

MANAGEMENT UNIT 5 – KINGS RIVER

MANAGEMENT INTENT

This unit is located on the north side of Matanuska River in the vicinity of Kings River. It contains relatively accessible, attractive forested land with gentle to steep slopes. Public lands in this unit will be managed to provide opportunities for settlement and to protect and enhance forestry, public recreation, and habitat values. All public lands within this unit are available for oil and gas leasing. Public lands in this unit will remain open to mineral location and be available for coal leasing except for small developed recreation sites (subunit 5b) and areas designated for settlement (subunits 5a, 5c, 5d)

This unit is divided into six subunits: an area at the mouth of Kings River (5b), two settlement areas located on either side of the Kings River corridor (5a & 5c), the state and borough land in the vicinity of Drill Lake (5d), the areas generally east of Thirty-mile Lake that are mostly privately owned (5e) and the Matanuska River (5f). See the maps at the end of this section for boundaries of these areas and the accompanying chart for a summary of land uses.

Subunit 5a, which is located adjacent to the Glenn Highway and contains a mixture of state and private land, is designated for settlement. Sales in this subunit will be located to minimize impacts on visual and public recreation values. At present a state land sale of approximately 80 acres (Pinnacle Mt.) is planned in an area below the bluff. There is some possibility of a small additional sale on the bluff in the vicinity of T19N R4E S. M., Section 18.

Subunit 5b is a small unit located at the mouth of Kings River where it is crossed by the Glenn Highway. This area will be retained in public ownership and managed to provide access to opportunities for hiking, skiing, snow-mobiling, fishing, and other types of recreation that occur along the river. The Chickaloon Trail begins in this subunit.

Subunit 5c (Two Rivers Ridge) will be offered for sale either as large parcels (<10 acres) without road access or as a small parcel subdivision with roads built by the state. This unit contains a mixture of state and private land.

Subunit 5d is located on public lands between the Glenn Highway and Fish and Drill lakes. The area is designated for settlement. Land disposals should be designed to minimize effects on visual quality. Portions of this subunit contain soils with agricultural potential.

Subunit 5e is largely in private ownership. Where public lands exist within the subunit they should be used primarily for public wood lots and public open space. Some land may be used for settlement where consistent with goals for visual quality protection, maintenance of public access and other settlement-related guidelines.

Subunit 5f is made up of the Matanuska River from approximately the Chickaloon to the Kings River. This stretch of the river is particularly popular with commercial and private river runners. Land within the subunit and visible from the subunit should be managed to protect the qualities that make this a popular recreational area.

MANAGEMENT GUIDELINES

The complete set of areawide management guidelines is presented in Chapter 2 of this plan. All of the guidelines potentially could apply to uses within this management unit; however, those that are most likely to be applicable are indicated with asterisks in the list below.

- Agriculture
- Fish & Wildlife Habitat
- *Forestry
- Recreation
- *Settlement
- *Subsurface (Materials)
- *Transportation
- Instream Flow
- Lakeshore Management
- *Public Access
- Remote Cabin Permits
- *Stream Corridors
- Trail Management
- Wetlands Management
- Resource Management

Management guidelines that apply to this management unit only are presented below, by subunit.

Subunit 5a (Settlement Area North of Kings River)

Visual Impact

Land sales should be designed to have minimal impact on views from the Glenn Highway. This can be achieved by maintaining a buffer of trees and other vegetation along the highway and by limiting sales along the edge of the bluff. If a road is built leading

LAND USE DESIGNATION SUMMARY

SUBREGION Glenn HighwayMANAGEMENT UNIT 5 - Kings River

SUBUNIT	LAND OWNERSHIP (GENERALIZED)	LAND USE DESIGNATIONS				PROHIBITED SURFACE USE(S)*	COMMENTS
		SURFACE		SUBSURFACE			
		PRIMARY USE(S)	SECONDARY USE(S)	LOCATABLE MINERALS	LEASEABLE MINERALS		
5a King River North Bluff	State/ Private	Settlement	Forestry Public Rec. Wildlife Hab.	Closed Prior to Land Disposal	Not available for coal leas- ing or pros- pecting	Remote Cabins Trapper Cabins	Estimated dispos- al area = 180 acres (120 acres w/in FY86 Pinna- cle Mt. sale; 60 acres elsewhere)
5b Kings River Mouth	State	Public Recreation Wildlife Habitat	Forestry	Closed	Available for leasing	Remote Cabins Land Disposals Trapper Cabins	---
5c Two Rivers Ridge	State/ Borough	Settlement	Forestry Public Rec. Wildlife Hab.	Closed Prior to Land Disposal	Not available for coal leas- ing or pros- pecting	Remote Cabins Trapper Cabins	Estimated net disposal area = 400 acres
5d Drill Lake	State/ Borough	Settlement	Forestry Public Rec. Wildlife Hab.	Closed	Not available for coal leas- ing or pros- pecting	Remote Cabins Trapper Cabins	Maximum net disposal area = 400 acres
5e Thirty Mile Lk.	Private/ Borough	Primarily Private Land—Recommended Uses: Settlement, Forestry (personal use), Public Recreation		---	---	---	---
5f Matanuska River	State	Public Recreation Water Resources Wildlife Habitat	Gravel Extrac- tion	Open	Available for leasing	Remote Cabins Trapper Cabins	---

*Other uses such as material sales, land leases, remote cabin permits, etc., that are not specifically prohibited may be allowed. Such uses will be allowed if consistent with the management intent statement and management guidelines of this unit, and with the relevant management guidelines in chapter 2.

from the highway up to the possible settlement area in section 18 or into the Moose Range, it should be located to minimize its visibility from the Kings River corridor and the Glenn Highway.

Access Improvements

The area above the bluff is within the Matanuska Valley Moose Range (a portion of subunit 6a) and offers good potential for forestry, hunting, habitat enhancement and to a lesser extent, settlement. At present the area is not accessible to the public by road because private ownership blocks the two existing routes. The various state land management agencies that would benefit by improved access into the Moose Range should jointly seek funding either to buy a right-of-way along one of the existing routes or to construct a short road up on to the bluff. There is presently a crude road network on top of the bluff constructed during a fire in the Youngs Creek drainage. A public road could link into this system and open the area to timber harvests, habitat enhancement, recreation uses, hunting and, in the southern portion of the area in subunit 5a, limited amounts of settlement. Any access improvement plans in this area should be coordinated with DOT/PF which is considering possible realignment of the Glenn Highway through this area.

Subunit 5b (Kings River Mouth)

Glenn Highway Realignment

DOT/PF is currently conducting preliminary engineering and environmental evaluations to reconstruct the Glenn Highway from mile 35 to mile 135. Portions of the highway, including the segment in this unit, may require realignment. The stated policy to establish and/or expand public recreation uses in this unit is not intended to preclude this possible realignment. A final decision on this issue should be made, however, with the consultation of DNR and after a thorough consideration of the impacts of realignment on this unit's public recreational values.

Forestry

Timber harvesting will not be prohibited in this small unit, but harvests will be allowed only if it is possible to avoid significantly reducing public recreation values.

Subunit 5c (Two Rivers Ridge)

Visual Impacts

Land should not be sold in this unit where it would be directly visible from the Glenn Highway. Generally this will mean selling land back up on the flatter portions of the ridge above the bluff. Any road construction associated with this land disposal project likewise should be designed to minimize adverse visual impacts.

Access Improvements

A legal and feasible road system through this subunit should be designed and reserved prior to sale. Preferably this road should be built before sales occur and the costs passed on to people buying the land. Preliminary analysis suggests the road should come down the ridge from the east, either leaving directly from the Glenn Highway near Thirty-Mile Lake or branching off from the Fish Lake Road. Any land use authorization in this unit should be located so it does not preclude the option to build these roads along a feasible and efficient route.

Subunit 5d (Drill Lake)

Land Disposal

Land sales planned for this subunit will be limited to a net area of 400 acres. Sales should be designed to minimize adverse impacts on existing and possible future public recreational uses in the area. If funding for roads can be secured, disposal should occur as a subdivision rather than as a large lot, aliquot part sale. This would facilitate better protection of public trails, wood lots and other public open spaces. Any land use authorizations within this area should be located so they do not preclude the option to build roads along feasible and efficient routes.

This area will not be offered until at least 1990 in order to slow the possible impacts of the sale on community character and on the demand for public services and facilities. A portion of the borough land within the subunit will be set aside for public uses such as a community center or recreation area.