

# Glacier View Comprehensive Plan - Sheep Mountain Sub-District



ADOPTED  
FEBRUARY 2006

Matanuska-Susitna Borough  
Department of Planning and Land Use

CODE ORDINANCE

By: Borough Manager  
Introduced: 02/07/06  
Public Hearing: 02/21/06  
Adopted: 02/21/06

**MATANUSKA-SUSITNA BOROUGH  
ORDINANCE SERIAL NO. 06-039**

AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY AMENDING MSB 15.24.030 (B) GLACIER VIEW COMPREHENSIVE PLAN, TO INCLUDE THE SHEEP MOUNTAIN SUB-DISTRICT CHAPTER.

---

BE IT ENACTED:

Section 1. Classification. Sections 1, 2, and 4 of this ordinance are non-code. Section 3 of this ordinance is of a general and permanent nature and shall become a part of the Borough Code.

Section 2. Amendment of comprehensive plan. The Glacier View comprehensive plan is hereby amended by adding the Sheep Mountain Sub-District Chapter.

Section 3. Amendment of paragraph. MSB 15.24.060(B)(9) is hereby amended to read as follows:

(9) Glacier View Comprehensive Plan  
(Ord. 94-88(AM) dated November 1994; as amended by  
Ord. 06-039 dated February 2006);

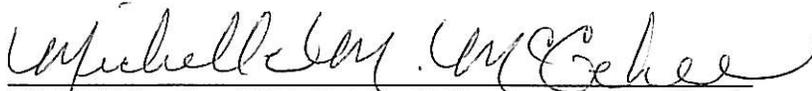
Section 4. Effective date. This ordinance shall take effect upon adoption by the Matanuska-Susitna Borough Assembly.

ADOPTED by the Matanuska-Susitna Borough Assembly this 21 day  
of February, 2006.



TIMOTHY L. ANDERSON, Borough Mayor

ATTEST:

  
MICHELLE M. MCGEHEE, CMC, Borough Clerk

(SEAL)

PASSED UNANIMOUSLY: Woods, Allen, Colberg, Kvalheim, Bettine,  
Colver, and Vehrs

# TABLE OF CONTENTS

Sheep Mountain Sub-District.....	1
Overall Goal.....	1
Land Use Goals.....	1
Public Lands.....	1
Federal Lands.....	1
Recommendations – Federal and State Lands .....	3
Borough Lands.....	3
Recommendations – Borough Lands .....	3
Summary Recommendation for all Public Lands .....	3
Private Lands .....	4
Recommendations – Private Lands.....	4
Native Lands .....	5
Sheep Mountain Sub-District	
Residential, Commercial, and Light Industrial Land Uses .....	5
Residential Uses.....	5
Commercial Uses .....	6
Recommendations – Residential/Commercial Uses .....	6
Light Industrial Uses.....	7
Recommendations – Light Industrial Uses .....	7
Transportation.....	8
Roads.....	8
Trails .....	8
Aviation.....	10
Glenn Highway .....	10
Goals: .....	10
Recommendations.....	10
Trails .....	11
Goal.....	11
Recommendations.....	11
Aviation.....	11
Goal.....	11
Public Facilities.....	12
Goal.....	12
Recommendation .....	13
Appendix A.....	14
Legislatively Designated Areas .....	14
Caribou Creek Recreational Mining Area .....	15
Nelchina Public Use Area.....	17
Appendix B .....	18
Glacier View Planning Area .....	18
Appendix C .....	19
Sheep Mountain Sub-District.....	19
Appendix D.....	20
Sheep Mountain Sub-District.....	20

## **Glacier View Comprehensive Plan Update Sheep Mountain Sub-District**

There is established, within the boundaries of the Glacier View Community Council, the Sheep Mountain Sub-District, as described on the map within this update. The residents within the boundaries of the sub-district respect and generally agree with the goals contained within the Glacier View Comprehensive Plan.

The Sheep Mountain Sub-District is bordered on the west by Caribou Creek and on the north by Squaw Creek. It extends eastward to approximately mile 118 of the Glenn Highway, and includes parts of the Chugach Mountains to the south, and contains approximately 102 square miles (see Appendix C – boundary map).

### **OVERALL GOAL**

In light of the increased recreational use in the past several years and the potential for development that may be incompatible with the aesthetic values of those residents, community members within the Sheep Mountain Sub-District are interested in an increased level of land use regulation within the sub-district boundaries to protect the aesthetic values of the area, maintain the rural character, ensure protection of sheep habitat, promote eco-tourism and protect public health, safety and welfare.

### **LAND USE GOALS**

1. Guide responsible development that matches community values and existing development.
2. Encourage development which will enhance and protect the natural wildlife, the sheep, and flora of the area. Other activities to promote the natural wildlife and fauna may include raptor viewing and interpretive signs and kiosks along the highway.
3. Stay involved with the development, update and implementation of plans addressing public lands and plans for utilities improvements (i.e. electrical, natural gas, etc.)
4. Amend the Susitna Area Plan to accept recommendations of the Glacier View Comprehensive Plan Update.
5. Protect scenic view shed along the Glenn Highway.
6. Reduce conflicts between private property owners and non-resident recreational users by directing recreational users to public lands.
7. Retain the largely rural character of the area by supporting larger minimum lot sizes.

### **Public Lands**

#### Federal Lands

Federal lands are managed by the Bureau of Land Management (BLM) which follows a multiple use management philosophy. Federal lands in the area are within the Glennallen District. A management plan for those lands, the “Southcentral Resource Management Plan” was begun in the early 1990s, but was never finalized. A more recent planning effort is currently underway by

BLM called the “East Alaska Resource Management Plan.” At the time of the Glacier View Comprehensive Plan Update (GVCPU) preparation, the draft East Alaska Resource Management Plan (EARMP) and EIS are in the 90-day public comment period. The EARMP will evaluate alternatives that will address travel management, recreation, physical and cultural resources, lands and realty, vegetation management, leaseable and locatable minerals, and subsistence/social and economic conditions. The impacts of the EARMP could affect the Glacier View community significantly, and it would be to their advantage for the community to stay actively involved in the planning process.

Borough assessment records show one parcel in the sub-district as being owned by BLM, which is U.S. Survey 5456. There is nothing in the assessment records that indicate whether or not this parcel is in conveyance to the state or a native corporation. Other federal lands, not identified in assessment records, are identified in the original planning document maps, generally in the northern part of the sub-district. The status of these lands (i.e. selection by the State) was not updated during this update process.

#### State Lands

By far the majority of land in the planning area is owned, tentatively approved for ownership, or has been selected by the State of Alaska. The State's lands are managed by the Alaska Department of Natural Resources under guidelines set forth in Alaska State Statutes and administrative procedures found in the Alaska Administrative Code.

The Sheep Mountain Sub-District planning area lies totally within the Susitna Area Plan boundaries; the Susitna Area Plan was completed by DNR and the Borough in June 1985. The Borough participated on the planning team and offered its land for consideration for management recommendations within the same process. The State utilizes a form of multiple use management including recognition and management of agricultural, fish and wildlife habitat, forestry, recreation, settlement, subsurface resources and materials, and transportation values.

The Susitna Area Plan contains areawide policies for land management that apply within all management units, as well as primary and secondary land use designations and land management policies for each management unit and subunit. The Sheep Mountain Sub-District will request an amendment to the Susitna Area Plan, to reflect recommendations in the Glacier View Comprehensive Plan Update.

In addition, the State of Alaska, DNR may designate areas for special uses, which are referred to as Legislatively Designated Areas (LDA's). Areas designated by the legislature may include refuges, sanctuaries, critical habitat areas, ranges, special management areas, forests, parks, recreation areas, preserves, public use areas, recreation rivers, and recreational mining areas. There are two LDA's within the boundaries of the Sheep Mountain Sub district: The Caribou Creek Recreational Mining Area, and the Nelchina Public Use Area. The importance of the Nelchina and the Caribou Creek public use areas are significant, as the legislation commits this land to public ownership rather than land sales. The Susitna Area Plan also designates this area for exploration and development of mineral resources. See Appendix A for more information on these two legislatively designated areas.

### **Recommendations – Federal and State lands:**

1. Stay actively involved in the development of the East Alaska Resource Management Plan.
2. Discourage large scale land sales or conveyances that may result in higher density or greater impacts than the environment could readily accommodate, except as necessary to provide public facilities.
3. Request that the Glacier View community council be notified early if public land sales or conveyances are being considered.
4. Continue efforts to protect natural wildlife and their migration corridors (such as the Dall Sheep), flora, and fauna of the area by preserving and keeping public lands in their natural state.
5. Reserve public lands (not identified for public facilities) for use as recreation and open space. Identify those appropriate for parking areas and trailheads.
6. Guide Glenn Highway improvements (pedestrian paths, trails).
7. Amend the Susitna Area Plan to include recommendations of the Glacier View Comprehensive Plan Update.

### Borough Lands

There is currently no borough owned land within the Sheep Mountain Sub District. However, there could be more state offerings of land sales, and the borough could potentially select more land as well. At this point, there are no borough lands selected in the sub-district.

### **Recommendations – Borough Lands:**

1. Request that the community be notified early if public land sales or conveyances are considered.
2. Continue efforts to protect natural wildlife and their transportation corridors (such as the Dall Sheep), flora, and fauna of the area by preserving and keeping public lands in their natural state.
3. Reserve any future borough lands for use as recreation and open space, and public facilities.

### **Summary Recommendation for all Public Lands**

Maintenance of the rural character of the area and protection of the natural environment and its scenic values are very important to residents in the Sheep Mt. Sub District. These values are incorporated in the overall goal statement and land use goals for this update. Due to the large amount of publicly-owned land held in the area, the community is very concerned that federal, state, or local agency decisions may impact the natural environment and the rural character of the community. Such activities might include strip mining, projects - such as pullouts on the Glenn Highway that are inappropriate for the area, or allowing other developments on public lands that are incompatible with the area and/or hazardous to local inhabitants.

The Alaska Natural Gas Development is currently proposing a natural-gas pipeline from Palmer to Glennallen. One segment of this spur could be parallel but separated from the Glenn Highway near Squaw Creek along Caribou and Boulder Creeks. This project could provide an opportunity for additional trailheads and pedestrian paths along the Glenn Highway. The Alaska Natural Gas

Development has sought public input and comment from anyone who engages in outdoor activities on this state-owned land.

Community members have met with representatives from the Alaska Natural Gas Development to offer their recommendations and concerns. Currently, two route options are being considered through the Glacier View/Sheep Mountain area; one along the Glenn Highway corridor, and the other would travel through the back country north of the highway, generally near Squaw Creek. The back country route has been identified by the community as their preferred route. However, the community has expressed the desire that the resulting construction and maintenance corridor should be closed to public automobile traffic on a year round basis. All-Terrain Vehicles (ATV's) and snowmachines would be permitted. One of the concerns is that a vehicular back-country route could be provided from Eureka all the way through to Chickaloon, which the community does not favor because of the potential increased access to the back country view shed, the potential for increased habitat damage and the potential accumulation of abandoned vehicles and equipment.

#### Private Lands

Natural resources in the area attract many users. Recreational opportunities such as hiking, snow machining, cross country skiing, hunting, trapping, mining (gold panning), bird watching, four-wheeling, and horseback riding abound. While the community welcomes visitors, the lack of signage and information about the location of public trails and trailheads can result in users accessing public lands through private property. It is the community's preference to educate recreational users, yet retain, dedicate, and improve the trails system.

It is also the community's preference that the current level and existing type of residential and commercial development continue. This will encourage local serving and attractive, recreational related businesses.

#### **Recommendations – Private lands:**

1. Develop minimal land use regulations that will encourage economic opportunities, but will protect the aesthetic value and existing rural character of the area and be consistent with existing development.
2. Coordinate with the State to include roadside rest areas, pullouts, and other roadside recreation amenities at select sites to reduce potential conflicts with private property owners.
3. Determine costs associated with maintenance and operations of trailheads and pullouts.
4. Use signage, trail head identification, and public information to reduce conflicts with encroachments onto private property.
5. Educate users of the area about respecting private property relating to hunting, trapping, and recreational activities, by providing brochures at places such as lodges, etc.
6. Encourage ADF&G to take steps to educate users to refrain from shooting and trapping activities within ½ mile of the highway, and trail heads.
7. Post standardized signs at existing trail heads to identify these resources to residents and visitors.
8. Prepare a community recreation map, guiding users to developed access points, identifying private lands, and setting out rules for good trail etiquette.

### Native Lands

Borough assessment records show one parcel in the sub-district as being owned by BLM, which is U.S. Survey 5456. There is nothing in the assessment records that indicate whether or not this parcel is in conveyance to either the state or a native corporation.

### **Sheep Mountain Sub-District Residential, Commercial, and Light Industrial Land Uses**

The Sheep Mountain Sub-District residents and property owners are generally in agreement that there is no need for separate use districts. They feel that a mixture of residential and commercial uses (and perhaps light-industrial if permitted with conditions) which are consistent with existing development, are appropriate for the area.

While there are no separate use districts being proposed, the uses are being addressed as residential, commercial, and light industrial. Within the entire Sheep Mountain Sub-District, the following uses are generally discouraged:

#### Discouraged Uses

- Adult entertainment
- Buildings over 3 stories in height (that block the scenic viewshed). Structures such as wind generators or other power generation structures are not included.
- Large “box” stores – commercial or national chains requiring extensive square footage.
- Cell Towers
- Correctional facilities, drug treatment and rehabilitation facilities
- Large-scale gravel/mineral extraction operations
- Junk yards and the accumulation of junk vehicles on private property
- Large scale industrial operations
- Hazardous material storage
- Heavy industrial uses and pollutants
- High density housing, large hotels
- Roadside camping/overnight parking
- Vendors in the public rights-of-way

The recommendations and encouraged uses outlined below are generally consistent with existing development, and with the land use goals stated at the beginning of this chapter.

#### **Residential Uses**

With a predominance of open space and natural landscapes, the community wants to maintain the existing pattern of low density residential uses in order to protect the rural character of the area. Larger lot sizes of about 5 acres and minimum residential densities can help maintain the existing rural nature of the area. Residential development should occur in areas with good soils to protect the existing water quality. There is a desire to encourage residential development to occur with adequate setbacks, visual buffers and lighting standards.

#### Encouraged Uses:

- Residential uses and densities comparable to current densities.

- Residential compatible uses, such as home based, cottage industry businesses, lodges, recreational and tour businesses are encouraged as long as the use does not adversely impact neighboring homes.
- Resource based activities such as small scale manufacturing (jelly and honey, etc.) with appropriate limits on operation hours, noise, odors, etc.

### **Commercial Uses**

While significant increased commercial development is not anticipated in the area, residents of the Sheep Mountain Sub-District encourage policies to reduce potential sprawl along the Glenn Highway. Methods to limit unsightly commercial expansion include:

Good site planning,  
 Landscaping,  
 Signage, directional signage;  
 Setbacks and vegetated buffers; and  
 Lighting

New commercial development in the area will most likely be recreationally oriented, either serving the traveling public or recreationalists in the area. This type of commercial development includes roadhouses, lodges, guide services, flying services, etc.

Community-serving commercial activity such as stores selling groceries, hardware, building materials, etc. might also locate in the area. Community members recognize that the existing businesses have been developed in a way that enhances the community. Should additional development occur, they want it to be consistent with the character of existing businesses. They acknowledge that a permanent business would be most likely to attract customers if they were developed in a visually pleasing manner, and that operators of temporary facilities might not be as likely to take as much care about their development. A way to deal with this might be to require some type of public review process for temporary development, in an attempt to ensure compatibility with existing development.

### **Recommendations – Residential/Commercial uses:**

1. Encourage retention of buffers, trees, and other landscape feature so roadside development is attractive and adequately screened.
2. Set standards for signs, consistent with existing commercial signage, so that the visual quality of the highway corridor is maintained.
3. Establish policies on setbacks, buffers, noise, and similar development standards as a condition of commercial development.
4. Use drainage swales, holding basins and similar best management practices to ensure runoff from developed areas does not degrade water quality in adjoining streams or water bodies.

### **Encouraged Uses**

- Local serving commercial services and public facilities such as a post office, library, bank, grocery store, recreational opportunities, or restaurants.

- Recreational vehicle parks or lodge facilities of similar character and impact to existing facilities.
- Organic farms

### **Light Industrial Uses**

Residents of the Sheep Mountain Sub-District wish to preserve the rural, natural environment in the area. While the principal concern with industrial activities is with what happens on public land, most residents agree that industrial activities on private land should also be subject to site development review. Recent coal bed methane proposals in the Matanuska-Susitna Borough created concern. In order to address these issues, the borough developed a conditional use permit along with specific criteria for such operations.

Borough wide regulations were also recently adopted governing gravel extraction activities. These new regulations should allow the opportunity for community notification and input on requests for large scale operations. While gravel extraction is generally considered an industrial use, the community recognizes the need for this type of activity, and believes that having community input (i.e. screening, setbacks, noise) on development of gravel pits will give them the opportunity to protect the community quality they value.

### **Recommendations – Light Industrial Uses:**

1. Guide character of development with significant off-site impacts to minimize impacts on environmental and community quality, particularly industrial activities and natural resource development.
2. Establish regulations on setbacks, buffers, noise, limits on hours of operation and similar development standards as a condition of industrial development as described in borough code.
3. Use drainage swales, holding basins and similar best management practices to ensure runoff from developed areas does not degrade water quality in adjoining streams or water bodies.
4. Set standards for signs, so that the visual quality of the highway corridor is maintained.

### **Acceptable Uses:**

- Appropriately sized mining and mineral extraction operations, with adequate screening, setbacks, and noise conditions.
- Appropriately sized warehouse/storage facilities
- Air strips and associated activities

## **TRANSPORTATION**

### **Roads**

As stated in the transportation chapter of the 1994 Glacier View Comprehensive Plan, the Glenn Highway is “Main Street” for the Sheep Mountain Sub District. Since the original Comprehensive Plan was adopted in 1994, substantial upgrades and resurfacing to the Glenn Highway have taken place, adding wide shoulders and passing lanes on hills, reducing sharp/blind curves, and adding pull-outs at important trail heads. The Sheep Mountain community feels that there are additional improvements that could be considered, such as adding informational kiosks at important locations (i.e. the raptor viewing site generally between mile 118 & 120) and more clearly identify public parking and access points to recreational public land, beyond the private lots along the road. The Sheep Mountain community also agreed that additional trail heads or pull-outs in their area should be reviewed by a local trails committee.

A significant project that has occurred since the Glacier View Comprehensive Plan was originally drafted is the recognition of the Glenn Highway as a National Scenic Byway. The designation is awarded to routes that show the national characteristics of the nation’s culture, history and landscape. To be considered for this national status, a route has to meet specific state guidelines, and then be recommended by local residents, businesses and agencies interested in preserving and enhancing the roads, diversifying local economies, and promoting tourism. If a route is designated, it not only gains an expected boost in tourism, but it also becomes eligible for federal grant funds for improvements such as interpretive centers, overlooks, and rest areas. The community has the opportunity to benefit from these federal grant funds for some of the improvements they identify in the Glacier View Comprehensive Plan.

### **Trails**

The trails listed in this section are generally discussed in three categories:

- State documented RS2477 Trails,
- Trails listed in the MSB Recreational Trails Plan, and
- Other locally recognized trails.

This plan does not attempt to research, document, or verify the validity or status of any of the trails, however, it does attempt to acknowledge the fact that a variety of trails, trail heads, and trail issues exist in the Sheep Mountain sub-district. It also acknowledges the fact that resolving these issues will require more extensive research and time than will occur during this planning process. It is a goal of this community that a trails committee be formed to address the many issues in depth, and resolve some of the conflicting information between the state or borough documented trails and local knowledge.

There are five state documented RS2477 trails identified wholly or partially in the Sheep Mountain Sub-District area:

- RST 589 – Squaw Creek Trail (located along Squaw Creek valley)
- RST 1427 – Tahmeta Pass Trail (from Tahmeta Pass westward)
- RST 1433 – Jackass Canyon Trail (Jackass Canyon to Rock Glacier Creek)
- RST 1435 – Gypsum Creek Mine Trail (Gypsum Creek and drainage to east)
- RST 1601 – Crooked Creek Trail (Squaw Creek Valley south to Glenn Highway)

The state has asserted RS2477 rights-of-way on these trails but the trails have not been located on the ground and surveyed, therefore, the state's position will be that no legal public use easement exists until that occurs.

Squaw Creek Trail is identified in several MSB trails plans and would be a good candidate for high priority status to get the state to determine exactly where the trail is located on state lands and have it surveyed. Once that was completed, the state could reserve an easement along this trail and also establish a trailhead easement for parking. Installation of trail marking and signage would direct trail traffic onto the dedicated trail easement and away from private property.

There are mining claims located along the Squaw Creek trail, and many non residents use the trail to access their claims as well as the back part of Sheep Mountain for winter recreational activities. The trail head is located at approximately mile 122, which is beyond the eastern boundary of the sub-district, but significant none the less, as the trail does pass through the eastern portion of the area. Users of the trail want to ensure that their access to the trail head and the trail are not impacted by recommendations in this update. Residents acknowledge that the trail is an important aspect of the community and wish to ensure that adequate parking and trail identification and access is provided, in an effort to reduce the conflicts that occasionally occur with trespass on private property, by uninformed non resident users.

What the state identifies as RST 1433 – Caribou Creek Trail, provides a portion of the western border of the sub-district generally beginning at the Glenn Highway bridge over Caribou Creek and following Caribou Creek northward to Squaw Creek, then further north to Alfred Creek.

Members of the planning team state that the Caribou Creek trail is not highly used, as the steep topography makes it difficult to navigate, and the access is a short but rustic road off the north side of the highway, just to the east of the Caribou Creek bridge. Parking has been somewhat improved as a result of the road and bridge construction and there is parking for 5 or 6 vehicles. The planning team members feel it is developed adequately for the amount of activity it receives.

The 2000 Matanuska-Susitna Borough Recreational Trails Plan identifies the Caribou Creek Trail and the Squaw Creek Trail, and acknowledges them as a part of the Knik-Chickaloon-Nelchina trail system.

As mentioned previously, local knowledge of the actual existence and exact location and status of some of these trails and trail heads may differ from the information available to the state and borough, or shown on USGS maps. There may also be additional trails that are not mentioned in this plan, such as the Gunsight Trail, which should be nominated for inclusion into the MSB trails plan, along with any additional trails the community would like to see preserved. The formation of a local trails committee will be the first step in preparing a more complete inventory and detailed recommendations for each trail.

In addition to providing adequate trail heads and trail identification, education of the trail users is an important aspect as it relates to respecting the wildlife in the area, particularly the sheep during the birthing season. An equally important goal of the residents is to provide educational

information to area users, identifying the wildlife that use the area, and particularly the seasons in which their protection is most important.

### **Aviation**

The state owned runway in the Glacier View Community Council area is located in the Sheep Mountain Sub-District. Its characteristics, condition, maintenance and use are generally unchanged since the Glacier View Comprehensive Plan was adopted. Community members in the sub-district agreed that leaving the state runway un-plowed during winter months was favorable to plowing it, as it offered a safe landing area for planes on skis.

There is one private airstrip (Meekins Air Service) in the sub-district, located adjacent to Majestic Valley Lodge, at mile 114.8. The community feels that general aviation is important to local transportation and to the tourism industry, but that existing aviation needs are being met. However, they acknowledge that seasonal aviation needs may vary and want to allow for additional accommodations if necessary. They also acknowledged that noise associated with increased air activity could become a problem in the future, and may need to be addressed. The avenue by which some of their concerns could be addressed would be to work with FAA to establish recommended approach patterns and hours of operation, as well as recommended flight patterns intended to ensure the protection of the wildlife habitat area.

In addition to fixed wing plane activity, the topics of helicopters and potential air-tourism activities have been discussed. While existing or known future plans for development of this type of activity are generally felt to be inoffensive, the Sheep Mountain community would like to have the opportunity for public review of proposed new air-tourism development. This should be done with input from professionals from the air tour industry to ensure all parties are fairly represented.

For purposes of this chapter, specific goals identified by the planning team for the Sheep Mountain Sub District are shown below. The recommendations by which to accomplish these goals follow.

### **GLENN HIGHWAY**

#### **Goals:**

- Maintain the existing scenic quality of the highway and surrounding areas.
- Identify opportunities for highway enhancement to existing trail heads, way sides, (or by adding bike/pedestrian paths) by pursuing funding opportunities and coordinating efforts with highway upgrades or other projects.

#### **Recommendations:**

1. Continue to stay involved with the state when improvements to the highway are planned.
2. Continue to stay involved with the plans for a potential natural gas route, whether along the highway or via another route.
3. Pursue funding opportunities through the National Scenic Byways program to assist in developing some of the improvements identified by the community (i.e. raptor viewing site, existing trail heads, etc.).
4. Identify ways to ensure safe vehicular access onto and off of the highway.

5. Identify avenues to ensure community highway clean-up activities occur (Adopt-a-highway, spring clean-up events, community service clubs, etc.).

## **TRAILS**

### **Goal:**

- Ensure that recreational users of public lands or those who access remote sites can be assured of legal access to the public lands, while reducing the conflict with trespass on or across privately owned properties.

### **Recommendations:**

1. Establish a local trails committee to address trails issues in the sub-district.
2. Continue to work with the Matanuska-Susitna Borough trails division to identify and dedicate public trails and secure adequate accommodations for trail head parking.
3. Work with the State of Alaska to secure public use easements along existing RS2477 trails where appropriate.
4. Develop an informational brochure to educate non-resident users about general location of private properties, and preferred trail heads and access points to public lands.

## **AVIATION**

### **Goal:**

- Acknowledge that seasonal aviation needs may vary, and allow for additional accommodations if necessary.
- Maintain current level of maintenance at state runway.
- Identify avenues by which the community can work with the aviation industry if any new air-tourism activity is being proposed.

## **PUBLIC FACILITIES**

The current Glacier View Comprehensive Plan's overall goal for public facilities and services in the area is "To encourage the improvement and development of a range of community facilities consistent with population size, lifestyle, and public safety; and supportive of the traveling public, the natural environment, tourism and outdoor recreation."

The existing Glacier View Comprehensive Plan addresses the following public facilities and services:

- Health
- Public Safety
- Cultural Facilities/Services
- Governmental Administration
- Education
- Parks and Recreation
- Utilities

Likewise, the Sheep Mountain Sub-District Comprehensive Plan incorporates the objectives of the Glacier View Public Facilities and Services goals. They continue to be concerned about the potential impact of any inter-tie, and continue to support the recommendation that any such large scale activity be conditionally permitted.

There has been interest expressed in identifying a parcel and structure adequate to house a fire truck. Its ultimate location has yet to be identified, however, community members are supportive of such a facility being in a central location. In addition the Glacier View community has recently received a state grant to obtain wildfire suppression equipment, and will also be receiving two defibrillators, which will be placed in strategic locations in the community.

An important issue for the Sheep Mountain community is education of potential wildfire-danger, particularly during dry summer months. A "Smokey the Bear" wildfire danger sign [i.e. Fire danger today is: (LOW) (MODERATE) (HIGH)] strategically placed in several places along the highway would be beneficial. The Alaska Division of Forestry is the agency responsible for determining the location of the signs, and would be the agency to contact for more information.

On the issue of public safety, Sheep Mountain community members do not necessarily agree that increased trooper presence is needed, but they would like to see some kind of community watch program implemented. Occasionally vandalism occurs in the area, and an increased awareness that community members are watching out for each other could be a deterrent for potential future vandalism.

### **Goal:**

- Pursue options to enhance the current level of public facilities, services and safety within the Sheep Mountain Sub-District.

**Recommendation:**

1. Continue to seek funding for improved acute care, emergency medical services, police, and fire facilities.
2. Ensure adequate education and training for emergency preparedness and response.
3. Establish a community wide neighborhood watch program, to heighten awareness of personal home-safety concerns.
4. Work with DNR, Division of Forestry to identify locations for wildfire safety signs along the Glenn Highway.
5. Support the need to set aside public land for a public library and cultural services.
6. Represent community interests to the Borough, the state, or other interested agencies.
7. Continue support for improvements and needs at the Glacier View School.
8. Enhance and protect Sheep Mountain Sub-District recreational areas.
9. Ensure utilities are appropriately managed and sited.

## Appendix A

# STATE OF ALASKA LEGISLATIVELY DESIGNATED AREAS

## Index Map Southcentral Area Map

AS OF FEBRUARY 1, 1993

### LEGEND

Scale 1:750,000  
Albers Equal Area Projection

#### LAS FILE NUMBER

#### STATE WILDLIFE AREAS

1. Goose Bay State Game Refuge
2. Anchorage Coastal Wildlife Refuge
3. Palmer Hay Flats State Game Refuge
4. Yakutat State Game Refuge
6. Sustina Flats State Game Refuge
8. Trading Bay State Game Refuge
19. Kiglin Island Critical Habitat Area
20. Fox River Flats Critical Habitat Area
22. Kachemak Bay Critical Habitat Area
23. Clam Gulch Critical Habitat Area
24. Copper River Delta Critical Habitat Area
25. Anchor River & Fritz Creek Critical Habitat Area
28. Willow Mountain Critical Habitat Area
29. Redoubt Bay Critical Habitat Area

#### STATE PARK AREAS

33. Chugach State Park
34. Kachemak Bay State Park
35. Kachemak Bay State Wilderness Park
36. Denali State Park

#### MARINE PARK SYSTEM

40. Bettles Bay
42. Semml Bay
43. Shoup Bay
44. South Esther Island
45. Surprise Cove
47. Ziegler Cove
48. Horseshoe Bay
50. Sorell Bay Beaches
60. Canoe Passage
61. Decision Point
62. Driftwood Bay
63. Entry Cove
64. Granite Bay
65. Kayak Island
66. Jack Bay
67. Safety Cove
68. Sandspit Point
69. Sunny Cove
70. Thumb Cove

73. Captain Cook State Recreation Area
74. Calnes Head State Recreation Area
75. Nanoy Lake State Recreation Area
77. Willow Creek State Recreation Area
78. Kenai River Special Management Area

#### OTHER STATE MULTIPLE USE AREAS

80. Yakutat Special Management Area
82. Matanuska Valley Moose Range
83. Nelchina Public Use Area
86. Hatcher Pass Public Use Area

#### SUSTINA BASIN STATE RECREATION RIVERS

87. Alexander Creek
88. Kroto & Moose Creek (Deahka River)
89. Lake Creek
90. Little Sustina River
91. Talachulna River
92. Talkeetna River

93. Caribou Creek Recreational Mining Area

#### STATE WILDLIFE AREAS NOT DEPICTED

##### ALASKA STATUTE 16.20.030(A)

\* Those land areas now included in the National Wildlife Refuge System which are cited in this subsection are designated as state game refuges, and the board shall assign them appropriate refuge names.

- Aleutian Islands Refuge
- Bering Sea Refuge
- Bogoslov Island Refuge
- Chamisso Island Refuge
- Forster Island Refuge
- Hazen Bay
- Hazy Islands Refuge
- Kenai National Moose Range
- Kodiak National Wildlife Refuge
- Nurvik Island Refuge
- St. Lazarus Island Refuge
- Semidi Islands Wildlife Refuge
- Tuxedni Refuge
- Umbek Refuge
- Cape Newenham National Wildlife Refuge
- Clarence Rhodes National Wildlife Refuge
- Arctic National Wildlife Range

#### ADDITIONAL INFORMATION

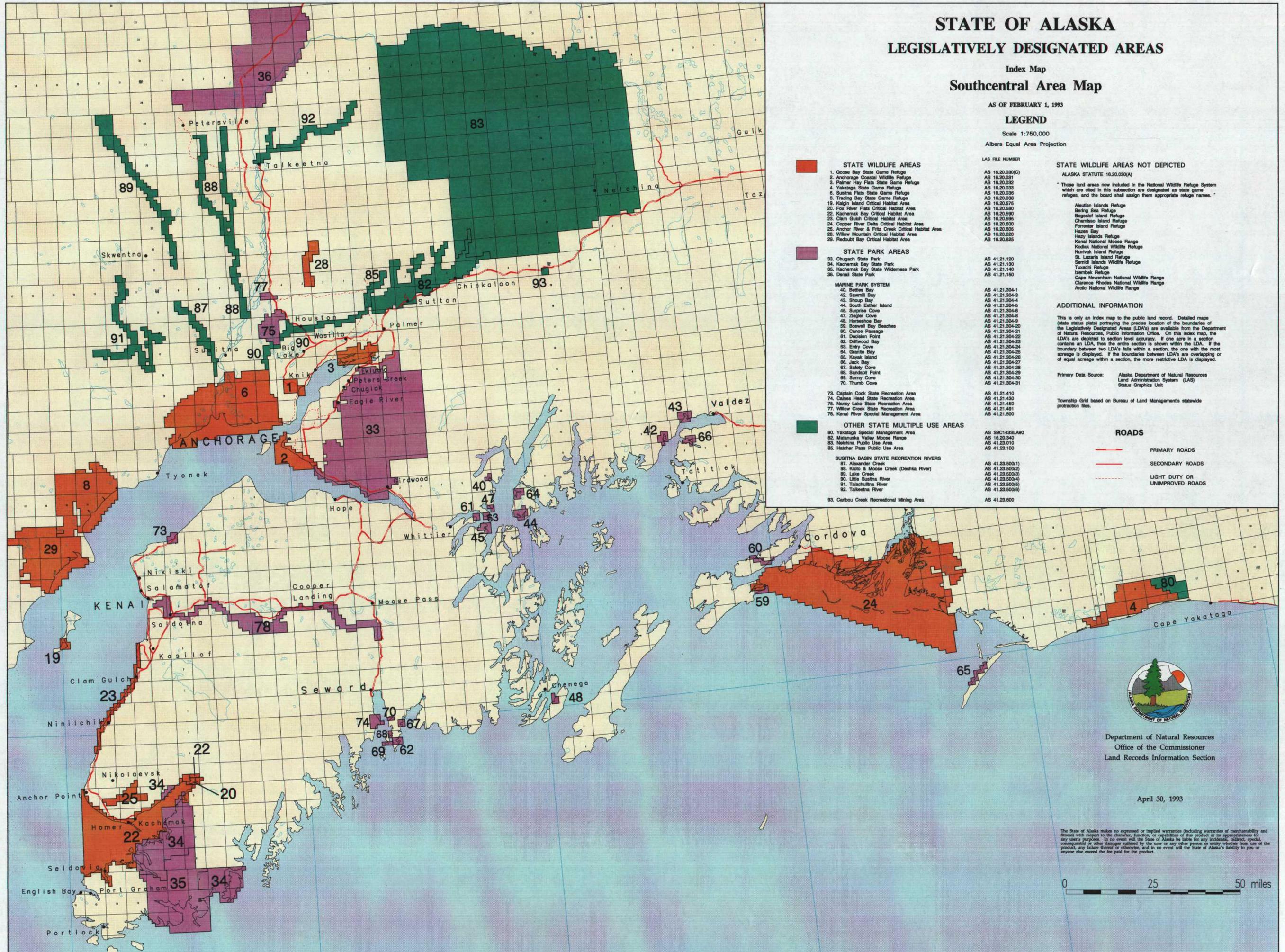
This is only an index map to the public land record. Detailed maps (state status plots) portraying the precise location of the boundaries of the Legislatively Designated Areas (LDAs) are available from the Department of Natural Resources, Public Information Office. On this index map, the LDAs are depicted to section level accuracy. If one acre in a section contains an LDA, then the entire section is shown within the LDA. If the boundary between two LDAs falls within a section, the one with the most acreage is displayed. If the boundaries between LDAs are overlapping or of equal acreage within a section, the more restrictive LDA is displayed.

Primary Data Source: Alaska Department of Natural Resources  
Land Administration System (LAS)  
Status Graphics Unit

Township Grid based on Bureau of Land Management's statewide projection files.

#### ROADS

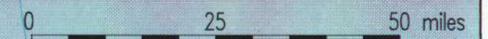
- PRIMARY ROADS
- SECONDARY ROADS
- LIGHT DUTY OR UNIMPROVED ROADS



Department of Natural Resources  
Office of the Commissioner  
Land Records Information Section

April 30, 1993

The State of Alaska makes no expressed or implied warranties (including warranties of merchantability and fitness) with respect to the character, function, or capabilities of this product or its appropriateness for any user's purposes. In no event will the State of Alaska be liable for any incidental, indirect, special, consequential, or other damages suffered by the user or any other person in any way whatsoever from the use of the product, any failure thereof or otherwise, and in no event will the State of Alaska's liability to you or anyone else exceed the fee paid for the product.



# Fact Sheet

## Title: CARIBOU CREEK RECREATIONAL MINING AREA



Alaska Department of  
**NATURAL  
RESOURCES**

Division of Mining, Land & Water  
April 2004

In 1991, the Alaska State legislature created the Caribou Creek Recreational Mining Area (CCRM Area). The CCRM Area, which is located near the confluence of Caribou Creek and the Matanuska River, was established to provide a permanent recreational mining experience for the general public.

The Department of Natural Resources (DNR), Division of Mining, Land & Water, is responsible for the management, use and development of the CCRM Area. The Department of Fish and Game is responsible for the management of the fish and game resources within the CCRM Area.

### ***How do I get to the Caribou Creek Recreational Mining Area?***

The CCRM Area is located at approximately mile 104 of the Glenn Highway next to the Lion's Head rock formation. You will see a sign at the turnoff. A steep trail leads down to the creek from the parking lot. Only pedestrian traffic is permitted on the trail (sorry, no all terrain vehicles—ATV's). Physical fitness, health, and age should be considered due to the steepness of the trail.

### ***What facilities are available in the Caribou Creek Recreational Mining Area?***

The CCRM Area is relatively undeveloped. The parking lot is gravel. An outhouse is available and there is a trail leading down to the creek. Private facilities offering gas, food and lodging are within 10 miles of the CCRM Area.

### ***Are other activities available within the Area?***

Yes. Hiking, picnicking, photography, wild flower viewing and other activities are permitted within the area, as long as they do not detract from the recreational mining experience. Dall sheep, black and grizzly bears, and gray wolves have been viewed in this area.

### ***Can I mine anywhere within the Area?***

No. First, you should be aware that the area only includes land and water within 100 feet of ordinary high water of the creeks and rivers within the CCRM Area. Public recreational mining is allowed only on state lands without mining claims below the ordinary high water mark of Caribou Creek, its tributaries and the Matanuska River within the CCRM area. Please refer to the map on the back of this sheet for details.

### ***Can I stake a mining claim in the Caribou Creek Recreational Mining Area?***

No. The CCRM Area is restricted to recreational mining only. No new mining claims are allowed.

### ***What methods of recreational mining are allowed in the Caribou Creek Recreational Mining Area?***

Recreational gold panning, mineral prospecting, or mining using light portable field equipment, such as a hand operated pick, shovel, pan, earth auger, or a back pack power drill or auger are allowed. If you have a permit from the DNR Office of Habitat Management & Permitting (OHMP), you may use a suction dredge with a nozzle intake of six inches or less, powered by an engine of 18 horsepower or less, and pumping no more than 30,000 gallons of water per day.

Caribou Creek has been specified as being important for the spawning, rearing, or migration of anadromous fish. Generally, permits are only issued in the spring, between hatching and spawning. Even though a permit is required – it is free. And, depending on the circumstances, OHMP may issue a blanket permit of the area during this time.

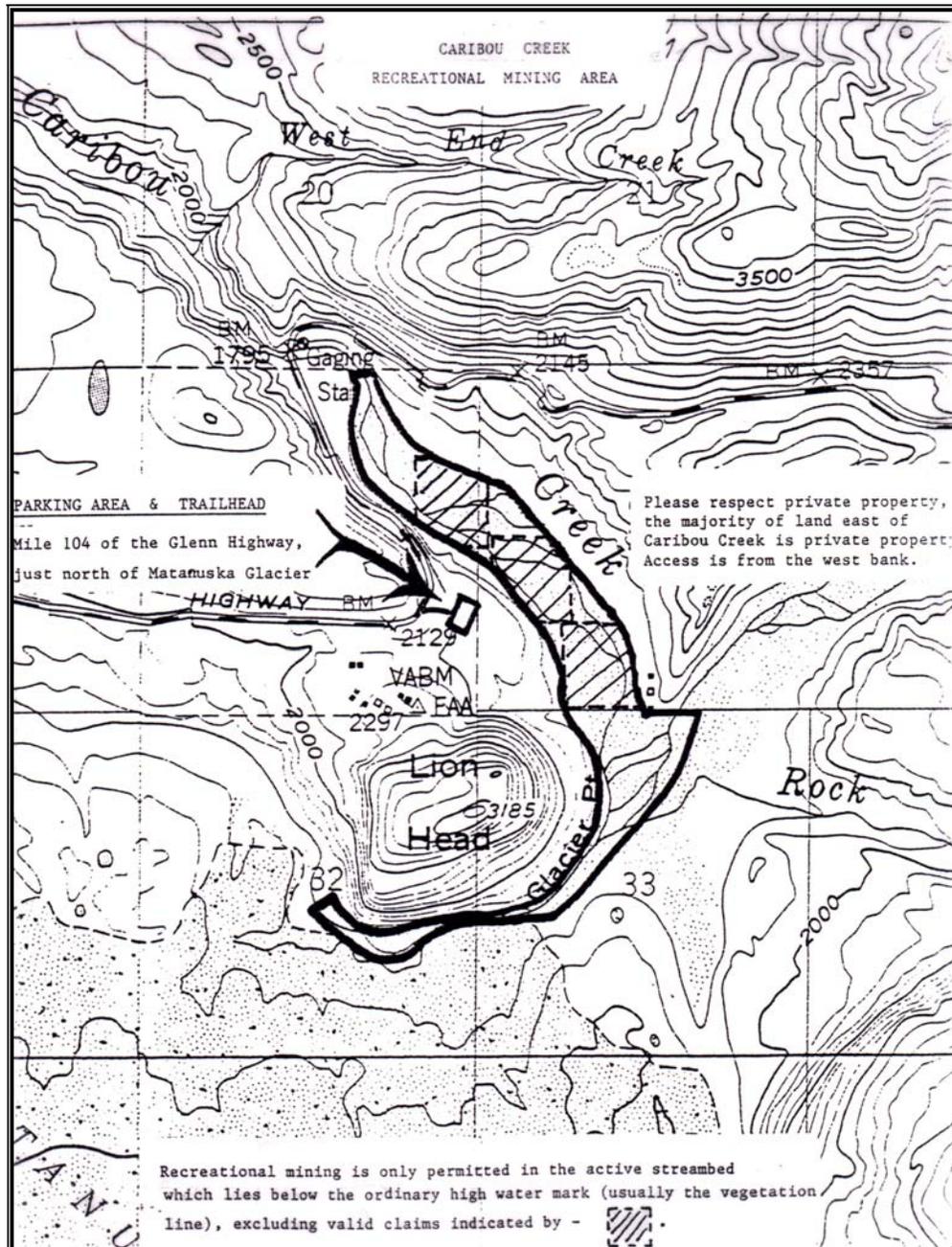
**For additional information on dredging permits, contact:**

Department of Natural Resources  
Office of Habitat Management & Permitting  
550 W 7<sup>th</sup> Ave., Suite 1420  
Anchorage, AK 99501  
Phone: 907-269-8690

**For additional information on the Caribou Creek Recreational Mining Area contact:**

Department of Natural Resources  
Public Information Center  
550 West 7<sup>th</sup> Ave., Suite 1260  
Anchorage, AK 99501-3557  
Phone: 907-269-8400 Fax: 907-269-8901  
TDD: 907-269-8411

Department of Natural Resources  
Public Information Center  
3700 Airport Way  
Fairbanks, AK 99709-4699  
Phone: 907-451-2705 Fax: 907-451-2706  
TDD: 907-451-2770



# Fact Sheet



Division of Mining, Land & Water  
January 2000

## Title: Nelchina Public Use Area

### **Background**

The Nelchina Public Use Area covers about 2.5 million acres in the Talkeetna Mountains of southcentral Alaska. The Public Use Area was established by the legislature in 1985 to:

- Protect fish and wildlife habitat, particularly caribou calving areas, trumpeter swan nesting areas, and other important habitats for moose, Dall sheep and brown bear so that traditional public uses of fish and wildlife populations may continue;
- Perpetuate and enhance public enjoyment of fish and wildlife and their habitat including fishing, hunting, trapping, viewing, photography;
- Perpetuate and enhance general public recreation in a quality environment;
- Perpetuate and enhance additional public uses described in the Susitna Area Plan;
- Allow additional public uses of the area in a manner compatible with the purpose specified above. (AS 41.23.010)

The legislation commits this land to public ownership, rather than land sales. The Susitna Area Plan also designates this area for exploration and development of mineral resources.

Most access to the area is along an extensive ATVE and foot trail system. The trail system starts from the Glenn Highway, south of the public use area. Float planes and ski planes also land on lakes in the area. Motorboats are used along rivers to reach parts of the area.

### **What's special about this Public Use Area?**

The Nelchina Public Use area is the biggest legislatively designated area on state land in Alaska. It is an outstanding area for hunting, fishing, recreation, and mining.

The vast area is home for the Nelchina Caribou herd, the third largest caribou herd in Alaska. It also supports important populations of trumpeter swans, moose, Dall sheep, and brown bear.

The area has long history of mining, and mining activity continues. Early miners built many of the trails. Today, the trails provide access for mining, hunting, trapping, fishing, hiking, snowmobiling, wildlife, and other recreation year-round.

### **Guidelines for the Public Use Area**

The legislation directs DNR to adopt a management plan for this area. Management planning for this area has not yet been scheduled. In the interim, the land is managed subject to the legislation and the general guidelines in the Susitna Area Plan.

The Nelchina Public Use Area is managed for multiple use. The broad array of activities that have taken place on these lands continues to be allowed. Guidelines were adopted in the department's Susitna Area Plan to maintain or enhance the special values of this area and to ensure that the variety of public uses occur compatibly.

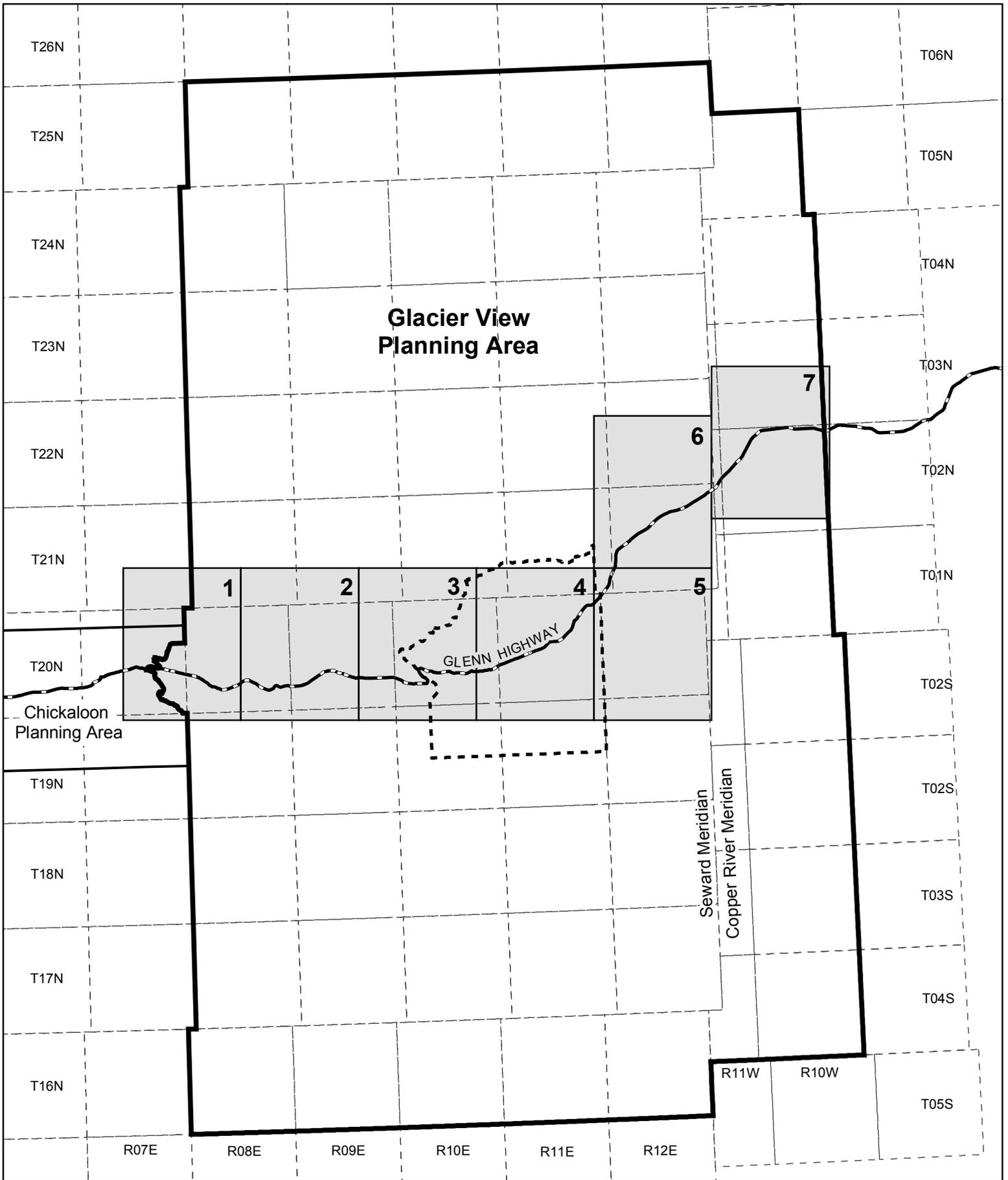
The guidelines set by the area plan cover mineral exploration and development in caribou calving areas during the calving season (May 1 to June 15). See the map on the reverse for the boundary of the calving area. Guidelines also address road construction throughout the area. Grazing is currently prohibited in the public use area. The complete guidelines are found in the Susitna Area Plan on pages 385 to 387.

There are not special restrictions on generally allowed uses on these lands. Generally allowed uses are those that occur at one site on state land for 14 consecutive days or less, and that do not require a DNR permit or lease. Examples of generally allowed uses include hunting, fishing, and trapping under state fish and game regulations, hiking, camping, boating, and aircraft landing.

### **For more information contact:**

Department of Natural Resources  
Public Information Center  
550 West 7<sup>th</sup> Avenue, Suite 1260  
Anchorage, AK 99501-3557  
Phone: 907-269-8400  
TDD: 907-269-8411  
Fax: 907-269-8901

## Appendix B



Glacier View Planning Area



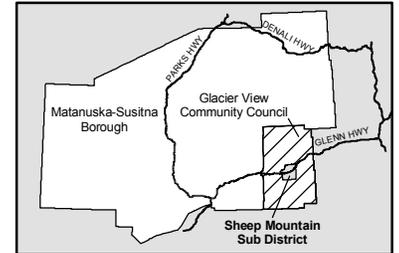
- Detail Maps
- Sheep Mountain Sub District



## Appendix C

# SHEEP MOUNTAIN SUB DISTRICT

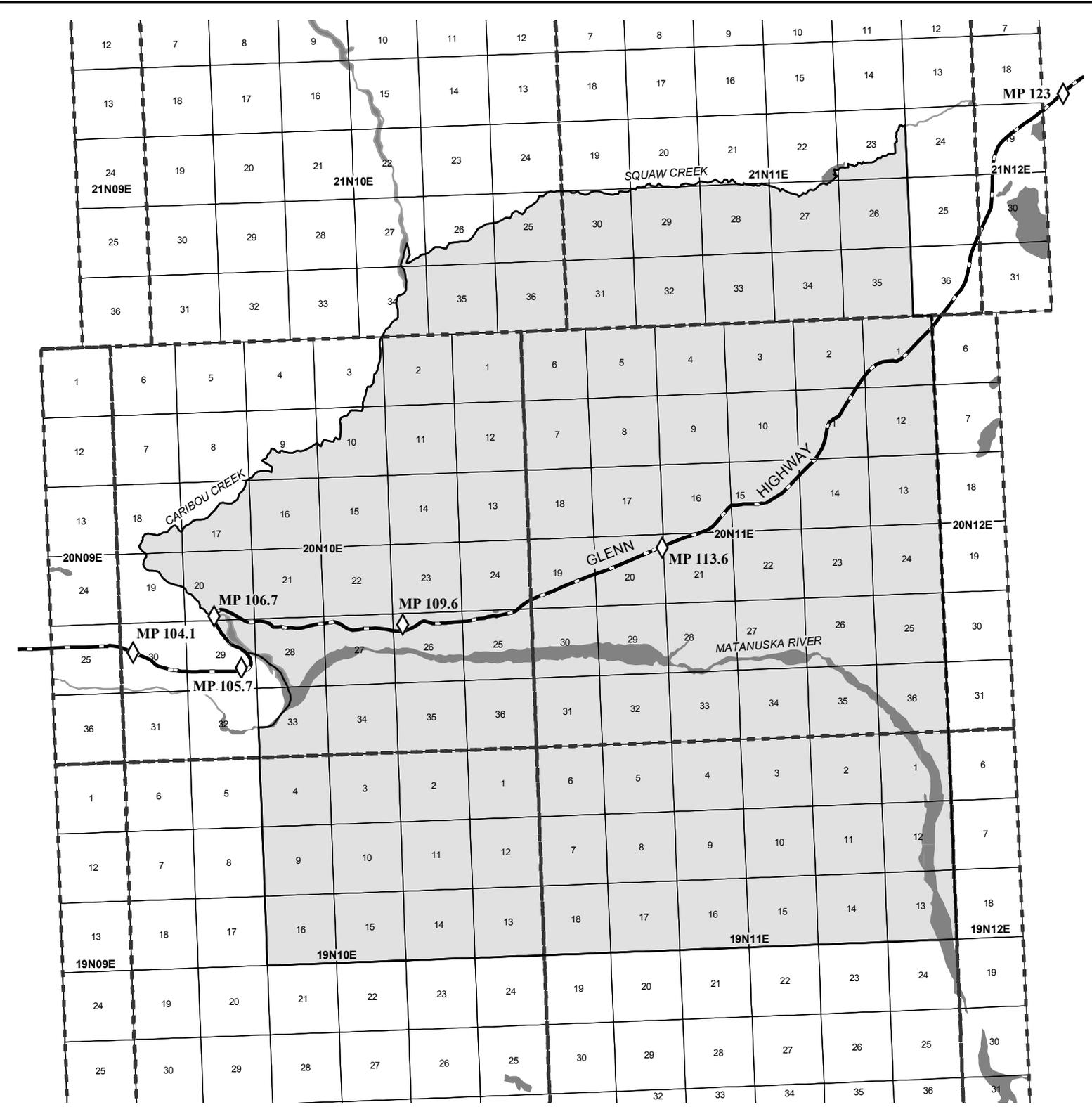
 Sub District Boundary



0 0.5 1 2 Miles



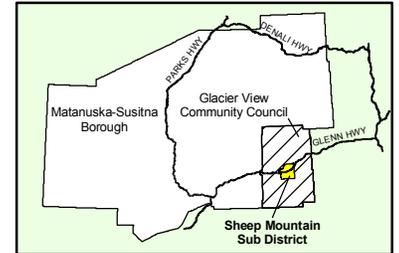
This map is solely for informational purposes only. The Borough makes no express or implied warranties with respect to the character, function, or capabilities of the map or the suitability of the map for any particular purpose beyond those originally intended by the Borough. For information regarding the full disclaimer and policies related to acceptable uses of this map, please contact the Matanuska-Susitna Borough GIS Division at 907-745-4801.



## Appendix D

# SHEEP MOUNTAIN SUB DISTRICT

 Sub District Boundary



0 0.5 1 2 Miles



This map is solely for informational purposes only. The Borough makes no express or implied warranties with respect to the character, function, or capabilities of the map or the suitability of the map for any particular purpose beyond those originally intended by the Borough. For information regarding the full disclaimer and policies related to acceptable uses of this map, please contact the Matanuska-Susitna Borough GIS Division at 907-745-4801.