

HPB

209

HOUSE COMMITTEE REPORT

(9)

Date Referred: March 8, 1989

FURTHER REFERRALS: FINANCE

Date of Committee Action: 4-7-89

The RESOURCES Committee considered:

HB 209

HOUSE BILL NO. 209

[APPROP: TOURISM/RECREATION PROJECTS]

"An Act making special appropriations for tourism and recreation related projects, grants, and expenses of state government; and providing for an effective date."

RECOMMENDATIONS:

- [] be replaced with _____ [] the same title
[] have attached amendment(s) [] a new title
[] do pass
[] do not pass
[] no recommendation
[] individual recommendations
[] additional referral to the _____ Committee

ADOPTS: _____ letter of intent

ATTACHES NEW FISCAL NOTE(S):
(Dept)

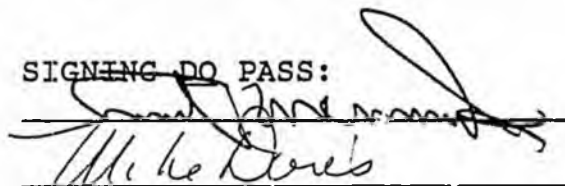
APPROVES PREVIOUS:

(Date/Dept)

- [] fiscal impact _____
[] zero fiscal note _____
[] zero with analysis _____

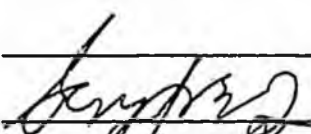
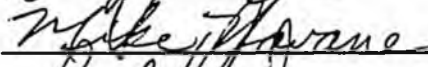
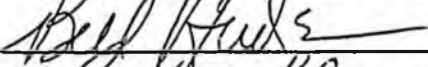
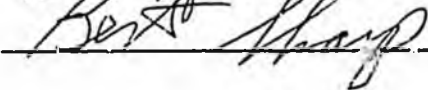
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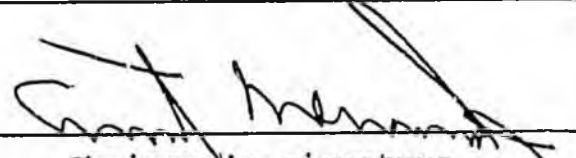
SIGNING DO PASS:



SIGNING:

(Check approp. column)

	Do Not Pass	No Rec	Amend
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Chairman's signature

STATE PARK TOURISM IMPROVEMENTS



MARCH
1989

STATE PARK TOURISM IMPROVEMENTS

March 1989

PAGE	HOUSE BILL REF.	PROJECT NAME
1	209(1), 227(20)	DNR Historic Preservation Grants
2	209(2), 227(21)	Alaska Conservation Corps
3	209(3), 227(22)	DNR/Highway Interpretive Signs Program
4, 5	209(4), 227(23)	Chena River State Recreation Area
6	209(5), 227(24)	Chena River State Recreation Site
7	209(6), 227(25)	Chena Hot Springs Winter Trail
8, 9	209(10), 227(27)	Anchor River State Recreation Area and Bing's Landing State Recreation Site Improvements
10	209(15), 227(31)	Finger Lake State Recreation Site
11	209(16), 227(32)	Willow Creek State Recreation Area Road Access
12	209(17), 227(33)	Eagle River Greenbelt Access
13, 14	209(18), 227(34)	Eagle River Visitor Center Improvements
15	209(19), 227(35)	Turnagain Arm Scenic Corridor Improvements
16	209(20), 227(36)	Chugach State Park Safe Drinking Water Supplies and Toilet
17	209(21), 227(37)	Toilsome Drive By-Pass Road Design
18, 19	209(29), 227(42)	South Anchorage Hillside State Park Access Development

STATE PARK TOURISM IMPROVEMENTS

March 1989

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March 1989

Project: DNR HISTORIC PRESERVATION GRANTS

Location: Statewide (Anchorage office)

Senate District: Statewide

House District: Statewide

Amount: \$100,000

Description: Grants funds will be used for maintenance, restoration and rehabilitation of historic sites. There are a great many historic properties in need of repair and maintenance if they are to be saved from deterioration and preserved. Rehabilitation work is labor intensive and creates local jobs. Materials used in rehabilitation work are available and purchased in the local community. The grants will be distributed throughout the state.

Justification: Historic properties are an important part of local communities and the state. As part of the tourism industry, they are visitor destinations. Revitalized downtowns and older neighborhoods and adaptive reuse of historic properties can provide new business opportunities and increase property values. They are part of our heritage that needs to be preserved. There are hundreds of historic sites in Alaska eligible for these funds. The grants will be administered by the Department of Natural Resources under AS41.35.040. A grants program is already in place so the funds can be distributed quickly.

Project: ALASKA CONSERVATION CORPS

Location: Statewide

Senate District: Statewide

House District: Statewide

Amount: \$150,000

Description: This project would provide funds for park improvements by Alaska Conservation Corps employees. Approximately 40 Alaskans would work 12 weeks on ACC crews across the state.

This job-oriented program would accomplish varied tasks such as construction and maintenance of trails, brushing of roadsides, facility maintenance, including refurbishing tables, barrier posts, guardrails, toilets, and shelters; landscaping use areas or correcting and rehabilitating erosional problems.

Justification: This work-oriented program provides an excellent opportunity for Alaskans to gain valuable outdoor and construction skills, as well as develop valuable work ethics. The labor intensive products provided to the public by ACC crews are less costly than contracting for these services.

Project: DNR/HIGHWAY INTERPRETIVE SIGNS PROGRAM

Location: Statewide

Senate District: Statewide

House District: Statewide

Amount: \$100,000

Description: The highway interpretive sign program would provide roadside interpretation of natural and cultural features along the states highway system. The product would be attractive, well design interpretive signs at already popular pull-outs.

Justification: The highway system throughout Alaska routes through many regions of natural history, unusual natural beauty and historic significance. The Department of Highways' wood routed natural/historic feature information signs of 20 years ago have all but disappeared. The opportunity for enrichment of the traveler's visiting experience can be greatly enhanced through a planned system of highway interpretation.

Project: CHENA RIVER STATE RECREATION AREA

Location: 30 miles east of Fairbanks

Senate District: J-K

House District: 18-21

Amount: \$200,000

Description: Construct trailhead parking improvements in three areas, including parking sites, loading ramp, toilet, well and information boards; install interpretive station, directional and informational signing; construct three trail shelters on the Granite Tors and Chena Dome trails, and one public use cabin on the river; construct a group use picnic shelter at 39-mile Campground; and, expand the shooting range at 36-mile, including new picnic sites, road improvements, and an archery range.

Justification: This area, located just 30 miles from Fairbanks, is popular with residents and tourists alike. The Chena River is one of the best road-accessible grayling fisheries in the state.

Recreational activities are currently concentrated along the road-river corridor. These funds would provide necessary facilities to divert activities off the Chena Hot Springs thoroughfare and provide additional access points to the river and backcountry.

Improvements would provide access to popular ATV, snowmachine, dogmushing, hiking and horse trails on Colorado Creek, Four-mile Ridge, the South Fork and Angel Rocks.

The area is popular with the entire spectrum of users: boaters, hunters, trappers, fishermen, hikers, ATV riders, horse riders, campers, etc. The Division is attempting to satisfy the diverse recreational needs with orderly developments that do not overly favor any particular user groups.

Developments are planned to minimize impact on the scenic and resource values, yet maximize recreational opportunities for the 130,000 annual visitors (1987 figure).

ITEMIZED ESTIMATE

Construct trailhead improvements at three sites	\$105,00
Interpretive station and miscellaneous signing	8,000
Construct three trail shelters	33,000

Construct public use cabin	15,500
Construct 39-mile picnic shelter	19,500
Miscellaneous improvements to 36-mile shooting range	<u>19,000</u>
Total	\$200,000

Above figures include:

Design plan and contract document preparation, project management and contingency.

Project: CHENA RIVER STATE RECREATION SITE

Location: within downtown Fairbanks

Senate District: J, K

House District: 18-21

Amount: \$300,000

Description: Upgrade and pave the campground roads and campsites for better drainage and dust control; improve the access and drainage around the toilets and dump station; rehabilitate and landscape the group picnic area; upgrade the riverside nature trail for handicap access; establish five new campsites; replace deteriorated tables, benches and barbeques.

Justification: This site is probably the most popular summer recreation destination site in Fairbanks with 80,000 visits in 1987. Nearly every tourist that camps in Fairbanks stays in Chena River SRS because of its close proximity to downtown, the university and shopping areas. It is also popular for residents' weekend and river-oriented activities. These funds will give deteriorating areas a facelift.

ITEMIZED ESTIMATE

Upgrade and pave roads	\$165,700
Landscaping and drainage improvements	32,400
Upgrade trail	28,600
Construct five campsites	12,500
Replace tables, benches and barbeques	<u>60,800</u>
Total	\$300,000

Above figures include:

Design plan and contract document preparation, project management and contingency.

March 1989

Project: CHENA HOT SPRINGS WINTER TRAIL

Location: 30 miles east of Fairbanks

Senate District: J, K

House District: 18-21

Amount: \$50,000

Description: Continue work initiated with \$50.0 grant which explored the feasibility of developing this historic sled road as a public recreational corridor between Fairbanks and Chena Hot Springs. Continue field surveys, platting, easement negotiations with private and government properties crossed by the trail; adjudication/assertion of RS 2477 status initiated as necessary. Public meetings on the progress and feasibility of the project will be conducted, and trail markings and improvements (brushing, widening, rerouting) will be initiated on "accepted" portion of the trail.

Justification: The Chena Hot Springs Winter Trail (historic sled road) is very important for winter tourism and recreational use in the Fairbanks area. Portions of the route are used by: sled dog racers such as the Yukon Quest, Angel Creek 125, Two Rivers Classic; various snowmachine and ski events; numerous individual mushers, skiers, horse riders, and snowmachiners. The trail needs to be established and recognized as an entire public recreation corridor and its future development planned.

March 1989

Project: ANCHOR RIVER STATE RECREATION AREA AND
BING'S LANDING STATE RECREATION SITE IMPROVEMENTS

Location: Homer, Sterling

Senate District: D

House District: 5

Amount: \$653,500

Description: This project would provide long overdue facility improvements to the popular Anchor River State Recreation Area. Existing facilities are heavily used and have deteriorated to the point that annual maintenance cannot keep pace. Restoration of the existing facilities and construction of new and expanded parking for both day-use and overnight use would be accomplished. Also, a new 20-unit campground would be constructed at Bing's Landing State Recreation Site to accommodate sport fish campers.

Justification: The Anchor River SRA receives tremendous fish pressure and experiences perhaps the longest use season of all the public fishing access sites in Southcentral Alaska. Appropriations for visitor facilities in recent years have fallen far too short to maintain this as a quality site. These funds would accomplish a major reconstruction and expansion of the site. The Bing's Landing fishing access parking lot at the boat ramp is continuously filled beyond capacity. Overnight camping occurs at the parking lot which significantly decreases the parking availability for day-use sport fishing. A 20-unit campground would provide the overnight camping opportunity needed at this site.

ITEMIZED ESTIMATE

Anchor River State Recreation Area	
Upgrade and expand existing parking units	\$101,200
Upgrade and expand existing camping units	198,000
Upgrade and expand fishing access trails	20,400
Replace park furniture items	27,400
Install new signs	3,000
	<u>350,000</u>
	Total estimated cost
Bing's Landing Campground	
20 camping units	\$125,000
Campground road	118,000
1 double vaulted toilet	23,500
1 water well	12,500
Signs	3,000
Trail to river	21,500
	<u>303,500</u>
	Total estimated cost
	<u>\$653,500</u>
	TOTAL
	\$653,500

Above figures include: site design
construction plans
contract document preparation
project management
contingency

March 1989

Project: FINGER LAKE STATE RECREATION SITE

Location: 6 miles west of Palmer, 7 miles east of Wasilla

Senate District: E

House District: 16

Amount: \$200,000

Description: A deplorable campground heavily impacted by overcrowding. This campground, located near Wasilla, demands immediate attention. More specifically, all internal roads, parking areas, camping and picnic sites, the boat launching ramp and the beach area must be repaired and/or upgraded. Improvements will reduce annual maintenance costs, improve public safety, provide for the physically impaired, protect degrading resources and increase camping fee revenues.

ITEMIZED ESTIMATE

Repair 41 each vehicle campsites	\$ 75,000
Remove and replace unserviceable boat ramp	33 00
Swim beach safety improvements	9,300
Replace one set illegal pit latrines with double vaulted toilet	24,500
Repair campground roads and parking	37,750
Repair trail system	15,000
Replace signs and bulletin boards and install kiosk	<u>5,000</u>
Total	\$200,000

Above figures include: site plan completion
construction plan preparation
engineering administration
project management
contingency

March 1989

Project: WILLOW CREEK STATE RECREATION AREA ROAD ACCESS

Location: Willow

Senate District: E

House District: 16

Amount: \$100,000

Description: The Willow Creek State Recreation Area was created by the 1987 Legislature. Minimal funds have been used by the Mat-Su Borough over several years for road construction. The area is very popular for accessing the Susitna River. This project will provide improvements to the existing road from the Parks Highway to the Susitna River. Future work will require construction of camping and parking facilities to provide basic services for the existing public use. Matching Dingle-Johnson Fish Restoration Funds may also be available for future fishing access development at the proposed Susitna River boat launch site.

ITEMIZED ESTIMATE

Two-way access road improvements	<u>\$100,000</u>
Total	\$100,000

Above figures include: site design
construction plans
contract document preparation
project management
contingency

March 1989

Project: EAGLE RIVER GREENBELT ACCESS

Location: Eagle River Valley

Senate District: 1

House District: 15

Amount: \$336,000

Description: Chugach State Park, located in Anchorage and Eagle River, is the state's gateway for visitors arriving in Alaska. The Eagle River Greenbelt provides tourists and residents with excellent opportunities for experiencing a nearby river environment. The river access points at Roon Road, the New Eagle River Bridge and the Eagle River Campground are all public sites with no improved facilities available. An Eagle River Greenbelt management plan is currently being developed and will be complete in May of 1989. This project reflects facility developments proposed in the management plan accommodating vehicle parking, public safety through interpretive signing, wildlife viewing and handicapped accessible trails, toilets and drinking water supplies.

ITEMIZED ESTIMATE

Vehicle parking lot and access roads	\$226,250
Boat launching	15,000
Picnic facilities	36,250
Drinking water and toilets	37,000
Dressing room	9,500
Interpretive kiosk and traffic/directional signs	<u>12,000</u>
Total	\$336,000

Above figures include: site design
construction plans
contract document preparation
project management
contingency

Project: EAGLE RIVER VISITOR CENTER IMPROVEMENTS

Location: 25 miles north of Anchorage on Eagle River Road

Senate District: 1

House District: 15

Amount: \$300,000

Description: The visitor center is in need of major foundation restoration. The logs of the building rest on shallow footings, the floors inside are warped and there is no basement. The existing structure would be raised to replace the sill logs, remove the shallow footings and to construct a full basement. The main floor would be reconstructed to provide for structural integrity and the worn carpet replaced. Staff offices would be moved to the basement increasing display room on the main floor. The existing interpretive displays would be improved to include an Iditarod Trail display.

Justification: The improvements greatly enhance the ability of the facility to meet visitor needs by adding needed storage area, space for volunteers to work and areas where interpretive exhibits can be planned and developed. The Eagle River Visitor Center continues to be one of Anchorage's major tourist attractions. One-half the tourists visiting the Anchorage/Eagle River area also visit the Eagle River Visitor Center. The center is operated by park volunteers which minimized the impact of its operation on the state's operating budget while providing a highly visitable and high quality visitor attraction in the Anchorage area.

ITEMIZED ESTIMATE

Raise/lower structure and install basement foundation	\$118,375
Replace rotten sill logs	20,625
Replace existing substandard floor	32,750
Install new carpeting	21,300
Install new entryway	3,750
Wall surface repairs	9,900
Install new staff offices in basement	35,000
Relocate furnace room and upgrade heating system	22,000
Site grading	3,450

Install new interpretation displays		<u>33,000</u>
	Total	\$300,150
	Say	\$300,000

Above figures include: construction plan preparation
project management
engineering administration
contingency

Project: TURNAGAIN ARM SCENIC CORRIDOR IMPROVEMENTS

Location: Anchorage

Senate District: E-1

House District: 7-15

Amount: \$150,000

Description: Provide interpretation kiosks and signs at selected sites along the Seward Highway adjacent to Turnagin Arm. Included also would be new programs for the radio transmitters previously installed and rest stops and interpretation signs along the pathway from Indian to Bird.

Justification: The drive along Turnagin Arm Scenic corridor is breathtaking. There are numerous natural and historic features to interpret which would enhance the experience of travelers and be a major contribution to tourism in Alaska. Interpretive kiosks were constructed at Beluga Point several years ago. This site has been very well received. Similar displays can be installed at other sites such as McHugh Creek, Falls Creek and Rainbow Creek. Bicyclists and hikers would enjoy pull outs along the pathway which would serve as both rest stops and interpretive stops. Presently no such facilities exist.

ITEMIZED ESTIMATE

Interpretive kiosk structures	37,000
Interpretation Panels for kiosks (includes design & artwork)	46,500
Other interpretation signs	5,000
Pullouts/Reststops along pathway	27,500
Interpretive kiosk & panels along pathway	12,000
Radio Interpretive Programs	<u>22,000</u>
Estimated Cost	\$150,000

Project: CHUGACH STATE PARK SAFE DRINKING WATER SUPPLIES AND TOILET

Location: Anchorage, Turnagain Arm, Eklutna

Senate District: E-1

House District: 7-15

Amount: \$100,000

Description: DEC regulations and building codes require safe drinking water supplies and sanitary restrooms in park units. These facilities eliminate contamination and protect public health and safety. Critically needed in this area to meet the states obligation are 4 drinking water systems and one handi-capped accessible toilet to replace an old non-handicapped accessible unit.

ITEMIZED ESTIMATE

PUBLIC TOILETS

1 each double vaulted toilet at \$24,500 each Upper Huffman (Susitna View)	<u>\$ 24,500</u>
Subtotal	\$ 24,500

PUBLIC DRINKING WATER SYSTEMS

2 wells with handpumps at \$13,500 each (deeper than average) Prospect Heights Trailhead Susitna View Trailhead (Upper Huffman)	\$ 27,000
Eklutna Lake pressurized system	42,000
Potter Section House Water System Repair	<u>6,500</u>
Subtotal	\$ 75,500
Total	\$100,000

Project: TOILSOME DRIVE BY-PASS ROAD DESIGN

Location: Anchorage

Senate Districts: 7-15

House Districts: E-1

Amount: \$75,000

Description: Conduct soils analysis and route location study for rerouting a portion of Toilsome Drive. Prepare design plans to include grading and drainage. Prepare specifications and estimates.

Justification: Toilsome Drive leads from Upper Huffman to Glen Alps at the base of Flattop Mountain. The Glen Alps Trailhead is the most popular trailhead on the hillside. A portion of Toilsome Drive contains a very sharp switch-back curve and steep grades. Rerouting would be beneficial to the public by improving safety and winter access.

March 1989

Project: SOUTH ANCHORAGE HILLSIDE STATE PARK ACCESS DEVELOPMENT

Location: Anchorage

Senate District: F

House District: 8

Amount: \$367,500

Description: Funding for this project would provide improvements of two state park access sites on the South Anchorage Hillside. At Glen Alps the existing 80 unit parking lot would be expanded to 120 units, a new loop trail section, handrailing and benches would be added to the Anchorage View Trail for the elderly and physically disabled and six interpretation panels, a weather/wind shelter and a double vaulted toilet would be added to the Anchorage viewing area. Presently \$79,000 is available to begin this work but is insufficient to implement the full expansion. An additional \$315,500 is needed for this site.

At Upper Huffman two small picnic shelters, picnic sites and an additional single vaulted toilet would be developed and installed.

Justification: The Glen Alps trailhead is the most frequently visited trailhead in Chugach State Park. Expanded parking and visitor amenities, such as the wind screen and trail improvements to the Anchorage View Trail are necessary to accommodate the heavy visitation.

The Upper Huffman trailhead, located a short distance downhill from the Glen Alps trailhead, receives heavy use during winter months and lighter use during the summer. Improvements are needed at Upper Huffman to enhance summer use there and reduce impacts on Glen Alps.

ITEMIZED ESTIMATE

Glen Alps Access

Expand existing parking facility	\$154,400*
Double vaulted toilet	24,500
Directional signs	5,000
Develop and install 6 interpretation panels	31,000
Hillside trail improvements	31,500

Install handrailing and benches along the accessible Anchorage View Trail	21,600
Handicapped accessible trails - complete loop trail	30,000
Anchorage View Area weather/wind shelter	<u>17,500</u>
Subtotal	\$315,500

*Approximately \$79,000 is presently available. This additional \$154,400 will fully implement the designed expansion plan.

Upper Huffman Access

Directional signs	\$ 1,300
Picnic facilities	13,000
Picnic shelters - 2 each	19,850
Additional single vaulted toilet	<u>17,850</u>
Subtotal	\$ 52,000
TOTAL	\$367,500

Kay Brown

Alaska State Legislature House of Representatives

TO: House Resources Committee Members

FROM: Representative Kay Brown

DATE: April 5, 1989 *Kay*

RE: House Bill 209, Railbelt Tourism/Recreation Projects

House Bill 209 funds tourism and recreation-related projects in the Railbelt. The \$6 million would fund projects in the Anchorage area, Interior, Mat-su Valley, and Kenai Peninsula. Half involve rehabilitation of and improvements in state parks; the other half include such things as historical preservation grants, predevelopment funds for the Native Cultural Center, road improvements for Hatcher Pass development, and tourist facilities at state hatcheries.

The source of funding for these Railbelt projects is the Railbelt Energy Fund. It is my belief that tourism is a growth industry, and that it is an appropriate governmental role to help provide the infrastructure for such development. It is also my belief that the Railbelt Energy Fund will have more beneficial impacts on the economy of the Railbelt if it's used for economic development, including the infrastructure necessary for a healthy tourism industry, instead of being restricted to energy projects. It's my desire to see the Railbelt Energy Fund spent in the Railbelt on projects of the highest priority, which meet the greatest need, and which deliver the most benefits to our constituents.

The criteria for the projects included in HB 209 are similar to those used for last year's jobs bill. All projects are ready to go, carry minimal or no continuing costs for the state, and provide direct economic benefits to the tourism industry without competing with private enterprise. Many also leverage non-state funds. These projects will stimulate the economy in the short term while also making a significant long-term investment in Alaska's tourism and recreation industry.

The Governor's bill to appropriate \$152 million of the Railbelt Energy Fund (HB 227) includes all of the projects in HB 209 except for those in sections 8 and 9 (Alaskaland), 24 (Aviation Heritage Museum), and 26 (Native Cultural Center). HB 227 is presently in a Finance Committee subcommittee.

Section **REGION-WIDE**

1	DNR Historic Preservation Grants	100.0
3	DNR Highway Interpretive Sign Program	100.0
2	Alaska Conservation Corps	150.0
	Subtotal	350.0

ANCHORAGE/EAGLE RIVER

17	Eagle River Greenbelt Access	336.0
18	Eagle River Visitor Center	300.0
19	Turnagain Arm Scenic Corridor	150.0
20	Chugach State Park Safe Drinking Water	100.0
21	Toilsome Drive By-Pass Road Design	75.0
22	Chugach Forest - Challenge Cost Share Projects	100.0
23	Anchorage Stream Rehabilitation	200.0
24	Aviation Heritage Museum	100.0
25	Ft. Richardson Hatchery	25.0
25	Elmendorf Hatchery	37.2
29	Glen Alps Access	315.5
26	Native Cultural Center	500.0
27	Government Hill Port Overview Park	20.0
28	Ship Creek Overlook Park	300.0
29	Upper Huffman Access	52.0
	Subtotal	2,610.7

INTERIOR

4	Chena River State Rec Area	200.0
5	Chena River State Rec Site	300.0
6	Chena Hot Springs Winter Trail	50.0
7	Historic Preservation/Riverboat Nenana	250.0
8	Alaskaland Amphitheater	15.0
9	Alaskaland Enhancements	185.0
	Subtotal	1,000.0

MAT-SU VALLEY

15	Finger Lake State Rec Site	200.0
16	Willow Creek State Rec Area	100.0
25	Big Lake Hatchery	25.2
14	Hatcher Pass Public Use Area	700.0
	Subtotal	1,025.2

KENAI PENNINSULA

10	Kenai Peninsula Sport Fish Access	653.5
25	Crooked Creek Hatchery	22.0
11	Homer/Kachernak Visitor Center	114.0
12	Old Town (Kenai) Viewing Area	95.0
13	Kenai River Boat Ramp/Parking Area	137.5

Subtotal	1,022.0
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GRAND TOTAL	6,007.9
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Section 1

Project: Historic Preservation Grants

Location: Throughout Railbelt

Amount: \$100,000

Description: See attached material

January 31, 1989

Project: DNR HISTORIC PRESERVATION GRANTS

Location: Statewide (Anchorage office)

Senate District: Statewide

House District: Statewide

Amount: \$100,000

Description: Grants funds will be used for maintenance, restoration and rehabilitation of historic sites. There are a great many historic properties in need of repair and maintenance if they are to be saved from deterioration and preserved. Rehabilitation work is labor intensive and creates local jobs. Materials used in rehabilitation work are available and purchased in the local community. The grants will be distributed throughout the state.

Justification: Historic properties are an important part of local communities and the state. As part of the tourism industry, they are visitor destinations. Revitalized downtowns and older neighborhoods and adaptive reuse of historic properties can provide new business opportunities and increase property values. They are part of our heritage that needs to be preserved. There are hundreds of historic sites in Alaska eligible for these funds. The grants will be administered by the Department of Natural Resources under AS41.35.040. A grants program is already in place so the funds can be distributed quickly.

Section 2

Project: Alaska Conservation Corps

Location: Throughout Railbelt

Amount: \$150,000

Description: See attached material

January 31, 1989

Project: ALASKA CONSERVATION CORPS

Location: Statewide

Senate District: Statewide

House District: Statewide

Amount: \$150,000

Description: This project would provide funds for park improvements by Alaska Conservation Corps employees. Approximately 40 Alaskans would work 12 weeks on ACC crews across the state.

This job-oriented program would accomplish varied tasks such as construction and maintenance of trails, brushing of roadsides, facility maintenance, including refurbishing tables, barrier posts, guardrails, toilets, and shelters; landscaping use areas or correcting and rehabilitating erosional problems.

Justification: This work-oriented program provides an excellent opportunity for Alaskans to gain valuable outdoor and construction skills, as well as develop valuable work ethics. The labor intensive products provided to the public by ACC crews are less costly than contracting for these services.

Section 3

Project: Highway Interpretive Signs

Location: Throughout Railbelt

Amount: \$100,000

Description: See attached material

January 31, 1989

Project: DNR/HIGHWAY INTERPRETIVE SIGNS PROGRAM

Location: Statewide

Senate District: Statewide

House District: Statewide

Amount: \$100,000

Description: The highway interpretive sign program would provide roadside interpretation of natural and cultural features along the states highway system. The product would be attractive, well design interpretive signs at already popular pull-outs.

Justification: The highway system throughout Alaska routes through many regions of natural history, unusual natural beauty and historic significance. The Department of Highways' wood routed natural/historic feature information signs of 20 years ago have all but disappeared. The opportunity for enrichment of the traveler's visiting experience can be greatly enhanced through a planned system of highway interpretation.

Section 4

Project: Chena River State Rec Area

Location: East of Fairbanks

Amount: \$200,000

Description: See attached material

January 31, 1989

Project: CHENA RIVER STATE RECREATION AREA

Location: 30 miles east of Fairbanks

Senate District: J-K

House District: 18-21

Amount: \$200,000

Description: Construct trailhead parking improvements in three areas, including parking sites, loading ramp, toilet, well and information boards; install interpretive station, directional and informational signing; construct three trail shelters on the Granite Tors and Chena Dome trails, and one public use cabin on the river; construct a group use picnic shelter at 39-mile Campground; and, expand the shooting range at 36-mile, including new picnic sites, road improvements, and an archery range.

Justification: This area, located just 30 miles from Fairbanks, is popular with residents and tourists alike. The Chena River is one of the best road-accessible grayling fisheries in the state.

Recreational activities are currently concentrated along the road-river corridor. These funds would provide necessary facilities to divert activities off the Chena Hot Springs thoroughfare and provide additional access points to the river and backcountry.

Improvements would provide access to popular ATV, snowmachine, dogmushing, hiking and horse trails on Colorado Creek, Four-mile Ridge, the South Fork and Angel Rocks.

The area is popular with the entire spectrum of users: boaters, hunters, trappers, fishermen, hikers, ATV riders, horse riders, campers, etc. The Division is attempting to satisfy the diverse recreational needs with orderly developments that do not overly favor any particular user groups.

Developments are planned to minimize impact on the scenic and resource values, yet maximize recreational opportunities for the 130,000 annual visitors (1987 figure).

ITEMIZED ESTIMATE

Construct trailhead improvements at three sites	\$105,00
Interpretive station and miscellaneous signing	8,000
Construct three trail shelters	33,000

Construct public use cabin	15,500
Construct 39-mile picnic shelter	19,500
Miscellaneous improvements to 36-mile shooting range	<u>19,000</u>
Total	\$200,000

Above figures include:

Design plan and contract document preparation, project management and contingency.

Section 5

Project: Chena River State Rec Site

Location: Fairbanks

Amount: \$300,000

Description: See attached material

January 31, 1989

Project: CHENA RIVER STATE RECREATION SITE

Location: within downtown Fairbanks

Senate District: J, K

House District: 18-21

Amount: \$300,000

Description: Upgrade and pave the campground roads and campsites for better drainage and dust control; improve the access and drainage around the toilets and dump station; rehabilitate and landscape the group picnic area; upgrade the riverside nature trail for handicap access; establish five new campsites; replace deteriorated tables, benches and barbeques.

Justification: This site is probably the most popular summer recreation destination site in Fairbanks with 80,000 visits in 1987. Nearly every tourist that camps in Fairbanks stays in Chena River SRS because of its close proximity to downtown, the university and shopping areas. It is also popular for residents' weekend and river-oriented activities. These funds will give deteriorating areas a facelift.

ITEMIZED ESTIMATE

Upgrade and pave roads	\$165,700
Landscaping and drainage improvements	32,400
Upgrade trail	28,600
Construct five campsites	12,500
Replace tables, benches and barbeques	<u>60,800</u>
Total	\$300,000

Above figures include:

Design plan and contract document preparation, project management and contingency.

Section 6

Project: Chena Hot Springs Winter Trail

Location: East of Fairbanks

Amount: \$50,000

Description: See attached material

January 31, 1989

Project: CHENA HOT SPRINGS WINTER TRAIL

Location: 30 miles east of Fairbanks

Senate District: J, K

House District: 18-21

Amount: \$50,000

Description: Continue work initiated with \$50.0 grant which explored the feasibility of developing this historic sled road as a public recreational corridor between Fairbanks and Chena Hot Springs. Continue field surveys, platting, easement negotiations with private and government properties crossed by the trail; adjudication/assertion of RS 2477 status initiated as necessary. Public meetings on the progress and feasibility of the project will be conducted, and trail markings and improvements (brushing, widening, rerouting) will be initiated on "accepted" portion of the trail.

Justification: The Chena Hot Springs Winter Trail (historic sled road) is very important for winter tourism and recreational use in the Fairbanks area. Portions of the route are used by: sled dog racers such as the Yukon Quest, Angel Creek 125, Two Rivers Classic; various snowmachine and ski events; numerous individual mushers, skiers, horse riders, and snowmachiners. The trail needs to be established and recognized as an entire public recreation corridor and its future development planned.

Section 7

Project: Riverboat Nenana

Location: Fairbanks

Amount: \$250,000

Description: See attached material

Project #21: RIVERBOAT NENANA GRANT

Location: City of Fairbanks

Senate District: J, K (A-B)

House District: 18-21

Amount: \$250,000

Description: Grant funds for the restoration and preservation of the Riverboat Nenana will enable work to continue on one of the major visitor attractions in Fairbanks. The restoration work will follow the restoration plans prepared by a maritime engineering company. The work will be labor intensive. Materials will be purchased locally. The funds will be appropriated to the Department of Natural Resources for payment as a grant under AS 37.05.316 to the Fairbanks Historic Preservation Foundation.

Justification: The Riverboat Nenana, which is listed on the National Register of Historic Places, is the last steamboat to offer passenger service in Alaska. It is the major attraction at Alaskaland, an important visitor destination in Fairbanks. For many years the community of Fairbanks has been active with the restoration of the Riverboat through volunteer support and donations. In the past, federal and local funds have been used to stabilize and begin restoration on the steamboat. This grant will allow the long-term restoration work to continue.



FAIRBANKS HISTORICAL PRESERVATION FOUNDATION

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REV. FRANK MCGLOUGHAN SJ

FRANK MURAWSKI

United States Senate

PIONEERS OF ALASKA

Igloo No. 4

PIONEERS OF ALASKA AUXILIARY

Igloo No. 8

BILL ROBERTSON

BRICE STEPHENSON

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United States Senate

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VIRGIN

LE VIRGIN

WILLIAM R. WOOD

IN WILBROLD

YOUNG

United States Congress

January 12, 1989

755 8th AVENUE
FAIRBANKS, ALASKA 99701
(907) 452-7295

Representative Mark Boyer
119 N. Cushman St. Suite 203
Fairbanks, AK 99701

RE: GRANT REQUEST
SS "Nenana" Restoration
Harding Car "Denali" Historic Display

Mark
Dear ~~Mark~~:

For the past two years the Fairbanks Historical Preservation Foundation has been active in restoring the above referenced artifacts. Our progress during this short period has been excellent. The "Denali" restoration with the exception of a planned outside historical display structure, was completed in May of 1988, and work is continuing with good progress on the "Nenana".

None of these accomplishments could have been possible without the combined participation of the State of Alaska, local City and Borough governments and the Fairbanks Community. Similarly, the continuance of this combined support is absolutely necessary to successfully complete these most important - especially the "Nenana"-restoration projects.

Accordingly, we are requesting the support of yourself and the Interior Delegation in implementing legislation to secure for the Fairbanks Historical Preservation Foundation a State grant in the amount of \$420,000.00 for fiscal 1989.

To support our request, I have included documentation which will describe more specifically project(s) status, costs, and, perhaps most importantly, how available funds have been leveraged through community support to realize very favorable cost-to-value expenditures.

A non-profit organization created by the City of Fairbanks

Representative Mark Boyer
Letter of 1/12/89
Page 2

Additionally, we would request the following conditions to apply to any grant award:

1) That the Fairbanks Historical Preservation Foundation be accorded direct-recipient grant status as:

- a) The Foundation is in leasehold control of the artifacts for 25 years - Lease copy included.
- b) The Foundation has since January 1, 1988, engaged the CPA firm of Kohler-Obendorf Co., to manage the foundation accounts. This firm is well acquainted with the State regulations governing grant accounting procedures and has satisfactorily demonstrated this by its management and reporting of our 1988 State grant of \$125,000.00.
- c) The Foundation wishes to avoid the 14.1% administration fee charged by the Fairbanks North Star Borough for (pass through) grant management which is, for the most part, unnecessary due to the work done by Kohler-Obendorf.

2) That any grant to FHPF be unrestricted except in terms of it's application solely to the designated projects.

I know that you endorse and appreciate our work and are well aware of it's economic as well as historic importance. Please accept the heartfelt thanks of the Foundation for any assistance you are able to provide. Please do not hesitate to contact me if you should require any additional information.

Very truly yours,

FAIRBANKS HISTORICAL PRESERVATION FOUNDATION

Toni

Toni Gibson, Director

TG/klr

FAIRBANKS HISTORICAL PRESERVATION FOUNDATION

DATE: January 9, 1989

TO: Representative Mark Boyer and The Interior Delegation

SUBJECT: Request for 1989 Alaska State Grant

AMOUNT: \$420,000.00

PURPOSE: Continued Restoration of the SS "Nenana" - \$391,094.00
Harding Car "Denali" Outside Historic
Display Structure 28,000.00

TOTAL \$419,094.00
Rounded To 420,000.00

LOCATION:

Fairbanks, Alaska at Alaskaland

GRANT CONDITIONS REQUESTED:

- 1) Direct Rec
- 2) Unrestrict

FAIRBANKS HISTORICAL PRESERVATION FOUNDATION

ORGANIZATIONAL AND PROJECT SUMMARY

INTRODUCTION

The complete, authentic, restoration of the SS "Nenana" is unquestionably the most important historic restoration project currently under way in Alaska. It is also one of the most important maritime projects in the United States.

The remarkable contribution of the steam-powered riverboats to the development of our country is a matter of record; yet, of the thousands of wooden-hulled side and sternwheel vessels once in service throughout the nation, only a few have been preserved; and of these, the "Nenana" is unique. She is the only wooden hull, steam driven, overnight passenger sternwheel vessel, as typified by Mark Twain, remaining in the United States.

Formal national recognition of the "Nenana's" importance was accorded when the National Landmark Advisory Board unanimously approved her nomination to the Secretary of the Interior for National Landmark status in October of 1988.

This recognition by the Advisory Board culminated many months of effort by the FHPF. Especially rewarding is that, of over 56,000 places listed on the National Register for Historic Places, only 1800 have been accorded Landmark status - A critically selected 3%.

The ramifications of the "Nenana" as a National Landmark are not limited to her value as an important reminder of our heritage. As a major attraction to visitors, her contribution to

the community, in terms of tourist revenue, will be substantial for, conceivably, hundreds of years. When restored, she will be a source of great community pride and will provide the incentive for continuing historic restoration and revitalization at Alaskaland and throughout the community.

The FHPF is committed to this concept. By preserving our history we preserve and increase our pride in ourselves and our community. We will add to our well-being and independence by capitalizing on our heritage and greatly expanding the stable visitor-tourist industry to the benefit of all.

BACKGROUND AND PURPOSE

The FHPF was formed in March, 1987 expressly, as stated in the Articles of Incorporation, "to preserve for posterity the structures and sites of historic, cultural, architectural, geographic and archaeological significance located in the Fairbanks North Star Borough."

Subsequent (and frequent) Board meetings resulted in the adoption of By-laws, Articles and operational policies suitable for a public, non-profit corporation.

Non-profit corporation status was granted by the State of Alaska on November 3, 1987 and the IRS designation as a tax exempt corporation under Section 501(c)(3) was approved on January 7, 1988.

PROJECTS

"DENALI" RESTORATION - THE FIRST PROJECT

Restoration of the luxury Pullman observation car "Denali", A/K/A "The Harding Car", began in June, 1987 with \$43,784.69 of excess State grant funds held by the City of Fairbanks. The City requested a grant designation change to apply the funds to the "Denali".

At this point it is appropriate to acknowledge the efforts of the Pioneers of Alaska, Igloo #4 and Auxillary #8. The participation of the Pioneers made this project possible.

Originally, the money was to be used to raise, rejoin and construct a concrete foundation under the historic "Kitty Hensley House", at Alaskaland. The Pioneers, aware that the grant designated for that purpose could be freed for use elsewhere at Alaskaland, undertook the project in May, 1987; and, using their own resources, completed it in September.

The restoration of the "Denali" continued throughout the remainder of 1987. The project was completed and rededicated to the people of Alaska on Memorial Day of 1988.

The total project cost was \$66,481.97; the value of the work accomplished has been estimated by a restoration architect to be in excess of \$300,000.00.

THE "NENANA" RESTORATION - THE SECOND PROJECT

Planning for the restoration of the "Nenana" began in September, 1987 when the Foundation engaged the services of Mr. Jack Kutz, Marine Consultant, of Seattle. Mr. Kutz is highly credentialed and has been working for the City of Fairbanks intermittently since 1980 to complete the relocation and placement of the vessel upon a permanent concrete grid foundation.

Mr. Kutz began a complete resurvey of the "Nenana" and by October, had prepared guidance specifications and a cost estimate for restoration.

Work began immediately on the bow, which, due to extremely severe dry rot, was in imminent danger of separating from the main body, and consequently was the highest priority and most critical part of the entire restoration.

Using contributed labor and materials, the forebody was levered and jacked into its original configuration and stabilized with shoring for the winter.

In the spring of 1988, with funds raised from the private sector and a \$125,000 State Grant, the complete restructuring of the forebody began. This included replacement of frames, shelf timbers, winch support structure, deck beams, subdecking and finish decking. In addition, that portion of the temporary roof covering the bow, (installed in 1983), was removed and all deck hardware was sandblasted, cleaned and repainted.

This phase of restoration was completed on October 1, 1988. The total cost was \$60,917.63, excluding in-kind contributions totaling \$58,765.12. The estimated contracted value is \$189,375.00.

Additional work done on the "Nenana" in 1988 includes:

- 1) Asbestos removal - Cost \$12,896.03 - estimated value \$100,000.00.
- 2) Removal of kitchen, bathrooms, bar, wall panelling, flooring, plumbing, electrical, heating units, electric dumbwaiter and other miscellany from the Saloon and Texas decks.. Cost - \$21,897.71; Estimated value \$37,050.00.

The total estimated cost of the "Nenana" restoration is \$1,500,000.00, excluding furnishings. Completion of the project is difficult to estimate due to the highly specialized-labor intensive nature of the work; however, the FHPF has targeted May of 1992 as the completion date and feels that this can be realized, but only with continued State and community support.

FHPF AND COMMUNITY PARTICIPATION - A WORKING PARTNERSHIP

The Board of Directors has long understood that the support of the community is crucial to the successful completion of the FHPF's restoration projects. Solicitation of this support is on the basis of: community benefit, community ownership of the artifacts and, most important, community pride in its accomplishments. A few major examples of this spirit of cooperation are:

1) The Pioneers of Alaska, Igloo #5 and Auxillary #8 - the completion of the "Kitty Hensley" project and additional cash contributions to the "Nenana" project totaling \$39,500.00.

2) The Fairbanks North Star Borough has given a very favorable long term (25 yr.) lease to the Foundation for the "Denali", the "Nenana" and Tanana Valley RR Engine #1 (scheduled for complete restoration at a later date).

3) The City of Fairbanks- In 1988 granted \$20,000 of its discretionary bed tax revenue to the Foundation for the "Denali" and the "Nenana".

4) Other firms, individuals and service groups who have contributed cash, labor, services and material, number over 75. The total contributions for 1988 are: cash - \$47,897.20; In Kind - \$97,308.06; private sector participation totals \$145,205.26.

BUDGET PROJECTION

FAIRBANKS HISTORICAL PRESERVATION FOUNDATION

HARDING CAR "DENALI" AND SS "NENANA" RESTORATION PROJECTS

"NENANA" RESTORATION

A listing of projects/priorities, estimated (budgeted) costs, actual costs, including payroll taxes and insurance, and estimated contracted value (completed projects only). Contributions in-kind are not included here.

* = Budget Totals for Projects - Fiscal 1989 \$420,000

ECV = Estimated Contracted Value

FIP = Funding in-place

SECTION I. EXTERIOR AND GENERAL RESTORATION/RECONSTRUCTION

	<u>PROJECT</u>	<u>COSTS</u>			<u>STATUS</u>
		<u>Budget</u>	<u>Actual</u>	<u>ECV</u>	
1.	Forebody Hull Recovery Project A: Priority 1-A	\$ 6,288	\$ 5,622.88	\$ 12,500	100%
2.	Forebody Framing/Deck Restoration Project A: Priority 1-B	65,020	60,917.63	189.375	100%
3.	Forebody Hull Planking Project B: Priority 3	81,250			1990
4.	Cargo Deck Sides Project B: Priority 1-B Additional: Caulking	63,308 6,250			* *
5.	Sternwheel Timbers Project C: Priority 1-A	14,000			*
6.	Spars, Hogging Posts, Rods Project D: Priority 1-B	2,500			1990
7.	Texas Deck & Pilothouse Deck Covers Project E: Priority 2	31,188			*



	<u>PROJECT</u>	<u>COSTS</u>			<u>STATUS</u>
		<u>Budget</u>	<u>Actual</u>	<u>ECV</u>	
8.	Boat Deck Cover Project F: Priority 2	29,975			*
9.	Saloon Deck (Ext.) Cover Project G: Priority 2	14,269			*
10.	Saloon Deck (Int.) Cover Project H: Priority 3	29,359			*
11.	Texas Deck House Sides Project I: Priority 2	14,500			*
12.	Hold Areas Blocking Project J: Priority 3	4,250			*
13.	Asbestos Removal Project K: Priority	-0-	12,336.09	100,000	100%
	Paint Removal: Topside & Deckhouse Exterior Project L: Priority 1-B	60,625			*
15.	Misc. Rot Repair & Surface Preparation Project M: Priority 2	4,000			*
16.	Dress Ship (Exterior) Project N: Priority 2	13,980			*
17.	Temporary Roof Removal Project O: Priority 1-A	<u>15,000</u>	<u>1,212.36</u>		8% - FIP
	Section I Project Totals	\$445,662	\$80,088.96	301,875	
	Section I Budget Totals - Fiscal 1989 \$285,704.00				



"NENANA RESTORATION"

SECTION II: INTERIOR STRUCTURAL RESTORATION

	<u>PROJECT</u>	<u>COSTS</u>		<u>STATUS</u>
		<u>Budget</u>	<u>Actual</u>	
1.	Saloon Deck Removal Project A: Priority 3	31,800	19,293.39	60% - FIP
2.	Main Deck/VIP Room & Wheelhouse Removal	5,250		FIP
3.	Saloon Deck - Interior Structural Restoration Project C: Priority 3	<u>45,390</u>		*
	Section II Project Totals	\$ 82,440	19,293.39	
	Section II Budget 1989	45,390		

ADMINISTRATION EXPENSES

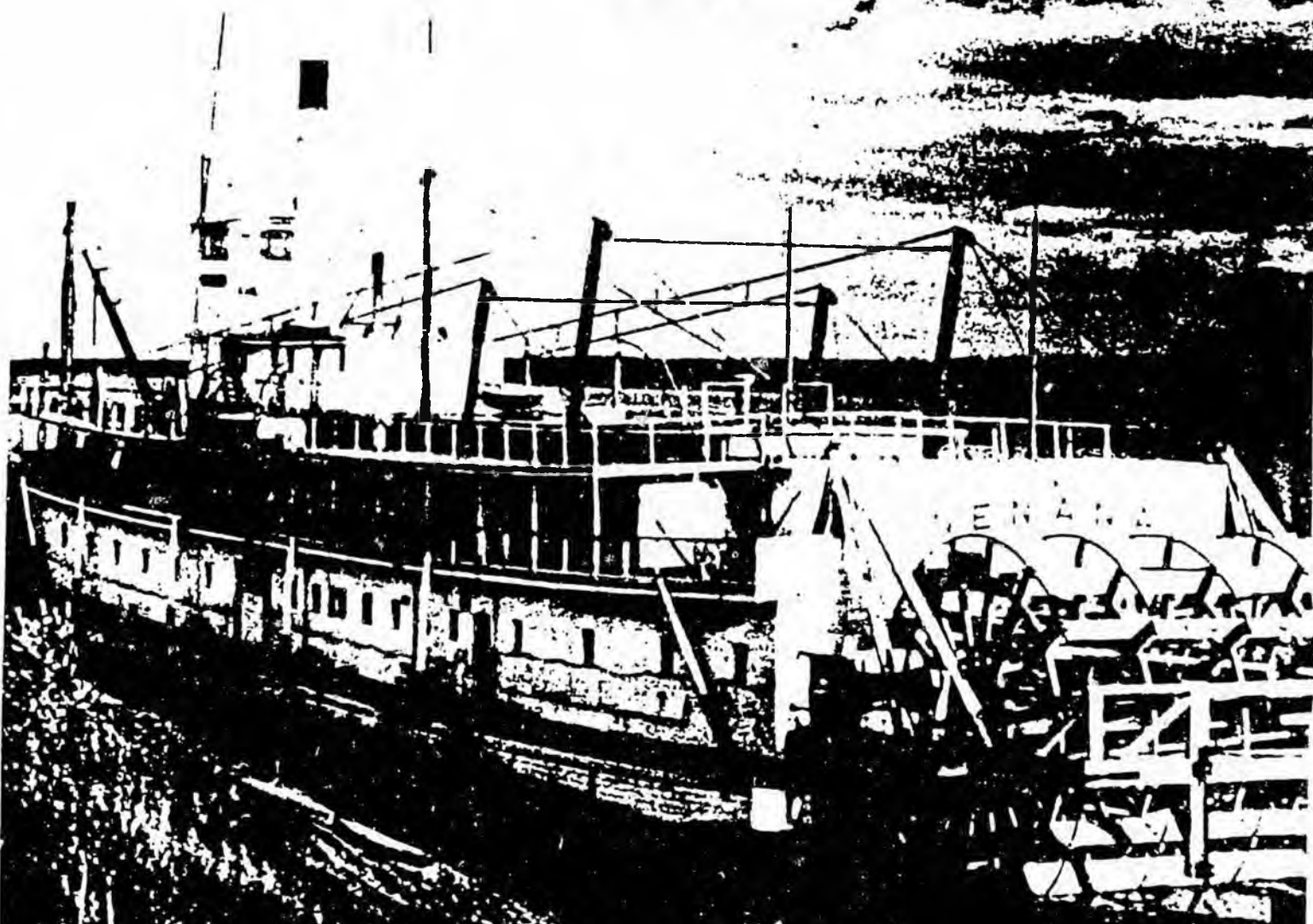
1988 -----	\$40,903.51
Less in-Kind-----	<19,539.52>
Actual Cost	\$21,363.99

ESTIMATED ADMINISTRATION EXPENSES

1989 ----- \$60,000 (Estimated)

"NENANA" Sec. I Budget 1989	285,704
"NENANA" Sec. II Budget 1989	45,390
"NENANA" Admin. Budget 1989	<u>60,000</u>

TOTAL PROJECTED BUDGET 1989 \$391,094.00



The *Nebata* in service with the Alaska Railroad. The bogging system shows up well in this view. Charles Mayes Collection, UAF

SAVING THE "NENANA"

The sternwheeler *Nenana* played a vital role in recent Alaskan history and was the backbone of river transportation during the critical war years when she carried thousands of tons of priority cargo and GIs throughout the tricky inland waterways. For a time efforts had been made to save her from extinction, but once again uncertain politics, civic indifference and harsh economics threaten her future.

BY MARTIN P. WUBBOLD

ALL PHOTOS BY THE AUTHOR UNLESS OTHERWISE CREDITED

The discovery of gold in the far north created a situation where large numbers of people wanted access to some of the most remote locations in North America and then needed dependable transportation to maintain their existence there. When news of a new strike was heard, they wanted the ability to move quickly to the site of the next bonanza and to be able to take their equipment with them. This fell to the shallow draft sternwheel steamboat, large numbers of which saw service on the rivers of Alaska and northern Canada. They transported not only the food and clothing needed to survive, but all the essential commodities that the people who moved into the interior would need to create towns in the wilderness, mine its wealth, farm its rich soil and raise their families.

During the early days gold was the name of the game, but some foresighted individuals realized that fortunes could be made in ways besides mining for gold. Supplying the miners and prospectors money could be acquired under less rigorous circumstances. But, it took planning and it took capital, for these merchants had to be able to look ahead and have goods for sale all winter, and to be

able to pay for them well before they would be able to re-sell them. Often the demand would exceed the stock on hand and a community could very well find itself low on grub well before the first boat of the season was to arrive. The problem would be compounded if the very last boatload of goods was frozen in river ice before reaching its destination the preceding fall. This did occur and expeditions would be organized to find the boat and sled the cargo on to waiting customers. All in all though, the system worked well enough so that what may have started out as no more than a trading post or wood camp became a town, and in some cases, a city. Folks went from being Cheechakos, tenderfoot boomers, to Sourdoughs, the grizzled veterans of the north. It came to pass that more and more people were becoming dependent on the steamboats not just to aid them in their battle with gold fever, but to allow communities isolated by thousands of miles to stabilize and grow, even after the gold played out. The gold rush to the Canadian Klondike was over by 1900, even though sizable amounts of gold were to be produced for a long time thereafter.

Fairbanks hit its peak gold production

in 1909, and in communities throughout Alaska people were starting to leave for the southern states. This did not mean that the gold had all been taken, only that it was getting harder to get it out of the ground. World War I, combined with fewer jobs mining caused the population to fall, and with it, the need for the large numbers of boats that had been plying the rivers.

Dependence on the steamboat for everything brought into the interior created the general feeling that alternate routes had to be established. The primary trail that led to the coast, at the town of Valdez Alaska, was being improved from a winter sled trail to an all weather route and eventually was named the Richardson Highway, but it was pretty rough and it would be years before it could be considered even a basic roadway. The sternwheeler remained the preeminent mode of transportation. Shippers and passengers were at the mercy of the companies that operated the boats, as far as the freight rates were concerned, and as time went on there were fewer and fewer companies competing. In 1913 the two largest companies became involved in a rate war that saw the cost of shipping fall dramatically and that ended when the Alaska-Yukon Navigation Company bought out its main competitor, the Northern Navigation Company, including its ninety-six steamboats and barges. This led to an increase in shipping rates, as would be expected, but the A-Y N Company would not be able to escape the effects of their ultimate competitor, the United States Government.

In 1915 it was decided to start construction of a railroad from tidewater at Seward to Fairbanks, thus doing away with the long sea route to the mouth of the Yukon River and much of the long up river journey from there. For all those who needed freight shipped into the interior it sounded like a godsend. To those who owned and operated the boats it sounded like the death knell of their industry.

Section 8

Project: Alaskaland Amphitheater

Location: Fairbanks

Amount: \$15,000

Description: See attached material.

Elements of the REDI project:

1) construction of an amphitheater to accommodate "The Athabaskan Experience". This will be a simple earthwork project, landscaped into the hill behind the Museum. The simple construction will preserve the natural outdoor character of the setting, enhancing the ~~entire~~ feeling of these presentations.

2) re-locate the stream/ drainage ditch which now flows through the amphitheater area. This drainage runs from the Mining Valley in Alaska and on through the Village. It must be moved to accommodate the amphitheater.

3) Install fencing for admission control, so that the Village can be run on a business basis. This will be fencing with cedar slats for an attractive appearance, low enough to permit viewing into the Village and seeing the attractions to a sufficient degree to entice people to come in.

4) install a demonstration fishwheel. The fishwheel is a significant cultural element, interesting to tourists because of its uniqueness. Main Street Fairbanks is planning to install one in the downtown area, near the Cushman Street Bridge; we have discussed with them coordinating the narratives displayed with each wheel, so that tourists who visit both fishwheels will learn something new at each one -- so that the two complement each other, instead of duplicating.

5) construct a set for "The Athabaskan Experience".

6) install interpretive signs for the traditional Native buildings and for an "Aboriginal Plants Area" to be constructed in a joint project by Fairbanks Development Authority and FNA.

7) carry out code compliance work (especially wiring upgrade) identified by the Borough (see detail in budget back-up). Some of this has been identified by the Borough as life-safety work.

Conclusion:

Several years ago, a private entrepreneur attempted to operate the Native Village. Under the existing circumstances, this proved impossible to do on a self-sustaining basis -- the buildings lack any interpretive narratives, the Museum collection is unbalanced (all Eskimo), and there is no conveying of the values and key aspects of the culture. This entrepreneur was forced to abandon the project part-way through the season.

Our project is different in offering a full vision of what the

EARTH MOVERS OF FAIRBANKS, INC.

GENERAL CONTRACTOR

925 Aurora Drive
Fairbanks, Alaska 99709-2197

BL. 035813
REG. AA253

Phone (907) 456-5087
(907) 452-5634
Fax (907) 451-7632

RECEIVED FEB 10 1988

February 8, 1989

Fairbanks Native Association
310 1st Avenue
Fairbanks, Alaska 99701

Attention: Bob Keller

Gentlemen:

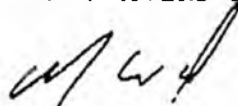
After inspection of the proposed amphitheater site at Alaskaland, we feel the following figures may be used for budgeting purposes:

Realignment of drainage ditch	10,000.00
Amphitheater construction	5,000.00

If you have any further questions, please do not hesitate to call the undersigned.

Sincerely,

EARTH MOVERS OF FAIRBANKS, INC.



Randy Brand
Vice President

RWB/mj

CDBG-REDI Application

SCHEDULE FOR PROJECT IMPLEMENTATION

IDENTIFY THE TIME FRAMES FOR MAJOR ACTIVITIES AND EXPENDITURES AND COORDINATION OF NON-CDBG-REDI RESOURCES FOR THE PROJECT. FURTHER, THE APPLICANT MUST COMMIT TO ADHERE TO THE SCHEDULE. (REFER TO PAGE 30 OF HANDBOOK).

The Business Plan, enclosed later, shows the schedule of development and implementation for the program elements of the cultural enterprise. For the elements of the REDI grant, this timetable is foreseen:

REDI Component:

~~1. Prepare working drawings and coordinate with Parks Management (Mr. Bob Peterson, Alaskaland Manager)~~ (for "The Athabaskan Experience")

Steps:	Desired Time Frame:	Latest Time Frame:
a. Prepare working drawings and coordinate with Parks Management (Mr. Bob Peterson, Alaskaland Manager)	Early April	Early May
b. Obtain bids	Late April	Late May
c. Conduct earthwork	Mid May	Early June

REDI Component:

2. Install fence for access control.

Steps:	Desired Time Frame:	Latest Time Frame:
a. Prepare specifications and obtain bids.	Mid-April	Late April
b. Coordinate use of Fairbanks Correctional Center inmates on project	Mid-April	Early May
c. Installation	Mid-May	Mid-June

Section 9

Project: Alaskaland Enhancements

Location: Fairbanks

Amount: \$185,000

Description: See attached material.

SUGGESTED ALASKALAND IMPROVEMENTS

1. New Marquee (Reader Board): Current reader board is antiquated and condemned by City and Borough as unsafe. \pm \$25,000 C.I.P. Submittal.
2. Restroom for R.V. Parking: Borough currently rents portable toilets to service R.V.'s. Costly and unsightly. New restroom facilities would save on annual general fund expenditures and be an added amenity for tourists. Hooked into City sewer. \pm \$75,000
3. Kitchen addition to Civic Center: Alaskaland Civic Center does not have full kitchen nor does C.A.C. A full kitchen would enhance our ability to host conventions/conferences and would directly increase Civic Center marketability. \pm \$125,000
4. Maintenance Building: Alaskaland currently has small maintenance shop that is inadequate for even current needs. New building could accommodate sign shop, vehicle/equipment repair, storage, and other maintenance projects. Submitted on C.I.P. list. Could be utilized as support shop for C.A.C. \pm \$300,000
5. Greenhouse: Small greenhouse for supply of departmental/divisional plant materials. The department currently expends \$5,000 annually to purchase plant materials. Substantial savings could be realized by growing flowers in greenhouse by staff. Small admission could be charged public for tour of greenhouse with staff to explain types of plants grown in Alaska. \pm \$30,000
6. Fitness Trail: Twelve station fitness trail to be designed and built in undeveloped area in rear of Alaskaland with access to Chena River bike path. \pm \$15,000

MARQUEE AND DIRECTORIES

The current parking lot Marquee for Alaskaland falls short of its intended function. It is poorly designed, underscaled and unattractively painted. The need to advertise the current and future events at Alaskaland to the passing traffic is recognized by the existence of this effort. However, its messages are difficult to see or read by the passing motorist. In order to correct this condition, drawing #5 in the Masterplan rendering depicts a conceptual drawing of a new Alaskaland Marquee. Drawing #2 of the Masterplan layouts shows the Marquee located in the parking lot with two optional executions. One shows a one-faced Marquee parallel to the road while the other shows the Marquee at right angles to the road in a two-sided configuration. The Marquee is supported by steel banded clustered logs encircled at its base by a log planter, tastefully landscaped. The central portion of the Marquee is an interior lighted translucent plexiglass marquee board that accepts a changeable letter format, such as a movie marquee. Capital letters from 8", 16" to 24" can be arranged on its billboard sized face. The entire unit is topped off by a black 1/4" formed plexiglass color reproduction of the Alaskaland logo. The entire effect commands attention from its mass and its prominent visibility. It is recommended that this conceptual design be conveyed to a selected number of sign producers in the Fairbanks area for the purpose of bidding, so that a contractor may be selected for its fabrication and erection.

While the Marquee will tell the passing public those events which are occurring or are planned for Alaskaland, there is also a need to inform the park visitor, in more detail, about current and future events on the park

MARQUEE AND DIRECTORIES (Con'd)

program. A diminutive version of the Marquee converted to a grounds directory, depicted in drawing #5, will provide this function. The grounds directory is conceived as a double-faced unit. At the top of the glassed-in face is a grounds map of Alaskaland showing the location of the visitor. In the bottom half of the face, there are three columns. The columns are designated "Today", "This Week", "This Month". Each column can accommodate an 8 1/2 by 11 piece of paper. On this paper are listed the day's activities with the last column listing all the activities of the month. This will enable the park staff to keep the public informed of Alaskaland's program with a minimum of effort at a minimum expense. All the work can be accomplished on a typewriter and the staff copy machine. It is recommended that five of these units be fabricated and located in the following areas:

1. Parking lot directly in front of main entrance to Bartlett Plaza
2. Gold Rush Town adjacent to the Amphitheatre Area
3. Felix Pedro Square adjacent to the Picnic Gazebo
4. Exploratorium adjacent to Front Entry
5. Entry to Mining Valley

These prominent locations will reach the highest percentage of the park visitors and give them a number of opportunities to be exposed to the events schedule of Alaskaland, as well as tell the unfamiliar visitor of his location relative to the park layout.

It is recommended that the same procurement procedure be applied to the grounds directory as described for the Marquee and that this item receive a high priority for early installation.

THE SIGN/GRAPHICS PROGRAM

Signage and graphics existing in Alaskaland are in great need of improvement. While there is evidence that some standardization was attempted in the identification of the cabins in Gold Rush Town, even these signs are beginning to wear and will soon need replacement. Other signage, currently identifying major structures, is poorly conceived and executed. There is a lack of consistency or a display of poor taste in the signs, particularly those identifying concessionaires' operations. The interpretive signage at the Native Village needs replacement as does that in Mining Valley. A facility the size of Alaskaland has a need for a great deal of signage. Signage is expensive. Poorly executed, it will require continual replacement, thereby adding to the expense. This need not be the case. The signage categories in Alaskaland are as follows:

- Period Building Identification
- Directional Informative
- Concessionaire Identification
- Interpretive Placard

Each category of the Sign/Graphics Program in Alaskaland shows the need for a thoughtful solution. The signage provides either a decorative, informative function or a necessary directional, informative function. Inconsistency in the signs leads to inconsistency in the interpretation by the public. Improvement in this area can effectively improve the appearance of Alaskaland. At the same time this area can be informative and can direct with a minimum amount of confusion.

THE SIGN/GRAPHICS PROGRAM (Con'd)

It is recommended that Alaskaland commission a sign-inventory study in order to determine the total signage needs within the park relative to the categories listed. A request for a proposal from a qualified consultant, either an independent designer or a sign producer in the Fairbanks or Alaska area, must be structured to provide the following information:

Quantity, style and specifications for period building identification

Format, style and materials for directional informative signage

Specifications for Gold Rush Town concessionaire signage

Format and style of informative advertising on park-facility signage

Format, styling and reproduction process of interpretive plaques

A review of this data, accompanied with the inventory and an estimate for the production of this signage, is a necessary step. The production may be either contracted to a local or Alaskan firm or it may be in the interest of Alaskaland to hire a signmaker for a specified period of time. That person could be an Alaskaland employee or subcontractor to produce the signage according to the recommended specifications. Concessionaire signage may be produced by the concessionaire to the specifications subject to approval or produced by Alaskaland for the concessionaire at a quoted cost. Both exterior and interior signage is needed. The needs will continue to grow as various areas of the park are rehabilitated. Adoption and adherence to a sign code will tend, in the long run, to reduce costs, minimize replacement and improve total communications throughout the facility.



ALASKALAND

NOW BETTER THAN EVER

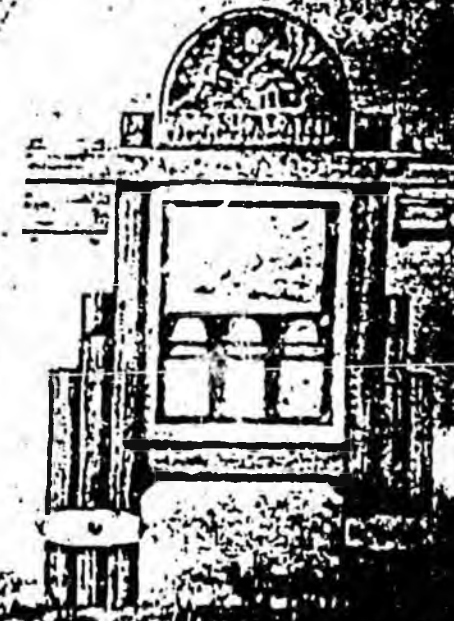
PAN FOR GOLD

BREAKUP BIKE RACE 3:PM START

SALMON BAKE OPEN 10 TO 10

STRING QUARTET CIVIC CENTER 8: PM

WORK COPY



GROUNDS DIRECTOR

ENTRANCE SIGN

144-07-88-3108 FAIRBANKS NS BOROUGH

Proposal

Page No. _____ of _____ Pages

NORTHERN SIGNS & LIGHTING

P. O. Box 75162
FAIRBANKS, ALASKA 99707
Phone 452-6576

PROPOSAL SUBMITTED TO ALASKALAND		PHONE	DATE 5/27/87
STREET		JOB NAME	
CITY STATE AND ZIP CODE		JOB LOCATION	
ARCHITECT	DATE OF PLANS	JOB PHONE	

We hereby submit specifications and estimates for:

(1) ONE 5'6" x 27' DOUBLEFACE ELECTRICAL SIGN COMPLETE WITH COLD WEATHER LAMPS AND BALLAST, AND FACES DECORATED AS SPECIFIED.	13,365.00
CREDIT ON CABINET, DONATED BY NORTHERN SIGNS & LIGHTING	-2,595.00
SUBTOTAL	10,770.00
(1) ONE 7'6" x 12' DOUBLEFACE READERBOARD COMPLETE WITH COLD WEATHER BALLAST AND LAMPS, SIGNS ALSO TO BE PROVIDED WITH FACES AND TRACK, PRICE DOES NOT INCLUDE LETTERS.	6,750.00
PIPE (2) TWO 12" x 12" x 1/2" x 20 @ \$988.00 each.	1,976.00
CONCRETE	2,000.00
EXCAVATION AND CONCRETE PREP MATERIALS	1,100.00
TRANSPORTATION OF SIGNS AND PIPE TO JOBSITE	300.00
NORTHERN SIGNS AND LIGHTING LABOR	2,980.00
HEAVY CRANE RENTAL	950.00

* PRIMARY POWER TO BE PROVIDED BY OTHERS

** 10' LETTERS SHALL BE PROVIDED @ \$2.75 PER LETTER (SUGGESTED FONT 350)

Mr. Propose hereby to furnish material and labor — complete in accordance with above specifications, for the sum of:

TWENTY SIX THOUSAND EIGHT HUNDRED TWENTY SIX AND 00/100---- dollars (\$ **26,826.00**)

Payment to be made as follows:

Material is guaranteed to be as specified. All work to be completed in accordance with the specifications. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will be extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workmen's Compensation Insurance.

Authorized Signature

Note: This proposal may be withdrawn by us if not accepted within _____ days

Acceptance of Proposal — The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized

Signature _____

CAPITAL REPAIRS AND IMPROVEMENT PROJECT REQUEST FORM

Responsible Agency: FNSB/Parks & Recreation/Alaskaland

Name of Project: Replace Alaskaland Marquee

Project Contact: Bob Peterson

1. Project Description:

Remove old marquee and construct new one per specifications
submitted by Northern Signs & Lighting. Old marquee has been
condemned via City Risk Manager since 1985 and is safety risk
to Borough employees that service the board.

=====

2. Community Economic Effects: Does the project provide for economic development in the Borough? Does the project fit within the Comprehensive Plan for the Borough? Is the project a basic service of the Borough? Economic benefits would be gained by local
contractor that constructs new sign. New Reader Board
incorporated in Alaskaland Park Master Plan.

=====

3. Enhancement or Preservation of Existing Capital Facilities: Does project upgrade or protect Borough property? Does project complete a major public improvement? New marquee would definitely enhance
marketability of Alaskaland and subsequent events conducted
at the Park.

=====

4. Special Needs: What is the extent that the project addresses the special needs of the elderly, handicapped, or low-income citizens? New marquee will not directly address special needs of
elderly, handicapped, or low income citizens.

=====

3. * Fiscal Impacts: Capital costs, revenues, and EXPECTED CHANGE in operations and maintenance costs. Capital costs for future completion of the project should be shown. What annual revenue will be generated: _____

N/A

3. Reduction of Dependence on Depletable Resources: What parts of the project reduce energy consumption? _____

N/A

Is energy consumption reduced

A) significantly

B) moderately

XXX C) not at all

10. * How many years has this project been requested and gone unfunded? Requested 1987 - Unfunded.

* Note: Please be accurate with cost, population figures and years unfunded. These values will be verified for accuracy, substantial deviations between submitted and verified values may cause the project request to be delayed.

11. Proposed Capital Project Budget:

Project Administration	_____
Pre-Design/Programming	_____
Design	_____
Advertising/Printing	_____
Construction	<u> </u> + \$21,640
Equipment and Furnishings	_____
Land Acquisition	_____
Testing and Inspection	_____
Construction Contingency	_____
Grant, Bond Costs	_____
Revenue Generated	? <u>Increase Marketability.</u>
CHANGE in M & O	_____



12. Proposed Project Funding

Recommended Sources: State of Alaska

Alternative Sources: _____

This project qualifies for reimbursement from the State of Alaska.

Federal Government, or other. YES _____ NO _____

If yes provide the following information:

A) agency providing reimbursement _____

B) reimbursement number assigned _____

C) projected date of reimbursement _____

D) application for reimbursement _____

Expiration Date of Funds _____



Section 10

Project: Anchor River State Recreation Area
Bing's Landing

Location: Kenai Peninsula

Amount: \$653,500

Description: See attached material.

January 31, 1989

Project: KENAI PENINSULA SPORT FISH ACCESS

Location: Homer, Sterling

Senate District: D

House District: 5

Amount: \$1,000,000

Description: This project would provide long overdue facility improvements to the popular Anchor River State Recreation Area. Existing facilities are heavily used and have deteriorated to the point that annual maintenance cannot keep pace. Restoration of the existing facilities and construction of new and expanded parking for both day use and overnight use would be accomplished. Also, a new 32-unit campground would be constructed at Bings Landing State Recreation Site to accommodate sport fish campers.

Justification: The Anchor River SRA receives tremendous sport fish pressure and experiences perhaps the longest use season of all the public fishing access sites in Southcentral Alaska. Appropriations for visitor facilities in recent years have fallen far too short to maintain this as a quality site. These funds would accomplish a major reconstruction and expansion of the site. The Bings Landing fishing access parking lot at the boat ramp is continuously filled beyond capacity. Overnight camping occurs at the parking lot which significantly decreases the parking availability for day use sport fishing. A 32-unit campground would provide the overnight camping opportunity needed at this site.

ITEMIZED ESTIMATE

Anchor River State Recreation Area	
Upgrade and expand existing parking units	\$140,500
Upgrade and expand existing camping units	275,000
Upgrade and expand fishing access trails	21,500
Replace park furniture items	38,000
Install new signs	5,000
	<hr/>
Total estimated cost	\$480,000
Bings Landing Campground	
32 camping units	\$256,500
Campground road	170,500
2 double valuted toilets	49,000
1 water well	12,500
Signs	5,000
Trail to river	27,000
	<hr/>
Total estimated cost	\$520,000
TOTAL	\$1,000,000

Above figures include: site design, construction plans and contract document preparation, project management and contingency.

Section 11

Project: Kachemak Visitor Center

Location: Homer

Amount: \$114,000

Description: See attached material

KACHEMAK PARK GATEWAY BUILDING AND VISITOR'S CENTER

Project Description:

Park with 2000 sq. ft. frame structure, located on City of Homer park land.

Project Use:

- (1) Gateway facility for Kachemak Bay State Parks utilized to advise, inform and direct users of the park system.
- (2) Visitor's Center utilized by local Chamber of Commerce to advise, and direct tourists regarding local sites, activities and services.
- (3) Tourist Shop operated by private entrepreneur under City of Homer lease to provide revenue for maintenance of structure.

Project Location:

City Parkland measuring approximately 1200' long X 150' wide. This parcel of land is situated approximately 1 mile from the entrance to the Spit on the Homer By-Pass Road at the intersection of Lake Street.

This location is perhaps one of the most visible and accessible of any within the City. Since the parcel is very long it would provide adequate access and parking for transient vehicles to enter and exit without traffic problems.

This park is planned to have a municipal R.V. sewage dump station as part of Homer's area-wide sewage disposal system.

Economic Impact:

The ongoing budgetary requirements should be minimal. The City would provide maintenance and all operational costs associated with the structure. It would be expected that the entrepreneur leasing the building would provide a positive source of revenue for the City which would be utilized for the maintenance and operation of the Center. Excess revenues would be utilized in part for additional park improvements within the City.

The building should provide both the State and City with a facility for visitors and tourists of the area with no continuing budgetary impact.

Project Need:

For years the State has looked at Kachemak Bay Park system as being one of the most publicly visible parks within the State. Road transportation to the edge of the park via the Homer Spit provides easy access, but since the roads ends before the park entry the problems associated with vehicular traffic in the park are non-existent. The situation lends

Section 12

Project: Old Town Viewing Area

Location: Kenai

Amount: \$95,000

Description: See attached material,



Kenai Bicentennial Visitors and Convention Bureau

BICENTENNIAL

Village with a Past - City with a Future!

January 30, 1989

John Williams, Mayor of Kenai
210 Fidalgo
Kenai, Alaska 99611

Re: **OLD TOWN VIEWING AREA
A MEMORIAL TO FISHERMAN AND MARINERS
OF THE COOK INLET WHO HAVE BEEN LOST
AT SEA**

Dear Honorable Mayor Williams,

As you are aware, I have been working with the Land and Building Committee of the Kenai Bicentennial Visitor and Convention Bureau. Attached is a copy of the street, viewing area, and walkway master plan which was presented at the last City Council work session. It is my understanding that the City is attempting to accommodate as much of the street and walkways construction as is possible within available City funds. The viewing area at the mouth of the Kenai River desperately needs to have construction completed so that landscaping can establish itself by the 1991 Bicentennial activity.

The revitalization of Kenai's Old Town is the center piece of our upcoming Bicentennial. Our goal is to offer visitors an educational, informative, historic, interesting, and pleasant experience as they tour the Old Town pathways. The improvement of streets, viewing area, and walkways will help us to accomplish this goal. From the aspect of promoting tourism, the improvements will keep providing this experience to visitors for many years after the Bicentennial.

It is our plan to provide interpretive signage dispersed along the walkway routes. As a focal point, we plan to have a concentration of interpretive signage at the viewing area. A raised gazebo would provide protection from rain for the signage and the visitors. We would provide ramped walks to the viewing platform, keeping access for

OLD TOWN VIEWING AREA
Mayor John Williams
January 30, 1989 - Page 2

the handicapped a priority. Within and around the gazebo, benches will offer a resting area. We would like to have landscaping on all ground not covered with improvements. The landscaping we have in mind is native plantings accompanied by descriptive signage.

A wealth of information can be provided at the viewing area with much of it referenced so that the visitor can correlate the signage with the actual 360 degree view. A few of the viewing opportunities from the mouth of the Kenai River which readily come to mind are:

- * Mt. Illiamna and Mt. Redoubt, active volcanoes
- * Mt. Saint Augustine, Alaska's most recent volcanic eruption
- * Chisik Island, a Federal Wildlife and Bird Sanctuary
- * The mouth of the Kenai River and Cook Inlet
- * Beluga whales, Salmon runs, the Caribou migration route on the Kenai River Flats (the Kenai River Flats Viewing Area being developed by the Dept. of Natural Resources will be viewable from our site and visitors will be directed to it for more information).
- * The Kenai fishing fleet passes directly below our site.
- * Beautiful sunrises and sunsets with the Kenai and Alaska Mountain ranges for a backdrop.

In addition to the above viewing opportunities we intend to inform the visitors about the fishing industries and the perils of the unforgiving water of Cook Inlet. We also will have signage about historic information. Our site is located next to the original access to Kenai used by the Russians in the 1700's.

As you can see, the opportunities for visitor appeal presented by a viewing area at the mouth of the Kenai River are extraordinary. On behalf of the Land and Building Committee, I am requesting that you explore the possibilities of obtaining \$95,000 to construct the Old Town Viewing Area.

If you have any questions or need additional information, please call.

Sincerely,



Bill Kluge, Architect
Land and Building Committee
Bicentennial Visitors and Convention Bureau

cc: Committee Members
Board of Directors

Section 13

Project: Kenai River Boat Ramp and Parking Area

Location: Soldotna

Amount: \$137,500

Description: See attached material.

RECEIVED

MAR 20 1989

To: Pat Malone, Office of Representative Mike Navarre
From: Richard Underkofler, Soldotna City Manager
Date: March 15, 1989
Subject: Kenai River Public Boat Ramp



Funding Request: \$275,000

Here is some additional information in support of Soldotna's funding request for this project, with emphasis upon the tourism related park and recreation benefits.

Soldotna has grown to be the center of recreation services for tourists, hunters and sports fishermen who visit the Kenai Peninsula. The Kenai River, the Kenai National Wildlife Refuge and a number of State recreation facilities attract visitors to this area. The Kenai River meanders through the center of town. The Kenai National Wildlife Refuge borders the City on the east and the south.

The Kenai River drainage holds state sport fishing records for the largest king salmon, sockeye salmon and pink salmon. It holds the world sport fishing record for the largest king salmon.

In the summer of 1987, more than 575,000 recreational vehicles traveled through Soldotna from Memorial Day to Labor Day. Other visitors arrive by automobiles and by planes at Soldotna and Kenai airports. About 80% of our visitors are residents of the Anchorage bowl or Mat Su Borough. Of the 260 fishing guides licensed for the Kenai River in 1988, approximately 165 used Soldotna as their base of operations. The number of tourists appears to be growing each year.

About 90% of the visitors to this area come to fish on the Kenai River.

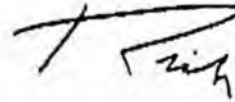
At present, there are only two Kenai River boat ramps in Soldotna. Both are located at the City's public campgrounds - one at Centennial Park (occupancy 165) and another at Swiftwater Campground (occupancy 40). Both campgrounds are usually "plugged" at the height of the fishing season. As you might imagine, both ramps are quite congested throughout the summer.

There are other private boat ramps between Soldotna and the mouth of the river at Kenai, but the cost ranges from \$6 to \$10 per launch (what a rip-off). Soldotna charges a modest fee of \$7 per night for use of the campgrounds or \$2 per day per vehicle for day use of the facilities at Centennial Park. The boat ramp at Swiftwater Campground is currently free.

The purpose of the proposed boat ramp at the end of Knight Drive is to disburse some the boat launching traffic away from the public campgrounds so that our campground visitors can have more peace and quiet and a better outdoor camping experience. This location is likely to attract quite a few users because it would enable quicker access to the lower river. It would also save about a gallon of gas per trip in coming back up stream to Soldotna.

I hope this information, together with the information I forwarded to you on March 7 (copy attached) will be sufficient for you to justify this funding request.

To: Pat Malone, Office of Representative Mike Navarre
 FAX # 465 2718
 From: Richard Underkofler, Soldotna City Manager
 Date: March 7, 1989
 Subject: Kenai River Public Boat Ramp



Funding Request: \$275,000

Per your request of yesterday afternoon, here is some back-up material regarding this request for a legislative appropriation to the Department of Administration for a FY 90 municipal grant. This project is ranked #4 on Soldotna's capital grant priority list.

The Soldotna City Council is presently considering a city management proposal to acquire some property located at the end of Knight Drive on the Kenai River. The property is owned by Leo Phillips. The City would use this property for:

- 1) An outlet for a storm sewer to drain the Knight Drive area;
- 2) Underground storm water treatment facilities to remove sediment and other pollutants prior to discharging the storm water to the river;
- 3) A public boat ramp to the Kenai River; and,
- 4) Vehicle and boat trailer parking areas.

We also intend to use this property acquisition as a substitute for some "anti-conversion" covenants on some property owned by the City at ARC Lake which was improved with the assistance of a grant from the Federal Land and Water Conservation Fund (L&WCF). We desire to make the ARC Lake property available to a local service club for construction of a lodge.

The project budget is as follows:

Acquisition of Property	\$ 195,000
Utility Relocations	15,000
Engineering & Inspection	6,500
Construction	<u>125,000</u>
	\$ 341,500

These figures exclude costs for construction of the Knight Drive storm water treatment facilities which would be financed by the \$900,000 appropriation the Kenai Peninsula Borough and the City of Soldotna are seeking for Phase 2 of the Knight Drive Reconstruction Project (Borough Road Priority #1; Soldotna Priority #3).

The City would assume financial responsibility for costs in excess of the amount we have requested. We would handle this by an installment purchase agreement with the property owner or a federal Dingell-Johnson Grant, administered by the Alaska Department of Fish and Game.

I'm attaching a copy of the appraiser's opinion of value for the property and a schematic showing the preliminary design for the improvements.

Attachments (2)

cc: Mayor & Members of the Soldotna City Council
 David Bunnell & Steve Bonebrake

floating dock

Cleaning Station

Cleaning Station

1.52'

14A

51.82'

112R'

71.0'

ROW

15' x 5' Building

SUBSIDIZED HOUSING

11 - 10' x 45' stalls

5' Greenbelt

17 - 10' x 45' stalls

5' Greenbelt

30'

Knight Drive

Section 14

Project: Hatcher Pass Public Use Area

Location: Mat-su

Amount: \$700,000

Description: See attached material.

2

HATCHER PASS CAPITAL IMPROVEMENTS FOR TOURISM DEVELOPMENT

LEGISLATIVE PRIORITIES FOR FY 89

THIS LIST HAS NOT BEEN PRIORITIZED

A. TRANSPORTATION

\$90,000 REPLACEMENT OF BRIDGE AT MILE 8.5 WILLOW-FISHHOOK RD.,
 (Hatcher Pass Road.), using HBRR funding. According to DOT/PF this bridge is eligible for the 80% matching federal funds. The replacement cost according to DOT/PF Bridge Design is \$454,000 for a tentative 36 ft. width, (including 4 foot shoulders), and contingency. A pedestrian walkway is also being recommended. Annual average traffic count for 1986 was 945. The count in 1985 was 770. This increase is reflected in other areas of the Management Area as well. Little Su Bridge is also a priority on DOT/PF bridge replacement program. Just within the last several days of this writing a head-on collision occurred with one vehicle totalled. This grant should go directly to DOT/PF.

\$507,000 ROAD UPGRADE FROM MILE 7.2 TO 14.5 WILLOW-FISHHOOK ROAD
 Prepare road base from end of pavement (Mile 7.2) to Ml. 14.5 for later chip sealing. This preparation includes:
 1) Continued drainage improvements;
 2) Realignments and widening;
 3) Building up gravel base with pit run and 2 inch minus. ^{base course}
 This improvement is considered to be very important because of the increasing traffic volumes and costs for maintenance. This amount is only an estimate since variables, such as amount of pit run are unknown. With completion of this phase the final step will be laying of the D1 and chip sealing, which will cost \$625,000.

↓
 De-faxed figure
 use 700,000.

\$200,000 ROAD ROAD UPGRADE FROM MILE 14.5 TO 19.4 WILLOW-FISHHOOK RD.

General road upgrade from area of Motherlode to Summit Lake. This work will include:

- 1) Drainage improvements;
- 2) Realignment and widening.

Even with the work done to date on this section of road, many visitors and users avoid traveling this portion of the road. Summit Lake, one of the real highlights in Hatcher Pass, is particularly difficult and dangerous to reach.

PROJECT TITLE: Willow Fishhook Road Upgrade

PROJECT DESCRIPTION: Realignment and reconstruction of approximately seven (7) miles of road from milepost 7 to milepost 14.

DISCUSSION: Mitsui, Ltd., the second largest trading company in Japan, has signed a lease with the State in order to develop an international ski resort in the Hatcher Pass area. The Hatcher Pass area is a very popular, year round recreational facility for Borough and regional residents and domestic and foreign visitors. For example, visits to the Independence Mine State Recreation site which is located just north of the Mitsui's ski project have been growing by 11% per year for the past four years and in 1987 totaled 116,000. Willow Fishhook Road is a State road that is of sub-standard quality, contains several choke points and has some hazardous locations. The upgrade of Willow Fishhook Road is vitally needed in order to handle the growth in existing recreation travel as well as the expected increased traffic brought on by the ski facility.

The proposed upgrade would make the road safer and more efficient thereby making a visit to Hatcher Pass a more enjoyable experience for current users and new visitors to the ski resort. The proposed upgrade will also reduce maintenance costs.

Section 15

Project: Finger Lake Rec Site

Location: between Palmer and Wasilla

Amount: \$200,000

Description: See attached material.

January 31, 1989

Project: FINGER LAKE STATE RECREATION SITE

Location: 6 miles west of Palmer, 7 miles east of Wasilla

Senate District: E

House District: 16

Amount: \$500,000

Description: A deplorable campground heavily impacted by overcrowding. This campground, located near Wasilla, demands immediate attention. More specifically, all internal roads, parking areas, camping and picnic sites, the boat launching ramp and the beach area must be repaired and/or upgraded. Improvements will reduce annual maintenance costs, improve public safety, provide for the physically impaired, protect degrading resources and increase camping fee revenues.

ITEMIZED ESTIMATE

Repair and rehabilitate 41 each vehicle campsites	\$151,400
Remove and replace unserviceable boat ramp	33,450
Swim beach safety improvements	9,300
Install 2 each rain/picnic shelters (½ size)	19,850
Replace one set illegal pit latrines with double vaulted toilet	24,500
Construct picnic area for day-use visitors	23,000
Repair and upgrade campground roads and parking	151,615
Repair and upgrade trail system	32,320
Replace signs and bulletin boards and install kiosk	13,840
Finish work and landscaping	<u>36,500</u>
Total	\$495,775
Say	\$500,000

Above figures include:

- site plan completion
- construction plan preparation
- engineering administration
- project management
- contingency

Section 16

Project: Willow Creek State Rec Area

Location: Willow

Amount: \$100,000

Description: See attached material.

January 31, 1989

Project: WILLOW CREEK STATE RECREATION AREA

Location: Willow

Senate District: E

House District: 16

Amount: \$600,000

Description: The Willow Creek State Recreation Area was created by the 1987 Legislature. Minimal funds have been used by the Mat-Su Borough over several years for road construction. The area is very popular for accessing the Susitna River. A campground and parking facilities are needed to support the tremendous use already occurring. Without these facilities the area will experience a negative impact on the resources and the public/tourists will be denied basic camping services which should be furnished by the state. The federal government will participate in this project by contributing approximately \$500,000 of Dingell-Johnson Fish Restoration Funds for the boat launch and parking improvements. The campground is estimated to cost \$600,000.

ITEMIZED ESTIMATE

Vehicle campsites	\$223,500
Two-way access road	124,200
One-way access road	198,780
Single vaulted toilet (2 each)	35,700
Well (1 each)	12,500
Signs and gate	<u>5,500</u>
Total	\$600,180
Say	\$600,000

Above figures include:

Site design, construction plans and contract document preparation, project management and contingency.

Section 17

Project: Eagle River Greenbelt Access

Location: Eagle River

Amount: \$336,000

Description: See attached material

January 31, 1989

Project: EAGLE RIVER GREENBELT ACCESS

Location: Eagle River Valley

Senate District: 1

House District: 15

Amount: \$670,000

Description: Chugach State Park, located in Anchorage and Eagle River, is the state's gateway for visitors arriving in Alaska. The Eagle River Greenbelt provides tourists and residents with excellent opportunities for experiencing a nearby river environment. The river access points at Roop Road, the New Eagle River Bridge and the Eagle River Campground are all public sites with no improved facilities available. An Eagle River Greenbelt management plan is currently being developed and will be complete in May of 1989. This project reflects facility developments proposed in the management plan accommodating vehicle parking, public safety through interpretive signing, wildlife viewing and handicapped accessible trails, toilets and drinking water supplies.

ITEMIZED ESTIMATE

Roop Road Access

Access road	\$ 62,000
50 unit parking lot	149,000
Boat launch	13,500
Double vaulted toilet (handicapped accessible)	24,500
River access trail	4,500
Interpretation kiosk and signs	7,000
Water well	12,500
Traffic/directional signs and dumpster screen	<u>5,000</u>
Subtotal	\$278,000

New Eagle River Bridge Access

75 unit parking lot	\$226,250
Boat launch	15,000
12 picnic sites	16,400
2 small picnic shelters	19,850

Double vaulted toilet (handicapped accessible)	\$ 24,500
Water well	12,500
Dressing room	9,500
Traffic/directional signs and dumpster screen	5,000
Interpretive kiosk and signs	<u>7,000</u>
Subtotal	\$336,000

Eagle River Campground Access

20 unit parking lot	\$ 44,000
Traffic/directional signs and dumpster screen	5,000
Interpretation kiosk and signs	<u>7,000</u>
Subtotal	\$ 56,000
Total	\$670,000

Above figures include:

Site design, construction plans and contract document preparation,
project management and contingency.

Section 18

Project: Eagle River Visitor Center

Location: Eagle River

Amount: \$300,000

Description: See attached material.

January 31, 1989

Project: EAGLE RIVER VISITOR CENTER IMPROVEMENTS

Location: 25 miles north of Anchorage on Eagle River Road

Senate District: 1

House District: 15

Amount: \$300,000

Description: The visitor center is in need of major foundation restoration. The logs of the building rest on shallow footings, the floors inside are warped and there is no basement. The existing structure would be raised to replace the sill logs, remove the shallow footings and to construct a full basement. The main floor would be reconstructed to provide for structural integrity and the worn carpet replaced. Staff offices would be moved to the basement increasing display room on the main floor. The existing interpretive displays would be improved to include an Iditarod Trail display.

Justification: The improvements greatly enhance the ability of the facility to meet visitor needs by adding needed storage area, space for volunteers to work and areas where interpretive exhibits can be planned and developed. The Eagle River Visitor Center continues to be one of Anchorage's major tourist attractions. One-half the tourists visiting the Anchorage/Eagle River area also visit the Eagle River Visitor Center. The center is operated by park volunteers which minimized the impact of its operation on the state's operating budget while providing a highly visitable and high quality visitor attraction in the Anchorage area.

ITEMIZED ESTIMATE

Raise/lower structure and install basement foundation	\$118,375
Replace rotten sill logs	20,625
Replace existing substandard floor	32,750
Install new carpeting	21,300
Install new entryway	3,750
Wall surface repairs	9,900
Install new staff offices in basement	35,000
Relocate furnace room and upgrade heating system	22,000
Site grading	3,450

Install new interpretation displays 33,000

Total \$300,150

Say \$300,000

Above figures include: construction plan preparation
project management
engineering administration
contingency

Section 19

Project: Turnagain Arm Scenic Corridor Improvements

Location: Turnagain Arm

Amount: \$150,000

Description: See attached material.

January 31, 1989

Project: TURNAGAIN ARM SCENIC CORRIDOR IMPROVEMENTS

Location: Anchorage

Senate District: E-1

House District: 7-15

Amount: \$150,000

Description: Provide interpretation kiosks and signs at selected sites along the Seward Highway adjacent to Turnagin Arm. Included also would be new programs for the radio transmitters previously installed and rest stops and interpretation signs along the pathway from Indian to Bird.

Justification: The drive along Turnagin Arm Scenic corridor is breathtaking. There are numerous natural and historic features to interpret which would enhance the experience of travelers and be a major contribution to tourism in Alaska. Interpretive kiosks were constructed at Beluga Point several years ago. This site has been very well received. Similiar displays can be installed at other sites such as McHugh Creek, Falls Creek and Rainbow Creek. Bicyclists and hikers would enjoy pull outs along the pathway which would serve as both rest stops and interpretive stops. Presently no such facilities exist.

ITEMIZED ESTIMATE

Interpretive kiosk structures	37,000
Interpretation Panels for kiosks (includes design & artwork)	46,500
Other interpretation signs	5,000
Pullouts/Reststops along pathway	27,500
Interpretive kiosk & panels along pathway	12,000
? Radio Interpretive Programs	<u>22,000</u>
Estimated Cost	\$150,000

Section 20

Project: Chugach State Park Safe Water

Location: Anchorage

Amount: \$100,000

Description: See attached material

January 31, 1989

Project: CHUGACH STATE PARK SAFE DRINKING WATER SUPPLIES AND TOILET

Location: Anchorage, Turnagain Arm, Eklutna

Senate District: E-1

House District: 7-15

Amount: \$100,000

Description: DEC regulations and building codes require safe drinking water supplies and sanitary restrooms in park units. These facilities eliminate contamination and protect public health and safety. Critically needed in this area to meet the states obligation are 4 drinking water systems and one handi-capped accessible toilet to replace an old non-handicapped accessible unit.

ITEMIZED ESTIMATE

PUBLIC TOILETS

1 each double vaulted toilet at \$24,500 each Upper Huffman (Susitna View)	<u>\$ 24,500</u>
Subtotal	\$ 24,500

PUBLIC DRINKING WATER SYSTEMS

2 wells with handpumps at \$13,500 each (deeper than average) Prospect Heights Trailhead Susitna View Trailhead (Upper Huffman)	\$ 27,000
Eklutna Lake pressurized system	42,000
Potter Section House Water System Repair	<u>6,500</u>
Subtotal	\$ 75,500
Total	\$100,000

Section 21.

Project: Toilsome Drive By-Pass Road

Location: Anchorage

Amount: \$75,000

Description: See attached material.

January 31, 1989

Project: TOILSOME DRIVE BY-PASS ROAD DESIGN

Location: Anchorage

Senate Districts: 7-15

House Districts: E-1

Amount: \$75,000

Description: Conduct soils analysis and route location study for rerouting a portion of Toilsome Drive. Prepare design plans to include grading and drainage. Prepare specifications and estimates.

Justification: Toilsome Drive leads from Upper Huffman to Glen Alps at the base of Flattop Mountain. The Glen Alps Trailhead is the most popular trailhead on the hillside. A portion of Toilsome Drive contains a very sharp switch-back curve and steep grades. Rerouting would be beneficial to the public by improving safety and winter access.

PROJECT	TOTAL PROJECT COSTS (ESTIMATE)
Brochures (continued)	
Traveler's guide to mining features seen from the Forest's road system	\$5,000
Historic overview of timber harvest on the Chugach National Forest	\$5,000
History of canneries and salteries on the Chugach National Forest	\$5,000
Fishery habitat enhancement on the Chugach National Forest	\$5,000
An index to the historic uses of the Chugach National Forest	\$3,000
Lode mines of the Chugach National Forest	\$7,500
16. The Bering River train - a <u>plan</u> for its removal to Cordova (the historic train would be exhibited for interpretation)	\$5,000
17. A <u>plan</u> for the interpretation of the Bering River train	\$5,000
18. Chugach National Forest exhibits at ferry terminals in gateway communities to the Forest	\$25,000 Each
19. Interpretive exhibit - habitat management on the Copper River Delta	\$15,000

new near Bering glacier near Cordova

FS is pursuing \$12.0 FS

PROJECT	TOTAL PROJECT COSTS (ESTIMATE)
20. Posters of the Copper River Delta (these will be high quality posters of the exhibits now being developed on the Copper River Delta)	\$25,000
21. Seward Ranger District office, Chugach National Forest, interior and exterior interpretive exhibits	\$10,000
22. Cooperative maintenance of Copper River Delta recreation sites	labor only
23. Twentymile River pull-out near Portage on Turnagain Arm (opportunity to interpret a number of cultural & historical topics)	\$100,000
24. Interpretive pavilions/rest stops along the Seward Hwy. from Anchorage to Seward (major interpretive facilities accessible to the elderly and disabled people)	\$150,000 Each
25. Wilderness ski huts built in the Turnagain Pass and Blackstone Glacier areas	\$140,000
26. Produce the Forest's public recreation cabin brochure in Japanese	\$4,000
27. Interpretive trail for the blind and other disabled people	\$200,000
28. Prince William Sound kayak trail brochure	\$5,000
29. Off-road vehicle track on the Chugach National Forest	

<u>PROJECT</u>	<u>TOTAL PROJECT COSTS (ESTIMATE)</u>
30. Interpretive exhibit at the Mt. Alyeska Ski Resort	\$30,000
31. Interpretive displays at pull-outs on the Seward and Sterling Highways on the Kenai Peninsula	\$30,000 Each
32. Turnagain Arm mud flats safety exhibit	\$10,000
33. Fishing etiquette guide	\$4,000
34. Trip planning guide to the Chugach National Forest	\$10,000
35. Copper River Delta entry pavilion interpretive sculpture - centerpiece for exhibit on the Copper River Highway near Cordova	\$32,000
36. Establish whistle-stop campgrounds along the railroad right-of-way through the Kenai Mountains	\$20,000
37. Interpretive brochure for the railroad trip from Anchorage to Seward.	\$5,000
38. Trail River Campground (Kenai Peninsula) group campsite pavilion	\$15,000
39. Russian River Campground disabled access trail and fishing platform	\$80,000
40. Lost Lake trailhead relocation	\$50,000
41. Lower Summit Lake disabled access for anglers	\$20,000
42. Russian River angler's trail & stream bank rehabilitation	\$150,000

<u>PROJECT</u>	<u>TOTAL PROJECT COSTS (ESTIMATE)</u>
43. Russian River campground trail & traffic barricade rehabilitation	\$50,000
44. Translate a number of Chugach National Forest brochures into Japanese and German	\$5,000 Each
45. Provide Japanese and German language interpreters at the Begich, Boggs Visitor Center at Portage Glacier	\$5,000 Each For Summer
46. Develop access trail and fishing platform at Jerome Lake (Kenai Peninsula) for the disabled	\$70,000
47. Provide a Forest Service administrative office in Valdez	\$20,000
48. Brochure about fishery habitat enhancement work in Prince William Sound	\$5,000
49. Interpretive exhibit emphasizing shorebird habitat on the Copper River Delta	\$5,000
50. More aggressive marketing of the Chugach National Forest thru the current partnership that exists between the Forest Service and the Alaska Marine Highway System	\$20,000
51. Renovation of the Winner Creek trail in Girdwood	\$570,000
52. To introduce Forest Service management to the public, develop four short 35 mm film segments to introduce the the film "Voices from the Ice" at the Begich, Boggs Visitor Center at Portage Glacier	\$50,000

Section 23

Project: Stream Rehabilitation

Location: Anchorage

Amount: \$200,000

Description: See attached material.

1989 WATER QUALITY PROJECT REQUEST

STREAM REHABILITATION

NEED

Second priority among the projects requested by the Anchorage Waterways Council is stream rehabilitation. Anchorage area streams have been subjected to urban development and other forms of degradation over the years. This has led to instances of excessive bank erosion; loss of stream gradients; filling in of lakes, ponds, and wetlands; and seepage into the streams of undesirable substances. Correcting these problems is important for the health of the streams and the humans and wildlife that use them.

PROJECT TITLE: Stream Rehabilitation on Fish, Campbell, Chester (especially Hillstrand Pond), and Furrow Creek Systems

LOCATION: Anchorage, Alaska

ELECTION DISTRICT: Senate Districts F, G, H, and I; House Districts 8, 10, 11, 12 and those of Furrow Creek (generally west of the intersection of Old Seward Highway and Huffman Road)

FUNDING REQUEST: \$140,000.00

APPROPRIATION METHOD: Municipal grant to Anchorage Departments of Health and Human Services (DHHS) and Public Works (DPW)

PROJECT DESCRIPTION: Rehabilitating Anchorage's streams to enhance fish habitat and improve water quality would involve several types of activities. Stream banks may be stabilized by re-sodding or planting trees; culverts may be cleaned and sedimentation removed to improve flow characteristics; and sewage exfiltration may need to be eliminated. Each of the streams above would benefit from one or several of these actions. Occasionally, no engineering is necessary. In those instances, it is expected that DHHS would take the lead. In other instances, such as Hillstrand Pond and Furrow Creek, engineering may be required. Engineering work for the former waterway already has been awarded by DPW. When engineering is required, it is assumed that DPW would have the lead.

1989 WATER QUALITY PROJECT REQUEST

INDUSTRIAL AND DOMESTIC TRASH REMOVAL

NEED

The third priority of the Anchorage Waterways Council is the removal of industrial and domestic trash. Many types of industrial and domestic trash are too large or are potentially hazardous to be removed during the volunteer effort of Creek Cleanup. During the 1988 Legislative Session, funding was provided for the cleanup of Fish, Chester, and Ship Creek. Over 200,000 tons of trash were removed. Comparable problems are evident on several other waterways, particularly Campbell and Little Campbell Creeks; Eagle River; and ponds, lakes and wetlands throughout the Municipality. Removal of the industrial and heavy household trash will improve the water quality of these waterways by removing the corroding metal, the disintegrating plastic and fiber material, and the trash that can leach undesirable chemicals into the water.

PROJECT TITLE: Industrial and Domestic Trash Removal

LOCATION: Campbell Creek, Little Campbell Creek; Eagle River; and Anchorage-wide ponds, lakes, and wetlands

ELECTION DISTRICT: All Anchorage Districts

FUNDING REQUEST: \$60,000.00

APPROPRIATION METHOD: Municipal grant to the Anchorage Department of Health and Human Services

PROJECT DESCRIPTION: Many items dumped into Anchorage's waterways are too large or potentially too hazardous to remove during the voluntary creek cleanup. This appropriation would enable the cleanup of oversized items, such as vehicle engines and refrigerators, and hazardous materials to be removed by a contractor. This project could follow the volunteer cleanup effort. Work would be contracted out to local project managers and laborers.

Section 24

Project: Alaska Aviation Heritage Museum

Location: Anchorage

Amount: \$100,000

Description: See attached material.



ALASKA
AVIATION HERITAGE
MUSEUM

Rep. Kay Brown
Alaska State Legislature
Pcuch V
Juneau, Alaska 99811

22. FEBRUARY 1989

Dear Kay,

The Alaska Aviation Heritage Museum is an Alaskan non-profit corporation founded in 1977. We were originally known as the Alaska Historical Aircraft Society. Our stated goals are to preserve and present Alaska's aviation heritage for the benefit of the general public. Over the last decade we've embarked on a wide range of projects including educational programs on the history, production of documentary films, archival collecting and research, aircraft recovery and restoration and most recently the establishment of the museum.

The museum project has been undertaken by Anchorage citizens from all walks of life. The common denominator within our ranks is our increasing concern for preservation of Alaska's great aviation heritage. The preservation of this history is a high priority action that the State Museum recognizes must be undertaken, yet they acknowledge that they have neither the resources or expertise to accomplish this important task (see attached letter). While we have endeavored to do the work ourselves, we find that we cannot accomplish this task without some assistance from our state and community. We have received assistance and support during our construction phase from city and state government as well as from the private commercial sector and individuals.

The design of our operations is to utilize the museum as a prime tourist attraction in the Anchorage area. We've created a program of films and photo/memorabilia exhibits to augment our rare historical Alaskan aircraft collection. It is our goal to become relatively self-sustaining by generating revenue through user fees for the program and the incorporation of an active volunteer program.

Due to the delays in our construction funding in 1988 we were not able to open the museum until mid-July of the last season. The project came on line too late to take advantage of the local tour companies program and consequently our revenues were less than adequate. Despite these handicaps, the museum hosted 7,500 visitors during the final weeks of the tourist season.

In relation to our needs:

The operation of the air museum is ham-strung by a substantial debt service that we incurred during construction of the museum. In addition to approximately \$35,000.00 which we owe to local vendors for construction materials and services, we borrowed \$170,000.00 from the Historic Preservation Fund which is administered by the Anchorage Historic Properties, a non-profit organization involved in historic preservation projects in downtown Anchorage. These construction debts constitute a real impediment to the stability and growth of the museum. In as much as this debt is directly related to capital improvements of the air museum facility, and realizing that the subject bill addresses capital projects, we request consideration for funding to reduce our construction debt.

Several other critical museum projects may also qualify for consideration.

The essence of the air museum is, of course, the historical aircraft exhibits. These aircraft are the few remaining physical symbols of Alaska's aviation history. The museum has collected 25 aircraft. Three are the only examples left in the world and one of them, the American Pilgrim, is listed on the National Register as a historical object.

It was not easy bringing this collection together. While some of the aircraft are privately owned or donated to the museum, several we had to purchase at great expense. One such aircraft is the 1936 Stinson A Trimotor which first came to Alaska in 1939. It was operated between Fairbanks and Anchorage by Lavery Airways and was later owned by Ray Peterson Flying Service, and Northern Consolidated Airlines. It crash landed in the brush southwest of Fairbanks in 1947 and it lay there until 1972. It was retrieved and sold to a collector in Chicago who spent seven years restoring it. It is the last example on Earth and is the centerpiece of the museum's collection. It was appraised at \$712,000; we acquired it for \$250,000 over a six year period. We still owe \$225,000 for it. A grant towards the acquisition of the aircraft would insure that it has a permanent place in Alaska. Should an acquisition appropriation be granted, we would be willing to give ownership to the State of Alaska while we caretake and insure the aircraft. Because of its historical association and rarity, the Stinson A Trimotor constitutes a major Alaskan artifact.

The museum collection of aircraft has seven machines that are in dire need of restoration. We are requesting funds for special services and materials needed to restore these aircraft. The need is two-fold. The longer we wait to restore these aircraft, the more they will deteriorate. This deterioration will mean more difficulty and expense in the restoration process once they are restored. Secondly the more historical exhibits we can restore, the better the museum presentation will become thus enhancing the attraction to the visitor. This translates into increased tourism dollars for the community.

The aircraft are:

1.	1936 Stinson A Trimotor (Star Airways)	35,000
2.	1928 Fairchild FC2-W2 (Bob Reeve - 1932)	35,000
3.	1928 Ford Trimotor (Ptarmigan Airways - 1934)	150,000
4.	1937 Stinson SR-9 Gullwing (Lavery Airways)	45,000
5.	1943 Cessna T-50 Bushmaster (Northern Consolidated Airlines - 1947)	20,000

- | | | |
|----|---|---------|
| 6. | 1929 Travelair 6000
(Al Jones Air Service - 1935) | 15,000 |
| 7. | Consolidated PBY Catalina
(10th Rescue Squadron EAFB - 1947) | 150,000 |

A number of our restored and unrestored aircraft are sitting outside exposed to the negative aspects of weather. Several of these machines are constructed primarily of wood and fabric. A single season of exposure to the elements can have a detrimental effect to these rare aircraft.

To gradually alleviate this problem, we endeavor to construct three-sided 'shells' in which to house these exhibits. The shells are steel-framed, aluminum sided with no floor, insulation, plumbing, heat or electricity. (These improvements can be added at a later date as finances allow.) Measuring approximately 45' X 45' these protective shells cost about \$25,000 per unit. We are requesting 2 - 4 units. They would house our 1934 YKC-S Waco; 1933 Stinson SR; 1929 Curtis Robin, and the 1942 Stinson AT-19 Reliant.

We would match any appropriation with donated labor from our volunteer force, donated services from equipment companies, labor unions and the local aviation school. Much of the museum construction costs were kept down through this type of assistance and we would employ the same activity in successfully accomplishing the aircraft restorations and protective shell construction.

In summary we are requesting appropriations for the following subjects.

Construction Debt

Local Vendors	\$ 35,000.00
AHPI - Historic Preservation Fund	170,000.00

Aircraft Acquisition

Stinson A Trimotor	\$225,000.00
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Aircraft Restoration

Bellanca Pacemaker	\$ 35,000.00
Fairchild FC2W-2	35,000.00
Ford Trimotor	150,000.00
Stinson SR-9 Reliant	45,000.00
Cessna T-50 Bushmaster	20,000.00
Travelair 6000	15,000.00
Consolidated PBY Catalina	<u>150,000.00</u>
Sub total	\$450,000.00

Protective Housing for A/C Exhibits

4 at \$25,000 per unit	\$100,000.00
------------------------	--------------

Thank you for taking the time to consider our needs. Any legislative support will go a long way in enhancing the cultural, educational and economic aspects of Alaska.

Sincerely

Ted M. Spencer

Ted M. Spencer
Executive Director

STATE OF ALASKA

DEPARTMENT OF EDUCATION

DIVISION OF STATE MUSEUMS

STEVE COWPER, GOVERNOR

ALASKA STATE MUSEUM
395 WHITTIER STREET
JUNEAU, ALASKA 99801-1718
PHONE: (907) 465-2901

January 9, 1988

Ted Spencer
Director
Alaska Aviation Heritage Museum
4721 Aircraft Drive
Anchorage, Alaska 99502

Dear Ted,

At the outset of this legislative session, let me encourage you in your efforts to secure a sound funding base and those few, but extraordinarily valuable Alaska historic aircraft that you and I agree must remain in or return to Alaska. I am aware that you are plumbing all possible sources of assistance, from municipal and state governments, from private donors, from admissions, and from grants. It will take all of this, I am sure, for the Aviation Museum to successfully swim against the tide of economic decline.

Let me assure you of the State Museum's consistent professional and collegial investment in the success of your new enterprise. In your unremitting efforts to obtain and conserve historic aircraft, you are doing what the State of Alaska does not have, at present or in the recent past, the capacity, flexibility, or determination to do. You have joined the other museums in Alaska whose collections, in combination, are the powerful "other half" of the State's collections of its heritage.

In addition, it is likely that your museum will become an important element in the future of Anchorage tourism. In many ways, while Anchorage is a transportation hub for the bulk of the tourism in Alaska, in itself, it is not a "destination" to be seen on its own merits. As it constructs more visitor amenities such as yours, it will capture significantly more visitor dollars and help offset the losses in other sectors.

Please let me know what the State Museum can do to assist you in soliciting support and in the development of your program ambitions.

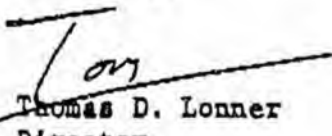


ALASKA
AVIATION HERITAGE
MUSEUM

COPY

RECEIVED JAN. 12. 1989

Sincerely,


Thomas D. Lonner
Director

Section 25

Project: Tourism-related Facilities at State Hatcheries

Location: Anchorage, Mat-su, Kenai Peninsula

Amount: \$109,400

Description: See attached material.

FRED Division Draft Tourism/Recreation Development Proposal

FRED Division hatcheries have been contributing, in some cases greatly, to the tourism activities in their areas. Deer Mountain Hatchery in Ketchikan has been visited by between 130 and 160 thousand summer visitors to the Ketchikan area for the past three years. These visitors are predominantly out-of-state tourists from the many tour ships which dock in Ketchikan. Most of the Ketchikan visitors take a "walking tour" of the city which includes a stop at the hatchery. Elmendorf Hatchery in Anchorage has set up a viewing area of falls and ladder area at the hatchery that attracts some thirty thousand tourists annually. Other FRED facilities such as Klawock, Big Lake, Ft. Richardson and Crooked Creek have been attracting visitors and as such are becoming recognized in their areas, not only for their fish production, but also for their impact or potential impact on local tourist trade.

FRED Division, in attempting to adhere to legislative intent to find alternative funding strategies for operation of its hatchery facilities, has been devising ways of using tourism to add to program receipts for hatchery funding. In some hatcheries, particularly Deer Mountain, Elmendorf, Big Lake, and Crooked Creek, the potential for supplementing hatchery operations is very good. There are several basic needs at each facility at which tourism impacts are thought to be good. First there needs to be something for the visitors to see. Fortunately the tourism season generally coincides with the return of adult salmon which, of course, are the major attraction. Each facility needs a self guiding tour complete with adequate access, explanatory signs, and ancillary exhibits such as aquaria and/or ponds for close visitor approach to salmon juveniles and and/or adults as available. There is a need to be able to show visitors the "sights" of the facility without their actually entering the facility because of potential for transfer of disease, stress to fish populations in the hatchery, and interference with work within the facility. The visitor season also coincides with the busy season of juvenile release, adult returns and egg takes. A final need, which may vary from hatchery to hatchery, is that of trained personnel to act as guides and interpreters at each site. If an adequate self guiding facility is in place, there may be no need for a guide if visitor numbers are relatively small. With larger crowds, a guide may become essential. Again because hatchery personnel are at the busiest, this role is a difficult one for them.

January 27, 1944

Plans for basic self guiding presentations have been made with costs as follows:

Crooked Creek Hatchery	\$22,000
Ft. Richardson Hatchery	\$25,000
Elmendorf Hatchery	\$37,200
Big Lake Hatchery	\$25,200
Deer Mountain Hatchery	\$32,000
Klawock Hatchery	\$26,000

With these presentations in place, FRED facilities would become much more able to show the many visitors they are already attracting the salmon hatchery story effectively and would undoubtedly become much greater attractions.

STATE OF ALASKA

DEPARTMENT OF FISH AND GAME

OFFICE OF THE COMMISSIONER

STEVE LOWPER, COMMISSIONER

P.O. BOX 32200
JUNEAU ALASKA 99802-0200
PHONE 907 465-4100

February 2, 1988

The Honorable Kay Brown
Alaska State Legislature
P. O. Box V
Juneau, AK 99811

Dear Representative Brown:

Listed below, please find budgetary details of the six state hatchery projects that have been proposed for inclusion in your tourism/recreational development bill your office is considering. As Dr. Johnny Holland of the Fisheries Rehabilitation, Enhancement and Development (FRED) Division staff reported to your committee on January 28, the amounts listed are the FRED Division hatchery managers' estimates of their needs to provide basic access, interpretive displays and signs for visitors. We are very pleased by the interest and support you have afforded the proposal.

The Big Lake Hatchery, located near Wasilla, has a plan for a self-guided tour that will form a loop around the hatchery. The following items are proposed:

<u>Item</u>	<u>Cost</u>
Boardwalk	\$2,800
Bridge	3,200
Sidewalk	3,250
Signs/Displays	5,000
Wheelchair ramps	4,800
Brochures	500
Portable displays	2,000
Picnic tables	650
Display room	<u>3,000</u>
TOTAL	\$25,200

The Fort Richardson Hatchery in Anchorage has the following proposed items:

<u>Item</u>	<u>Cost</u>
Landscaping	\$5,000
Road	5,000
Visitors' kiosk and displays	<u>15,000</u>
TOTAL	\$25,000

The Elmendorf Hatchery in Anchorage has the following needs:

<u>Item</u>	<u>Cost</u>
Viewing platform	\$17,000
Interpretive signs	12,000
Stairway	<u>3,000</u>
TOTAL	\$37,000

The Crooked Creek Hatchery near Soldotna has the following needs:

<u>Item</u>	<u>Cost</u>
Directional signs	\$2,000
Parking lot and fencing	5,000
Viewing bridge at weir	5,000
Foot paths and inter- pretive signs	<u>10,000</u>
TOTAL	\$22,000

The Deer Mountain Hatchery in Ketchikan has the following needs:

<u>Item</u>	<u>Cost</u>
Directional signs	\$2,000
Interpretive signs	10,000
Audio/visual displays	12,000
Display aquaria	6,000
Wheelchair ramp	<u>2,000</u>
TOTAL	\$32,000

The Honorable W. J. Brown

1971

The Klawock Hatchery near the community of Klawock on Prince of Wales Island has the following needs:

<u>Item</u>	<u>Cost</u>
Directional signs	\$1,000
Visitor kiosk	12,000
Interpretive displays	3,000
Foot paths and signs	<u>5,000</u>
TOTAL	\$26,000

If additional information is needed, please contact Dr. Johnny Holland in the FRED Division's Headquarters Office at 465-4160.

Thank you for your interest in the FRED Division's tourist program.

Sincerely,

Don W. Collinsworth
Don W. Collinsworth
Commissioner

cc: Johnny Holland

MEMORANDUM

State of Alaska

TO: Tom Krom, Chief of Operations
Division of Fisheries Rehabilitation
Enhancement and Development
Department of Fish and Game

DATE: January 7, 1988

FILE NO:

TELEPHONE NO:

THRU:

SUBJECT: Fish Hatchery Site
Visitation

FROM: Mary B. Klugherz, Marketing Coordinator
Division of Tourism
Department of Commerce &
Economic Development

MK

RECEIVED

JAN 12 1988

FRED:
ANCHORAGE REGIONAL OFFICE

The purpose of this memo is to outline my preliminary observations and identify issues regarding the development of Crooked Creek Fish Hatchery and Elmendorf Fish Hatchery as revenue generating visitor facilities. These comments are based upon my discussions with you, Tim McDaniel and your staff at both these facilities, and my site visitation the week of December 14.

Overview

The Legislature has put intent language on your division's budget to work with the Division of Tourism to begin developing the potential for generating tourist receipts within the state hatchery program. Since many of the state operated hatcheries already receive many thousands of visitors each year, both resident and nonresident, program receipts generated as the result of a fee charged could represent several thousand dollars. In addition, these hatcheries are not marketing themselves as visitor facilities, yet are still attracting substantial numbers of visitors, particularly those on the highway system. It is within the realm of possibility that visitation of selected sites could increase dramatically with some basic marketing efforts. However, marketing these sites should not occur until basic visitor amenities are provided at these sites. The question then becomes, which sites should be targeted for potential development and what will be the cost for the development. In addition, how does your division collect fees both before and after development.

In our discussions, we reviewed the location and facilities of the state operated hatcheries and agreed to concentrate on those facilities which

road system with large numbers of current visitors, and potential to attract more visitors. During my recent trip to Anchorage, I was able to visit the Crooked Creek Hatchery and the Elmendorf Hatchery. I will discuss each individually.

Crooked Creek Hatchery

This site, located approximately 12 miles south of Soldotna, receives approximately 50,000 visitors per year. This facility currently has no road signage, visitor parking, restroom facilities, or interpretive displays to speak of, yet still receives this large number of visitors each year, primarily between June and August. Visitors are both resident and nonresident, as many residents bring visiting friends and relatives to see the hatchery. This represents several hundred visitors each day.

The current situation at the hatchery, with this high visitation and no visitor facilities, raises several issues which the state should address. It is understandable that the state sees an opportunity here to generate revenue from the hatchery visitor. In order to charge for a visit, though, the facility should offer the visitor something - whether it is a self-guided tour with interpretive displays, or a tour guided by a knowledgeable individual. In addition, several improvements should be considered for both safety and ease of visitor flow. Among these improvements are a parking lot, restroom facilities and visitor paths.

During our visit, the manager of the Crooked Creek site indicated that several years ago a consultant was hired from Washington State to look at several hatchery sites and make recommendations for development of visitor facilities. The recommendations for Crooked Creek included drawings of a parking lot, pedestrian bridge, visitor information center and interpretive displays. These drawings and recommendations should be located and studied to see if they can be used today. In addition, costs associated with developing such facilities may be included to give an idea of investment capital necessary to pursue this direction. At a minimum, this facility needs a parking lot and restroom facilities, just to handle the current visitor volume.

Then there is the issue of generating revenue. Unless there is a controlled situation, where there is one entrance with an attendant to collect the fees, visitor donations must be relied upon. This could be as simple as a donation box with adequate signage requesting donations and explaining their use (i.e. donations help maintain the facility, etc.). The donation box must be in a secure place, so as not to encourage vandalism and theft. The recommended amount of donations or fees needs to be discussed as well.

January 7, 1988

The Crooked Creek Hatchery site has tremendous potential as a visitor facility, but it is in desperate need of visitor facilities. It has the potential to accommodate more people than are currently visiting the site, with some minimum site improvements. It is up to the Department of Fish and Game as to whether the capital investment is worth the revenue generated.

Elmendorf Hatchery

This hatchery, located five minutes from downtown Anchorage, also has tremendous potential for visitor use. The site has no road signage, no interpretive displays, or restroom facilities. It does have a parking lot, however. The large viewing area for the waterfalls to observe the fish jumping is ideal for large groups of visitors. However, for safety, the area needs additional railing and handicapped accessible paths, as well as interpretive displays and perhaps a self-guided tour.

As with the Crooked Creek Hatchery, this site receives thousands of visitors (approximately 30,000), with no marketing efforts. Given its proximity to downtown Anchorage, this site's potential for visitor use is tremendous. Recommendations for visitor facility development were also made by the Washington State consultant regarding this site. These should be located and studied as well.

This site could immediately install a donation box in a secure area to begin to generate program receipts while it is undergoing further development.

Issues

During my site visitations and discussions with the staff, several issues came to mind with regard to the development of state operated fish hatcheries as a visitor attraction. The development of this resource into a visitor attraction has many positive benefits including providing additional visitor attractions, generation of program receipts and providing a means to educate the public (both resident and non-resident) about the state's valuable fisheries resource. Several concerns come to mind, however, which need to be addressed. These are as follows:

1. **Fee collection** - Until the fish hatchery facilities have a controlled situation, collection of a fee from individuals is very difficult. An interim measure is a donation box, located in a safe, secure area. To collect a fee, the facility should offer something to the visitor, such as a self-guided tour and interpretive displays at a minimum. In addition, basic visitor amenities should be provided (i.e. restrooms).

Who do you charge for fees? Visitors only? Visitors and residents? It is my understanding that many residents visit the fish hatcheries regularly. Do you charge them for each visit? Do you risk damaging relationships with local residents who may consider, as taxpayers, that they already support the hatchery? Other state agencies have faced a similar situation - that is, the need to generate revenues and have instituted fees (i.e. Alaska State Museum in Juneau). Lessons can be learned from these agencies by contacting them and discussing the challenges and issues they faced when initiating fees.

How much do you charge? What is the value of the experience? Do you charge adults one fee, children another, senior citizens another?

Requiring fees from tour operators who may feature a fish hatchery on an itinerary is a sensitive issue. While tour operators may understand the need for a fee to be charged, that fee gets passed along to the consumer and eventually increases the cost of the tour. As tour operators get charged more and more fees by state and federal agencies, the cost of tours increases and lends to the image that Alaska is a high-priced destination. In the long run this is not constructive for anyone in the industry. However, tour operators should be kept informed of the possibility that fees for fish hatchery visitation may be implemented. These operators should be encouraged to include the hatchery on itineraries and at the same time a negotiated agreement with regard to fees could be worked out. Ketchikan is a good example of a fee structure that meets everyone's satisfaction. In addition, the planning cycle for tour operators should be acknowledged when discussing fees. Most large operators are finalizing their summer 1989 tariffs (retail tour rates) by February and March of 1988. If operators are not informed until May 1989 that a fee for hatchery visitation for summer 1989 is to be charged, they will not only be upset, but also may drop the hatchery from the itinerary. This doesn't serve anyone's purpose.

2. **Capital Investment Needed** - It is clear that the two facilities visited need some capital improvements to serve current visitors as well as encourage increased visitation. In addition, due to the large number of visitors at Crooked Creek, without improvements or limitations on visitation, the state may be faced with a liability problem. Improvements can be made in stages, with the initial investment kept to a minimum and

January 7, 1988

subsequent improvements made out of revenue generated. Whether money is available for improvements prior to revenue generation is a question which I can't answer. However, I would encourage creative solutions to this situation, (i.e. local service clubs providing assistance with project development, etc.).

3. Staffing - The current staff at the fish hatchery sites have become very involved in dealing with the visitor. Some enjoy it, some don't. Spending time with visitors may decrease the time the staff should spend on their primary function. The self-guided tour is one solution to this situation. Another is to utilize university students as guides - either tourism students or fisheries students. Train them and pay them out of program receipts. This could not only provide a positive visitor experience, but also valuable job training and experience for Alaska's future tourism and fisheries professionals.

Next Steps

Since most fish hatchery sites were not built with generating visitor traffic in mind, each site poses unique challenges. The following next steps are recommendations to the FRED Division for proceeding with these challenges.

1. Address issues - I've pointed out a few issues which need to be addressed in the context of each site. In addition, you may have identified additional areas of concern.
2. Previous Plan - It is important to find the previous consultants' visitor development plans for the facilities analyzed at that time. These plans may provide many answers to questions regarding improvements and costs.
3. Other States - ~~There are~~ several other states who have built fish hatcheries incorporated visitor flow into their facilities (Oregon and Washington in particular). A review of their work would be worthwhile.

From these steps, you can formulate plans unique to each site which can be implemented soon. Focus must be kept on the main objective, which is to generate revenue through program receipts. Program receipts can't be generated without some site improvements. Once site improvements are made and a little marketing is done, program receipts should increase, therefore accomplishing the main objective.

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Section 26

Project: Alaska Native Cultural Center

Location: Anchorage

Amount: \$500,000

Description: See attached material.

Alaska Native Cultural Center Corporation

<u>PROJECT NAME</u>	Alaska Native Cultural Center, Anchorage Pre-Development Project		
<u>SPONSORS</u>	Alaska Native Cultural Center Corporation, c/o The CIRI Foundation, P.O. Box 93330, Anchorage, Alaska 99509-3330 Contact: Lydia L. Hays, Executive Director Telephone (907) 274-8638		
<u>TOTAL PROJECT COST</u>	\$8,759,500 (Initial 4-yr. phase of three or four-step development over 20 years)		
<u>TOTAL FUNDS NEEDED</u>	Pre-Development, Phase I	1989 \$759,500	
	Development/Constr., Phs I	0	
	TOTAL	<u>\$759,500</u> =====	
<u>FUNDING REQUEST FROM STATE OF ALASKA (1989)</u>	Pre-Development, Phase I	<u>\$500,000</u>	
	Development and Construction, Phase II	0	
<u>FUNDING SOURCES, PHASE I, PRE-DVLPMT</u>	State of Alaska grant	\$500,000	65%
	Native and other organizations	\$259,500	35%
	TOTAL, Phase I	\$759,500	100%

PROJECT DESCRIPTION

Background. The Alaska Native Cultural Center, Anchorage Project is to develop an authentic Alaska Native heritage presentation center in Anchorage, Alaska. The purpose of the Center as a major visitor destination is to introduce and to depict Alaska's Native cultures--Eskimo, Indian and Aleut--through the dance, music, storytelling, crafts and other presentations for Alaskans and Alaska's visitors available during a 2.5-3 hour visit at the Center. Also the Center will encourage the preservation and celebration of the diverse and enriched heritage of Alaska's indigenous peoples through the visitor presentations and locally sponsored events during off-tourism season.. While located in Anchorage, the Center will draw statewide for its authentic presenters to be employed; conversely, the Center will encourage its visitors to tour other parts of the state for a first-hand experience of Native culture and Alaska history.

Facility Description. The Center, projected to be built in two or three phases, will be operated by an independent non-profit organization with its own board of directors. The long range plan is to develop a 45 acre site of near-pristine land with accompanying water-feature in Anchorage into a series of village replicas and other permanent community houses, theaters, retail store, museum, demonstration and information kiosks and administrative offices. Nearly 2.6 miles of walkways (or mini-motorized vehicles for visitor transportation) will connect these interest centers. The Center is expected to operate fully about four months of the year as a major visitor destination and minimally during the balance of the seasons to function as a local/state-based cultural education facility for the foreseeable future. It is estimated that about 100,000-150,000 visitors would visit the center during its first year, and that an estimated \$2.5

million operations budget would be required for the first year of operation. Maximum visitor capacity would be 250,000 visitors projected for about the fifth-tenth year of operation. Targeted opening: 1992.

Administration. Incorporators of the Alaska Native Cultural Center Corporation are: Roy M. Huhndorf, CIRI President, Roy S. Ewan, Ahtna, Inc. President; Frank Pagano, Koniag, Inc. President, Jacob Adams, Arctic Slope Regional Corporation President, E. Al Parrish, Westmark Hotels President, The Honorable Tom Fink, Mayor of the Anchorage Municipality and Thomas M. Dow, Vice President of NANA Development Corporation. The CIRI Foundation is the interim project management firm for the Cultural Center. Projected first year Cultural Center staffing: Estimated six fulltime staff and 125-150 parttime artists, presenters, tour guides, clerks and support staff.

BENEFITS OF CULTURAL CENTER

- Providing authentic and accurate portrayal of Alaska Native cultures for Alaska's visitors.
- Statewide intergenerational employment, especially for Alaska Natives who may be economically disadvantaged
- Enhancing the Anchorage tourism industry through the addition of a major visitor destination attraction, located in Anchorage
- Additional outlet and promotion capability for Native arts and crafts locally and statewide
- Tourism marketing and promotion of other parts of Alaska, enhancing Alaska's visitor industry
- Building upon Alaska Native cultural pride and self-esteem
- Augmented cultural resource center for local programs and events in Anchorage available on a year-round basis.

PRE-DEVELOPMENT TASKS, PHASE I Tasks to be completed with funds requested for Phase I are as follows:

1. Organizational and Project Manager development, including organizational formation and selection of related advisory bodies, fundraising, design of project manager position, preliminary identification of project funding and development of project workplan.
2. Continued fundraising for and production of summer Native performances at the Anchorage Museum of History and Art, including cultivation of cooperative links with arts/crafts people for sales/demonstration capability in the Center.
3. Cultivate cooperation among Native organizations and enlist involvement of tourism industry officials in the planning and potential funding of the Center.
4. Financial development, including fundraising for capital investment in the Center's facilities (public and private), program fundraising and development of Center's operations revenue plan.
5. Site procurement and preparation.
6. Project design and preparation of request-for-proposals for bid invitations on site layout, architectural design, facilities construction, interior design and landscaping.
7. Marketing data analysis/update and projections.
8. Development of quality control for construction management.

NATIVE CULTURAL CENTER PRE-DEVELOPMENT, PHASE I BUDGET

A. Organizational/Project Manager Development	\$60,500
B. Site Selection and Control	30,000
C. Facilities Development (after site secured) with Native and other advisory groups	260,000
D. Marketing Data Analysis/Update and Projections	9,000
E. Construction Management Development (quality control)	<u>400,000</u>
TOTAL, Phase I	\$759,500
	=====

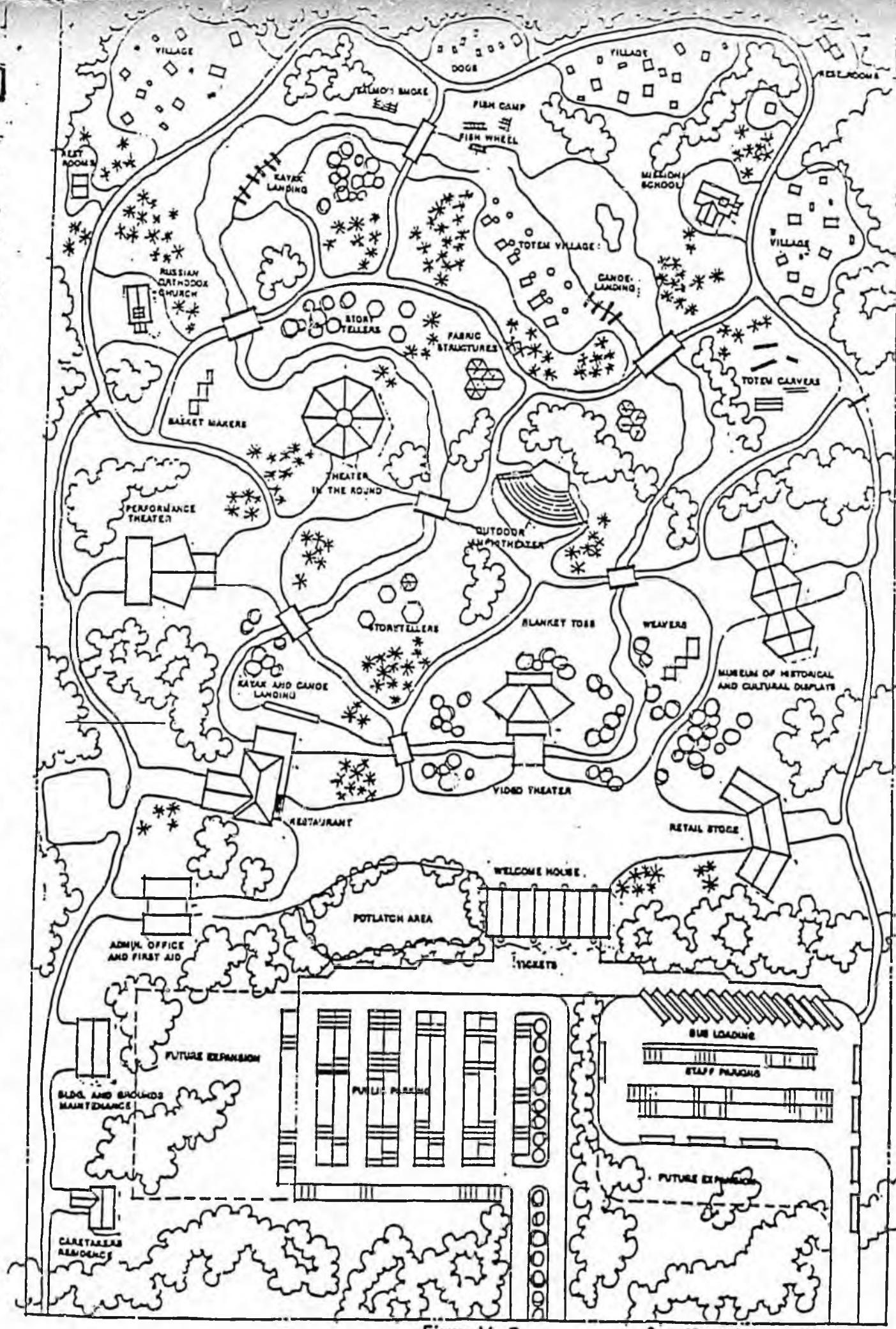
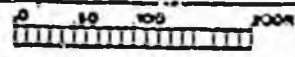


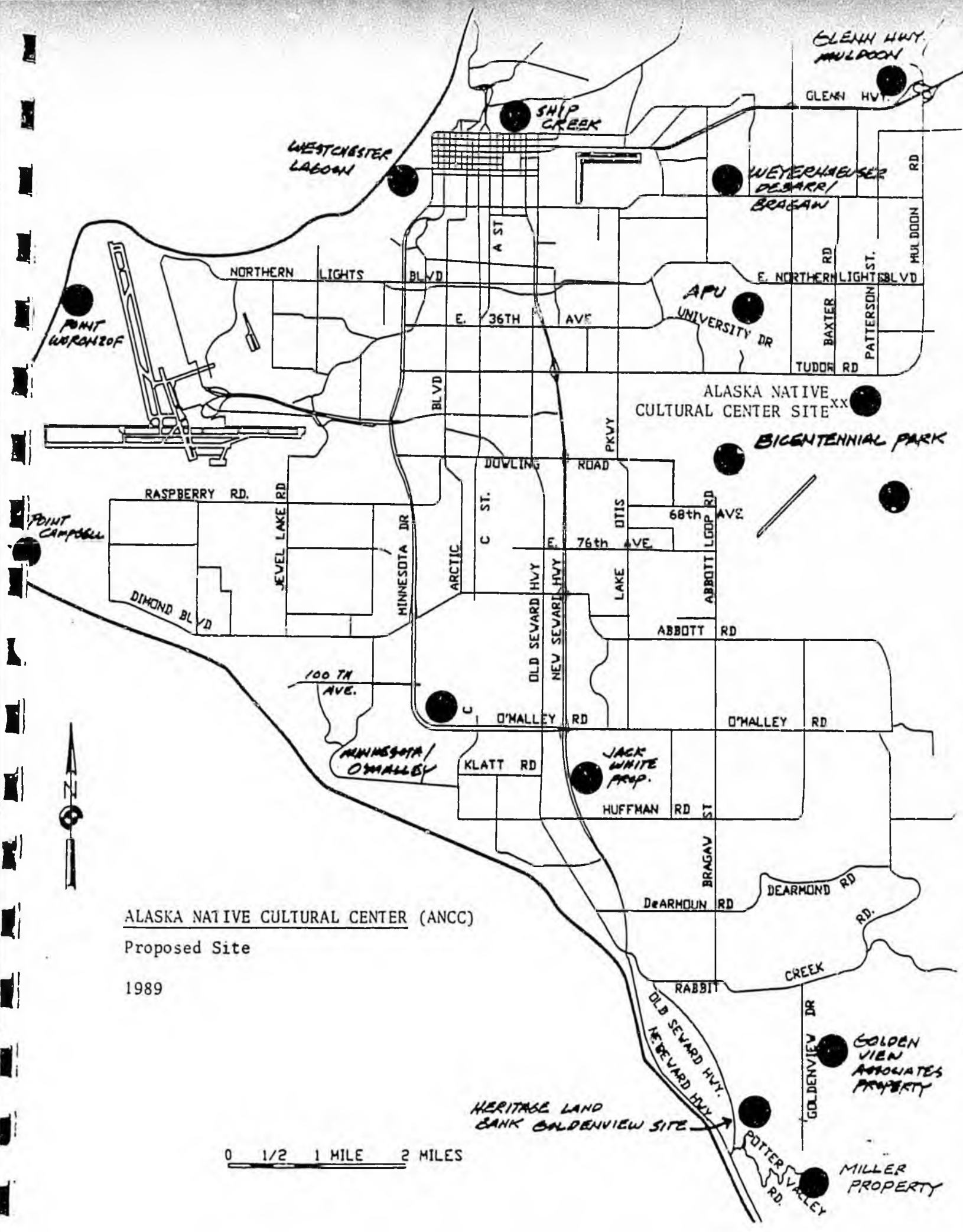
Figure V-2

CONCEPTUAL SITE PLAN - ALASKA NATIVE CULTURE CENTER

SOURCE: FINAL REPORT: FEASIBILITY STUDY OF THE ALASKA NATIVE CULTURE CENTER AT ANCHORAGE, ALASKA
 Prepared under contract to The CIRI Foundation by Economics Research Associates, September 1988



Fred W. L. Smith & Associates



ALASKA NATIVE CULTURAL CENTER (ANCC)
 Proposed Site
 1989

ANCHORAGE BOWL SITES

Section 27

Project: Government Hill Port Overview Park

Location: Anchorage

Amount: \$20,000

Description: See attached material.

PROJECT TITLE: Port Overlook Park
1989 REQUEST: \$33,000
PROJECT COST: \$33,000
ESTIMATED ANNUAL O & M COSTS: \$-0- (NEIGHBORHOOD TO PROVIDE VOLUNTEER MAINTENANCE)

DESCRIPTION/JUSTIFICATION:Project Scope

This project is a cooperative effort with the Government Hill Community Council, Ft. Richardson, private business, and the Municipality all participating. Ft. Richardson will provide the land, corporate sponsors will donate money and materials, MOA will provide planning, design review and construction administration, and the community council will obtain private donations.

Current Status

Project planning and design will continue through 1989 and incorporate input from community councils and user groups.

1989 Project Plan

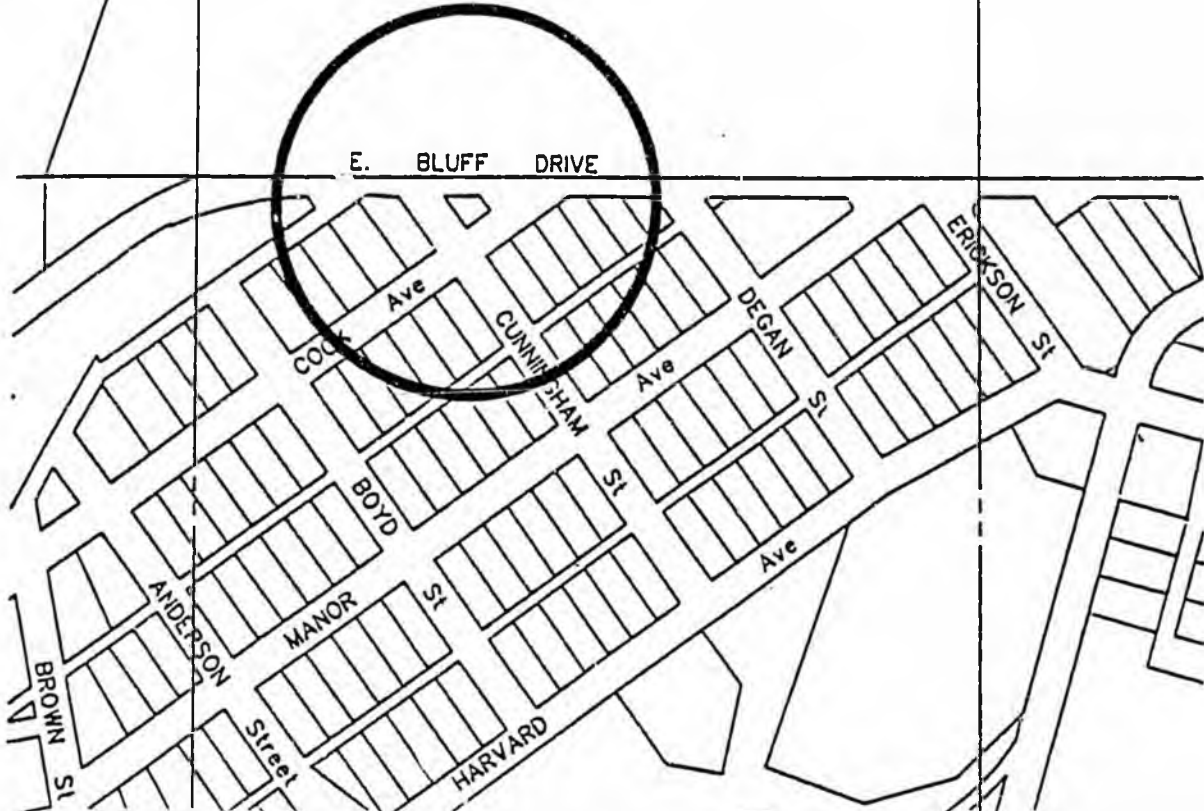
A legislative appropriation for this project will enable construction to be completed in 1989.

*includes deck with boardwalk, pathway, railing, telescopes.
also landscaping, fencing, signs.*



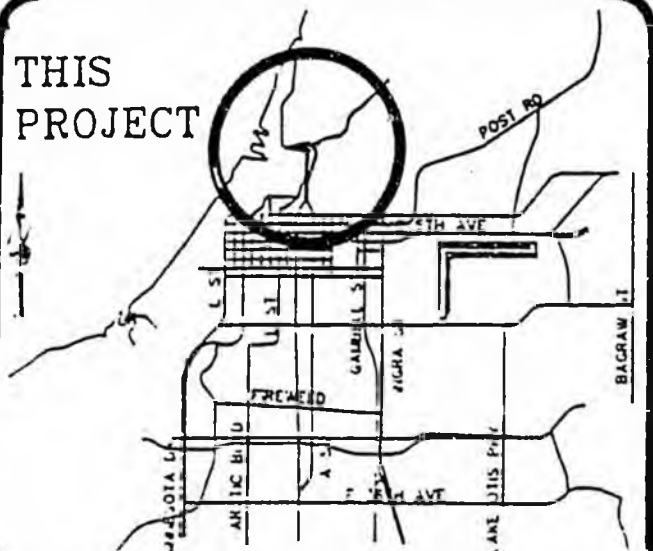


PROJECT AREA



PROJECT MAP

THIS PROJECT



VICINITY MAP

PORT OVERLOOK PARK

GOVERNMENT HILL COMMUNITY COUNCIL
Port Overview Park Subcommittee
324 E. Cook
Anchorage, AK 99501

February 10, 1989

Colonel Thomas C. Carroll
Alaska National Guard
3301 C Street, Suite 690
Anchorage, AK 99503

Dear Colonel Carroll:

The Government Hill Community Council is working with the U.S. Army and the Municipality to create an urban industrial viewing park on Army land on a bluff overlooking the Anchorage Port. The site is on Fort Richardson land, just within the chain link fence marking the southern boarder of the base along Bluff Drive. The concept is to provide a convenient vantage point from which residents and tourists can view visiting navy vessels and industrial port activities. The site is on a high bluff and also offers spectacular views of Susitna and Mt. McKinley.

The park has the support of a wide variety of people: Senator Ted Stevens (contact Barbara Andrews at 271-5915); Garrison Commander Ted Medley (contact Lt. Col. Wayne Rush at 862-5197); and the Municipality (contact Ron Crenshaw at 343-4474). They have all worked with the Government Hill Community Council to facilitate the necessary land use documents. The Navy League and Propeller Club and Alaska Visitors Association have passed a resolution supporting the park. Senator Uhling, Representative Brown and Representative Ellis support the park. No opposition is known. However, under the Municipality's priority list, there is no money for improvements for new parks.

The Government Hill Community Council has been advised the Alaska National Guard has a Military Support Program which may be able to work with the community council on this park. Specifically, we need help relocating the chain link fence, doing preliminary grading work, and seeding the area. There will also be boardwalks and informational displays, but the Community Council's first priority is site preparation.

Would it be possible for the Military Support Program to help the Community Council on this project? We would truly appreciate your help.

The park remains unnamed and undedicated. It may be an appropriate site for a veteran's park.

Please advise us if there are any further steps we need to take to make a formal application for assistance from the Military Support Program. To the extent you need additional information about the project, please do not hesitate to contact me at 274-9907. I will be out of town during March, 1989, and in my absence you may contact David Leppanen at 274-8375. If you need access to or information about the site, I would recommend contacting Lt. Col. Rush at 862-5177.

Thank you.

Since you,

Peggy Mentele

Peggy Mentele

cc: Senator Ted Stevens
Ron Crenshaw
Senator Rick Uhling
Representative Johnny Ellis
~~Representative Kay Brown~~
Col. Ted Medley
Lt. Col. Wayne Rush

Section 28

Project: Ship Creek Overlook Park

Location: Anchorage

Amount: \$300,000

Description: See attached material.

PROJECT TITLE: Ship Creek Overlook Park

1989 REQUEST: \$300,000

PROJECT COST: \$300,000

ESTIMATED ANNUAL O & M COSTS: \$3,000

DESCRIPTION/JUSTIFICATION:

Project Scope

This project will provide for construction of a pedestrian/bike trail structure atop the old dam at Ship Creek to connect the existing Overlook Park with a micro-brewery and parking area on the south shore. This project is an element of a future phase of the Coastal Trail planned along the Ship Creek Greenbelt, and will assist with the economic viability of the brewery project.

Current Status

Project planning and design will continue through 1989 and incorporate input from community councils, user groups and private entities.

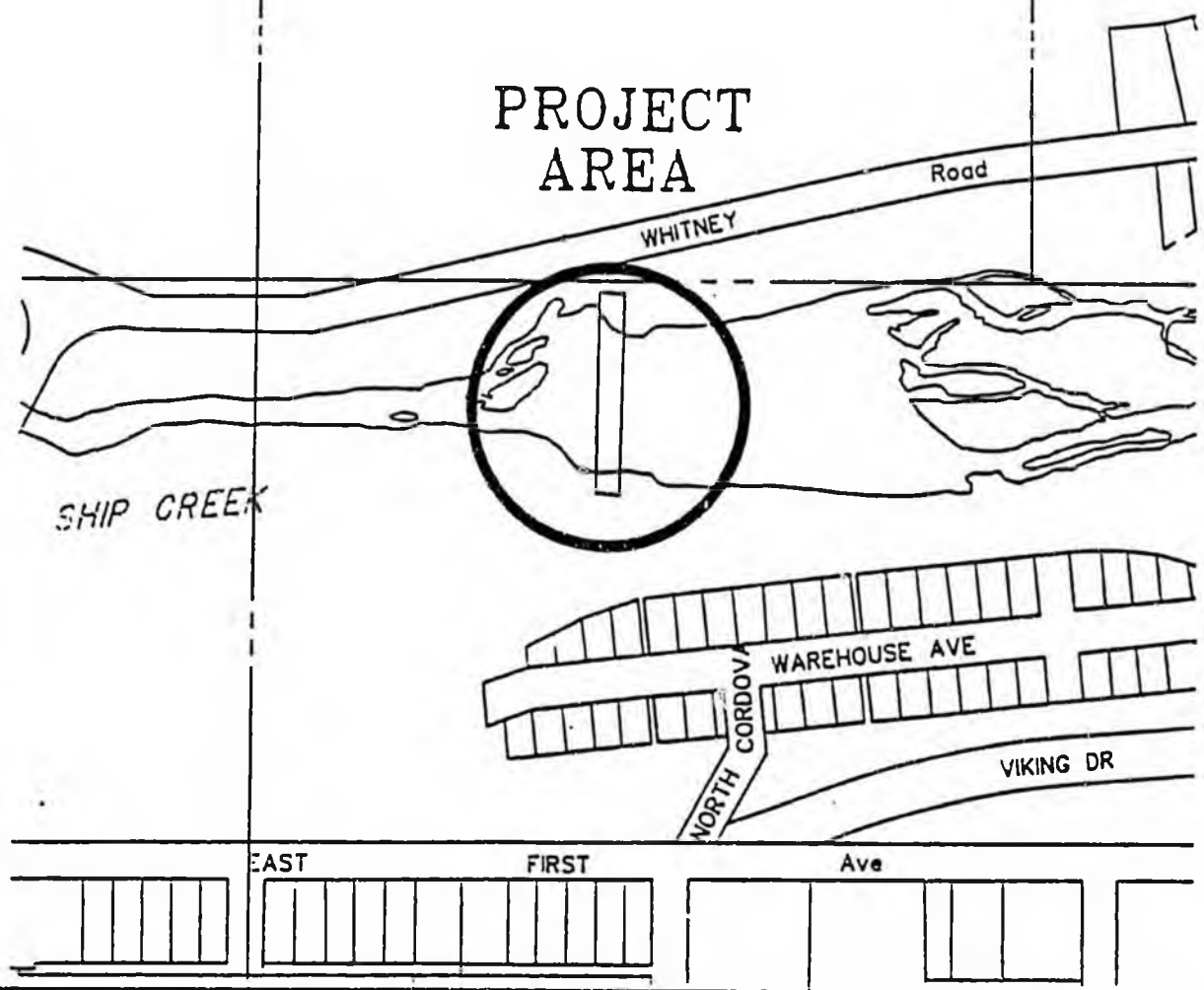
1989 Project Plan

A legislative appropriation for this project will enable construction to be completed in 1989.

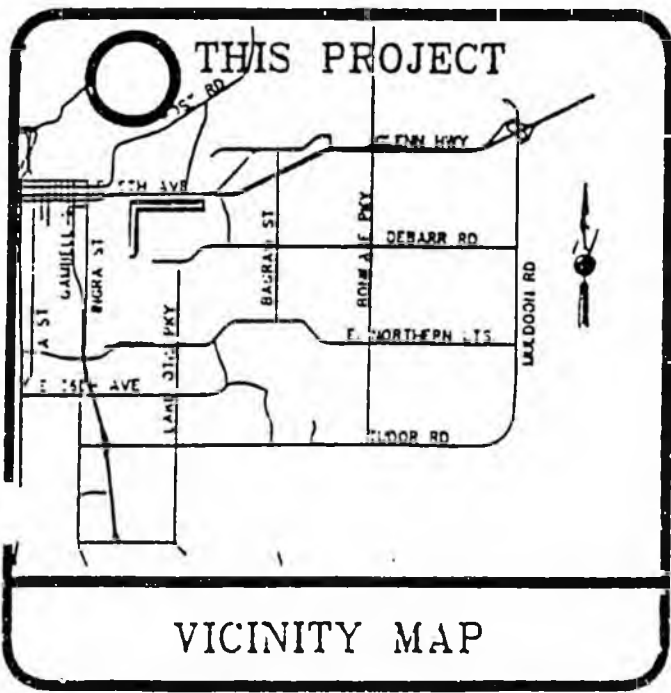




PROJECT AREA



PROJECT MAP



VICINITY MAP

SHIP CREEK
OVERLOOK PARK

INTRODUCTION

Anchorage has long recognized the importance of the Ship Creek basin. Since the city's beginnings on the banks of the creek as a construction camp, Ship Creek has played a key role in Anchorage's development. The center of the city's industry and shipping, Ship Creek is now being examined for its potential contribution to Anchorage's premier growth industries: tourism and recreation. Recent studies by the Municipality, including the Ship Creek Greenbelt Study (Department of Economic Development and Planning, 1988), the Ship Creek Concept Plan (Port of Anchorage, 1988) and the Phase 3 Coastal Trail Design Study Report (Capital Projects Office, 1987) have focused on the recreation and tourism potential of lower Ship Creek. With its proximity to the cruise ship dock; the Alaska Railroad Passenger Depot, Downtown Anchorage, and the trail network, Ship Creek is in a unique location to support the growth of tourism. Much of the Ship Creek basin is underutilized and is ready for a transition.

The Glacier Brewery has provided the catalyst for a new look at the lower Ship Creek area between the Chugach Electric Association dam and the Ship Creek Waterfront (refer to Figure 1, Parcel A). The property throughout this area is substantially owned by the Alaska Railroad. Zoning is I-2, making all anticipated uses permissible. Other than the margins of the creek itself, the area contains no significant wetlands. A wide variety of uses are envisioned ranging from light industrial to commercial/retail and public open space and recreation. Glacier Brewery itself is planned to be more than a production facility.

It is anticipated to be a public place for both tourists and residents, with opportunities not only for touring the facility but also for shopping, socializing, and dining. The Brewery recognizes the existing Ship Creek Park with its dam and fish ladder as a successful destination for tourists and residents in spite of its location in the heart of the industrial area. Furthermore, its location on the proposed Ship Creek Greenbelt/ Coastal Trail extension enhances its viability as a public place.

The current studies seek to address the larger issues of access and development potential, as well as define the types of improvements which could be anticipated to enhance the Brewery Site and its surroundings (refer to the Figure 1 for Brewery site Parcel B).

In studying the larger Parcel A, the Alaska Railroad has an interest in developing the area as a functional extension of downtown as well as a successful transition to the remaining industrial area north of Ship Creek.

References:

- Ship Creek Waterfront -
Port of Anchorage, 1988
- Ship Creek Greenbelt -
Economic Development & Planning, 1988
- Coastal Trail -
Design Study Report,
Capital Projects Office, 1987

DEVELOPMENT SUMMARY

The first phase of development will include the Glacier Brewery facility with parking, the extension of Warehouse Avenue to North C Street, the bicycle and bus lanes along Ship Creek, sidewalks, the Chugach Electric Association Dam Bridge, and Fisherman's Trail. Planned amenities include street trees, pedestrian-scale street lamps, benches, bicycle racks, signs, and trash receptacles. The bicycle and bus lanes may function as an entry drive until completion of Warehouse Avenue. The fishing bridge may be included in the first phase of the if the Alaska Railroad moves quickly to abandon the line. Later phases will include additional parking, the realignment of North C Street, the extension of Warehouse Avenue to Ship Creek Waterfront Development, and the Christensen/Alaska Railroad overpass.

Chugach Electric Dam Bridge

A bicycle and pedestrian bridge crossing Ship Creek is proposed at the presently unused Chugach Electric Association dam. The bridge will be a steel and wood structure, utilizing the existing dam for a foundation. Platforms will be incorporated in the bridge for those who wish to view salmon and waterfowl. In the interest of public safety, bus and auto parking will be eliminated from Whitney Road with its heavy truck traffic. Parking will be provided at the south end of the bridge. Only a small drive-through turnout will remain on Whitney Road.

Fisherman's Trail

Because of the popularity of Ship Creek for both viewing salmon and fishing, a "fisherman's trail" is incorporated in the project. Completing the loop begun by the Chugach Electric Dam Bridge and the south bank pedestrian and bicycle trail, the fisherman's trail will cross the creek on the Alaska Railroad bridge after removal of the rails. Platforms may be added to the bridge to facilitate viewing and fishing. An unpaved

foot trail will follow the north bank of the creek. To permit access to the creek, the trail will be lower in elevation than the bicycle trail. Because of this elevation, the fisherman's trail may be flooded by extreme high tides. The trail will be screened from Whitney Road by new plantings. Parking will be provided at the south end of both bridges.

Coastal Trail

The long range plan for the earliest Coastal Trail has been to connect with the proposed Ship Creek Greenbelt Trail. The Ship Creek Waterfront development has presented the opportunity to make that connection more directly if the waterfront is accessed from the east rather than from Second Avenue. A grade separated crossing of the Alaska Railroad freight main for waterfront access on the south bank of Ship Creek would permit the trail to cross here. From the railroad crossing, the trail would follow the south bank of Ship Creek eastward, intersecting North C Street and entering the Original Townsite development. Through the Original Townsite, the trail is designed as a 12 foot wide road for bicycles with a separate sidewalk for pedestrians. At the east end of the Original Townsite Development, a new bridge will carry the trail across Ship Creek where it will connect with the proposed Ship Creek Greenbelt Trail.

Historic Buildings

Several unused Alaska Railroad-owned buildings of historical interest may be moved to the Original Townsite Development from other locations in the Ship Creek Basin. These buildings, including the Alaska Railroad carpenters shop now located on Whitney Road, will be renovated for conversion to commercial/retail use. The historic character imparted upon the district by these buildings will be further reinforced

by period street lamps, benches and other furnishings, and by careful design of new buildings such as the Glacier Brewery.

The freight depot on First Avenue presents opportunities for conversion to commercial/retail lease space. It is separated from Warehouse Avenue by the Alaska Railroad Passenger Main and yards, making access difficult. If the yards are removed, controlled access from Warehouse Avenue may become possible. Figures 2 and 4 illustrate an alternative proposal for the freight depot: relocation to Warehouse Avenue and conversion to commercial/retail space.

Passenger Train Yard

Location of Warehouse Avenue extension permits the retention of the yards developed for use by the excursion passenger trains. The passenger trains add visual interest, and are a significant reminder of the area's

railroad heritage. Continuously changing displays of railroad equipment could also be accommodated here. If desirable in the future, two or more of these tracks could be removed to create more lease space on the south side of Warehouse Avenue.

Bus and Bicycle Lanes

A doubledecker bus or rubber-tired street car will be used to carry passengers between the brewery, the Ship Creek Waterfront, and downtown. Transit shelters are proposed for several locations. Initially the bus may share the driveway with other traffic with access to the parking lots temporarily provided from the north. After completion of Warehouse Avenue, the lane fronting the lease parcels will be for the exclusive use of the buses. The curving lane following the creek bank will be for the exclusive use of bicyclists.

CONCEPTUAL COST ESTIMATE SUMMARY

ITEM	WORK TO BE ACCOMPLISHED	ESTIMATED COST
<u>Type II Fill</u>	To phase initial development area to elevation 20:	\$144,000
<u>Chugach Electric Dam Bridge</u>	New bridge using existing dam as foundation:	- 300,000
<u>Fishing Bridge</u>	New decking and railing on existing railroad bridge:	38,000
<u>Fisherman's Trail</u>	Gravel, riprap, landscaping:	68,500
<u>Entry Drive & End Parking Lot</u> (Bus and Bicycle Lanes)	Asphalt paving, curbs, sidewalks, lawn:	257,000
<u>Entry Drive Amenities</u>	Street trees, street lamps, furnishings (benches, bicycle racks, trash receptacles, signs) landscaping:	267,000
<u>Parking Lots</u>	Asphalt paving, curbs, sidewalks, amenities:	300,000
<u>Warehouse Avenue Extension</u> <u>to North C St.</u>	Asphalt paving, curbs, sidewalks:	324,000
<u>North C Street</u>	New bridge and realignment, asphalt paving, curbs, sidewalks:	1,000,000
<u>Warehouse Avenue Extension,</u> <u>North C Street to Ship Creek</u> <u>Waterfront</u>	Asphalt paving, curbs, sidewalks:	460,000
<u>Christensen and Alaska</u> <u>Railroad Overpass to</u> <u>Ship Creek Waterfront</u>		4,000,000
Total Cost Estimate		\$7.4 million

Section 29

Project: Chugach State Park Access
Glen Alps/Upper Huffman

Location: Anchorage

Amount: \$367,500

Description: See attached material.

SOUTH ANCHORAGE HILLSIDE STATE PARK ACCESS DEVELOPMENT

LOCATION: Anchorage

SENATE DISTRICT: F

HOUSE DISTRICT: 8

AMOUNT: \$367,500

DESCRIPTION:

Funding for this project would provide expansion of two state park access sites on the South Anchorage Hillside.

At Glen Alps the existing 80 unit parking lot would be expanded to 120 units, handrailing and benches would be added to the Anchorage View Trail to improve accessibility for the elderly and physically disabled and six interpretation panels would be installed and a wind/weather shelter would be added to the Anchorage viewing area. Presently, \$79,000 is available to begin this work but is insufficient to implement the full expansion. An additional \$315.5 is needed for this site. ~~Toilsome Drive leading up to the Park is dangerous in two major sections and \$75.0 would provide the funds necessary for plans to correct the situation.~~

At Upper Huffman an additional single vaulted toilet would be constructed and access would be improved at the entrance of the Park at a cost of \$52.0.

~~The public access to Rabbit Lake is presently tied up on litigation in Alaska v. Miller. However, if the case is decided in the state's favor, these funds would also be used to provide some improvements to the trailhead parking area and trail to the lake.~~

Justification:

The Glen Alps trailhead is the most frequently visited trailhead in Chugach State Park. Expanded parking and visitor amenities, such as the wind screen and trail improvements to the Anchorage View Trail are necessary to accommodate the heavy visitation.

~~Rabbit Creek Valley and the trail to Rabbit Lake are a popular park destination. The existing parking area frequently overflows causing problems for nearby residents. Improvements to the existing parking area are needed to both accommodate park use and to reduce the adverse impacts on nearby residents.~~

Itemized Estimate:

Glen Alps Access:

Expand existing parking area by 40 units	\$ 54,400
Directional Signs:	1,000
Develop/install 6 interpretation panels	21,000
Install handrailing and benches along accessible Anchorage View Trail:	21,600
Anchorage View Area weather/wind shelter:	17,500
Toilsome By-pass road planning:	75,000
Access Road improvements:	200,000

Upper Huffman Access:

Additional single-vaulted toilet:	17,500
Improve access to entrance:	34,500

Rabbit Lake Access:

Improve access to park at this point:	52,000
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