborne	P.O. Box 216128 Anch Ak 99521

HELICOPTER ACCESS
IN REGULATED PUBLIC LANDS
IN ALASKA

TO: ALL FEDERAL, STATE AND LOCAL GOVERNMENT OFFICIALS CONCERNED.

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<u>Printed Name/Signature</u>	<u>Address</u>
Dale V. Selin <i>Dale Selin</i>	2911 Hazan Bay Circle ANC 99515
ANNALISA FRY <i>Annalisa Fry</i>	2174 ARCADIA, ANC 99517
MELLY McDONALD <i>Melly McDonald</i>	P.O. Box 100522, ANC 99510
Mary Ann DeVeto <i>Mary Ann DeVeto</i>	4101 Hauk Dr #431, ANC 99508
CHRIS BUCHHOLT <i>Chris Buchholt</i>	3631 CATTLE CIRCLE ANC 99517
H.D. WHEELER <i>H.D. Wheeler</i>	5025 W 42nd ANCHORAGE AK 99517

HELICOPTER ACCESS
IN REGULATED PUBLIC LANDS
IN ALASKA

TO: ALL FEDERAL, STATE AND LOCAL GOVERNMENT OFFICIALS CONCERNED.

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Printed Name Signature

Address

Ava Moon / Ava E Moon P.O. Box 100034, Anch. AK 99510

JACQUE ECHOLA / Jacquelin E. Echola P.O. Box 92712, Anch. AK 99509

Kathy McVinn / Kathy McVinn

Kathy Seville / Kathy Seville 9499 Brighton Dr. #156 Anch. AK 99507

Michael A. Kat / MICHAEL A. KAT 3911 E 7th Apt #2 Anch AK 99508

GLADYS L. PEPPER Gladys L. Pepper SR Box 7045 WAILUA, AK 99687

Andrea L. Donald / Andrea McDonald 2100 Arctic Bl Anch 99503

Deborah England / Deborah England 2414 Foster Dr Anch 99513

May 15, 1987

Re: Development of Ski Resort
in Eagle River

Dear Mr. Stephens:

Please accept this letter as written testimony that I am very much in favor of development in our State Parks system especially the proposed Ski Resort in Eagle River. Utilization as a Resort will allow access to areas that many of the citizens of our State are currently unable to visit. In addition it will open up new areas of revenue generation that will provide many jobs over a long term period that are currently needed.

I feel that if you do any research to see what a positive influence such developments have had in other parts of the world you will find that the environmental impact has been a positive one.

Again, I am in favor of opening up State Lands for the purpose of this development. Thank you for your time.

Sincerely,



Richard G. Rodriguez
200 W. 34th Ave. Suite 611
Anchorage, Alaska 99503

alaskan survival

Box 311
Talkeetna, Ak. 99676

May 11, 1987

Neil Johannsen
Division of Parks and Outdoor Recreation
P.O. Box 7001
Anchorage, Ak. 99510

Wally

*Jack, Pete
Abe
Dave
Fred*



Dear Neil Johannsen,

This regards commercial development and helicopter use in Chugach State Park.

We do not want to see large commercial development in the state park that your division is sponsoring in the media. You advocated the same type development a year ago at Curry Ridge.

Such development will ruin the state park. We believe that Alaskans do not want to see this happen. They want the wilderness qualities of the park and not development. Especially near the southcentral urban areas there are very little undeveloped state lands left for Alaskans to enjoy. And now you are proposing to ruin this.

What you are proposing is inappropriate for these public lands and more appropriate for private lands of which there is alot of. It is incredible that you want to take public lands in order for large corporations to make money off of. We are against this. Your division has Hatcher Pass to play with. Leave Chugach State Park alone.

We also continue to be opposed to your agency issuing helicopter permits for helicopter tourism in the park. You seem to not be satisfied unless this happens. The public has spoken out against this and will continue to do so. There are only negative impacts and no positive impacts besides corporate profits. It will impact the game and destroy the wilderness qualities that people want. It is also a huge threat to public safety. If you are not up on that issue, check out what happened at the Grand Canyon. The Helicopter concessions there are totally out of control and not regulated adequately. This is what you are inviting at Chugach State Park if you issue one permit. The next year there will be triple the amount of helicopter concessionaires who want in. We are opposed to all helicopter tourism.

Becky Long

Becky Long
Information Co-Ordinator
Alaska Survival

THE ALASKA WILDLIFE ALLIANCE

P.O. BOX 190953
ANCHORAGE, ALASKA 99519
907-277-0897

May 15, 1987

Department of Natural Resources
400 Willoughby Avenue
Juneau, AK 99811

Dear Commissioner Brady:

The following comments are the official testimony of The Alaska Wildlife Alliance on the Chugach State Park Master Plan regarding downhill ski area development, commercial helicopter activity, and the Eagle River Greenbelt.

The Alliance opposes any commercial ski development on Chugach State Park lands, including the proposed ski resort in the South Fork of Eagle River. Naturally, we are concerned about the inevitable impacts on state park wildlife from such a development—particularly on the wolves and Dall sheep in the vicinity. We are also concerned about the impacts a ski area would have on adjacent wilderness lands in South Fork and Ship Creek Valleys. Why not use undesignated state lands for a ski development instead of using designated park land? Park status is the most protective designation we can provide for our state lands; and at a time when irreplaceable habitat is fast disappearing for our wildlife, such lands should not be unnecessarily sacrificed for development.

As we have previously testified, we are against helicopter landings in Chugach State Park. The extreme noise of such landings would devastate wilderness and wildlife values that parks are supposed to preserve.

We have heard from our members about the impossible noise that helicopters are causing local hikers and tourists when they take off from the cruise ships and fly up the glacier in Juneau. We should not be destroying park values to cater to visitors who are unwilling to seek more than the most superficial experience of the park. Chugach State Park has accommodated and will continue to accommodate compatible recreational development. Several campgrounds, a visitors center with a handicapped accessible nature trail, developed trailheads, unimproved roads and a system of trails already provide opportunities for a wide variety of users.

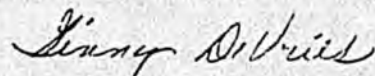
Park overflights are already a substantial problem: to exacerbate it makes no sense. Helicopter and airplane overflights are a serious problem in parks in the lower 48. Please keep commercial helicopter landings out of our state parks.

Jim If the legislature ratified the exchange that would add the 3,500 -acre greenbelt on both banks of Eagle River, The Alliance would like to see the area managed for maximum enjoyment of nonconsumptive users such as hikers, cross-country

skiers, and photographers.

Spectacular scenery and wildlife resources cannot be replaced; and our first obligation within the park system is to protect those values. We have a chance to make the right decisions for our parks in Alaska now. Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in cursive script, appearing to read "Ginny De Vries".

Ginny De Vries
Staff Representative



Alaska Center for the Environment
Suite 1A
411 West 4th Ave.
Anchorage, Alaska 99501 274-3621

February 9, 1987

Bill Garry
Superintendent
Chugach State Park
PO Box 107001
Anchorage, AK 99501-7001

Dear Bill:

We are very strongly opposed to the granting of a guide/out-fitter permit, or concession contract, to Alaska Helicopter, Inc. for helicopter landings within Chugach State Park.

Military and commercial fly-overs of the park are already a problem, creating use conflicts and perhaps adversely affecting wildlife. Apparently illegal landings are a problem. In the lower 48, fixed-wing and helicopter overflights are a very substantial issue in national parks and other recreation areas. The March/April 1986 issue of National Parks magazine reported that in a 1983 study "resource managers at more than 50 national park areas throughout the country said they had significant overflight problems." The Grand Canyon situation is only the most serious and most highly publicized example.

Under these circumstances, exacerbating the present situation by allowing commercial helicopter landings where none are currently allowed would be a very serious mistake. From a tactical standpoint, a good proposed landing point has been chosen, since it should in fact "minimize, if not completely rule out, any impact of 'fly-over' of the park." From a precedential standpoint, however, the landing site is largely irrelevant. The Division of Parks should do nothing to encourage this very high impact use, and nothing which will make it easier for future proposals to be approved by building a constituency for helicopter tours which presently does not exist. The division has enough on its hands trying to deal with existing problems.

Nor are we at all persuaded that approving this proposal will help solve those problems. An Alaska Helicopter pilot landing on the edge of the park is going to be in no position to detect violations generally occurring much deeper into the park.

We are not persuaded by the argument that this proposal will "enhance public recreation for a broader range of people who cannot physically access a similar area or have the time in their vacation schedule to drive to a similar area." We should not be destroying park values to cater to people who are unwilling to drive up the Arctic Valley Road for a similar if not better view of the surrounding area, and a chance to briefly experience the tundra environment.

Whether or not there is any degradation to the environment is also largely irrelevant. There is in any case a very

substantial adverse impact on virtually all other users of the park who are within hearing range (generally a very long distance) of the helicopters. Those impacts are just as real and important as more tangible ones.

The existing Chugach State Park Master Plan does not require the approval of requests for helicopter landings in non-wilderness areas of the park; it gives the division the discretion to approve them or not. We now have several years of experience with substantial overflight problems in the Chugach and elsewhere. The earlier proposal for helicopter skiing in a wilderness zone was very controversial, and not just because of the location. We think granting this present request would be an improper exercise of your discretion. When the plan is revised, we will push very strongly for a prohibition against all helicopter use in the park except for essential administrative and research purposes.

It has been very discouraging in recent years to see the division open the park to new uses, that is ones that were not then allowed, when the experience in parks in the lower 48 has shown that substantial problems would be created as a result. We have an opportunity here to learn from both our local experience and that of park managers elsewhere.

Thank you for the opportunity to comment on this proposal.

Sincerely,

Cliff Eames

Cliff Eames
Issues Director



Alaska Center for the Environment
Suite 1A
411 West 4th Ave.
Anchorage, Alaska 99501 274-3621

February 11, 1987

Bill Garry
Superintendent
Chugach State Park
PO Box 107001
Anchorage, AK 99501-7001

RE: Helicopter Landings in
Chugach State Park

Dear Bill:

Having subsequently received and read the Division's 2/5/87 background memorandum on helicopter landings in Chugach State Park, we would like to briefly supplement the February 9 written comments that we submitted to you at the advisory board meeting.

We don't believe that it's quibbling to note that the memo impliedly and unnecessarily narrows the class of users that will be disturbed by the noise and mechanized intrusion of helicopters when it refers to people who "hike into" areas (p.2). This implies a substantial effort by folks who hike or backpack deep into the park. In fact, even most visitors who "walk" or "stroll" a short distance from the Glen Alps parking lot or the Eagle River Visitors Center, or who get no farther than the patio of the latter, are likely to be disturbed by helicopter over-flights.

We find a number of the arguments put forward in favor of allowing helicopter landings unpersuasive. We'll address them by referring to the numbers assigned in the memo.

1. Adequate access to the edge of the park (or deeper into it in the case of the Visitors Center) for the handicapped and the elderly can be provided by commercial bus or van with virtually no adverse impact on most other users. The access point most analogous to the Tri-Station River proposed landing site is the Arctic Valley Road, where views can be obtained of both the inlet and the interior of the park that are equally as good as those at Tri-Station, and where the tundra environment can be experienced. Other park access sites that would be suitable are the Visitors Center, Eklutna Lake, and if the impacts are acceptable and can be managed, perhaps Glen Alps, or Upper Huffman (where a virtually unused picnic site could be utilized). This being the case, there's no need for alternatives.
2. Yes, some revenues could be generated, but at what cost to the quality of the park experience for the vast majority of its users. Why not let a private landholder provide a landing site, as was suggested with a different intent at the advisory board meeting, and let public parks server purposes that can't be accomplished on private land?

3. As we said earlier, it is highly unlikely that legal operators landing on the fringe of the park will be able to provide information on illegal landings deeper into the park, where most of the latter occur. We're concerned by the second half of the Division's arguments, that it will be able to control altitudes and flightpaths over the park. We would have expected that if landings were to be allowed, they would occur only on the edge of the park, and that altitude and flightpaths "over the park" would therefore be irrelevant.
4. It's true that operators could be required to provide air time for park management activities. However, helicopters, because of their obtrusiveness, should in any case be used for administrative activities only when absolutely essential.
5. Yes, operators could assist in park rescues. But see #3 when it comes to reporting problems in the park and taking wildlife counts. Any helicopters that can provide this assistance are intruding too far into the park.
6. Yes, the park can contribute to the growth of the tourism industry, but not any type of tourism regardless of the impacts to the park. Tourists visiting by car or with friends should, through signing, brochures, etc., be able to easily locate areas like the Visitors Center, trailheads along Turnagain Arm and elsewhere, and campgrounds. Commercial buses or vans should be able to visit the Visitors Center, Arctic Valley, Eklutna Lake, and if the impacts are acceptable and can be managed, perhaps Glen Alps or Upper Huffman. The impacts of helicopter landings and overflights, however, are too great. Constituencies and political support should not be sought blindly for their own sake, but should be sought to foster the types of uses that only units of the state park system can provide. Would you build an Eagle River to Girdwood Road to gain constituents and support in the construction industry?

Private lands and multiple use state lands will be required to accommodate certain high impact activities. Units of the state park system are not multiple use lands, and are the only refuge and hope for the low impact and quiet user, and a less superficial interpretation and appreciation of Alaska's natural history. We will undoubtedly come to regret any failure to protect these important values.

Sincerely,

Cliff Eames

Cliff Eames
Issues Director

2136 E. 37th St., #C
Anchorage, AK 99508
May 21, 1987

Mr. Dave Stevens
Alaska DNR
Division of Parks & Outdoor Recreation
Box 10-7001
Anchorage, AK 99510-7001

Dear Mr. Stevens,

I unfortunately could not attend the recent hearing on revising the Chugach State Park master plan. I therefore am writing you this letter to express my views on the long-range policy decisions you are considering.

When I first came to Anchorage, one of the first places I visited was Chugach State Park. I have visited the park many times since then to hike, climb, camp, and cross-country ski. Indeed, I use the park more often than any other recreational area in Alaska. I have always been impressed by the quality of this wilderness park, so close to over half of Alaska's population. In only 20 minutes I could be out my door and in a wilderness setting. Few cities in the U.S. have a resource like Chugach State Park. I feel very fortunate to be able to use this area. I therefore am concerned when proposals are made that threaten the qualities that make this park so special. Over the years I have written letters on several management issues for the park, including the park trail plan, snowmachine use, and helicopter landings most recently.

Now more proposals are being made to change the master plan, to open the park to new commercial uses. This greatly concerns me. Chugach State Park is already facing significant resource/user problems which require more time, money, and staff than the DNR can provide. The DNR cannot adequately police all of its campgrounds and backcountry use; it cannot monitor the level of use occurring in the park. Trails receiving heavy use are deteriorating due to lack of maintenance. As more and more people discover this park, resource impacts will increase. Developments on adjacent lands are closing off access to the park. Now, at a time of declining budgets, when the park staff cannot adequately address existing needs of park users and resource problems, the DNR is considering proposals to expand use of the park. These uses would benefit only a few groups--primarily nonlocal tourists and businesses. They would pose additional resource problems for the park staff. And I believe local residents who use the park year-round, would pay the costs of seeing their recreational experience degraded. I believe the park master plan is in need of updating, but I urge you to restrict additional commercial uses, such as downhill ski resorts and helicopter trips, and maintain the existing values of the park--do not permit additional developments and commercial uses in Chugach State Park.

Downhill Ski Resorts

I do not believe it is appropriate to amend the master plan to permit downhill skiing in Chugach State Park. In particular, I oppose the proposed ski resort in the South Fork of Eagle River. Southcentral Alaska currently has 3 downhill ski areas, with additional proposals being considered by the DNR for Hatcher Pass, the Forest Service in Chugach National Forest, and Alyeska in Birdwood. The DNR has not demonstrated the need for yet another downhill ski area in the region. The agency has little to no information on the potential impacts such a development would have on the natural resource values of the park (and the South Fork in particular). I am concerned about the impacts such a facility would have on the park's wildlife, including its wolves, Dall sheep and raptors. I am concerned about the impacts a ski area would have on adjacent wilderness lands in the South Fork and Ship Creek valleys. I question whether the DNR has considered the effect of a downhill ski area on existing park users. I know that I would tend to stay away from such a concentrated use area. And I wonder how many other valleys I use in the wilderness area would be indirectly affected by this development. I strongly

oppose changing the park's wilderness boundaries to accommodate any ski development. Finally, I question whether permitting a downhill ski resort would violate the DNR's management responsibilities for Chugach State Park. The agency's brochure states that the the Division of State Park's responsibility "is providing for the recreational needs of the public, while maintaining the wilderness values that make Chugach valuable as a park." I submit that the DNR has failed to clearly show that providing for downhill ski areas would meet the recreational needs of the public. I further submit that permitting a ski resort would run counter to protecting the wilderness values of the park. I therefore urge you to revise the master plan to prohibit downhill ski area developments in Chugach State Park.

Commercial Helicopter Use

I already have expressed my views on this question in a letter to Mr. Neil Johnson, dated 3/11/87. I believe this noisy form of motorized use is not appropriate for Chugach State Park; I again urge you not to permit helicopter landings in the park. The park master plan should be revised to prohibit commercial helicopter landings.

The Eagle River Greenbelt

Assuming the greenbelt is added to the park, I urge the DNR to carefully plan how this valuable area is developed. The natural resource values of the greenbelt, first and foremost, should be protected. If funds become available (and other resource problems in the park are addressed), I believe carefully sited trails and access points to Eagle River can be developed. This would permit additional recreational use, increasing the value of this area. Again, I urge the DNR not to overextend itself, to seek out new projects while existing problems go unattended.

In closing, I believe Chugach State Park is one of Southcentral Alaska's jewels a wilderness resource that will only increase in value with time. The park already provides opportunities for a variety of recreational users (hunters, fishermen, hikers, climbers, cross-country skiers, picnickers, mountain bikers, equestrians, campers, snowmobilers, etc.). Many Alaskans and tourists enjoy the park as it presently exists. But Chugach State Park cannot be all things to all people. Bit by bit I see the park's wilderness values being eroded with increasing use. At some point the DNR must say "no" to additional development. If the DNR continues to provide for more developments, more use, we will lose many of the qualities that make this park so special. I once again urge you to protect and maintain the park's wilderness values--values that I and many of the citizens of this state, the primary owners and users of Chugach State Park, want to enjoy today and the future. I urge the DNR to live up to its own words in its Chugach State Park brochure: "Caring for the park now will insure that many generations in the future will be able to enjoy a wilderness of today's quality." I agree that the park master plan should be modified--modified to protect the park's existing wilderness qualities.

Thank you for your time. Please keep me informed on future issues concerning the management of Chugach State Park.

Sincerely,


Michael Rees

c.c. Commissioner Judy Brady
Governor Steve Cooper

5-13-87

Dear Mr. Stephens,

It WAS my idea to circulate this little sheet.

At the time I thought I might get 5 or 6 people to sign, however since then I have received quite a few requests for copies to be circulated in other neighborhoods. I hope they all get mailed to you in time to do some good as I would love to see all that money be spent here in Eagle River & it would be AN ENORMOUS help to me personally to have a place so close for my family and visitors & visitors & visitors & tourist & friends (over

WJG
Jack
AK
Dave
to Peter P.

505 W. Second Ave. #1
Anchorage, AK 99501
May 20, 1987

Division of Parks and Outdoor Recreation
Box 10-7001
Anchorage, AK 99510-7001

Re: Chugach State Park Master Plan

Dear Director:

I appreciate the opportunity to comment on the Chugach State Park Master Plan. I understand that the state is considering whether to allow the development of downhill ski resorts inside the park. I have the following comments about such a proposal:

1. The park has been specially set aside for specific purposes and protection. Commercial development, such as a ski resort, is not consistent with that special designation. If the state is going to support a ski resort, undesignated state land is a more appropriate location than park land. I oppose the ski resort proposed for the South Fork of Eagle River and any other commercial ski development inside Chugach State Park.

2. In addition to that philosophical/legal issue, I am concerned about the very real impacts on the park and its users if DNR persists in its Chamber of Commerce charade. A ski resort anywhere in the park would inevitably disturb wildlife, but the South Fork of Eagle River is particularly important and sensitive because of heavy use by one of the park's few wolf packs, sheep and raptors. In addition to disturbing the wildlife, the noise and visual impact of a ski resort would diminish the value of the entire area for other recreational users.

3. I oppose any changes to the wilderness boundaries of the park to accommodate ski areas. It makes little sense to designate something wilderness, only to change the designation whenever an investor flashes some money in the state's face. I prefer the green of vegetation to the green of dollar bills in our parks. Further, I am concerned that a ski area in the South Fork of Eagle River would have negative impacts on nearby wilderness areas.

I urge you to amend the Master Plan to prohibit commercial ski development inside the park, while continuing to provide for compatible recreational development that allows everyone to enjoy the park's existing natural resources.

I would also like to take this opportunity to support adoption of a ban on helicopter landings inside the park. Having attended and testified at the recent hearing on this issue, I believe such an addition to the Master Plan would accurately reflect the wishes of the park's users, as so eloquently expressed at that hearing.

Very truly yours,

Patti J. Saunders

Patti J. Saunders

cc: Judy Brady
Steve Cowper

Jack
A/B
Dave
Pete P.

646 West 21st Avenue
Anchorage, Alaska 99503
May 19, 1987

Division of Parks and
Outdoor Recreation
Box 10-7001
Anchorage, Alaska 99510-7001

Dear Division of Parks:

I am writing in regard to several issues affecting Chugach State Park. First, I do not believe that it is appropriate to devote park land to a major ski resort in the South Fork of Eagle River. I believe this area is naturally ill-suited for a ski resort. Also, more appropriate areas that would not require the dedication of park lands are available, including Hatcher Pass. Second, I am opposed to helicopter landings or, other mechanized and motorized commercial uses of the park. The sound of helicopters would reverberate through the hills and detract from the natural qualities of the park.

Finally, I am in favor of park user fees so long as the revenues are dedicated to park maintenance and enforcement of park regulations.

I appreciate your consideration.

Sincerely,

ATKINSON, CONWAY & GAGNON

By

Neil T. O'Donnell

NTO:jm

cc: Commissioner Judith M. Brady
Honorable Steve Cowper

to go skiing without
had to drive all the
way to Girdwood.

Marguerite Calhoun
19545 High Bluff Dr
Eagle River, AK 99577

ACTION ALERT!!!!!!

STATE OF ALASKA, DEPARTMENT OF NATURAL RESOURCES HAS SET THE TIME AND PLACE FOR PUBLIC HEARINGS REGARDING THE USE OF CHUGACH STATE PARK FOR SKI RESORT DEVELOPMENTS.

These are hearings on the Master Plan For the State Park, and the findings will be incorporated in the Master Plan and will become State Park official policy for how to use the Chugach State Park in the future. THIS IS THE TIME TO SPEAK UP IF YOU WISH TO HAVE DEVELOPMENTS IN THIS AREA OF THE KIND PROPOSED BY ROGNER TOURISTIK.

If the public input at these hearings are overwhelmingly against such developments, then they may be barred from happening forever hereafter.

If you favor developments along this line, do not be deceived to believe that it will happen without your expressed support.

This is also the time to voice concerns that you may have and want addressed in the Master plan. The Park is also asking for input about how to manage and develop the Eagle River Greenbelt and how to handle helicopter landings in the park.

There will be public hearings in the following locations and times:

May 20th : Service High School theater, Anchorage 7pm

May 25th: Eagle River Library, Eagle River 7 pm.

May 27th, Girdwood Community Hall 7 pm.

**BE THERE, OR SEND YOUR WRITTEN COMMENTS TO:
Dave Stephens, Alaska State Parks,
Box 107001, Anchorage, Ak. 99510-7001**

**REMEMBER,
ONLY THE PEOPLE THAT SPEAK UP WILL BE HEARD**

DAVE STEPHENS
ALASKA STATE PARKS
BOX 107001
ANCHORAGE, AK 99510-7001

TO WHOM IT MAY CONCERN,

WE THE UNDERSIGNED WOULD LIKE IT TO KNOWN THAT WE ARE IN
FAVOR OF USING THE CHUGACH STATE PARK FOR SKI DEVELOPMENTS.

Ronald Row P.O. Box 671728 Chugiak AK 99567

John P. Culhane 3609 Bonifacio Rd Anchorage, AK 99504

Jillison Utter 3031 Bennett Ave Anchorage AK 99517

Mina L. Hall 948 W. 58th Ave Anchorage AK 99518

Jan Ford 14140 Oxford Dr Anchorage AK 99503

Josh Gussner 16845 Mercy Dr Eagle River AK 99577

Lynn Jellen Box 273971 Wasilla AK 99627

Clare 10101 100th St Anchorage AK 99504

Bombardier 1134 Irene St Anchorage AK 99504

Jim K... .. AK 99507

John AK 99507

Steven W. J. Patrick SED Box 9077 Palmer AK 99645

Alph AK 99637

RK Kupper 3031 BRIDEL LN. ANCH. AK 99504

Frank AK 99507

... .. AK 99518

Bill AK 99567

Harvey D. Smith 9000 Noble Cir. Anchorage 99504

Lee

Robert

John Miller 2009 West 46th 99507

DAVE STEPHENS
ALASKA STATE PARKS
BOX 107001
ANCHORAGE, AK 99510-7001

MAY 12, 1987

TO WHOM IT MAY CONCERN,

WE THE UNDERSIGNED WOULD LIKE IT TO BE KNOWN THAT WE ARE IN
FAVOR OF USING THE CHUGACH STATE PARK FOR SKI DEVELOPMENTS.

694-3240

DAL R. GODWIN 18907 1ST ST EAGLE RIVER AK 99577
PAUL JONES 11057 N. E.R. L.P. EAGLE RIVER AK
Larry Witaschek 14828 Terrace Ln Eagle River
Col Swine CEO 9130 Palmer 99645
Elmer Kuehn 11321 547 7th Rdh 99505
Jeff Cross SR 1557 myrtle Dr 99577
Robert Bauer P.O. Box 773514 ER, AK 99577
NANCY HALL PO Box 773545 ER 99577
Connie Baillet PO Box 775061 E.R. 99577
Sharon Stephens Box 4290 ANCH AK 99508
Ray Harris 2204 W. Northern Is ANCH 99517
J Brian Walsh 38071 Peters Ln Anch. AK 99508
DRUM LAMMILL 1621 STATE ST. ANCH AK 99504
EB Pizza Hut Eagle River



Our Ref.:

Your Ref.:

(907) 243-3404

HELICOPTERS, INC.

P.O. BOX 130233

ANCHORAGE, AK 99519-0233

TELEX: 25372

• Subsidiary of COLUMBIA HELICOPTERS, INC. • P.O. BOX 3503, PORTLAND, OREGON 97203 • (503) 678-1222

April 15, 1981

Commissioner of Natural Resources
Attn: Judy Brady
P.O. Box M
Juneau, AK 99811

Commissioner,

This letter is our formal appeal of Mr. Nail Johannsens denial of our application for a permit for helicopter landing rights on the edge of the Chugach State Park. We believe this matter deserves more considered attention for a number of reasons, not the least of which is the State of Alaska's attempts to increase tourism.

Part of Governor Cowger's 15 point plan for economic development calls for ways to increase tourism. We have given a detailed proposal on how our firm can assist in this area. We believe our proposal is sound and entirely compatible with appropriate Park uses.

We note that AS 41.21.121 states in part "The Park is established . . . to provide recreational opportunities for the people . . ." It is a big park. Surely some portions of it should be available for helicopter tours.

We realize there is opposition to the helicopter and it is an emotionally charged issue, however, the use of the park should be one of compatible recreational uses. The park should be available to all people, not to select groups. We do not believe as was stated in the public meeting and ensuing petition that a person should have to use the "bus and road" method to view the park if they are physically incapable of walking into it. Even if a person is capable, they should have the right to choose the mode of transportation.

The area proposed has been inspected numerous times. A member of the Chugach State Park Citizens Advisory Board who is also a professional Fish and Game employee has testified this area has "minimal, if any, impact" on any wildlife. Chugach State Park senior officials have indicated it would be unobtrusive and would be an excellent site. Noise impact would be almost none. Flight paths have been planned so no overflight of the park or homes would occur.

This company complies with the CODE OF ETHICS of the Helicopter Association of America.

Member of the Alaska Air Carriers Association.

Commissioner Brady
April 15. 1987

Page 2

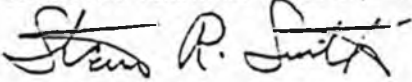
Nearest homes are 1/2 to 3/4 of a mile away and down the Eagle River Valley, (Hiland Road). We have conducted our own tests regarding noise. On our approaches and departures, no one could hear the helicopter much less see it. Other than military, the site is a dedicated throughfare for aircraft into and from the Eagle River/Anchorage Area. The Military's lack of a "fly neighborly" attitude should not be the basis for judging the noise our smaller helicopter makes. Finally, and most important, of the areas, four sides, (N.S.E.W.) only the East side is in the park.

We will follow this letter with expressions of support. We do not view this as a standard business approach, but realize this method is considered normal. We urge your review of our proposal for the 1987 season. It has been said a "precedent would be set" if helicopters were allowed in the park. We also feel a "precedent will be set" if they are not allowed. If judged, let our proposal stand on its own. In our democratic system, "the needs and desires of a few do not outweigh the needs of the majority".

We thank you for your attention to this matter and stand ready to come to Juneau to answer any questions you may have regarding our appeal.

Sincerely,

ALASKA HELICOPTERS, INC.



Steven R. Smith
Director of Operations

cc: Governor's Office
Neil C. Johannsen

SR5/esa

GREENPEACE U.S.A.

W. Kelly Jack Dave Al Pete P.

P.O. Box 104432
Anchorage, Alaska 99510

Tel. (907) 277-8234

May 22, 1987

Division of Parks and Outdoor Recreation
Box 10-7001
Anchorage, AK 99510-7001

My name is Jeanne Kirby and I am the Alaska Campaign Assistant for Greenpeace, an international environmental organization with over 600,000 supporters nationwide, including 1600 Alaskans.

As an organization dedicated to protecting the integrity of Alaska's diverse ecosystems we are opposed to any commercial ski development on Chugach State Park lands. The impacts of such a development would have a direct negative affect on the well-being of wildlife which habituates and utilizes this area. Habitat displacement, loss of resources and an increase in human activit, are all perturbations which put unnatural stress on wildlife species. Of particular concern to Greenpeace is the protection of wolves in the park.

The development of another commercial ski area is not in the best interest of state park wildlife nor is it in the interest of the people who visit the park to view the beautiful scenery and at the same time increase their sensitivity to the outdoors. Greenpeace requests that the Department of Natural Resources reconsider their present position on this issue and postpone any further decisions until sufficient information has been gathered.

We urge the state to take appropriate action and halt the development of a downhill ski resort within Chugach State Park. Thank you for your time.

Respectfully,

Jeanne E. Kirby

Jeanne E. Kirby
Alaska Campaign Assistant
Greenpeace

cc: Commissioner Judy Brady, Dept. of Natural Resources
Governor Steve Cowper

Rodger Wm. Lewerenz
Box 434
Palme, AK 99645
(907) 745-3819

Neil Johannsen
Director Div. of Parks and Outdoor Recreation
P.O. Box 107001
Anchorage, AK 99510-7001

Subject: Chugach State Park Master Plan

Dear Mr. Johannsen,

My comments are directed only to the consideration of amendments of the Park plan as they may apply to down hill skiing in Eagle River Valley. My wife and I are intermediate skiers and our five children are in an advanced skier category.

What is the plan for skiing proposed by the developer? What is the drop and length of various runs in the proposal? How many ski days a year would be available? Can we plan on night skiing? Have the possible runs been skied? What are the comments of those who have skied it? Could a skier expect consistent snow conditions? What is the proposed schedule for development and opening of such a facility?

I was not able to attend the meeting at the Wasilla Jr. High this evening because of the short notice about the meeting. I would be opposed to modifying the master plan until a ski area was identified that met criteria for access, consistent quality use as assessed by those with credentials to do so.

Sincerely, Rodger Wm. & Geraldine J. Lewerenz

Terry Kocher
Wildlife
Eagle River Valley
Eagle River

Chugach State Park
Master Plan Review

Dear Ms:

May 26, 1987

My name is Terry Kocher. I have a degree in Wildlife Management and am currently studying planning. I have lived in Eagle River Valley for thirteen years and have grown to appreciate the beauty, splendor and magnificence of it more each year. The thing which continually impresses me is that a valley, so beautiful, serene and close to Anchorage.

Commercial helicopter operations including sightseeing and helicopter skiing are incompatible with and counterproductive to the goals of Chugach State Park (OSP). Because of their mobility helicopters will be tempted to get so close to wildlife that they will scare it away. Two main objectives of the Master Plan would be contravened by helicopter sightseeing. The objectives are: "to minimize the impact of human presence, particularly in the wilderness scenic and fragile areas" and secondly "to preserve existing wildlife habitat and encourage the opportunity for wildlife viewing throughout the park." The presence of helicopters will almost surely cause wildlife to be forced higher and farther away from the park and away from those

who would be... operations should have the... benefits which belong to everyone.

Another important aspect... would add to the... Eagle River... would become so numerous... that they would... before they could become as numerous... numerous that that... they are...

The president's... the... Eagle River...

Motorized traffic... dangerous to themselves... traffic would severely...

Thank you for your letter.

Terry Keecher

5-26-87

Mr. Dave Stephens,

I favor the use of Chugach State Park for ski resort developments.

The benefits far outweigh the minor disadvantages. (This of course assuming reasonable restrictions on the development)

Alyeska is considered one of the more picturesque places in Alaska, not a scar on the land.

Alaska needs this winter seasonal employment also. It could help provide winter employment as opposed to the heavy imbalance of summer jobs.

Respectfully,

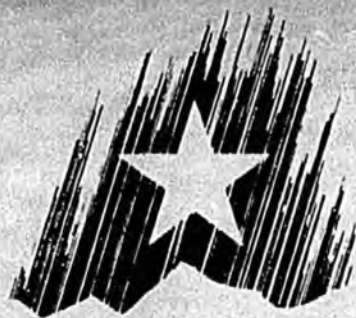
M.E. Spangler

Michael Spangler

700 Barru Loop

Wasilla, AK 99687

May 21, 1987



Anchorage • Star of the North
Chamber of Commerce

Jack
Al
Dave
Pete
Judy Blady

Neil Johannsen, Director
Division of Parks and Outdoor
Recreation
3601 C St., Ste. 1200
P.O. Box 7001
Anchorage, Ak 99510

Dear Mr. Johannsen:

Reference the Chugach State Park Master Plan review.

Our Chamber of Commerce appreciates the chance to speak in support of the proposed Eagle River resort project. A new clean industry and increased recreational opportunities are both strong reasons for support from the Anchorage business community. As with any development, we expect the appropriate studies will be accomplished in a timely manner, to assure land protection and the other health and safety standards of Division of Parks will be met.

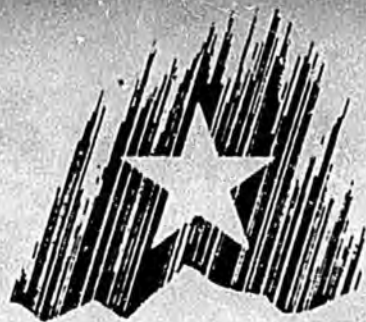
I have attached a copy of my remarks from the May 20th public hearing. Also attached is a Chamber Resolution #87-03 supporting the Eklutna-Eagle River plan. The resolution passed in February and was sent to the Governor and members of the Legislature.

We look forward to the successful completion of the resort, with satisfactory access to lands in Chugach State Park.

Sincerely,

Wayne K. Beckwith
Executive Vice President

WKB/ji



Anchorage *Star of the North*
Chamber of Commerce

RESOLUTION #87-03

EKLUTNA LAND TRANSFER

- WHEREAS, the Native village corporation of Eklutna, Inc. is the present owner of 3,680 acres of Eagle River wetlands and adjacent property along the Eagle River corridor; and
- WHEREAS, the state of Alaska has expressed a desire to acquire those lands to be used as an extension of the Chugach State Park to promote tourist and recreational activity along that corridor which will run through the Municipality of Anchorage; and
- WHEREAS, the state of Alaska is financially unable to build and maintain a State office building on two square blocks of downtown Anchorage property which it owns located between Fifth and Sixth Avenues and Cordova and "A" Streets, and it is therefore beneficial that these two blocks be commercially developed by the private sector; and
- WHEREAS, the state of Alaska and Eklutna, Inc. wish to exchange these tracts of nearly equal value for one another following legislative approval; and
- WHEREAS, Eklutna, Inc. wishes to develop a recreational resort on an 103-acre tract of land abutting the proposed Eagle River Greenbelt; and
- WHEREAS, the recreational resort is expected to create hundreds of full time jobs and bring millions of dollars of outside construction capital to Anchorage; and
- WHEREAS, this recreational resort is one half mile from the proposed location for the 1994 Olympic luge, bobsled and downhill ski jump planned for Hiland Mountain in Eagle River; and

RESOLUTION 87-03
EKLUTNA LAND TRANSFER
Page Two

WHEREAS, Eklutna, Inc. wishes the resort to offer downhill skiing on Hiland Mountain and the adjoining Gordon Lyon Mountain; and

WHEREAS, the majority ownership of each of these mountains is held by the state of Alaska; and

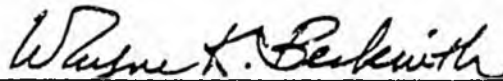
WHEREAS, a world class resort and the use of these mountains for downhill skiing would contribute to our Olympic effort and attract a new tourist market from Europe and Japan;

NOW, THEREFORE, BE IT RESOLVED, that the Anchorage Chamber of Commerce supports and encourages the state of Alaska and Eklutna, Inc. to consummate the equal value land exchange and further encourages the state of Alaska to provide the opportunity for the commercial use of the State held mountains adjacent to the proposed Hiland Mountain resort for downhill skiing.

APPROVED BY THE Anchorage Chamber of Commerce Board of Directors this 6th day of February, 1987.



Ken Calhoon, President



Wayne K. Beckwith; Executive Vice President





Anchorage • *Star of the North*
Chamber of Commerce

TESTIMONY AT PUBLIC HEARING--CHUGACH STATE PARK MASTER PLAN--
SERVICE HIGH SCHOOL, MAY 20, 1987

I am Wayne Beckwith, Executive Vice President of the Anchorage Chamber of Commerce. I am also a graduate forester, a retired civil engineer, a hiker, and avid downhill skier. Our Chamber supports this Eagle River resort project not primarily because of the jobs and economic development, but rather due to the realities that Anchorage is an urban area and additional recreation areas and needs must be provided with easy access.

In 1980, Eagle River had 10,000 people and Anchorage 175,000. . Today, this area has about 240,000 exclusive of Indian Creek and Girdwood. Times have changed. The highest and best use of the land must meet the needs of the people, whether state park or national forest.

Periphery park areas must be managed to serve the most people. We cannot target land use for a smaller, ever smaller, percentage of the population. Deeper areas of the park and other public lands can continue to be protected from intense use. Support for the resort may require about 2,500 Ac only one-half of one percent of the total park lands.

Public Hearing Testimony
Chugach State Park Master Plan
Service High School, May 20, 1987
Page Two

There are two goals of the business community: (1) expansion of existing industry, and (2) attract new industry. Now realize these salient points for the resort: (1) this resort area represents the type of clean industry we want in Anchorage; (2) a winter resort will provide activity during a period now slow in our community, and with jobs during this winter period; (3) due to proximity to the population the resort will bring a greater opportunity for both downhill and cross-country skiing with a minimum impact on lands and wildlife, and (4) this resort is planned for use year-round. Neither Turnagain Pass nor Hatcher Pass are viable substitute sites.

We recommend the use of State Park lands by the resort, with the application of safeguards to meet park protection needs including water quality and sanitation standards, and including tight limits on surface motorized vehicles.

A final comment on allowing aircraft in the park. Again, times change. The entry of helicopters or fixed wing aircraft can be compatible within the border areas of the park through the application of channeling, minimum enroute altitudes, seasonal adjustments in flight schedules, and limited designated landing sites.

Thank you for this opportunity to speak.

INDEPENDENCE SKI RESORT COMPANY

P.O. Box 110610
Anchorage, Alaska 99511

(907)345-1369

May 14, 1987

INDEPENDENCE SKI RESORT COMPANY
MAY 29 1987
GOVERNOR'S OFFICE

Governor Steve Cowper
Pouch "A"
Juneau, AK 99811

Dear Governor Cowper:

For three and one-half years the Department of Natural Resources has conducted a planning program for the Hatcher Pass area. In the fall of 1986 this process culminated in an adopted plan which designated an area just inside the mouth of the Little Susitna River Canyon for development as an alpine ski resort.

The partners in Independence Ski Resort Company participated actively in this process with a view towards developing and operating the ski resort. At this point we have accomplished several tens of thousands of dollars worth of studies by an international team of ski area consultants. They have prepared a master plan for a ski resort containing four high-speed modern chair lifts with 458 acres of groomed runs, terrain, over 2,900 feet of vertical rise, and runs over 11,000 feet in length. The first phase of the ski resort would accommodate approximately 3,000 skiers at one time (about the size of Mt. Alyeska) and the second phase would double this number. The whole resort would involve over \$50 million in new construction and over 200 new jobs.

The resort will accommodate the appropriate mix of beginner, intermediate and advanced skiers. There would be a mountain restaurant at the midway point with dramatic views of the Matanuska Valley and Talkeetna Mountains. The base facility would consist of a lodge, shops, restaurants, lounges, and up to 300 lodging units phased in over a ten year period. The lodging would also be used for summer visitors to Alaska.

This ski resort will serve a present need in Southcentral Alaska for modern resort facilities with an appropriate amount of beginner and intermediate terrain, and does not rely on visitors from outside Alaska for its viability.

We and our consultants met with officials of the Department of Natural Resources on April 27 to present preliminary findings, and on May 1 we submitted a lease application for 3,110 acres on which to develop the resort. Our application implements the Division of Natural Resources Management Plan.

In both of these meetings we requested a timetable for action by the Division of Land and Water Management on our lease application and the assignment of adequate trained staff to process the application and conduct an auction pursuant to law.

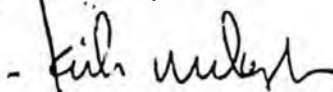
On April 27 we learned that the Division of Parks is assigning senior personnel and has developed an accelerated work program to prepare amendments to the Chugach State Park Master Plan to accommodate the Rogner proposal in Eagle River. At the same time, the Division of Land and Water Management is cutting the personnel who have worked on the Hatcher Pass Management Plan and who are assigned to process our application.

We understand the budget constraints which all State agencies are working under. However, I believe that the allocation of resources between these two competing projects is inequitable and that the public interest may be ill served by a hasty approval of the Eagle River site in the face of the serious constraints inherent with that site and the project's reliance on a heretofore unproven market of thousands of winter visitors from Europe.

The purpose of this letter is to request a meeting with you, the Commissioner of Natural Resources, the Commissioner of Commerce and Economic Development, and interested legislators at the earliest possible time to present our mountain plan, the results of our technical and financial studies and our development program. We need to discuss with you the necessity of DNR establishing a timetable to process our proposal and the assignment of adequate trained personnel to process the proposal and conduct an auction.

We can be available at your convenience and we certainly appreciate your assistance in what could be the largest private development in the State in the next few years.

Cordially,



Kirk Wickersham, Jr.

KW:caf

ALASKA STATE CHAMBER OF COMMERCE

RESOLUTION

WHEREAS, Knakanen Inc., the wholly-owned subsidiary of Eklutna Inc., and Doctor Robert Rogner have entered into a joint venture partnership to develop a downhill ski resort with a 1500-room hotel complex on 103 acres of land located 14 miles from downtown Anchorage, and

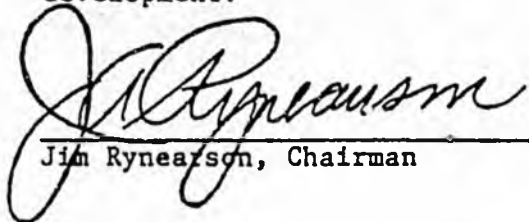
WHEREAS, this project has an estimated development cost of 170 million dollars, making it one of the largest investments of private capital in the history of the State, and

WHEREAS, significant numbers of new tourists will be drawn from Europe and Japan expanding and strengthening the State's tourism industry and broadening our economic base, and

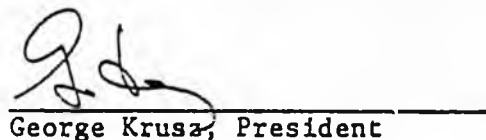
WHEREAS, such a world class complex will enhance the State's bid for the 1994 Winter Olympics,

THEREFORE BE IT RESOLVED, that the Alaska State Chamber of Commerce supports the development of the downhill ski resort along Eagle River, and

BE IT FURTHER RESOLVED, that the Alaska State Chamber of Commerce supports the Administration's efforts to expedite the permitting process required by this development.



Jim Ryneason, Chairman



George Krusz, President

Approved February 20, 1987
Juneau, Alaska

May 6, 1987

Dave Stephens
Alaska State Parks
Box 107001
Anchorage, Ak. 99510-7001

RE: Chugach State Park Master Plan Revision

Dear Mr. Stephens

Since I will be out of the country on the dates of the public hearings on this issue, I am hereby offering the following comments:

As a resident of South Fork of Eagle River I have watched as subdivisions have developed in the area since 1973 when I moved here. The developments have not been controlled very much as to the aesthetics of the types of homes allowed, nor are there controls as to the amount of yardlights and other visual nuisances in connection with those developments. Roads and driveways carve their way along the mountain sides without much concerns to the visual effect from other sites. As a realtor in the area since 1977, I am aware that this is an inevitable development, and that the allure of the South Fork is not diminished greatly by any of this, people are still wanting to live in the valley, and will continue to do so.

While there are legitimate concerns to be addressed in allowing ski lift developments on the park lands, such as noise, revegetation, runoff control, water supply, sewer and waste disposal, lights at night and effect on wildlife, I feel that the infusion of human population with their pets, cars, recreational

STATE OF ALASKA

STEVE COWPER, GOVERNOR

DEPARTMENT OF NATURAL RESOURCES

3601 C STREET
ANCHORAGE, ALASKA 99503
PHONE: (907) 561-2020

DIVISION OF PARKS AND OUTDOOR RECREATION

MAILING ADDRESS:
P.O. BOX 107001
ANCHORAGE, ALASKA 99510-7001

AGENDA

CHUGACH STATE PARK MASTER PLAN REVIEW AND UPDATE

- May 20, Service High School Theater, Anchorage, 7:00 p.m.
- May 26, Eagle River Library, Eagle River, 7:00 p.m.
- May 27, Girdwood Community Hall, Girdwood, 7:00 p.m.
- May 28, Wasilla Junior High School, Little Theater, 6:30 p.m.

Introduction

- Purpose, agenda of meetings
- Need for plan update
- Planning topics
 - resort development in park
 - Eagle River greenbelt
 - commercial helicopter operations
- Planning process, schedule
- Public comments

Resort Development

- Existing plan policies
- Preliminary information
- Listing of planning considerations
- Public comments

Eagle River Greenbelt

- Existing plan policies
- Anchorage Municipal Greenbelt Plan
- Listing of planning considerations
- Public comments

Commercial Helicopter Operations

- Existing plan policies
- Preliminary information
- Listing of planning considerations
- Public comments

Conclusion and Adjournment

CHUGACH STATE PARK
MASTER PLAN REVIEW AND UPDATE
1987

This paper outlines the process and schedule for reviewing and updating the Chugach State Park Master Plan, scheduled for the summer and fall of 1987. Major steps in the process are identified and described. A general schedule for initiation and completion of the major steps is given.

1. Project Definition and Design

Description: Review of the master plan and its adequacy in addressing the issues facing the park. Develop list of major issues and proposals. Determine applicable master plan provisions and other pertinent state policies. Prioritize issues based on importance and urgency for resolution. Decide which issues will be addressed during plan review and update.

Methods: Read master plan and other state park policy documents. Interview park staff. Consult advisory board. Conduct public meetings in Anchorage, Eagle River, Girdwood. Review professional literature.

Schedule: May

2. Information Assembly and Analysis

Description: Determine types of information needs: resources and social/economic. Gather a) available information on plan topics, both specific to the park and generic. Identify information gaps.

Methods: Review Chugach State Park Environmental Atlas (1978). Assemble additional reports and documents published since 1978. Interview user groups, local residents, resource experts. Consult municipal planning documents and staff members.

Schedule: Begin in May, most work in June, end in August.

3. Develop Alternatives

Description: Formulate different management options addressing each issue. Analyze each alternative in terms of advantages, disadvantages, costs, benefits, policy implementation, etc. Select preferred alternatives, to be used as basis for plan amendments.

Methods: Conduct work sessions with user groups, advisory board planning committee, park staff, agency representatives. Develop evaluation criteria based on recreation, resource protection, tourism goals and objectives. Evaluate alternatives and select preferred alternative based on explicit criteria.

Schedule: June

4. Draft Plan Amendments

Description: Draft language clarifying and amending 1980 master plan, addressing each issue. Produce maps and graphics illustrating resource information, compatible/incompatible activities, boundaries, etc.

Methods: Write text, produce maps and graphics. Review by advisory board planning committee.

Schedule: June, July

5. Public Review Period

Description: Distribute draft plan amendments to interest groups, agencies, and individuals. Second round of public meetings. Analyze public agency and public comments.

Methods: 30 day public review period. Public meetings in Anchorage, Eagle River, Girdwood. Consider use of questionnaire or workbook. Consult with agencies and interest groups.

Schedule: July, August

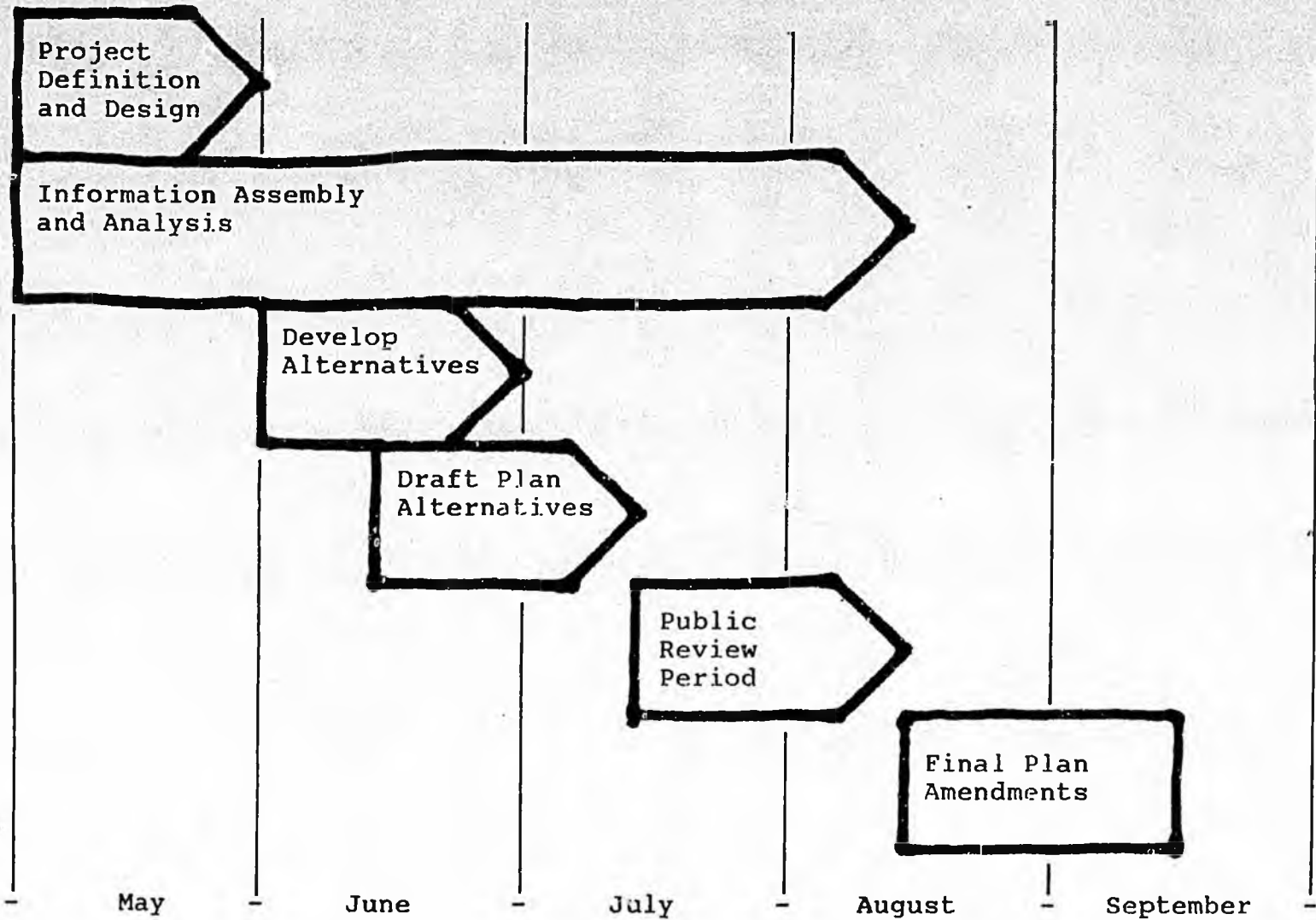
6. Final Plan Amendments

Description: Modify draft language and graphics based on public and agency comments. Adopt final master plan amendments.

Methods: Analyze public and agency comments. Rewrite plan language. Adopt plan amendments as official state policy with commissioner's determination. Publish amendments in companion report to 1980 master plan.

Schedule: September

SCHEDULE
CHUGACH STATE PARK
MASTER PLAN REVIEW AND UPDATE



INFORMATION PAPER
RESORT DEVELOPMENT IN CHUGACH STATE PARK

Issue: Should recreational resort development occur within Chugach State Park, and if so, under what conditions?

Background: The state has recently received a request from a private developer to use Chugach State Park lands for the construction and operation of a major recreational resort facility. The Rogner Touristik company has proposed to develop a resort village on private lands adjoining the park. Ski lifts, ski runs, trails, and associated facilities would be located on state park lands in the Eagle River valley. The existing park master plan addresses this issue in very little detail, hence the need for this review and update project.

Any contract allowing resort development would be awarded based on a competitive bidding process. Contracts are not issued based on sole-source negotiations. For these reasons, the plan review will treat this topic in a general sense. Discussion will not focus on the specifics of the Rogner proposal, but rather on the general issues and considerations relating to resorts of this type.

Discussion: The 1980 Chugach State Park Master Plan states that, "although no proposed ski areas are identified in this plan, they are not precluded ... provided that adequate study reveals the capability and suitability of the site for such use" [page 28]. The plan also contains a compatibility matrix which indicates that downhill skiing facilities are compatible within certain zones in the park [page 29].

The first and most important question to be considered in this plan review is whether resort development and operation is compatible with the park's purposes and consistent with legislative intent when establishing the park. The 1980 plan says yes, under certain conditions.

If resort development and operation remains an appropriate activity in the park, plan revisions should specify the type and range of feasibility studies which should be undertaken prior to the state issuing its approval. Firms seeking permissions to locate a resort in the park would be required to perform these studies and formulate solutions to environmental problems. The attached sheet, borrowed from a leading ski area design firm, outlines a number of important planning considerations.



A MEMBER COMPANY OF GROUP DELTA
Planners/Engineers/Appraisers/Financial Specialists
Ski Area, Sports and Recreational Facilities

SKI AREA SITE EVALUATION

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IV FEASIBILITY CRITERIA AND DESIGN PARAMETERS

A. Introduction:

This section introduces a set of feasibility criteria and design parameters that are generally accepted standards. Successful ski areas exhibit a set of common characteristics that form the basis for these specific range of judgments.

These criteria and parameters have been used by ski area planners and developers for two decades. They have been formalized and published by several ski area consultants, and government officials responsible for ski area administration on public lands. They are subjective judgments and thus subject to local interpretation and change. They are also periodically revised when new research illustrates a shift in skier behavior. These criteria and parameters are currently in harmony with guidelines used by both the U.S. Forest Service and the British Columbia government agencies in their review and evaluation of ski area development proposals on public lands.

They are organized into two areas. The first discusses site specific physical feasibility criteria while the second is concerned with ski area design parameters.

B. Physical Feasibility Criteria:

There are four critical areas of analysis and judgment in evaluating the physical potential of a site for ski area development. In order of importance they are:

- Site Scope and Attractiveness.
- Access and Proximity to Markets.
- Environmental Limitations.
- Unusual Development Costs.

1. Site Scope and Attractiveness:

The primary focus of study centers on the potential of the terrain, snow conditions and climate to satisfy the demands of skiers.

a. The Environment:

(1) Weather/Climate:

The climate, altitude and tree cover should enhance the aesthetically pleasing atmosphere. Extremes should be avoided so as to maximize the attractiveness of the skiing experience.



Wind should neither hamper the operation of the lifts, nor scour the slopes and trails. All ski areas have occasional wind problems, however, they should be both infrequent and correctable.

Temperatures should be adequately cold to maintain the snow cover, but generally avoid the extremes to provide a pleasant experience. If machine snowmaking is contemplated, temperature data is critical to the design of an efficient system.

(2) Snow Conditions:

Snow must be abundant and dry. Skiers wear out snow with the action of their edges. Experience shows that to be successful, a modern ski area must receive a minimum of 200" of snow falling generally in reasonably regular intervals. Thaws should be infrequent or non-existent. Snow should be relatively dry to enhance its skiability.

Where lack of adequate snowfall exists, the site must possess potential for machine snowmaking in adequate volumes to supplement natural snowfall, and reach the desired cover.

(3) Exposure:

The terrain must be protected from the damaging effects of sun and wind. Generally a north and northeast exposure is optimum in North America. Steep slopes and slopes at low altitude offer more critical exposure problems.

(4) Forest Cover:

Tree cover enhances the skiing experience. Trees add visual beauty, provide protection from wind, offer visual contrast when the light is flat, and add to the challenge when used as skiing glades. Open bowl and above timberline skiing is attractive when weather conditions are ideal, but impossible and sometimes dangerous in adverse weather.

b. The Terrain:

(1) Terrain Characteristics:


Terrain must possess grades in relation to skier ability levels, frequent shifts in aspect and grade, extensive variety, an aesthetically pleasing atmosphere, protection from wind and sun erosion, adaptability for modern snow grooming techniques with machinery and potential for trails of moderate length and vertical drop.



The site must possess a balanced mixture of terrain with the proper gradients to serve the anticipated range of skier abilities. It must contain sufficient variety to motivate return business. The established planning parameters for the general skier market are listed below.

In classifying runs, any pitch of 250 lineal feet (75 meters) or more that exceeds the maximum grade, will place the entire run in the next higher class.

SKI AREA PLANNING PARAMETERS								
TERRAIN CAPACITY CRITERIA								
Skill Class	BEG	NOV	L. INT	INT	A. INT	ADV	EXP	TOTAL
Terrain Gradients	10%-15%	15%-25%	25%-35%	30%-40%	35%-45%	45%-60%	60%+	
Skier Market Prop.	5%	10%	20%	30%	20%	10%	5%	100%
Acceptable Density Range (USA)								
Skiers/Acre								
On-Slopes	22-44/AC	18-26/AC	11-22/AC	9-15/AC	7-9/AC	4-7/AC	4-7/AC	8-13/AC
Total Ski Area	50-100/AC	40-60/AC	30-50/AC	20-35/AC	15-20/AC	10-15/AC	10-15/AC	19-35/AC
Acceptable Density Range (Canada)								
Skiers/Hectare								
On-Slopes	55-110/HA	44-66/HA	33-55/HA	22-37/HA	16-22/HA	11-16/HA	11-16/HA	21-38/HA
Total Ski Area	125-250/HA	100-150/HA	75-125/HA	50-86/HA	37-50/HA	25-37/HA	25-37/HA	47-86/HA
Terrain Proportion	2%	5%	11%	28%	25%	10%	9%	100%



(2) Terrain Capacity -(Scope of Mountain):

The initial and ultimate scope of the site is the most crucial decision to the financial success of the venture. Scope determines both cost and earning power which must be in balance to be feasible.

(a) Geological Hazards and Terrain Limitations:

The site must be relatively free from geological hazards, rock outcrops, steep gullies and other unskiable terrain.

(b) Skier Density:

The skier carrying capacity of the site is expressed in skier density per acre of ski terrain. Terrain capacity parameters include an allowance for skiers on the slopes, riding the lifts, standing in lift lines and resting in the lodge facilities. In general, only 44% are on the ski runs at one time.

In general, vacation destination ski resorts seek to keep densities low. The major vacation resorts average 10 to 15 skiers per acre when operating at design capacity. The "acceptable" density varies with the specific areas mix in terrain, management philosophy and the availability and cost of creating and servicing ski slopes, trails and glades. Acceptable skier density per acre is an economic function as well as a safety and attractiveness criterion. Modern ski area construction costs from \$2,500 (US) to \$3,500(US) per skier, thus, generally the higher the development costs or the shorter the operating season, the higher the density required to achieve an economically feasible project. For instance, ski areas in New England find average densities of 20 per acre very acceptable to their market. Mid-American, urban, day use, commuter ski areas have found densities as high as 100 per acre acceptable in their markets.

The established planning guidelines for acceptable density levels by skier skill categories are summarized in the table above. These guidelines have been developed over many years and found acceptable when field tested.

Acceptable densities are also a function of snowfall, snow cover, slope and trail design, and slope maintenance policies. Skiers wear out snow. Acceptable densities are higher where snowfall is greater, where snow retention



is greater, where snow grooming is practiced, and where slope design and construction keeps skiers on the fall line. Acceptable densities increase substantially where machine snowmaking is required. This is due primarily to the greater durability of machine snow, but is also an economic requirement to generate revenues adequate to justify the added costs of snowmaking. Weather and snow conditions shift the acceptable levels and proportions. A freshly groomed slope will comfortably accommodate both higher densities and lower ability skiers, than the same slope with deep moguls and bare spots.

Acceptable density is a marketing concept, where the vast available snowfields of the West are used to attract skiers; thus, western vacation oriented ski areas keep average densities low.

Finally, acceptable density is an economic concept when high trail construction costs, snowmaking, and short winter seasons require higher densities to achieve an economically feasible project; thus with "snow farming" techniques eastern and Mid-American ski areas have average densities on the high end of the acceptable range.

(3) Terrain Capacity -(Scope of Base Area):

The skier carrying capacity of the site is also dependent upon the extent of available base terrain to accommodate run out, milling space, buildings and parking requirements.

Vacation destination sites also require space to accommodate one or more village cores and accommodations to handle from 33% to 100% of the mountain design skier capacity.

(a) Day Use Facilities:

Base terrain requirements call for some 50 square feet per skier of capacity while parking requirements vary from 2.5 to 3.3 persons per automobile. Each auto requires some 400 square feet for parking, access and egress. The extent of bus service and the type of ski area accounts for the large variations. Vacation destination ski areas experience a lower demand for parking when skiers who arrive by air and shuttle bus find no need for an automobile. On the other extreme, commuter ski areas find a requirement for parking one auto 2.5 skiers plus space for each employee.



The following general space parameters illustrate the base land required per skier capacity. They are quoted from USFS Winter Sports Site Base Area Study, compiled by Walters, Henley & Emetaz.

(1) Parking area	=	145 S.F./Skier of capacity
(2) Congregation area	=	50 S.F./Skier of capacity
(3) Building sites	=	10 S.F./Skier of capacity
(4) Utilities	=	40 S.F./Skier of capacity
(5) Maintenance & Storage	=	11 S.F./Skier of capacity
Total Functional Area	=	256 S.F./Skier of capacity

(b) Cross-Country Skiing:

While there are no capacity design standards for cross-country skiing facilities, some planning guidelines may be established that preserve the pristine environment sought by nordic skiers. Terrain should be rolling, wooded and offer some isolation from crowds.

c. Length of Ski Season:

The second measure of scope is the length of the operating season. The typical ski season runs from Thanksgiving through Easter, some 130 days. Where night skiing potential exists, night operations effectively double the length of the ski season, and create a substantially healthier economic potential in a business that has high investment and heavy fixed expenses. Weather and climate are the main determinants of the length of the ski season. Generally the longer the ski season possible, the better the probability for success.

2. Site Access and Proximity to Markets:

- a. Local commuter or day ski area: Within a two hour drive of markets, meaning the majority of the skiers will commute to and from the ski area.
- b. Regional (weekend and holiday) ski area: Between a two hour commute and a five to six hour drive where there are some overnight accommodations, and where the typical skier spends Friday and Saturday night to get a weekend's skiing.
- c. Vacation ski area: Proximity is no concern as skiers typically spend from 5 to 14 days on a winter vacation trip and select their destination for other attributes. Vacation ski areas include extensive accommodations and most have a complete resort village.



The scope and attractiveness of a site must increase as proximity to markets decreases, if the ski area is to attract an adequate share of the skier market to be a success.

3. Environmental Limitations:

The environmental impact of ski area development depends heavily upon the proposed concept and scope of development. In general the development concept seeks to preserve and enhance the attractive mountain environment, as the skier is motivated by an opportunity to experience and view the mountains. Most environmental concerns involve making design and implementation decisions to mitigate potential negative impacts. In most situations careful planning will allow ski areas to coexist with other resource uses.

Critical disqualifying environmental factors include:

- a. The existence of a unique wildlife habitat supporting one or more endangered species.
- b. The existence of a unique cultural and/or archaeological site classified as having historical preservation value.
- c. The existence of any scarce natural resource such that a prior or competing claim would preclude its availability for ski area development purposes (i.e.: water, timber, minerals, etc.)
- d. The existence of or potential for a wilderness area.

4. Site Specific Unusual Costs

The final critical area of physical site analysis involves a preliminary evaluation of five areas where unusual physical problems could create excessive development costs and thereby disqualify the site.

a. Land Costs:

There is no standard parameter for assessing the acceptable cost for the land required. Ski areas in the west are for the most part located on public lands and pay an annual lease fee in lieu of purchasing land. In general an acceptable land cost depends upon the potential earning power of the proposed ski area. The value of the land for skiing can only be determined after the other critical factors have been quantified and an economic analysis completed. Land value is thus a residual value. In general land costs of more than \$1,000 per acre must be viewed as unsupportable unless other factors are extremely favorable.



b. Access Road:

As with the land the cost of an access road carries no standard parameter. Since many sites are developable without an access road any substantial requirement for access creates a competitive disadvantage. In the past such roads have been provided by state, provincial, or local governments. If an access road is required it should not exceed ten percent of the projected cost of the ski area. Again the cost of access must also await economic analysis, and must be viewed as unsupportable unless other factors are extremely favorable.

c. Utilities:

The cost of water, power, communications and sanitary waste disposal vary greatly from site to site. Most concepts can support up to 5% of the total capital budget for utilities, however, again the feasibility must await economic analysis, and an evaluation of compensating factors. An unusual situation, where utilities may require a larger proportion must be viewed as unsupportable, unless other factors are extremely favorable.

d. Snowmaking Water and Power:

Machine snowmaking is an expensive substitute for the natural product. Snowmaking requires large volumes of water and power. Where water is purchased and where natural stream flows are low or nonexistent, the availability of water and the storage potential becomes a major factor in feasibility. In general machine snowmaking requires one acre foot of water (360,000) to make two acre feet of snow.

C. Ski Area Design Parameters:

A ski area's design capacity is a function of the physical limitations of the site combined with the anticipated demands or expectations of skiers, in a manner that balances each, to produce a smoothly functioning plant with no bottlenecks or wasted space. The following parameters have been developed to guide the planning process.

1. Skier Abilities and Mountain Balance:

Since capacity varies significantly depending upon skier ability levels, the anticipated demand mixture becomes a key planning guideline. Ideally a ski development should offer terrain in proportion to the balance of skier abilities anticipated. While initially terrain gradient mixture is a function of the physical site, it is desirable to ultimately plan a balanced mixture to maximize utilization. If the ability mix developed is not in harmony with skier market demands, some slopes will be oversaturated while others are under-used.



Below are established planning guidelines for the general skier market.

SKILL CLASSIFICATION APPARENT SKIER MARKET PROPORTION

Beginner	5 - 10%	} - 25% - 45%
Novice	10 - 20%	
Low Intermediate	20 - 30%	
Intermediate	30 - 20%	} - 50% - 40%
Advanced Intermediate	20 - 10%	
Advanced	10 - 5%	} - 25% - 15%
Expert	5 - 5%	

Several skier market studies completed in the 1960's substantiate this general market mix. The USFS skier market research study ("Growth Potential of the Skier Market in the National Forests") continues to support this general market skill level mix.

Three separate studies found 15% to 20% of skiers in the year of interview were new to the sport, thus assuming an ability level of Beginner and Novice to Low Intermediate. Further, 50% to 60% of the skier market has been skiing for five seasons or less, again assuming that this proportion makes up the large segment classified Intermediate, from "low" through "advanced."

In general, unless data exists to substantiate another pattern, it must be assumed that skiers arriving at any ski area for a day of skiing are proportioned by abilities generally outlined above. This assumption means that if the particular ski area is out of balance, terrainwise, then either some slopes will be overcrowded, some lift lines extra long or the area's actual comfortable capacity will be less than the theoretical capacity derived by matching demands to supply of terrain and uphill capacity.

If the terrain and uphill capacity is out of balance in relation to skier market demand in the advanced and expert terrain, practical capacity will be lowered, or those facilities designed for lower intermediate, novice and beginners will be overcrowded. Lower ability level skiers will not negotiate the steeper terrain. On the other hand, if a development is strong on easy terrain the better skiers will ski these slopes and the ultimate effect will be to decrease practical capacity.

2. Skier Abilities and Uphill Capacity:

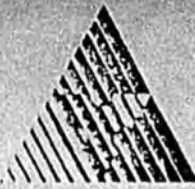
Skiers consciously or subconsciously seek or are satisfied with a finite amount of skiing per hour, day, weekend or vacation period. While such demand may fluctuate widely with any one individual, the parameters have been developed from the experience of ski area operators, ski area consultants, and planners. Skiing demand is a direct function of ability and physical condition.



The below table summarizes various mixes of skill levels and demands to illustrate the development of a weighted average hourly downhill skiing demand. A ski area's comfortable capacity must be based on providing adequate uphill capacity to meet this demand. Again; these parameters are subject to change based on new data. These figures have been revised in 1977 based on data collected in conjunction with a ski area pricing study that was accomplished for the U.S. Forest Service. In addition to these quantitative parameters, qualitative standards help determine the design characteristics of the uphill transportation.

Ski slopes, trails and grades must be of sufficient length and vertical drop to create interest. However, excessive length and vertical drop is not necessarily desirable.

SKI AREA PLANNING PARAMETERS								
UPHILL CAPACITY CRITERIA								
Skill Class	BEG	NOV	I-INT	III	A-INT	ADV	EXP	TOTAL
(USA - VTF/hr)								
Vertical Demand								
Per Day ^a								
High	2,320	5,225	6,970	9,290	12,540	14,628	20,904	9,836
Average	2,000	4,500	6,000	8,000	10,000	12,600	18,000	8,470
Low	1,405	3,340	4,450	5,935	8,010	9,348	13,356	6,283
VTF/HR Demand								
Range								
High	464	1,045	1,394	1,858	2,090	2,438	3,484	1,800
Average	460	900	1,200	1,600	1,800	2,100	3,000	1,550
Low	297	668	890	1,187	1,335	1,558	2,226	1,150
(Canada VTM/HR)								
Per Day ^a								
High	707	1,593	2,124	2,832	3,822	4,459	6,372	2,998
Average	610	1,372	1,829	2,438	3,292	3,541	5,486	2,582
Low	453	1,018	1,356	1,809	2,441	2,849	4,071	1,915
VTM/HR Demand								
Range								
High	141	319	425	566	637	743	1,062	549
Average	122	271	366	488	549	640	914	472
Low	91	204	271	362	407	475	678	351
^a Based on 5 hours of skiing for beginners through intermediate and 6 hours of skiing for advanced intermediate through expert.								



These parameters include an average allowance for lift stoppages and an average allowance for acceptable lift lineups. (i.e.: A wait equal to the uphill riding time.)

Several observations tend to support a hypothesis that the ideal ski lift system covers 1,000 to 1,200 vertical feet over a slope length of 4,000 to 5,000 feet.

- a. The physical condition of the average skier will not tolerate sustained skiing and they welcome rest in line and on lifts after this reasonable amount of vertical. This is particularly important among those residing near sea level when skiing at high altitudes.
- b. Skiers from mid-North America are accustomed to small hills and somewhat overawed by typical western verticals.
- c. Skiers feel comfortable when on familiar terrain where they can see both ends of the lift and all in between.
- d. Snow conditions vary considerably over 2,500 foot to 3,000 foot verticals and skiers seek consistent conditions.
- e. Long ski lifts are cold riding and, therefore, unattractive.

In addition, there are some economic reasons for such systems.

- f. Each lift has two terminals, thus roughly from $\pm 1,000$ feet to $\pm 4,000$ feet, per foot costs tend to decrease while earning power, based upon capacity, increases. Per foot costs tend to stabilize as lifts become longer due to the need for larger components (cable, motor, shives, etc.)
- g. Each lift requires a minimum of three operators regardless of length so that while earning power increases with length, operating wages are stable.

3. Supporting Base Facilities - Capacity and Balance:

Ski areas typically provide facilities for parking skiers' automobiles, for serving skiers needs for food, beverage, warmth, toilets, safety, equipment, repair, instruction and general camaraderie. The decision on the appropriate size of these facilities is the least objective capacity decision. Current successful ski areas vary from providing no facilities to serving as many as 50% of their capacity at one time.

a. Food and Beverage, Resting, Warming and Safety:

All ski areas provide these facilities. They are the minimum required to serve skiers and attract return business. Research reveals that ski areas provide food service (cafeteria) seating capacity for between 20%



and 35% of their design skier capacity, with the lower parameter found in the west, where a greater probability of sunshine keeps skiers outside for longer periods.

The below table summarizes the preliminary results of a survey of ski areas conducted during the winter of 1978 by Ted Farwell and Gage Davis, (Ski Area Planners). The wide range shown illustrates the variety of design parameters currently in use, however, it does provide a design benchmark and will be used in that manner.

PLANNING PARAMETERS - SKI AREA BASE LODGE

FUNCTION	SQUARE FEET/DESIGN CAPACITY		
	Min.	Ave.	Max.
Food Service Seating*	2.40	3.00	4.00
Kitchen and Scramble	.58	.99	1.81
Rest Rooms	.34	.54	1.12
First Aid and Ski Patrol	.19	.65	1.87
Ski School	-0-	.28	.69
Retail Sales	-0-	.29	.44
Equipment Rental	-0-	.66	.84
Public Lockers	-0-	.81	1.23
Administration	.27	.54	1.26
Tickets	.08	.15	.23
Employee Lockers	-0-	.11	.11
Bar/Lounge	-0-	1.02	1.02
Nursery	-0-	.34	.34
Storage	.07	.27	.61
Mechanical			
Circulation	.15	.49	1.30
Walls/Waste	-	-	-
TOTAL	4.08	10.14	17.07

*Based on 12 S.F. seat; Min. at 20% or 1 seat/5 skiers and, Ave. at 25% or 1 seat/4 skiers and, Max. at 33% or 1 seat/3 skiers.

The actual rest room requirements must be based on legal health standards, while the first aid parameters will meet government standards.



b. Ski Equipment Sales and Rentals:

The requirement for these services varies depending upon the availability of competing services, the type of skier attracted (i.e.: new skiers will require greater capacities) and the business orientation of the ski area operator. These services enjoy excellent margins and help generate revenues to support the heavy investment required in the physical plant.

c. Ski Instruction:

Most ski areas offer instruction as an integral part of their operation. There must be a central point where ski school information, sign up, and cashiering activities may take place and an area for instructors' lockers.

d. Administration and Operations:

Ski areas require office space for administrators, ticket sales, marketing, planning and mountain operations.

4. Snowmaking Capacity:

If machine snowmaking is required to augment the natural cover, the amount and rate of machine cover is determined only after detailed meteorological analysis. Once these requirements are determined the systems design capacity is calculated to obtain the desired results with the least cost combination of water, power, equipment and manpower. Here trade-offs between cost and opening date; between cost and time to recover from a washout, act to define the extent of snowmaking feasible.

5. Capacity of Utilities:

Standards for water, power, communications and sanitary waste disposal are generally set by local or state health and safety regulations.

INFORMATION PAPER
EAGLE RIVER GREENBELT

Issue: How should the Eagle River Greenbelt be managed and developed?

Background: The Eagle River valley is perhaps the most heavily used portion of Chugach State Park, offering tremendous hiking, wildlife viewing, camping, river running, and other recreational opportunities. Until recently, however, large sections of Eagle River bottomland were privately owned. Because of this area's high value for recreation and wildlife habitat, the state and Eklutna, Inc. recently traded land and restored the Eagle River corridor to Chugach State Park.

In 1985, the Municipality of Anchorage wrote an Eagle River Greenbelt Plan, which analyzes the Eagle River valley for wildlife habitat values and public recreation opportunities. The plan makes a number of development proposals for river access points, recreational facilities, and trails. Two trails, north and south of the river, would run the length of the greenbelt, connecting the Eagle River Campground and the Eagle River Visitor Center. Small bridges would span the river and create various loop possibilities. River access points would be developed, with trail-heads, boat put-ins, parking, and interpretive signs.

Discussion: Can the municipality's greenbelt plan be incorporated into the Chugach State Park Master Plan? The plan contains a wealth of information on wildlife distribution and habitat, as well as recreational patterns and opportunities. That information remains the best available for the greenbelt area. Its facility recommendations are well considered and appear to meet demands for river access and trail activities.

The municipal greenbelt plan leaves a number of important management issues unresolved, and recommends that these issues be treated in a more detailed management plan to be written in the future. Most issues center on how the trails will be managed to separate potentially incompatible user groups, for example snowmachiners and cross-country skiers. Other user groups include horseback riders, hikers, sleigh riders, runners, and bicyclers.

Neither does the municipal plan specify the design standards and alignments for trails. The plan says that the lower valley, where most visitation is expected, should be developed to the greatest extent. Trails would be wider and hard-surfaced. The upper valley, where less visitation is expected and natural values are higher, would be less developed and more primitive.

INFORMATION PAPER
COMMERCIAL HELICOPTER OPERATIONS

Issue: Should commercial helicopter landings be allowed in Chugach State Park, and if so, under what conditions?

Background: Commercial helicopter landings in the park has recently been an issue, after a private firm requested permission to make daily landings on a ridge overlooking Eagle River and Anchorage. To date there have been no permits or concession contracts issued for routine commercial landings in the park. Helicopter landings have been authorized for government agencies or for servicing communications equipment.

After considerable public discussion, with most people being opposed to such use of park lands, the permit request was denied. The Chugach State Park Citizen's Advisory Board recommended that the permit be denied and that an overall helicopter policy be developed for the park.

Discussion: Helicopter operations has been a controversial issue in other parts of Alaska and the United States, due primarily to noise impacts. Helicopters can be very disruptive to local residents and other park users. They also have the potential of displacing an area's wildlife.

A basic question of the plan review is whether commercial helicopter landings are compatible with park purposes. Park enabling legislation speaks generally about management intent when it says that "the eastern area of the park shall be operated as a wilderness area, the central area as a scenic area, and the periphery areas as recreational areas" [AS41.21.121].

The Statewide Framework Plan is the policy document which defines wilderness and natural areas and discusses how they will be managed. The plan states that aircraft landings are conditionally compatible in natural and wilderness zones [page 21].

The 1980 park master plan provides little additional guidance. A compatibility matrix indicates that helicopter skiing may occur within natural and development zones [page 29].

If helicopter landings are determined to be compatible in the park, there remains the question of how many landing sites, how many landings per site, and where those sites will be located. Assessment of wildlife impacts, noise impacts on local residents and park users, provision for waste disposal, negative effects on fragile alpine vegetation are some of the considerations which would go into such a decision.

CHUGACH STATE PARK
MASTER PLAN REVIEW AND UPDATE
LIST OF REFERENCE INFORMATION

General

- 1) Chugach State Park Master Plan (February 1980)
- 2) Chugach State Park: Environmental Atlas (1978)
- 3) Chugach State Park Trail Plan (January 1986)
- 4) Chugach State Park: A Summary Development Guide for the Park (prepared in early '70s by The Alaska Environmental Group)
- 5) Chugach State Park: Technical Support Material Volumes I & II

Downhill Ski Area/Resort Development

- 1) Misc. Correspondence from Rogner Touristik and DPOR
- 2) Demand and Opportunities for Alpine Skiing on the Anchorage District; Chugach National Forest (October 1982)
- 3) Misc. ski area studies and reports

Eagle River Greenbelt

- 1) Eagle River Greenbelt Plan (April 1985), prepared for Muni. of Anchorage by TRA/Farr

Helicopter Flightseeing Tours

- 1) Mendenhall Icefield helicopter tours: Environmental Assessment and Request for Proposals prepared by Juneau Ranger District, USFS (April 1987)
- 2) Misc DOPOR file information (particularly Far North Ski Guides application for helicopter skiing in the park)
- 3) Attorney General's Office memo of advice concerning lease to Anchorage Ski Club

SUMMARY OF 1987 LEGISLATION
RELATING TO
CONCESSIONS IN THE ALASKA STATE PARK SYSTEM

(a) DNR may enter into concession contracts in the State Park System.

(b) However, if the concession involves more than:

- 1) \$100,000 per year in gross receipts;
- 2) the construction of facilities;
- 3) a term longer than four years; or
- 4) the provision of service other than those normally provided at similar facilities managed by the state;

then, the commissioner of DNR must find that the proposed contract:

- 1) will implement the purposes of the park and is authorized by the park's management plan, if one exists;
- 2) will enhance public use and enjoyment of the park and will maintain a high quality environment and the opportunity for high quality recreational experiences;
- 3) will provide services that are not feasible or affordable for the state to provide directly;
- 4) will not create unacceptable adverse environmental effects;
- 5) is based on a need or desire of the public;
- 6) recognizes and accommodates, at no cost, ordinary uses in a park;
- 7) requires contract to support local residents;
- 8) provides the state with a fair and equitable share of the contractor's gross receipts in money or services;
- 9) provides that DNR retain control over fees and the appearance of facilities;
- 10) encourages the accommodation of special populations (handicapped, seniors, school children);
- 11) provide for the termination of the contract for failure to abide by the contract terms or this section of the Alaska Statutes.

(c) Before bids or proposals are sought, the commissioner shall

- 1) make an inquiry at the local level to identify community concerns;
- 2) if it is determined appropriate to proceed, make a preliminary decision (formal document) that includes the findings under (b) above and
 - A) an assessment of existing visitor use that may be affected by the proposed concession activities;
 - B) an assessment of the potential conflicts or effects on wildlife, water, scenic values or other resources;
 - C) an identification of the types of services or goods that the contractor will provide;
 - D) contract terms and conditions;
 - E) a determination as to whether the contract activity would be more appropriately located outside of the park or on

private lands in the park;

F) views and comments of the park's advisory board.

3) After making a preliminary decision,

A) seek public comments (hold a hearing if facilities are being developed);

B) after considering public comment, issue a final decision.

(d) DNR must allow for public comment prior to any renewal or extension of a contract.

note: "ordinary uses" are defined as any use not general associated with a developed facility including fishing, hunting, walking, swimming in a natural body of water, picnicking or automobile parking associated with another ordinary use. Concessionaires must charge for the use of a restroom.

prepared DPOR, 5/22/87 based on SCS CS HB 16 (Res).



Recreational Development Zone

Purpose and Characteristics

Recreational development zones are established within State Park System units to meet the more intensive recreational needs of the public with convenient and well defined access via roads, railroads, boating anchorages, airstrips, and high standard trails; with more intensively-developed recreational facilities such as campgrounds or picnic areas; with guided activities; and with information centers to orient visitors to the unit's special features.

The landscape within this zone can be modified to support educational and recreational activities and/or to enhance wildlife habitat and scenic qualities. These zones are established where soils, slope, drainage and vegetation can support more intensive recreational activities. Fire suppression and insect and disease control may be used, where appropriate, within this zone to maintain or enhance recreational use. A recreational development zone may already have been influenced by prior developments and is intended to provide a transition area to absorb heavy human impacts.

Developments and Activities

The highest level of developments and activities is meant to occur in this zone within park units. The developments allowed in this zone include - but are not limited to - roads and trails, private vehicle and public transportation routes or access, campgrounds, picnic areas, visitor and interpretive centers, high-standard trails for all ages and abilities, park management facilities and commercial lodges or resorts as provided for within the unit management or site development plan. High intensity activities related to the use of these developed facilities are generally encouraged. Summer and winter off-road vehicles (ORV'S) and other motorized recreational vehicles may be allowed in this zone within specifically designated areas or through management techniques such as time and/or space allocations.



Natural Zone

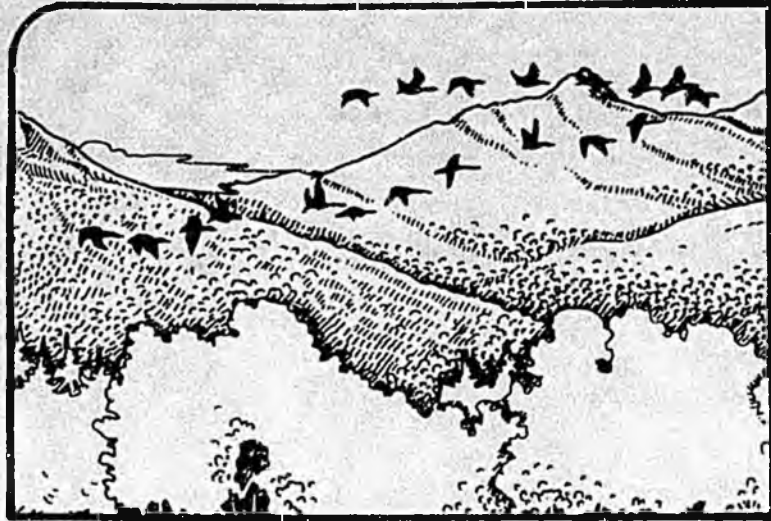
Purpose and Characteristics

Natural zones are established to provide for moderate-to-low impact and dispersed forms of recreation and to act as buffers between recreational development and wilderness zones.

These zones are relatively undeveloped and undisturbed, and are managed to maintain high scenic qualities and to provide visitors with opportunities for significant, natural outdoor experiences. An area's natural landscape character is the dominant feature within this zone. Landscape modification may be allowed to enhance, maintain, or protect the natural setting according to the unit management plan. Use of fire suppression, insect or disease control, or wildlife habitat enhancement as management techniques in natural zones will be defined in the unit management plan.

Developments and Activities

Developments in a natural zone are intended to provide for the safety of park visitors and to provide for a moderate level of convenience in a high-quality natural setting. Allowable developments include - but are not limited to - backcountry shelters, public-use cabins, high standard hiking and bicycle trails (paved or gravel), bridges and roads where necessary to access development zones and as provided for in an approved management plan. A medium level of activity is encouraged in this zone. Activities include - but are not limited to - hang-gliding, bicycling, backpacking, fishing, hunting, cross-country skiing, camping, sledding, tobogganing, berry picking and rock climbing. Snowmobiles may be allowed in this zone - within specifically designated areas - depending on resource sensitivities and potential conflicts with other park uses. Other private, motorized off-road vehicle use is generally prohibited within this zone.



Wilderness Zone

Purpose and Characteristics

Wilderness zones are established to promote, to perpetuate and, where necessary, to restore the wilderness character of the land and its specific values of solitude, physical and mental challenge, scientific study, inspiration and primitive recreational opportunities.

Wilderness zones are of such size as to maintain the area's wilderness character, are tailored to protect the associated values and, if possible, are defined by watershed boundaries. These zones are characterized by the natural landscape, its vegetation and its geologic forms. Resource modification can occur in this zone only to restore areas to a natural state. Natural processes will be allowed to operate freely to the extent that human safety and public and private property are protected. The use of fire suppression and insect and disease control as management techniques may occur only through the implementation of a plan approved by the director of the Division of Parks. Wildlife habitat enhancement activities, such as vegetation manipulation, may not occur in this zone.

Developments and Activities

A wilderness zone should have no man-made conveniences within its boundaries except for the most primitive of trails with minimum trail maintenance, bridges, and signing. Developments or other improvements will be undertaken only if it has been determined by the director of the Division of Parks that significant threats to public safety exist or in order to reduce adverse impacts on the area's resources and values. Access to and within this zone, for other than rescue or management purposes, will be by foot or other non-motorized means except for 1) use of designated aircraft-landing access sites where alternative means of access do not exist, 2) authorized research projects, or 3) situations specifically allowed by law. Aircraft landing for recreational access or research purposes may be restricted by the director as to daily time or season of use. The dropping of people or objects from aircraft is prohibited except by special permit issued by the director. Activities which threaten the character of the wilderness zone will be restricted. If overuse or misuse occurs, the director may restrict entry and use of the area. Methods of restriction may include separation and control of use activities through time and space allocation, use/area rotation schemes, and/or a permit system.

FIGURE 3. Guidelines for Activities within Land-Use Zones

LAND USE ZONES	RESOURCE MODIFICATION FOR:					INTENSITY OF RECREATION FACILITY DEVELOPMENT IN DESIGNATED LOCATIONS										
	Educational Purposes	Recreational Purposes	Habitat Enhancement	Scenic Enhancement	Resource Restoration	INTENSITY			EXAMPLES							
						High	Medium	Low	Trail Bridges	Ski Lifts	Wildlife Observation Blinds	Visitor Centers	Winter Warm-up Huts	Public Use Cabins	Trail Shelters	
RECREATIONAL DEVELOPMENT ZONE	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
NATURAL ZONE	◐	◐	●	◐	●	○	◐	●	●	○	●	○	●	●	●	●
WILDERNESS ZONE	○	○	○	○	◐	○	○	◐	◐	○	○	○	◐	◐	◐	◐
CULTURAL ZONE	◐	○	○	○	◐	○	○	○	●	○	◐	◐	◐	○	○	○

<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Tent Platforms	
<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Developed Walk-In Campsites	
<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	ROADS	
<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	SCIENTIFIC INVESTIGATIONS	
<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	High Standard	TRAILS
<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Low Standard	
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Commercial Lodges	CONCES- SIONS
<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Guiding Permit	
<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Fire Supression	MANAGEMENT CONTROLS
<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Insect & Disease Control	
<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Wildlife Habitat Enhancement	
<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Private Automobile/Vehicle	MOTORIZED ACTIVITIES
<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Public Transportation	
<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Off-Road Vehicle (ORV)	
<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Snowmachine	
<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Aircraft Landings	
<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Motorboating	
<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Motorcycle	
<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	HORSEBACKRIDING	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Shooting Range	FIREARM DIS- CHARGE
<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Hunting	
<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	TRAPPING	
<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	FISHING	

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