



Appendix C

Community Organization Meeting Notes and Memos

Eagle River/Chugiak Parks & Rec., Board of Supervisors Special Meeting, June 24, 2002

Chugiak-Eagle River Chamber of Commerce Luncheon, April 16, 2003

Eagle River Valley Community Council Meeting, April 10, 2003

Arctic Bicycle Club Contact, April 12, 2003

Eagle River Valley Community Council Annual Meeting, May 14, 2003

South Fork Community Council Trail Access Subcommittee (TAS) June 2003 Review

Chugach State Park Citizens' Advisory Board Meeting Dec. 9, 2003

Eagle River Valley Community Council Meeting, February 11, 2004

Eagle River/Chugiak Parks & Rec., Board of Supervisors Meeting, March 8, 2004

Alaska Center for the Environment (Cliff Eames) email to DPOR (Bill Evans)

Communication between South Fork Community Council and DPOR

Chugach State Park Citizens' Advisory Board to DPOR

EAGLE RIVER/CHUGIAK PARKS & RECREATION
Board of Supervisors
Special Meeting – June 24, 2002

MINUTES

I. CALL TO ORDER

The Eagle River Chugiak Parks & Recreation (ERCP&R) Board of Supervisors convened at 6:00 p.m. on Monday, June 24, 2002 at Harry J. McDonald Memorial Center – meeting room, Eagle River, Alaska. Chair Janet Brand called the meeting to order.

II. ROLL CALL

Board members present:

Ms. Janet Brand, Chair, Eagle River Valley Community Council
Ms. Lexi Hill, Vice Chair, Birchwood Community Council
Ms. Kate Koch, South Fork Community Council
Mr. Ray Burger, Chugiak Community Council
Mr. Jim Gorski, Mayor's Appointee

Staff present:

Linda Vizenor

III. MINUTES

IV. APPEARANCES

A. Al Meiner, Chugach State Park – History and Overview Proposed for Eagle River Greenbelt Path:

Janet Brand: Al Meiners is delayed, for whatever reason, and I'm very, very sorry to not have him here. But we are going to go ahead and start. Thank you all for being so patient. Al was going to try and give a brief history of the project and so I'm not nearly as detailed as Al but I can give a short history. In 1985 the state and municipality negotiated a greenbelt plan for the Eagle River Valley that included different sites and different trails for development. This, the South Fork Confluence, was one of those sites that was slated for development of a recreational quality. Access was a problem, funding was a problem, of course, and then exactly what type of recreational facilities to put there was going to be determined by the public. But that process started in 1985. I don't exactly know how long ago it was. I want to say ten years ago. The South Fork Community Council came to the Parks and Rec Board with a project for the South Fork Confluence development, including a picnic site, trash removal, hiking in, and a parking lot, to be developed and then managed by states park. That project stalled for lack of funding. In 1996 the board, this board, at the urging of the South Fork Community Council representative then, who was Dave Young, applied for what was known as a Sims

grant, it is now called a Track grant, from the state in order to fund that project. And unfortunately, we were, we did not get those funds. However, in the last election, a bond was passed that included funding for this particular project and now we are here tonight to determine the scope and what the public would like to see in that project. And we do, are very happy to have Bill Evans here tonight with some design suggestions.

B. Bill Evans, Chugach State Park, Landscape Architect – Presentation of Design

Possibilities:

Bill Evans: I am Bill Evans with Alaska State Parks. I'm the landscape architect. I work in the design/construction section. There's two projects actually going on at the same time. The state parks has a tract project in, the 96 to 98 Step and it finally appeared on the table this year to do the environmental aspect of the project. And that project is to go from the Glenn Highway to the visitors' center with a pedestrian pathway. And it's slated five pedestrian trailheads, one at the campground; one at Hiland bridge that's existing, those two are existing; one at South Fork; and one at Loop Road or North Fork of Eagle River, which is existing; and then the visitors' center. So there's five trailheads, parking lots, which three are basically existing. The location of the trail, it's twelve miles of trail and it set on the north shore, I mean, on the north side of the river. Well, that's where most of the community is except for there's the community of South Fork, on the other side of the, and Hiland, that needs to be tied together somehow, since that's the desire. But at the same notion, before, I mean, doing any really suggestions, I mean, I have some concepts in with the nomination package that have a line on the map with no study or no really input from anything except for, I mean, our best guess of where it could go to sell the idea to get funding. Now my job is, with the environmental process and the community process, workshops and talking to different subdivisions and at different community councils, is to find out what the community needs are first. I mean, is it really a good idea to have a, a parking lot for a trailhead in your subdivision or your community? And that all needs to be worked out. And I'm not saying yes or no, but what are the impacts, what are the issues and we need to discuss is it something that's really a need of? Maybe the South Fork, I mean, there's a lot of issues with habitat and the bear viewing. I mean, we're not going to take people to the confluence of the South Fork and just let them run wild because there's wild bears there, fishing. So, I mean, there's issues there that need to really be evaluated before we say this is what we need to do. And so one of the things that I'd like to do is work with habitat and understand the wildlife corridors that is a part of the Eagle River Valley. It is very important. And it's very important to the making of Eagle River Valley itself, the community. So this is basically a kickoff to say to the community that we are going to do a full environmental process, working with the Department of Transportation, to determine what the needs of the community are and to work the best we can do with the environment that we have. I'm not even going to make an attempt to say were it's going to go or what the, that's what we're going to work out. As far as the community, the South Fork

Confluence and the parkland and the project that you have on that, Al has been negotiating with the municipality's park to maybe work together to determine how that goes together and things like that. And that's just on the ground floor. I mean, that's as much as I know about it. I hadn't really started talking to parks because this has just been put on my desk this past month. So, this is hot off the press. So, I don't know what else there's to say, I mean except for that's sort of the kickoff.

Janet Brand: Well, what types of things did you have in mind for, for this (unclear) site.

Bill Evans: Well, back fifteen years or so, there was a need from the community to, I mean, to contain the bonfires, the wild shooting, I mean, the parties that are happening now. And what my experience over the past twenty-three years with state parks is if you start providing a place for families to go, this starts pushing out, and managing it properly, it starts pushing out the riff-raff. And yes there would be days fees for using the parking lot, to help maintain it, that, I mean, that is just part of where parks is at right now. Because we can get funding to build the stuff but we can't get funding to maintain it. So the fees help do that. If, at that time it was a small parking lot, it wasn't anything big, just to provide seeing, viewing of the waterfalls. Because people were going, we don't, I mean, T-bird Falls and South Fork, and then you go way back up Eagle River Valley, there's places, there's falls, but that's where we can provide full accessibility to see something that's pretty neat, especially in the wintertime, I mean, when it gets all iced up. The ice climbers are climbing, everything like that. But as far as picnic tables and fire pits, I see it as more of community park and that's what you need to help determine. What you really need. Things have changed in fifteen years. Maybe we don't need picnic tables. Maybe we don't need a parking lot at this site. I don't know. But there's.....

Janet Brand: At the time that the project was discussed originally, the parking lot was the main focus because, a couple reasons though, one was for firefighting access. That there was no way in order to get equipment out there for a brush fire. And the other was for snowmachine access. They'd have an alternate way to get into the park for snowmachiners.

Bill Evans: Well, there's also something, when putting together the map here is the amount of homesteads that are back up there and what's gonna happen in the future with the homesteads. I mean, it could be anything. And they have the right to gain, I mean, access somehow to those parcels and what they do, they might subdivide and there might be a big subdivision up there. And you can work as a community to say that's not desirable but that's a whole other issue.

Kate Koch: Excuse me, Bill, I was wondering if you could clarify for me exactly where the parking, were you intending putting in a parking lot at the confluence? Or a parking.....

Bill Evans: No, no.

Kate Koch: Okay.

Bill Evans: The confluence is city land.

Kate Koch: Okay.

Bill Evans: And I've never worked on the city land. I've always looked at the waterfalls itself and on the existing disturbed areas that are, I'm trying to facilitate a parking area in that area. And it was really small. It was only like a fifteen, twenty car parking lot.

Kate Koch: Okay. So where are you, where are you (unclear)....

Bill Evans: It's by the waterfalls. I mean, it's up in that waterfalls area in the birch forest.

Kate Koch: And, okay. So off of, off Riverview?

Bill Evans: Well, you come in the same way that the bridge is at and the existing roads that are developed to gain access to private land.

Kate Koch: Okay. So Ken Logan Circle, where that circle is and then there's bridge that goes across? So you're talking about a parking lot up there?

Bill Evans: No, it's on the other side of the river.

Kate Koch: On the other side of the river? Okay, on the north side?

Bill Evans: Yeah, if I (unclear)

Janet Brand: (unclear)

Jim Gorski: If you go up, Kate, go up to the corner and turn right just before you get to the waterfall (unclear)....

Bill Evans: And this, again, was, I mean....

Janet Brand: Do you go right instead of going into the circle?

Lexi Hill: This makes sense to you guys.

Jim Gorski: (unclear)

Janet Brand: Yeah, I, I'm trying.....

Bill Evans: It's really, I mean....

Bill Evans: It was up in this area right here. And if you'd come through, 'cause....

Kate Koch: You cross that little bridge?

Janet Brand: You cross the bridge.

Bill Evans: The bridge, you cross the bridge.....

Lexi Hill: Which bridge?

Jim Gorski: Yeah, it's the service bridge (unclear).

Bill Evans: And people drive through to their (unclear).

Kate Koch: Okay.

Kate Koch: Is that the one (unclear) circle with the gate that goes across it?

Bill Evans: Yes.

Kate Koch: Okay. So (unclear)

(unknown male): Can we see what you're talking about?

Voices: Yeah.

Bill Evans: Well, I was, I have a very large one (unclear). Okay, at the time that the concept was put together it was to be....

Voices: Wait a minute. Hold it.

Bill Evans: And the other thing is a lot, I mean, as you all know, I mean, there's new faces here. And what I would do to kick this all off is look at it slightly different. Because of the new resources that I have available, which is you guys, okay? And what I would be looking at is, first of all, to gain access into this area right in here, which is the waterfalls right in here, and um, we have an easement that follows this existing road system that would provide us a really tight road. I mean, it's only sixty feet, so I mean, you can do a standard road but it's not a high traffic, it's like a subdivision road. But, and at the time there was only a dozen to two dozen cars or so parking in that area as a scenic overlook and a trailhead for, I mean, and with, the question I have with that concept is for people to come into that parking lot would have to come through this whole subdivision to get there. And that's not going to work. So my, with the municipality having land down in here, but this is very sensitive, I mean, habitat. And put a parking lot in high quality habitat, fish and game would be upset. I mean, there's issues with that. The (unclear) that owns the rest of this, and maybe this is not the best place to put a parking lot. But well, the thing is, is that's what I need to sit and understand, because if you develop a parking lot for let's say five cars, there's going to be ten that want to park. And then you've got people parking on the street. Then you've got a management problem. And that's something that we've got to, I mean, evaluate. And if we have a parking lot that's large down at Loop Road, I mean, uh, Hiland Bridge, which is....

Lexi Hill: And you do have a big parking lot down at Briggs Bridge.

Bill Evans: Yeah. And that, yeah, and then we also have one up uh, at Loop Road, which is North Fork. And maybe there's a place over here. I don't know.

Lexi Hill: Except those things on the other side of the river, in terms of summer use, it's like, well, that's nice, but that's a different trail system.

Bill Evans: Right. And the thing is as far as the trail going from the Glenn Highway to the visitors' center, I'm not sure that's really the best idea either. You've got....

Lexi Hill: Well, but my question to you is, and where were you going to have people cross the river?

Bill Evans: I don't know. That study needs to be done to understand the habitat and the community needs.

Lexi Hill: Right.

Bill Evans: Before I make a decision that, yeah, let's do a bridge here. The thing that I'm looking as is that there could be a loop trail down around through the community here, from one, the north side and south side, and above the community it goes into a primitive trail. I mean, where it can be just a winter trail. And up at the visitors' center, have another viewing point. I mean, there's a lot of opportunities to evaluate what we can do with this program. I mean, at least for the trail system. And as far as the parking lot and what the municipality has available at the mouth, maybe it is a really high quality bear viewing area and wildlife viewing.

That it's not best coming in from here but maybe come in from different angles and hike into it, that makes it a challenge to get there rather versus making it easy where you can just drive right up and view the bears. So, there's a lot of opportunities that we need to investigate before we say, 'yeah, this is what we're going to do.' I'm not saying that, it's too premature to say that.

Kate Koch: Bill, so what's the deal between the state and the municipality at this particular point and how do we play into this? (unclear)

Bill Evans: Well, this is where Al comes into play 'cause he's been dealing with the municipality as far as saying, okay, we have this big project, which is, I mean, it's two and a quarter million for this trail system. And the municipality has some money for the confluence park and together we could work to come up with the best facility for both purposes. And how that comes about, I mean, it's just going to, and I'm not sure how the municipality is working their project. And how what deal, I mean, understanding that Al's been talking to the Parks and Rec.

Janet Brand: The purpose was to connect the South Fork community to the greenbelt trail system.

Bill Evans: Right.

Janet Brand: That's the purpose of the project.

Bill Evans: Mm-hm.

Janet Brand: And how we want to see that project develop is supposedly what we're determining.

Bill Evans: So the main thing that I want to say at this point is what was drawn on this plan as far as a picnic area, I mean, yes, that's a concept, that's one concept of three that I need to present. The other one's doing nothing. The other one might be just a trail system that connects to the trail that the state's building. I don't know. I mean, but that's what the public workshops that we'll be putting together with the environmental from DOT, myself, and the municipality. I imagine those are the three agencies that are going to be working together. And then we're also going to be working with Fish and Game and Fish and Wildlife and Corps of Engineers because of all the wetlands. And we want to try to minimize the amount of boardwalk, because of maintenance and operation. I mean, that, every time you add a structure, there's cost to maintain it. Pathways are a little bit less to maintain but they still need maintenance. I mean, they need to be swept, the need to keep the vegetation management. The thing that I've envisioned for the pathway is to connect the communities. It's not a trail that you can go from, I mean, it would nice to go from your house on a bicycle to the visitors' center or to some wildlife viewing area, a quiet place. I see this valley as more of a quiet place versus ballfields and shooting targets or bonfires. I mean, this is definitely educational. I mean, you've got an opportunity here, that sort of wilderness right at your back doorstep. But we need to enhance that.

(unknown male): Just leave it that way.

(Laughter)

Bill Evans: Well, the thing about this that's one option. But as you see the snowmachiners are trespassing, they're coming up into the subdivision or onto the mushing trails or on the touring, ski touring trails. I mean, there's a conflict of user, unless there's some way to manage it. And that's design and how we can design it to best facilitate the community's needs. And understand the (unclear). So....

(unknown male): Are we going to have impact on this or are we going to be blindsided by this (unclear) finally decide all these issues? I mean, this is a preliminary meeting right now but (unclear) are we as a community going to have impact on the future needs?

Bill Evans: You will have the ability to stand up and go through, what I'll end up doing is having existing conditions and after I work with habitat, Fish and Game, and talking about the sensitive habitat areas and look, zoning the wetlands and zoning the communities and looking at circulation of vehicles and pedestrians, you start having a lot of overlays. And I'll try to simplify that so that we all understand the criteria that I'm designing with. Once we all understand, I mean, it's an educational process. I mean, some of you guys have information that I want because you guys live there and you know the problem, you know the sensitive areas, and you say, this is a really cool area. You've got to see this.

Kate Koch: So, Bill, are you going to be having public meetings?

Bill Evans: There will be public workshops.

Kate Koch: Okay, workshops.

Bill Evans: And that's the way I like to present my ideas is put up what I know and meet with you and if you have your name and number down, there will be a process to communicate with you. And if you have any ideas, you can come and knock on my door and say to me, you've got to see this special place. And we need to preserve it the way it is now. And how do we do that? And if you have problems with trespass people or things that, I mean, you, park, people parking in your driveway or turning around in your driveway. We've got to, I need to understand those concerns because I live on a corner lot and I've got a lot of people turning around, and every time a headlight comes down my driveway (unclear) who's coming now? And some people get upset about that, some don't. But I want to know (unclear) I mean, because it's the impacts and how can we mitigate to make sure that it doesn't impact you or to the level that you're concerned about. And there has to be a give-and-take. I mean, sometimes I will be able to say, yeah, I can do this and show you the way that we can accomplish it. Yes ma'am.

Cheryl McDonald: Do you have any idea what timeline you're looking at for all these studies and working with these other groups as to how long it might take for (unclear)?

Bill Evans: Usually the environmental process takes about a year. And then it goes into design for a year and then it's into construction. That's a rough, this has literally been put on my table last month. And I hadn't, this is the, John (unclear) these maps here put together with a, and the boundary lines are off the (unclear).

And, I mean, and the plats are as true as the people who put the lines on them. So, and it's just a graphic representation. And if we get into a place where it's really tight, we'll go out and look for the surveying monuments and we'll nail that down. But for right now, this is just a tool to talk and be able to point and say I live right here. And I know the park's right here. And you can go out and (unclear) you get that close. But for right now, it's just a tool. And the public process, I mean, I'm trying to get an environmental person on board that will basically take this under the person's wing and we'll work together. And that hasn't been, that should be within the next month or two. So it's going to be over the summer, we're going to do our investigation and use hard surveys. I'd like to see it from, when I was out last winter looking at use patterns of the snowmachiners and skiers. This summer I would like to talk to the some of the rafters. So if you know anybody that rafts, I mean, or canoes the river, I'd be interested to receive their inputs. Because they're, as wilderness river, I mean, you're, you've got communities you can see. You can hear cars now and then, but at the same notion, it's a pretty unique that it seems pretty wilderness when you're down on the river bottom. And big bluffs and it's pretty hard to get off of there when you're on the river. The process, this summer we will be doing some work and probably start initiating, and I, I'd like to work with each community in a smaller group versus one big meeting. Because I was over at the coastal trail meetings, and when they have everybody coming together, it's just so (unclear). I think it's more personal.

Janet Brand: Jim, did you have a question?

Jim Gorski: Yeah, well, it's not a question, but I just think a comment that to the extent that this, that it's a city project, I mean, I haven't seen most of you folks here for the last three years, but every, every month we have a meeting on the park projects that are being monitored are, you know, there's an update. And so there's a, there's any number of opportunities once it gets on the radar screen to kind of follow it through. And then, at least with respect to the Town Commons Park and the Business Boulevard, when those were put out for, they hired a consultant to kind of put the thing together and there were numerous meetings where people could comment, like here's option one - here's option two - here's option three, they kind of coalesced it, and then, so there's a, just by necessity on these sort of public expenditures, there's a huge amount of public input that works its way through. The unique part of this one, which we were waiting of sort to hear, is how perhaps the state and the city might work together because there are adjoining lands, city and state lands, and how that process would go forward in a manner that, like I said, is mutually beneficial to both. But either way, you know, there's a mandatory public process. So, that would be nice, to answer your specific question, it just, it just can't be sprung on. It has to go through this process. And there will likely be numerous iterations before they finally land on whatever it is that they're going land on.

Janet Brand: And we can start there tonight. We can start taking comments tonight. If you'd prefer to defer you comments till you get some more information

or until the environmental impact study gets going and you have more specific comments to that effect, that's just fine too. You will always have an opportunity to comment at a public meeting. So if you do wish to comment, please come up and sign, sign your name and I will call your name. You'll have three minutes to give us your comments in.

Cheryl McDonald: Can I ask just one more question? I've lived in Alaska now for (unclear) and I just moved here three or four weeks ago. I want to know, I understand this line, I can (unclear). What is this line? And what is this line? And what is a confluence?

Bill Evans: A confluence is where two river body, I mean, one river is intersecting another river.

Cheryl McDonald: Okay.

Bill Evans: That is the mouth of the river, (unclear) South Fork. Okay?

Cheryl McDonald: Okay.

Bill Evans: Now, you know that (unclear) at this point?

Cheryl McDonald: I know that line. Yeah.

Bill Evans: These are what I call 1D9, or E9 trails, I mean, it's a Cat going through. And they, the homesteaders developed them back in the 50s, is the best I can say.

Kate Koch: That's right, yeah.

Bill Evans: And that's what all these are.

Cheryl McDonald: So they're just trails?

Bill Evans: They're just trails and they're being used right now as snowmachine, skiers, mushing, running, hiking...

Kate Koch: Snowshoeing.

Bill Evans: Snowshoeing.

Cheryl McDonald: And where does this trail go, this one here? And does it ever connect back (unclear)?

Bill Evans: No. It's (unclear)

Cheryl McDonald: It stops right there?

Bill Evans: No. It there's a residence.

Cheryl McDonald: Okay.

Bill Evans: This person keeps this plowed during the winter. And....

Cheryl McDonald: This trail?

Bill Evans: Yeah, the trail. So he can drive, that person can drive their vehicle up there. I've never seen them or talked with them at this point, but I know that's actively used. Yes sir?

(unknown man): Can you ride that north and south trail, and east and west, you can't ride that with snowmobile or four-wheeler or nothing, can you? You can only walk back there right or (unclear)?

Bill Evans: The, exactly. I mean, it's not, there's private property.

(unknown man): Yeah.

Bill Evans: And your trespassing across Eklutna land and things like that. I

mean....

Lexi Hill: There was plenty of snowmachine packed down on that.....

(unknown female): Oh, yeah.

Lexi Hill: Trail that's going up in there, 'cause (unclear) up it.

Bill Evans: It's being used for snowmachines.

Janet Brand: One of the reasons for the project, as Mr. Evans has said, was there's a lot of trespass up there. And a lot problems with trespassers up there. And that was one of the reasons that the South Fork Community Council asked for this project was to help control that.

Lexi Hill: And it's not at all evident. I mean, I got on at the trailhead at the Briggs Bridge, actually, I got on the river, but then I got on the trail, and you can't tell, even going back. I was like, gee, there's this left and this right and I wondered, because I hadn't been here before in the winter, and they both looked equally used and all. And when I went up that trail towards where the guy plows the road it was like there was nothing to tell me that I was leaving, you know, I had been on what I knew was public trail. I didn't have a clue that I was leaving it and going onto somebody's driveway. And had I continued up the road, I would've discovered it when I came to his house, I guess.

Bill Evans: One of my, probably the first task is to go up these trails and, with map in hand, and try to identify where I'm crossing boundaries.

Lexi Hill: Yep.

Bill Evans: And I'll probably be contacting the landowners to say, hey, I mean, can we figure out, what are the issues and what is the, I mean, problems? Is this a public access or is it private access? And it's going to start solidifying where people should be and where they shouldn't be. And we know where the park boundary is. But at the same notion, I mean, maybe there has to be a gate there that is for that person to get in/get out. I don't know. I mean, those are the kind of issues that are still, literally, I mean, on the ground floor and I need to talk to people.

(unknown male): Well, you should get on this because there's a gentleman back up the valley now that's widening our trail and making a road out of it. It's a two-lane road and it's gravel and it's being set up for traffic to go in and out, motorized traffic. So there's private interest in the valley and they would love to see that bridge made into a larger bridge so we have a lot more traffic going in and out.

Bill Evans: And the community needs to work with their planning board to discuss about community access from one subdivision to the next and how's that working together. Because that's more a community plan on vehicle circulation. I mean, not just parks. I mean, I'm looking at trails and I can't design the subdivision streets. I mean, I can make suggestions but that's more of the planning and zoning committee.

(unknown male): I work with Stu Hursh (phonetic) on part of this for BLM and he got on the phone with me today and he reversed what he had told me earlier. He said now he wasn't sure about who has the right-of-way going back up Eagle River

Valley. The main road going in, on up into the valley, east into the valley. Keep going east.

(unknown female): That road.

(unknown male): Keep going east. You're on that road, keep going east.

(unknown female): That road.

(unknown male): That road right there. According to the original patent, there's a public access easement sixty feet wide open to all kinds of traffic.

Bill Evans: That's, I know that's the case here.

(unknown male): So that's platted there. That's in muni plats right there.

Bill Evans: Right.

(unknown male): That's a muni plat.

Bill Evans: But I don't, I mean, because that's as far as we went because we came off in ninety degrees. 'Cause there was one time, the ski resort....

Janet Brand: Yeah.

Bill Evans: (unclear)

(unknown male): Stu Hursh says he's diverted a lot of people to work on this. And he says he'll get back to me by the end of week to see what he can find out, but he is not sure of what the status is on that road that goes back up into the valley. We know it goes through private property. Nonetheless, it also goes through the state property and right-of-ways by prescription would apply if that is long-term use and it goes into private land. So he's, but he, in fact today, I said, he reversed his earlier opinion. Now he says it may be, in fact, a private road at some point. And he's not prepared to....

Bill Evans: See, I, I'm just beginning to do, that's the ground floor of to understand what the limitations I have as far as development. I mean, and again, it's going to take a lot of studying. It's not just myself. I'll probably have to have some real estate people to do the research. 'Cause I have, I'm not a real estate agent, I mean, as far as figuring out.

(unknown male): Me either, but the easement does go through Eklutna property down to the (unclear) and it does go up to the falls. And this gentleman can tell you how far up it goes before there's a gate that goes up to his property. But there is a gate up that road that goes back up the valley.

Bill Evans: This one here?

(unknown male): Yeah. If you go back, you see the old gate on here, it's marked private.

Bill Evans: And like I said, I mean, I really feel the, I mean, if there's not a need for a community park with access for vehicles, but if there was a need of a community park with trail connections, I mean, you have the whole place as a park. I don't know. I mean, I'm just saying, I mean, there's different options and that's what needs to be investigated.

Janet Brand: Well, we can start with comments tonight then.

Bill Evans: Is anybody sitting here?

Janet Brand: You go right ahead.

Bill Evans: Okay.

Janet Brand: Thank you very, very much, Mr. Evans. I'm sorry, I can't read the name, Roger Van Ornum.

Andrew Brewer: Do you want me to go first, Roger?

Roger Van Ornum: Yes.

Andrew Brewer: I'm Andrew Brewer.

Jim Gorski: And just, if I, when I raise my hand, your three minutes are up, you know, instead of (unclear) say anything. So that....

Janet Brand: And Mr. Brewer, can you speak into the microphone please? Thank you sir.

Andrew Brewer: I have lived in Riverview for about six years is all, but I've known this area for about twenty-nine years. And I've been associated with what's going on. When the ballot measure passed on April 2nd, that's when I got involved in researching this. Because I saw that they wanted to build a park in that sensitive area and I saw they wanted to build a parking lot. And that meant a lot more people coming in there. We've had a lot of problems in the past in this area with just free-for-all use and some of that's been referred to: the drinking, the fires, the wildness. So the state came in and put locked gates up. And the locked gates controlled the access to the area. We've still had problems in the last three years with cars being burned up in our neighborhood right across the bridge there. There was new car burned up. There was a Toyota that was burned up. So, the area is still being visited by hoodlums, to some degree. So it's not an area that we thought we wanted to bring any more people into, even though we keep hoping it'll get better. Okay. So what we saw going on here with the park and the parking lot, we saw that more and more people were coming, were going to come down through Riverview. They were going to come down River Park and access through Ken Logan. That area, we were trying to keep the number of people just for the local people to use. We didn't want the people from the city. See, the area is a salmon stream and for that reason you have a large number of fishermen who always come up here and tramp around and they're going up and down the banks, whether it's opened or closed. So that brings in people from that way. If you go up there in the summer, you'll see cars parked there all summer, along Ken Logan. It's just like there's always people there. So you say, well, they have to have a place to go for a trailhead. But if you build it there, it's just going to increase the number of people that come in. The second thing we saw that if you open up the bridge, then the flow of traffic is going to go on up into the valley. So we're a little bit worried that Riverview is going to be the access point for the entire valley. There are about eight miles of trail, seven or eight miles of trail, that lead up into the valley. And if we open the bridge, make it a two-lane bridge, then it's just going to pour in and out of Riverview. That's what we were afraid is going to happen. So that's why we're concerned. Most of us are here from Riverview and we didn't want to see a lot of traffic coming through.

So we have, like he said, the habitat issue and we just had the number of people and traffic that would be going in and out. So we're really happy that the state has controlled the access to the area, and the numbers are down, but that's why everybody's excited. You know? Okay.

Janet Brand: Thank you very, very much for being here tonight. Roger, did you want to speak?

Roger Van Ornum: Please.

Janet Brand: Okay. I'm sorry. I can't read what your last name is.

Roger Van Ornum: Van Ornum.

Janet Brand: Okay.

Roger Van Ornum: I live down at the bottom of the hill at the stop sign, when you come down the hill. Anyway, I lived out there six years now and when I first moved in there we had bonfires, pallet parties, and all kinds of stuff down by the waterfalls. And I'm afraid that if we build a parking lot and a bridge across the deal, we can build a better bridge, 'cause some of them guys have a hard time getting across there. But if we open it up to everybody, we're going to have all them bonfires and parties down there again. And it is getting better as was narrated before. But it just, if they want to open that up, let the, have a person there twenty-four hours a day to control the parties and stuff down there. I feel that the, we have already got a park and rec down here at the bottom of the hill, at Eagle River Road here. If they want to spend some money, then open that up some more, bring the trails up from that way. But we do not need a parking lot up there or bathrooms up in that area. 'Cause every place I've ever seen a bathroom that's out like that, you can go out here to Coyote Lake up behind Sutton and look at that area there, and that is, of course, that's state, but it still would be in the same trash area if this ends up being a trash area, if there isn't somebody there, a camp host, all the time. And like they got to have camp hosts around our schoolhouses anymore. And we just, that's the way I feel about it. Thank you.

Janet Brand: Thank you very much for coming here. Mile Adams?

Mike Adams: Mike.

Janet Brand: Oh, Mike. Sorry.

Mike Adams: Well, I (unclear) right here. Been here for a couple winters. And I look out at the parking lot, the one we have right now. This is a really unique area of Eagle River here and I think the bridge over here at the highway gives access down at the park and the camping doesn't affect it as much as if you start building stuff here, start doing stuff here, because you are going to get an influx of people (unclear).

Jim Gorski: There's a microphone right there.

Mike Adams: Oh, okay. Um, some of the concerns I have, because I am at the parking lot. And you're right, there is a, it's almost like a consistent group of cars. Sometimes it's half a dozen, sometimes it's more. And just some of the things I have, with blockage of the fire department right-of-way, and we've talked about that

with the fire department about getting signs up. Trash. People using my property, as well as Ken's for bathroom. Trespass. People kind of get there and they tune out the fact that it's a residential area. And they just, they let the dogs run, the pets run. So there's a (unclear) I've had my animals chased. I've had myself have been exposed aggressive animal behavior. People just don't seem to want to control themselves or the animals. A lot of noise at late night. People don't seem to think of anything 'cause it's light out, of opening and slamming the doors and having a conversation for half an hour at the top of their lungs. And you can see the houses. Ken's is kind of hidden but you can see mine. You can see the folks across the way. The other thing is they've, there's two French drains on the side of that and people park and are eroding the edges of that French drain, tearing up the liner. Partying. I'm getting kind of tired of picking up. And the last one, I'm trying to take a proactive approach at talking to people with common sense and give my concerns. I think the neighborhood can manage things, you know, if everybody's kind of involved. But I wasn't aware of this last one until I went out and was picking up several, remains of several six-packs of beer on my property. I'm concerned about the fire danger. People get down there, they get to drinking, they're not thinking, and it's getting cold, let's start a fire. If you've ever been down there, it's heavily forested. If a fire got going from something like that, it would not be pretty. Vegetation destruction. People kind of come through there and, on Ken's property, well, let's just break off a branch here for a walking stick or, you know, that type of thing. We've already talked a little bit about ATV misuse. Four-wheelers and snowmachiners are not supposed to be using that area, just like they're not supposed to be ripping through our private property, but people do. And so, you know, you don't want to get to a point of confrontation with people. And then just, overall, I'd say I'm concerned about respect that people have for the residents' privacy. And the fact that that's where we live. We're not visiting that area. That's where we live. And so people just don't seem to be (unclear). Thank you.

Janet Brand: Well, thank you Mr. Adams. Some very good comments. Randy Beilfuss?

Randy Beilfuss: Beilfuss. Close enough. Well, these guys have pretty much said what, what I had to say. I live down the end of (unclear) Circle here and I guess some of the concerns I have are the fire danger. Because I know I'm about two lots from the waterfall there, and it used to be when I first started going out there, there'd be parties back in there. There's bonfires, there were a couple times it was an area about the size of this room that got burned down (unclear). And that, and if you let, like he says, if there isn't somebody tending it twenty-four hours a day, they're going to go down there and have parties and there's enough beetle-killed spruce in this area here, that if they get it going, it'll take the whole valley if the winds are right. And I, unless you're going to have it policed twenty-four hours a day, and I don't even know if that would do it and stuff. But uh, another thing is the bears. If you're going to end up having trashcans and stuff, you're going to draw bears. And we've got enough of them already. The bears down there are going to

come up to my place and I usually keep my trash and dog food hid and all this stuff. They're still going through constantly and driving the dogs nuts. So I don't an access through here is really the answer. I don't know if possibly coming back of the (unclear) down from here and coming in as just make a trail-type access where you walk into it, where you can't just drive. I don't know if that would help with the kids coming and partying or not. But uh, that's basically what I had to say. I don't, really, I think with the state the condition it's in, that they got to close parks up that they already have, I don't think this is a good idea. And I think you got something more (unclear). Thank you.

Janet Brand: Thank you. Ron Aksamit?

Ron Aksamit: I'm Ron Aksamit, the president of the South Fork Community Council. The South Fork Fire Department is taking the position that they feel it's very important that the bridge and the access to that bridge be improved before any development takes place down here. We've heard from the other people that are speaking here that there is a problem with vandalism. There's a problem with fires. There's a problem with trespass. And at the present, our public safety vehicles have a difficult time getting across the river to any of this area down here. And it's difficult to police that way. So our fire department feels it's important that the bridge and the access be improved. The South Fork Community Council has supported that position. That prior to extensive development anywhere beyond the river, that the access be improved for public safety vehicles. And that would help some of the problems that have been expressed here earlier this evening. I'd like to present another point of view as far as toilets go. Somebody mentioned no, no toilet facilities there. We've got a trailhead at South Fork. When that was originally put in there were no toilet facilities there and it created quite a mess. We do have toilet facilities now. It's helped clean up the area a lot and if anything is going to happen back here, I think public facilities are an important thing to have. Otherwise, it's going to take place anyhow, you know? You might as well control it. So I think toilets would be a good idea. I think it's, I think this is a good time to do a master plan for this, for the facilities, whatever it's going to be. There's more people looking for more places to go all the time. And in spite of the fact that maybe it's a year in environmental and a year in design and then construction starts, from previous experience on projects like this, I would say five to ten years might be optimistic.

(voices): Mm-hm.

Ron Aksamit: It seems to, you know, look at Eagle River High School as an example. So it's going to take a long time. It's not going to happen this year or next year. I think it's a good time to start a master plan.

Janet Brand: Mr. Aksamit, can I ask you, on the, does the improving the bridge and the access to the bridge, does the fire department and the council support that regardless of any facilities built?

Ron Aksamit: Yes.

Janet Brand: Okay.

Ron Aksamit: Because there, as mentioned, there is vandalism and fires. So whether anything is improved or not, more people are going to use that area.

Janet Brand: Okay.

Ron Aksamit: Whether they're using it legally or illegally. The more people that come to the area, the more people are going to use that area. And some of them are going to be great people and some of them are not going to be quite so good. So the fire department feels that, yes, that bridge and access should be improved whether any development takes place or not because they have a problem now. There's only one vehicle that they have that they can get across the bridge, it's of minimal value being a very, it's almost like a Chevy Suburban or something like that.

Janet Brand: Oh, okay.

Ron Aksamit: They can't get a tanker truck across there or anything else.

Janet Brand: Okay. Excuse me. Thank you.

Kate Koch: Can I ask a question? In terms of the bridge, Andrew was talking or Mr. Brewer was talking about a two-lane bridge, is that what they're looking at if they improve the bridge? What exactly are they looking at?

Ron Aksamit: I would expect that if they're going to improve the bridge, municipal standards would be an appropriate standard to improve it to. That's a standard that is already established.

Kate Koch: Mm-hm.

(unknown male): Would that be because you own land on the backside that you want this bridge brought up to municipal standards?

Ron Aksamit: Not necessarily, no. That's, this is the fire department requests.

(unknown male): You live back there then, so you need to get back there to your property?

Ron Aksamit: I live at the end of Hiland Road. I don't live down here.

(unknown male): So if this bridge was put in there, it would make your property real more valuable then, wouldn't it?

Ron Aksamit: I don't know, maybe it would if were to be developed, it's a possibility. But I would like to stress that our fire chief, Bill Fink, is the one that brought this up. I didn't bring it up.

(unknown male): Is he the same man....

Jim Gorski: Let's leave it as a testimony.

Lexi Hill: Yeah, yeah.

Jim Gorski: This isn't a debate and then um....

Janet Brand: Thank you very much (unclear). Mr. Bob Gill?

Bob Gill: Like most of the other people here, I live in the new subdivision on River Park Drive. And I'll be really brief. I want to reiterate the fire danger. (unclear) problem, currently, you know, no open burning in Anchorage. If you put trash bins and toilets and everything else down there, I think it would create a much greater hazard for a fire.

END SIDE ONE

Janet Brand: Okay. Go ahead. Trash bins and fire.

Bob Gill: Trash bins and fire, fire question. I don't agree with widening the bridge even if the fire department does say there is some public safety question. I'd have to see some studies or some other type of things there. There is, there certainly is a cabin down there and it, I, you know, perhaps, it might create a greater fire danger. I don't know. But it seems to me, they could easily fight a fire from the other side of the bridge. There's a river between, a small river, granted, between, if a fire would start up there, and that would act as a natural firebreak. So, I wouldn't agree with widening the bridge. And there is much privately owned land back there and I think, you know, I think there may be some conflicts of interest between (unclear) and, you know, private land owners. You know, the whole nine yards. But basically what most of the other people in the subdivision were against putting a park there, I'm against the trailhead. If people want to walk along that easement, they can do it right now. It's wonderful in the wintertime. You can see all sorts of wildlife. It's the dark side of the mountain, so there's a lot of bears that go by there. It's a wilderness area. I think, obviously, in an EIS statement, an Environment Impact statement, that would obviously be a factor I would imagine too. Because, the animals tend to stay on the darker side of the mountain. That's one of the wonderful things about living in this subdivision. And I think that all mitigates in favor of keeping it kind of the way it is. Keeping it, you know, more or less as wilderness, you know, in the city. That's all I have to say. Thank you very much.

Janet Brand: Thank you very, very much for being here. Ron Pollock?

Ron Pollock: Hello.

Janet Brand: Hello.

Ron Pollock: I am the aforementioned guy who plows the road in the winter.

Kate Koch: Ah, you're the one.

Ron Pollock: And I live on the former home, former Elizabeth Carroll (phonetic) homestead, which is one of three homesteads. There's a Fred Martin and Rod Delin (phonetic), all of which are three adjacent (unclear) of them sixty-acre parcels. All of which have conversation easements to prevent subdividing and prevent development. So they're actually intentionally lowered in value, to answer your question. It's irrelevant as far as my property, because they can't be subdivided anyway, so this is essentially a protected area that's bounded by Eklutna and then Chugach. And I'll be specific and concrete. I mean, we've touched on a lot of generalities. I personally have been victimized in terms of having a window broken out of a car, a friend's car was a total loss by arson. And they vandalized my bulldozer with which I attempt to plow the road in the winter. And I've had to deal with trespassers on foot, on four-wheelers, snowmachines and horseback. And so every possible access. Haven't had to chase off any mountainbikers, but other than

that. So the locals, where you're proposing to put the parking lot, the locals don't even park there anymore because it's so dangerous. We park out on Ken Logan Circle, further beyond the no parking signs. Because it's just not safe anymore to leave unguarded vehicles on that far side of the gate. The negative impact has been alluded to in terms of the emergency vehicles. The specifics of that are from way back when, when Al Meiners got the feds to come up with the money, part of the justification for using federal money was to have emergency vehicle access. So he told the contractor he wanted a ten-foot wide bridge. They built a ten foot wide bridge. And he said, oh, that looks good, what about the guard rails. And the contractor said, what guardrails? So it is now eight feet-one inch between the two guardrails. So you can't get a standard snowplow, you can't get anything other than a relatively small vehicle, full-size truck is a tight squeeze in the summer. It's almost impossible to do without skidding in the winter, even with chains. So that's the status of the bridge. So, as you said, none of the fire vehicles, that was the original, were the original intent, get back there. So that whole back valley, and the other, the only thing, everybody's been talking about fire, but you can't miss the topography of it. That it is entirely straight uphill to my house and the two other dwellings, direct. I mean, a fire would just cause an updraft which would go immediately up that slope and it actually wouldn't stop I think until it hit Chugach, above treeline.

(unknown male): He's back this way. He lives up this, he lives up here.

Lexi Hill: Yeah.

Ron Pollock: Yeah. And the, the river's a canyon, so the, as a firebreak, it would last about fifteen seconds. I mean, the, it would jump that in a heartbeat.

Lexi Hill: Oh, yeah.

Ron Pollock: So that, it doesn't, it's not a wide like Yukon-like river, that a fire couldn't get across. This would just hop with a slight breeze. And it will create its own draft uphill and it truly would go, I'm sure, up until, I mean, that's my major concern. And I was at the falls yesterday and there are two six, six foot diameter fire pits there as we speak. And that's with the gate and no access. And at previous Parks and Rec meetings that I've been involved in, they have clearly said that vehicular access increases their problems. Basically, they put it to me as partiers are lazy. You know? Nobody's going to carry a keg a mile into the woods.

Kate Koch: That's true.

Ron Pollock: You know? They, where they can park, they will build a fire, they will bring a couch, they will bring the pallets, they will bring the kegs. So vehicular access magnifies the problems.

Lexi Hill: But you already have vehicle, I mean, you don't have legal vehicle access....

Ron Pollock: Who does?

Lexi Hill: But your problem is you've got....

Ron Pollock: No, I do.

Lexi Hill: No, no, no. I don't mean you. I mean....

Ron Pollock: But the homeowners do.

Lexi Hill: Partiers are lazy, they're already there.

Ron Pollock: Right.

Lexi Hill: I do understand that correctly, that for all that there's no parking lot there, who was it that said they lived across from the parking lot.

Mike Adams: They park on Ken Logan....

Lexi Hill: Yeah.

Mike Adams: And they're willing to go down to the bridge.

Lexi Hill: Right.

Mike Adams: And after they get to the bridge, then they go well, how far do I want to go after that?

Lexi Hill: Right.

Mike Adams: And so sometimes they'll go a hundred yards.

Lexi Hill: Right.

Mike Adams: And sometimes they'll go up to the falls. But they don't go far.

Lexi Hill: Right.

Ron Pollock: Yeah, the fire pits are probably an eighth of a mile from where they park their vehicles.

Lexi Hill: Right.

Ron Pollock: Are my three minutes up?

Jim Gorski: Yeah, you just wrap it up.

Janet Brand: Yeah, summarize please.

Ron Pollock: Okay. So, I mean, we've hit on the safety concerns, and again, it's, I never thought I'd be opposed to a wilderness park because I love them, and that's why I live here. But again, unless all those safety concerns can be addressed, I think all you can expect is a magnification of every problem that's been mentioned without that incredible degree of monitoring. So, thank you.

Janet Brand: Thank you. If there's anyone else that would wish to testify, I need you to come and sign in. Okay. Cheryl McDonald?

Cheryl McDonald: Well, you've already heard how long I've lived here and I live right there. I think in that little purple dot or that, maybe this one. This one. I have no purple dot. This is a very different community, I think, based on my limited knowledge, than what this community was when the plan was developed fifteen years ago. And it's a much more developed community. And I think that from my perspective, having a bunch of people drive, and they're not going to go this way. They're going to drive here and this will be their in and out. I just, oooh, I don't feel good about that. But I do want you to keep in mind that this is a very different community than what the original plan had intended. I'm not, I'm too new to give an informed comment or to suggest things in terms of alternatives. My education is in parks and recreation management. And I would like to be involved. And I'm sure there are others sitting here in this room who would like to be involved in having

input. Because I, from my parks and recreation management, it makes sense to plan what you're going to do in an area. Whether you're going to plan wilderness or whether you're going to plan a small park or you're going to plan a large thing, but you'd rather plan it rather than somebody just making it what they want. Which right now they're making it all kinds of things. So, you know, I would encourage you to talk to these people to make sure that their input is gotten before we have, you know, a hundred a people driving this route that don't, that don't live there, that don't care. And it is a sensitive area. So, thank you.

Janet Brand: Thank you very much. John Cook?

John Cook: I'm a relatively newcomer. But I live on Falling Water, which is I think right there. I don't have anything new to say other than to summarize and think back to a comment you made about community need. I think it's pretty clear what this community needs is to not have this happen. Well, everything that everybody has said, the fires, the parking. I don't think it's what we need. So, I just wanted to be one more person to reiterate.

Janet Brand: Okay. Thank you very, very much. Sara Pulles?

Sara Pulles: Yes, uh-huh. I will be brief as well. We've lived in the area for six and a half years now, going on seven. I would like to focus on the point of, that this other gentleman brought up regarding the state management of this parks area. The legislature is closing parks all over the state, unable to maintain them and manage them. I would just like to make the point, and have it focused on in the future, that if they're not able to maintain what they have already. You know? Why start up a new project that may run into problems and, with maintenance and vandalism, et cetera, later on down the road? So that's all I have to say. Thank you.

Janet Brand: Thank you. Is there anyone else wishing to testify. Well, I would like to thank you all very, very much for being here tonight. And thank you all for your comments and your patience tonight. This is just the very first meeting. Nothing has been decided. And all of your comments will be considered. If I have your permission, I would like to forward the phone numbers of everyone who testified tonight to Mr. Evans so that he is able to get in touch with you and further solicit your comments. And we, this process will be ongoing, as Jim said. There will be a lot of opportunity to comment, not only to us but to Mr. Evans and Mr. Meiners, as well. And this project is not going to be done tomorrow. Honest. Okay, yes ma'am.

Cheryl McDonald: I have one quick question. The municipal project, is that like going to be definitely combined with this project so that we will all go to the one meeting or will it take two separate tracks, so that we would have to go down to two separate meetings, or do you know?

Jim Gorski: We don't know right now.

Janet Brand: I couldn't answer that right now, at this point in time. I do not know the answer to that. Hopefully we will know that before too long. But at this point in time, I do not know. But uh, thank you very, very much all of you for coming out

tonight and please keep an eye on the posted notice in the Star for our meetings. We will list whenever we're going to talk about this particular agenda item. Okay? We do meet every month, the first, the second Monday of every month above Garcia's at seven o'clock.

(unknown male): Do you have a website where we can get those notices?

Jim Gorski: The municipality.

Janet Brand: The municipality does.

Jim Gorski: Because we're a municipal commission, it has to be noticed out on the municipal website.

(unknown male): Thank you.

Janet Brand: Okay. So I will forward these if that's all right with everyone.

(unknown male): Can I ask how, what the board is? Are you Park and Rec? What, what.....

Janet Brand: Yes, we're Parks and Rec board.

Lexi Hill: We're the Parks and Rec and he's state parks. Right?

Jim Gorski: But for the city.

Janet Brand: For the city, yeah.

Lexi Hill: For the city. I mean, and that's part of, I mean, I'm a little confused here myself. And her question is good. Is this all going to be one project or two or, we don't know, do we?

Bill Evans: We don't know. But I would like it to be one, to make it simpler.

Lexi Hill: It makes more sense.

Bill Evans: Yes, it's common sense to kill two birds with one stone.

Lexi Hill: Yeah.

Janet Brand: Well, we are the Parks and Rec board. Each of us are elected by their community councils. Our individual community councils and we represent all the councils on this board.

Jim Gorski: Except for me.

Janet Brand: Except for, oh, Jim is our mayor's appointee, at large.

Lexi Hill: You represent Anchorage.

Jim Gorski: I don't know who I represent.

Kate Koch: Could you add that we're advisory in nature.

Lexi Hill: Yeah.

Kate Koch: We're the board of supervisors.

Lexi Hill: But we're advisory in nature. We have no power.

Kate Koch: No power.

Jim Gorski: And our ground covers from like what? Like from Fort Rich to the Knik River.

Janet Brand: To Eklutna

Lexi Hill: Yeah.

Janet Brand: Mm-hm.

Jim Gorski: Okay.

Janet Brand: Thank you very much again.

V. OLD BUSINESS

VI. NEW BUSINESS

A. South Fork Confluence:

VII. SPECIAL REPORTS

VIII. ATTACHMENTS

IX. ADJOURNMENT

Janet Brand, Chairperson Date Signed

John Rodda, Manager Date Signed

CHUGIAK-EAGLE RIVER
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April 8, 2003

PRESS RELEASE

FOR IMMEDIATE RELEASE

CONTACT: Susan Gorski, Executive Director

CHAMBER LUNCHEON FORUM-April 16th, 2003 Noon

The Chugiak-Eagle River Chamber of Commerce will be hosting a Chamber Luncheon Forum on Wednesday, April 16th 2003 at 12:00 noon at the North Slope Restaurant in downtown Eagle River. The guest speaker will be Alaska State Parks Project Engineer, Chris Wolpert. The topic will be the Eagle River Greenbelt Proposed Trail.

Looks like I'll
take it from here.
ce

Chamber lunches are \$12.50 for members and \$14 for nonmembers; and coffee/tea is \$3.00. Chef salad luncheons are also available if ordered in advance. Reservations are requested. For more information, contact the Chamber office at 694-4702.

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April 8, 2003

TO: Chris Wolpert
Alaska State Parks
Phone: 269-8742
Fax: 269-8917

FROM: Susie Gorski
Executive Director

RE: Presentation on Eagle River Greenbelt at Chamber Forum – APRIL 16th, 12 NOON
NORTH SLOPE RESTAURANT / Eagle River Greenbelt Trail Masterplan

On behalf of the Chamber Board of Directors, we want to welcome you as our guest speaker at the upcoming Chamber Forum scheduled for *April 16th, 2003 from 12 noon*. The location of the luncheon forum is in the banquet room of the North Slope Restaurant in downtown Eagle River. You will be our guest at lunch. If others are attending with you, please have them call in for reservations so we can determine an appropriate head count.

If you have questions on your presentation at the Forum, please feel free to contact me at your convenience. We look forward to meeting with you.

With warm regards,


Susie Gorski
Executive Director

ERCC MEETING 4/9/03

DEBICH - AMATS - WILL BE PM MEETINGS
AND NOT IN MAYERS OFFICE ALL THE TIME.

April 17 6-9 pm DAVENWOOD GLEN
OPEN HOUSE

VAA - 2 CROSSINGS - OLD GLEN & BELOW BRIDGES
HOMESTEAD BRIDGE

EMS - BOARDWALK 1200'

RIVER CHANNEL CHANGES

FOREST SERVICE OLD ROAD

FIRE DEPT - WIDE TRAIL

TURN AROUND POINTS

MILE 8 (HOW ARE WE GOING TO GET BY THIS)
BIKE TRAFFIC PAST NATURE CENTER?

ARMY TEST WELLS AT MP 8

SEC 18 - TRAILS STARTED TO RIVER MILE 12.5
- PARKING AREA TOO (12 VEHICLES)

M 7.5-7.6 OLD DONALD PROPERTY

Fee structure? NOW NO! FUTURE YES!

ROAD PARKING - SNOGO FLOW CONFLICT

Eagle River Community Council Meeting Key Points Summary

April 10, 2003

1. An audience member mentioned that it would be difficult to build a trail from the Eagle River Campground to Briggs Bridge. Chuck Casper explained that a team of UAA student Civil Engineers did a study a few years ago outlining a possible route for a trail through this particular area of the greenbelt, and that it involved a couple of river crossings. But overall, constructing this segment would be technically difficult and expensive.
2. Bill Evans emphasized that the pathway would be more like a community pathway with several links to neighborhoods.

MEMORANDUM

Department of Natural Resources

State of Alaska
Division of Parks and Outdoor Recreation
Design and Construction Section



TO: File

DATE: April 16, 2003

FILE NO: 5630-131A

PHONE/FAX: 269-8742/269-8917

FROM: Chris Wolpert
Project Engineer

SUBJECT: Eagle River Greenbelt
Access & Pathway
Arctic Bike Club visit

I made contact with Arctic Bicycle Club members Jim Baker and Ed Sniffen at the bike swap held at Kincaid Park on April 12, 2003. I explained to them and a few other members of the club the details of the subject project. I left a stack of mail-outs and site plans at the swap for people to pick up and take with them. Ed Sniffen suggested that I submit an article to the club for inclusion in the May club newsletter.

Subject: Eagle River Valley Community Council Newsletter MAY 2003
Date: Mon, 5 May 2003 13:01:18 -0800
From: "Community Councils" <councils@alaska.net>
To: "Council Center" <councils@alaska.net>

EAGLE RIVER VALLEY COMMUNITY COUNCIL
(ERVCC) <?xml:namespace prefix = o ns =
"urn:schemas-microsoft-com:office:office" />

P.O. BOX 772812

EAGLE RIVER, AK 99577-2812

Annual Meeting:
May 14, 2003, 7:00 pm *4/9/03 w/dg. notes* **Wednesday,**

GRUENING MIDDLE SCHOOL Library

<u>ERVCC Board</u>	<u>Term expires</u>
Crystal Kennedy	2003
Dean Eisberg	
Vice-President	2003
Sarah Wright	2003
President	
John Steiner	2004
Arlene Voehl	2004
Bill Holland	2004
Treasurer	

Lee Cline 2005
Tom Freeman 2005
Jay Brudzinski 2005

AGENDA (Subject to change to allow input on any important issues that did not make this notice.)

GUESTS

Lloyd P. Malone III with Quality Asphalt will give a preview of the Eagle River Urban Project road upgrade of the Old Glenn Highway from Artillery Rd to North Eagle River Bridge.

Pat Oldford with ADF&G will give us a presentation about bears in our community.

Susan Browne will present A.W.A.R.E. Anchorage Watchful Alert Ready Emergency.

Susan Kirsch will present the AFD Wildfire Education information.

APPROVAL OF MINUTES

TREASURER'S REPORT: HEWCT REVIEW

The Eagle River Valley Community Council (ERVCC) as trustee for the Heritage Estates Well Compensation Trust (HEWCT) hereby give notice to all lot owners in the following subdivisions; Colonial Park Subdivision, Upper Eagle River Estates Subdivision, Eagle Park Subdivision, and Preuss Subdivision that they are beneficiaries of this Trust, and that this Trust exists to compensate these owners of private or community water supply wells which may have been adversely affected by the development of Heritage Estates Subdivision Addition #1. If you feel you qualify for compensation please contact the ERVCC for a claim form.

NEW BUSINESS

Election of new members to the ERVCC Board of Directors.

COMMITTEE REPORTS

Federation of Community Councils

Representative: Tom Freeman

Parks & Recreation Board

Representative: Janet Brand

Alternate: Scott Bailey

CBERRRSA (Road Board)

Representative: Lee Cline

Education

Chair: Crystal Kennedy

Wildfire Hazard Mitigation and Disaster Planning

Chair: Dave Wachsmuth

Zoning & Platting

Chair: Jay Brudzinski

- ❖ Heritage Estates Subdivision Addition #3
- ❖ Site plan review for new ERHS
- ❖ Craig Black will discuss sign ordinance

OLD BUSINESS

- ❖ Motion to support the Eagle River Green Belt Trail
- ❖ Community Council Redistricting goes before Assembly June 10

FYI

- ❖ Vision Anchorage Forum will meet Tuesday May 13 from 12-1:30. Call Cynthia Reimer @ 258-3700 for information.
- ❖ Wende Wilbur will present info on trail rehabilitation in Anchorage at 4:30pm May 28 at Loussac
- ❖ Eagle River CBD Revitalization Plan an element of the ER Comp Plan :Public Hearing May 20

You can now get the latest information on current road construction, weather-related road conditions, highway closures, ferry arrivals and departures, etc. just by dialing 5-1-1 or logging into <http://511.alaska.gov/>. As the system evolves, DOT will add information about traffic congestion, public transportation, and images of road conditions.

NOTE: Eagle River Valley Community Council (ERVCC) Bylaws require that a person be qualified to be a council member and have attended at least one previous ERVCC meeting to be eligible to vote on an issue. Anyone may be recognized to speak, even at their first meeting.

Regular Meeting Minutes from April 9, 2003

Called to order by President Sarah Wright at 7:05pm

Guest Speakers:

Bill Starr invited Mayor Wuerch (no show); Sarah Wright invited Mark Begich, mayoral candidate with 44.79% of votes cast. Final count including questioned/absentee ballots will be Monday April 14. Goals to improve schools, economy and neighborhood land use issues at CC level. Land use will have to be dealt with; Service area issues are a big concern. People need to decide their taxation level. ER, Birchwood, Chugiak, Girdwood should not be forgotten. If elected, city hall will be proactive and reach out. M.B. believes Anchorage is doing OK but can do better.

-RJ Gryder asked about fire service for mile 6-12+ which has a 10-20 minute response time.

-Scott Bailey asked about AMATS moving coastal trail from 3rd spot to 14th. M.B.- AMATS daytime meeting will change from current 3pm to evenings or lunchtime so public can be more involved. Won't be exclusively at Mayor's conference room. There was no public process in change of rank. M.B. proposes report cards for each public office to evaluate effectiveness.

-Dean Eisberg asked about home lot sizes. M.B. -Real estate/Business property eases tax burden because infrastructure exists. 24 units on 2 1/2 acre lot is bad. They jam them in without lighting, snow removal and sidewalks...they are poorly designed and will be tomorrow's problems. Building guidelines are 20 years old and need updating.

-Bill Starr asked about decreasing state revenues, where will the \$ come from? M.B.-Sales tax for property tax relief shot down in 2001. 1988 state revenue sharing = \$40 million, 2003 state revenue share = \$10 million. Must grow the economy to get bigger tax base. City OT budget and travel budget growth are unacceptable. Will have to cut some services and fight for revenue share.

? About Assessor's office. M.B. -Politically appointed positions in city hall...assessor is appointed. They have had personnel cuts, which leads to mistakes, need full analysis...appraiser and real estate broker could take samples to determine error rate.

-Bill Starr asked about mandatory reporting? M.B.- needs fixing. 70% of transactions <\$210,000.00. Problems are with commercial transactions. Mandatory reporting is important but not currently in effect and wouldn't necessarily resolve the problem. M.B. would bring users in to the process. The city needs to improve on customer friendly orientation. M.B. would use forums to learn where problems are and report on specific results.

Chuck Casper DNR Project manager for the Eagle River Greenbelt Trail with Alaska State Parks presented info on the proposed trail. Bill Evans, Chris Wolfort, Ken Morton, Jerry Lewanski and Dan Golden also attended. This stage of the process is hearing the users ideas and concerns and evaluating interest in the project. The trail was nominated in 1995. Approved for funding in 2001 (\$500,000.00 for design and EIS). Estimate cost to be \$1 million for design and \$75,000.00 for ROW acquisition. Can follow progress by checking web site www.alaskastateparks.org special notices. Will be holding another meeting Thursday April 17 6-9pm at Ravenwood.

Bill Evans brought map with access points. He can be reached at 269-8744. Plan is for 12 miles of trail from camp ground to Nature Center. Are trying to decide between pathways on either sides, one side or alternating with river crossings. Area in greenbelt very WET. Plan includes turnouts, interpretive displays, ADA standards and tie ins to local schools. Will have 5 access points (4 exist now) Campground, Briggs Bridge, North Fork and Nature Center (needs more parking). Looking into new access at South Fork near falls. The trail may be combined with Eagle River Road rehab project to create separated pathway. Potential for a river crossing is at old bridge site by campground rapids. Will run trail on one side of river only for now, wet areas may require elevated walkways, which are very expensive. Need emergency access, evaluate wildlife corridors. Potential to use old forest service road on south side of river but it crosses private property. Most of the trail has serious hydrology problems. The trail would be multi-use for non-motorized sports, Mountain bikes not allowed at Nature Center. Portions of the trail will be paved and the corridor will be 12 feet wide, where trail is gravel corridor will be 8 feet. Fire Department recommended including turn around so emergency vehicles could be used. Everything is preliminary now.

Jerry Lewanski, Chugach State Park Superintendent, indicated that there are many entities with interest in the South Fork Confluence area. City, State, Eklutna Inc. and developers need to hold a round table to work out details. A question: State Park fees are inconsistent; J.L. said fees vary. Nature Center parking charges 24hrs/day, other places are free. Lee commented that the Park needs access points with parking facilities so that hikers aren't parking in neighborhoods. J.L. indicated that pedestrian/bike option is encouraged.

R.J. Gryder spoke about fire service above mile 6 on Eagle River Road. He proposed a volunteer Fire Dept. Has lived in Overlook Estates since 1990. Has been waiting for Fire Service to be provided by the city. Earliest plan is for a station between miles 4.5 - 6 in 2006. Fire races upslope and downhill. District 30 stops at the top of Blueberry Hill. Past mile 12 is state fire protection. Volunteer Fire protection will cost .99 mil/\$100,000.00 as opposed to staffed Fire Department which costs 1.68mills/\$100,000.00. City currently owns land near mile 6 for a fire station.

Therese Voehl made a motion: The Eagle River Valley Community Council endorses RJ Gryder's plan to research the feasibility of creating an interim Volunteer Fire Department up Eagle River Road. Bill Holland made a friendly amendment to review the position of the Fire Dept on the CIP list. This PASSED unanimously.

Art Braendel, Sr. Capt Fire Station 11, Barkley Subdivision (first left past visitors center) had a fire today that started in the hot tub. Units from E.R., Chugiak and Anchorage responded, 18 firemen on it. ENSTAR and 911 projects should know how many homes are between miles 6 & 12. Full time helicopter on standby in Anchorage all summer. Eagle River building codes are state codes not city codes.

Treasurer's Report Bill Holland reported 3 accounts: Heritage Wells Compensation Trust paid \$1215.00 in delinquent taxes. The IRS waived penalties, but we owe interest charges. The accountants fees were \$1687.00 to research the Trust and file some back tax forms and \$566.00 to prepare and file the rest of the forms due to date. The ERVCC has been the Trustee for the HEWCT since its inception. No one has officially filed a claim. Motion: The Eagle River Valley Community Council will comply with Trust document and nominate a Trust administrator whose duties will include mailing notice of existence and purpose of Trust annually to affected homeowners and or contracting with the Alaska Star to publish biannual notice. This passed unanimously.

Lee Cline mentioned that the original intent was to advertise once a year, a note is put in the Star "If your well has been adversely affected by the Heritage Estates subdivision there is a Trust available"....

It was never intended to be a mass mailing.

The March minutes were approved without change.

New Business:

Board elections will be in May. Crystal Kennedy declining to run again. Dean Eisberg will run again. Sarah Wright will run again but unlikely to stay 3-year term. Jay Brudzinski vacating his seat. Fred Ripp has accepted nomination for Board, Arlene Voehl nominated Therese Voehl to serve and she accepted. RJ Gryder nominated himself and he accepted.

Old Business:

South Fork Construction proposed tower went to P&Z March 10. P&Z gave ACS until June 9 to contract with co-locator. ACS is preparing to send letters to co-locators who requested space but were denied due to vagueness of request. Has signed contract with one co-locator not involved in Tower issue and is working with Ham radio folks.

Murph O'Brien with State DOT responded to Motion from March meeting and has agreed to pre-level ruts on Eagle River Loop Road from the Old Glenn to top of hill with maintenance funds.

CIP list: Parks bonds didn't pass citywide. Skate Board Park not on current CIP list forwarded to council from City. Satellite Fire Dept mile 4.5-6 #5 on our list not on city list. Motion: The Eagle River Valley Community Council will send an updated list to adjust for failure of bonds Passed Unanimously.

At the March meeting the Eagle River Road rehab project mentioned that the State is choosing between a 4-foot and a 6-foot shoulder in lieu of a separated trail. Arlene motioned that The Eagle River Valley Community Council prefers the second option, a 6-foot shoulder along Eagle River Road Passed Unanimously.

Committee Reports:

FCC: Tom Freeman left early, Sarah Wright read report: ASD wrestling with South Anchorage school boundaries and lotteries for Optional schools. Proposed budget for FCC is \$111,500.00. Snail mail of agenda's very costly... Looking into how to get members to accept email agenda's.

Parks and Rec: Janet Brand absent, Scott Bailey reported that next meeting would be Monday evening. Scott also reported that Fort Rich Restoration Project under way. Found chemical gasses in AK from WWII. Of the four disposal areas in U.S. Fort Rich was selected to received \$2.5 million to incinerate old chemical weapons... will start in August.

CBERRRSA: Lee Cline reported that Jerry Weaver with Platting declined to require Collector Street in Chugiak for Rick Busse's subdivision. If they don't put in a collector street the taxpayers will end up paying for the upgrade later on. Business BLVD is still not finished. Mile High slough onto Eagle River Road caused by Enstar line extension and poor bank stabilization. Fred Meyer lack of left turn light discussed... State Road. Suggested we work with Chugiak CC to get change.

Education: Crystal Kennedy reported that she got 72.5% on recent election. She will join Macon Roberts and Jeff Friedman as new ASD Board members. ERHS may open as early as 2005. Permit process under way. Builder contracted, will start this spring. CHS deferring to renovate upper gym, Cafeteria.

Wildfire Hazard Mitigation and Disaster Planning: Dave Wachsmuth not present

Zoning and Platting: Jay Brudzinski not present, Sarah Wright reported:

Motions: 1 Leave Board of Equalization as Assembly responsibility Passed Unanimously

2. Amend Official Streets and Highways Re Karluk Street... NA no position taken

3. Amend Anchorage Municipal code to exempt Teen nightclubs from the 300' distance from schools etc. Motion: The ERVCC opposes the exemption of Teen nightclubs from 300' rule Passed unanimously.

4. Amend Title 21 to allow assessor dwelling units larger than home living unit. Example is mother in law apartments. Discussion involved the ability to rent said apartments, which underscores purpose of single-family residences. Also noted, well/septic and parking issues. Motion: The ERVCC opposes amendment. Passed

5. Charlice Subdivision: Jim Lee requested a vacation of 20' of an 80' ROW located at the north edge of tract A-3, plat # 81-121. Motion to support...no second...no vote.

6. Cizek Subdivision, Eagle Crest...Request variance to allow the property to be accessed to the public ROW and allow all lots to have reasonable driveway and road access. No Motion was made.

7. Susan Wirth and John Will proposed combining lots 4 & 5 to create one lot 4A. Motion: The ERVCC supports combining two lots to create one larger lot in the North Slope subdivision. Passed.

8. Susan and Ronald Byrd proposed making one .6-acre lot in the Eagle Crest subdivision into 2 .3-acre lots. Motion: The ERVCC supports making two lots from one. Failed.

9. Park View Terrace East subdivision: Request by Jennifer and Mike Barsalou and a separate request by Kim and Bob Walker to remove Plat Note #2 which states the last 10' of the rear of each lot shall remain undisturbed and in a natural state. Eklutna built subdivision and included the Plat note to preserve drainage and privacy. Motion: The ERVCC does not support removal of Plat note # Passed

10. Lee Cline requested removal of ROW between lots 6C-2A and 6C-1. Plan to reconfigure lot so that bottom lot can be accessed by ROW. Motion: The ERVCC supports the removal of ROW issues to provide for access to lower lot Passed

11. Sign Ordinance, Comments not due until May... Craig Black agreed to review and will report back.

Motion to adjourn at 10:55pm. Passed

Respectfully submitted, Dean Eisberg/Sarah Wright

EAGLE RIVER VALLEY COMMUNITY COUNCIL REGULAR MEETING NOTICE

Please come to YOUR community council's monthly meeting, May 14, 7:00 p.m. and thereafter the second Wednesday of each month, through May, at GRUENING MIDDLE SCHOOL Library (new location this year) to discuss and advocate local and citywide ISSUES THAT AFFECT YOU. Because community input is sometimes requested on short notice we may take up important new issues that did not make it into this notice.

We hope to see you . . .

WEDNESDAY, May 14, 2003 at 7:00 p.m., GRUENING MIDDLE SCHOOL, Lee Street.

Please see inside for details about our May agenda. Budget restrictions limit our ability to mail out copies of our minutes. To get a copy of each month's draft minutes even if you can't make the next meeting, and to get electronic notices of meetings and other interim information, please be sure to send an email to councils@alaska.net with a copy to swrights@aol.com to receive e-mail newsletters, minutes and notices. Between paper and postage, this service saves about 10 cents per newsletter!

Federation of Community Councils
Community Councils Center
401 E. Northern Lights Blvd # 204

Anchorage AK 99503

phone 907-277-1977

fax 907-277-3952

email councils@alaska.net

www.communitycouncils.org

Community Councils, At the root of better government

<input type="checkbox"/> Eagle River Valley CC May 2003 Newsletter.rtf	Name: Eagle River Valley CC May 2003 Newsletter.rtf Type: Microsoft Word Document (application/msword) Encoding: quoted-printable
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REV 01 ~

EAGLE RIVER VALLEY COMMUNITY COUNCIL
P.O. BOX 772812
EAGLE RIVER, AK 99577-2812

May 28, 2003

Chuck Casper, P.E., Project Manager
Alaska State Parks
Division of Parks and Outdoor Recreation
550 W. 7th Ave., Suite 1340
Anchorage, Alaska 99501-3565

Re: Eagle River Greenbelt Access and Pathway

Dear Mr. Casper-

The Eagle River Valley Community Council enjoyed your presentation at our April (9) meeting. We discussed again the proposed pathway at our May 14 annual meeting. We recognize the constraints that the path bears with an ever-changing river, marshy/wet land ground and wildlife. Rick Sinnott was present for the discussion after giving us an overview of bear issues in our Valley, as was the Eagle River Station 11 Fire Chief. We are aware of the fragile ecosystem on the south side near the South Fork Confluence. A motion was made that passed. The Eagle River Valley Community Council supports the concept of the trail with access from the North every two miles to ensure Fire Department access for river and or trail emergencies. No specific route was proposed recognizing that the river's changing course will dictate the side best suited for different portions. We also felt strongly that turn around spots be developed for emergency responders to exit regardless of the side of the river that the trail occupies.

Sincerely,



Sarah Wright, President Eagle River Valley Community Council

Eagle River Greenbelt Access Project
Alaska Department of Natural Resources
Division of Parks and Outdoor Recreation
500 West 7th Ave., Suite 1400
Anchorage, AK 99505
July 10, 2003

RECEIVED
JUL 25 2003
D.P.O.R.
DESIGN & CONSTRUCTION

Attn: Chuck Casper

Dear Mr. Casper:

The South Fork Community Council has approved a comprehensive plan to enable access to the South Fork Eagle River Green Belt Area. The plan was developed by a Trail Access Subcommittee (TAS) chartered by the Council.

It is the hope of the Community Council that any attempt to improve access to the South Fork Eagle River Green Belt Area will address the local community's concerns. The three major areas of concern are:

- Environmental Impact
- Safety
- Maintenance

The following pages contain the resolution developed by this Community after many weeks of research. It is the Community Council's hope that the State Park system will utilize the plan developed by the TAS and approved by the South Fork Community. This Community Council welcomes the opportunity to participate in future Park planning.

Thank you for your consideration,



Dr. Jeff Johnson
President, South Fork Community Council
200 Wolf Drive
Eagle River, AK 99577
(907) 694-4012

TAS FINAL ALTERNATIVE PACKAGE
TRAIL ACCESS SUBCOMMITTEE FOR SFCC JUNE 2003 REVIEW

RESOLUTION

The overall theme of the SFCC Trail Access Subcommittee (TAS) is to maintain the primitive, pristine atmosphere of the South Fork of Eagle River and its confluence with Eagle River.

Our goal is to ensure that proposals for future Greenbelt access consider and implement this theme as a means of protecting the environment, minimization of maintenance, and safety for community.

We propose that planning trail and access points to the proposed Eagle River Greenbelt incorporate a Natural Trail scheme, as defined in the 1997 Areawide Trails Plan for the Municipality of Anchorage. Our proposal outlines the preferred alternative for trail location and access points to provide a primitive, natural, outdoor experience along the Eagle River Greenbelt.

The South Fork of Eagle River confluence with Eagle River is recognized as an extremely sensitive environment that supports salmon spawning, receives heavy use from both black and brown bears, moose calving, and is a bald eagle nesting area, to name a few of the species that inhabit this area.

TAS recommends that the trail and any wildlife viewing platforms be located on the north side of Eagle River as it passes the South Fork confluence. This might be accomplished by directing the existing trail from Site #2 to a Northward crossing of Eagle River prior to its confluence with South Fork and then another Eagle River crossing well past the confluence heading back to the south side of Eagle River and the Greenbelt.

The Trail Access Subcommittee also proposes that State Parks work with Eklutna Native Corporation to establish non-motorized Natural Trail access from the Greenbelt to the South Fork Waterfall that avoids the sensitive South Fork/Eagle River confluence area and River View Estates neighborhood.

In addition, we recommend that SFCC establish a permanent long term Greenbelt Access Planning Oversight Committee to ensure that South Fork Community concerns are represented in future planning efforts. The goal of this committee would be guidance of long term planning that considers access issues without degrading the primitive atmosphere of the South Fork area.

The following are the subcommittee's Unanimous Recommendations for the five proposed Nomination Access Sites that include an alternative to Site #3.

TAS FINAL ALTERNATIVE PACKAGE
TRAIL ACCESS SUBCOMMITTEE FOR SFCC JUNE 2003 REVIEW

Site #1 Eagle River Campground Recommendation

- Develop a regional destination site for visitors from the Anchorage area which travel to the Eagle River Greenbelt
- Connect Site #1 Trailhead to Site #2 at Briggs Bridge

RATIONALE

- Leverages existing infrastructure
- Provides Regional community access
- Minimizes impact to natural and social environment

64



TAS FINAL ALTERNATIVE PACKAGE
TRAIL ACCESS SUBCOMMITTEE FOR SFCC JUNE 2003 REVIEW

Site #2 Eagle River Access (Briggs Bridge) Recommendation

- Design as destination access to accommodate the residents of Eagle River.
- Design with consideration as a secondary access for the wider Anchorage Area.
- Design this area to be the main access to the South Fork Waterfall. Ask State Parks to work with Eklutna Native Corp to establish primitive Trail access from Greenbelt to South Fork Waterfall, "Connecting the Dots" from Site #2 trail. This might be accomplished by directing the existing trail from Site #2 to a Northward crossing of Eagle River prior to its confluence with South Fork and then another Eagle River crossing well past the confluence heading back to the south side of Eagle River and the Greenbelt.
- Maintain adequate parking throughout the year

RATIONALE

- Leverages existing infrastructure
- Provides access to proposed Greenbelt trail system for Eagle River community⁴
- Still allows access to South Fork Waterfall
- Minimizes impact to natural and social environment

DRAWBACKS

- Possible increase in maintenance costs as usage expands



TAS FINAL ALTERNATIVE PACKAGE
TRAIL ACCESS SUBCOMMITTEE FOR SFCC JUNE 2003 REVIEW

What We DO NOT Want To See...

Site #3 Ken Logan Circle Recommendation

- We **DO NOT** want Site #3 improved or increased access through the residential neighborhood at Ken Logan Circle developed at this point in time.

RATIONALE

- South Fork of Eagle River is a sensitive environment that includes salmon spawning, receives heavy use from both black and brown bears, moose calving, and is a bald eagle nesting area,
- Preserves primitive nature (Green, open space) of the area
- If access developed the increase in traffic would elevate the risk of fire for River View Estates neighborhood
- Negative impact to natural and social environment
- Access streets not designed for proposed increase in traffic usage



TAS FINAL ALTERNATIVE PACKAGE
TRAIL ACCESS SUBCOMMITTEE FOR SFCC JUNE 2003 REVIEW

Stonehill Road Alternative to Site #3 Access at Ken Logan Circle

- Develop as a community access for the residents of the South Fork Community
- Develop parking for a limited number of vehicles on or near Stonehill Road with primitive Greenbelt Trail access through Eklutna or state land connecting up to existing trail from Site #2
- No services developed: "Leave No Trace"

RATIONALE

- Provides South Fork Community access
- Stonehill Road Trailhead access will tie the South Fork community into the proposed Greenbelt trail
- Visible from Hiland Road for patrols to prevent becoming partying place
- Low impact to local neighborhood
- Minimize traffic through Riverview Estates Community



TAS FINAL ALTERNATIVE PACKAGE
TRAIL ACCESS SUBCOMMITTEE FOR SFCC JUNE 2003 REVIEW

Site #4 North Fork Eagle River Recommendation

- Expand to develop access points and link with Greenbelt trail system
- Need to expand parking for peak usage

RATIONALE

- Leverages existing infrastructure
- Provides Regional community access



TAS FINAL ALTERNATIVE PACKAGE
TRAIL ACCESS SUBCOMMITTEE FOR SFCC JUNE 2003 REVIEW

Site #5 Eagle River Visitor Center Recommendation

- Expand to develop access points and link with Greenbelt trail system
- Need to expand parking as visitor demand is outstripping current availability

RATIONALE

- Leverages existing infrastructure
- Provides Regional community access



August 11 2003 Municipal Advisory Board Meeting for Chugach and Eagle River Parks & Recreation

Summary of Concerns

- Stay away from Ken Logan Circle and the four-corners area. Neighborhood has enough impact already from Park use.
- Need traffic study to see how the pathway and access points will impact the neighborhoods.
- Need increased law enforcement for any new facility.
- Increased potential of wildfire if more people are in the Greenbelt.
- ATV's are already trespassing in the Greenbelt and on private property. A new pathway may increase the ATV trespass.
- Sanitation will have to be provided for any new facility.
- A new pathway will bring in more people which will affect the habitat.
- Any roadway upgrades that are a part of the pathway project may allow further subdivision development up-valley.
- Maintenance will have to be provided for any new facility.

MEMORANDUM

Department of Natural Resources

State of Alaska

Division of Parks and Outdoor Recreation
Design and Construction Section



TO: File

DATE: December 22, 2003

FILE NO: 5630-131E

PHONE/FAX: 269-8740/269-8917

FROM:  Chuck Casper
Project Manager

SUBJECT: Eagle River Greenbelt
Access & Pathway Project

This memo summarizes the December 9, 2003, meeting with the Chugach State Park Advisory Board regarding the Greenbelt project. In attendance were Chuck Casper and Ken Morton representing Park Design & Construction; and the CSP Advisory Board.

We summarized the reconnaissance and evaluation to date. We then introduced the draft alternative routes and asked for their comments.

Using the widened shoulders that DOT will build in a future project as an interim measure was not very popular. A separated pathway all the way from the Glenn Highway to the Nature Center is the most desirable. There was discussion about cost and the fiscal constraints of the project. We made it clear that widened shoulders was not our long term preference, but that there isn't enough money in the project to build a separated pathway the entire distance at this time.

Lots of discussion about the section along Eagle River Road regarding how appropriate it would be to use the widened shoulders, and how hard it would be to construct a separated pathway due to the floodplain and other factors.

I let the board know that maintenance costs could still kill the project. We told them that the Municipality of Anchorage spends \$1,800 per year per mile for maintenance. Jerry said that Chugach State Park spends much less than that.

They asked if we have coordinated with the Fire Department regarding the number of access points.

They also asked if we have coordinated our planning with the CSP Access Study. I stated that was one of the documents we started with, but we would go back compare it with what we have now to make sure.

They will try to get us their comments and recommendations for the routes by the end of February.

Agenda

Chugach State Park Citizens' Advisory Board Business Meeting

Monday, December 9, 2003 at 6:00 P.M.

Meeting Location: Atwood Building, 550 West 7th Avenue, Suite 602

1. Call to order. Chair: Patty Bielawski
2. Roll call & introductions: excused: Elison,
3. Changes to agenda and approval:
4. Review and approval of prior meeting minutes: Nov. 2003
5. Public comments:
6. Old Business
 - a. Action items
 - a. None
 - b. Information items:
 - b. Use Committee Database and Volunteer Update – Caryn Rea (~15-20 min)
 - c. Update on LWCF Mitigation Requirements related to project scope expansion: increased gravel quantities from Park from Bird Creek site; highway now 4 lanes not 2; etc. Summary of opportunities for additional DOT mitigation and Next Steps to implement– Jerry (~15-20 min)
 - d. Update on Eagle River Greenbelt Pathway: Bill Evans DPOR Design and Construction (~15-20 min)
7. New Business
 - a. Action items:
CIP requests
 - Information items
 - a. Permit Applications Issued/Pending: Jerry Lewanski
 - b. Other: Jerry Lewanski
9. Staff reports: Jerry Lewanski
 - a. Status of Director Appointment of New Board Members
 - b. Status of Anchorage Bear Committee draft guidelines work; response to Board comments
 - c. Park Conditions: Snow condition & grooming report
 - d. Access issues: Villages View(Potter Valley), Stuckagain Hts. Towers & easement issues, Steeple Drive(Eagle River)
 - e. Mtg. with President Eagle River Chamber of Commerce
9. Committee reports
 - a. Americans with Disabilities (Sandhofer):
 - b. Trails (Sherwonit) Winter Trail Grooming Plan

NOTE: Updates from the following Committees Previously Covered in Action/Info Items Above

 - c. Eagle River Greenbelt Pathway (Grifka – confirm as new chair)
 - d. Seward Highway Design (needs new chair):

No Action or No Reports:

 - e. Decision Criteria Committee :
 - f. Budget (Elison)
 - g. Nomination (Von Bose):
10. Board comments and agenda requests. Items tracking for future meetings are:
 - a. Budget Committee Proposed Way Forward- G. Ellison

MEMORANDUM

Department of Natural Resources

State of Alaska

Division of Parks and Outdoor Recreation
Design and Construction Section



TO: File

DATE: December 22, 2003

FILE NO: 5630-131E

PHONE/FAX: 269-8740/269-8917

FROM: Chuck Casper
Project Manager

SUBJECT: Eagle River Greenbelt
Access & Pathway Project

This memo summarizes the December 17, 2003, meeting with Mike Adams, the new president of the South Fork Community Council, regarding the Greenbelt project. In attendance were Chuck Casper and Bill Evans representing Alaska State Parks; and Mike Adams representing the South Fork Community Council.

We introduced the draft alternative routes and asked for his comments. He acknowledged that avoiding the South Fork Area was the proper choice. We were all in agreement that a large scale community planning effort needed to be accomplished in the South Fork area to resolve a number of issues outside the scope of this project.

Eagle Point, the subdivision above the campground on the South side is now in his area due to redistricting. There was discussion about the need for a separated pathway along the Eagle River Loop Road to accommodate the new high school. While everybody agreed it would be a good idea, it was noted that funding is limited.

EAGLE RIVER VALLEY COMMUNITY COUNCIL (ERVCC)

P.O. BOX 772812
EAGLE RIVER, AK 99577-2812

Wednesday, February 11, 2004,

Regular Meeting:
7:00 pm

GRUENING MIDDLE SCHOOL LIBRARY

Our boundaries have changed. They are Eagle River to the south, Chugach State Park to the north and east and Eagle River Loop Road through to Skyline to the west including Park View Terrace West. If you do NOT live within these borders and would like your name removed from our mailing list please respond to this email by typing REMOVE in the subject line. Thank You!

<u>ERVCC Board</u>	<u>Term expires</u>
John Steiner	2004
Arlene Voehl	2004
Bill Holland	2004
<u>Treasurer</u>	
Lee Cline	2005
Tom Freeman	2005
Fred Ripp	2005
Therese Voehl	2006
Dean Eisberg	2006
<u>Vice-President/Secretary</u>	
Sarah Wright	2006
<u>President/Secretary</u>	

AGENDA (Subject to change to allow input on any important issues that did not make this notice.)

GUESTS

Chuck Casper with Alaska State Parks will present most viable options for the proposed Eagle River Green Belt Trail.

APPROVAL OF MINUTES

NEW BUSINESS

COMMITTEE REPORTS

Federation of Community Councils

Representative: Tom Freeman

Parks & Recreation Board

Representative: Janet Brand
Alternate: Scott Bailey

CBERRRSA (Road Board)

Representative: Lee Cline

Education

Chair: Therese Voehl

Emergency Preparedness

Chair: Susan Browne

Zoning & Platting

Chair: Fred Ripp

OLD BUSINESS

By Law review vote.

Future Agenda Items

March 10, 2004

- Rick Sinnott with ADF&G will discuss bear activity expected in our council area.
- ASD will present info on bonds on April ballot
- Anchorage Tomorrow will present info on bonds on April ballot.

NOTE: Eagle River Valley Community Council (ERVCC) Bylaws require that a person be qualified to be a council member and have attended at least one previous ERVCC meeting to be eligible to vote on an issue. Anyone may be recognized to speak, even at their first meeting.

Meeting Minutes from January 14, 2004 will be available at the meeting

**EAGLE RIVER VALLEY COMMUNITY COUNCIL REGULAR MEETING
NOTICE**

Please come to YOUR community council's monthly meeting, September 10, 2003 7:00 p.m. and thereafter the second Wednesday of each month, through May, at GRUENING MIDDLE SCHOOL Library to discuss and advocate local and citywide ISSUES THAT AFFECT YOU. Because community input is sometimes requested on short notice we may take up important new issues that did not make it into this notice.

We hope to see you ...

WEDNESDAY, February 11, 2004 at 7:00 p.m., GRUENING MIDDLE SCHOOL,
Lee Street.

EAGLE RIVER VALLEY COMMUNITY COUNCIL

**P.O. BOX 772812
EAGLE RIVER, AK 99577-2812**

RECEIVED
MAR 16 2004

March 8, 2004 D.P.O.R.
DESIGN & CONSTRUCTION

Chuck Casper, P.E., Project Manager
Alaska State Parks
Division of Parks and Outdoor Recreation
550 W. 7th Ave., Suite 1340
Anchorage, Alaska 99501-3565

Re: Eagle River Greenbelt Access and Pathway

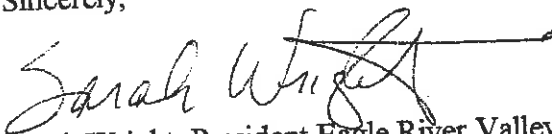
Dear Mr. Casper-

The Eagle River Valley Community Council enjoyed your presentation at our February meeting. We discussed the proposed pathways after you left. After reviewing the three alternatives you and Ken presented, a motion was made which passed. *The Eagle River Valley Community Council supports Alternative 1 (one)*. The discussion centered on the points that Alternative 1 is close enough to the road to allow easy access by community members while still preserving the wildlife experiences available in the greenbelt. Alternative 1 is also priced in the middle of the three choices the state park has selected as viable options. We felt that because the eastern section was closer to the road it would also be impacted less by the changing river path.

A second motion was made that also passed regarding the section of trail to be constructed first if funding limited the trail building to phases. *The Eagle River Valley Community Council requests that the first section of trail to be constructed be the middle section between the Briggs Bridge river access parking area and the North Fork parking area*. The discussion focused on the points that: 1. The middle portion of the trail would benefit the most local users, 2. This section length of the trail is longest and least expensive with only one bridge crossing, and 3. Parking and restrooms are already available at both the North fork parking area and the river access parking area so if trail funds are limited they can be spent on true trail building instead of infrastructure improvements.

Thank you for including our thoughts in the project development.

Sincerely,



Sarah Wright, President Eagle River Valley Community Council

EAGLE RIVER/CHUGIAK PARKS & RECREATION

Board of Supervisors

Regular Meeting Minutes – Monday, March 8, 2004

I. CALL TO ORDER

The Eagle River/Chugiak Parks & Recreation (ERCP&R) Board of Supervisors convened on Monday, March 8, 2004 at 11901 Business Blvd. 2nd Floor Conference Room, Eagle River, Alaska. Chair Lexi Hill called the meeting to order.

II. ROLL CALL

Board members present:

Ms. Lexi Hill, Chair, Birchwood Community Council

Ms. Kate Koch, Southfork Community Council

Mr. Brian Fay, Eagle River Community Council

Ms. Janet Brand, Eagle River Valley Community Council

Staff present:

John Rodda, Manager

Linda Vizenor, Administrative Officer

Reid McDonald, Manager, Harry J. McDonald Memorial Center

III. MINUTES

The minutes were amended as follows: under F. Nordic Ski grooming: The second sentence starting with "The lack of manpower... was deleted, and the minutes approved as amended.

IV. APPEARANCES

Park Use Permits – Yearly reports:

1. Barrier Free – Jim Beck reports an excellent year, continues to grow. The access road was widened, and new fishing dock built!! – 3 wheelchair sites. Next year paving the road and increasing the lighting, and re-building the fire-pit, upgrade the windows, and new furniture are planned.
2. KNIK Little League – Dave Devlin and Karen Burns –constructed and installed two additional scorekeeper shacks and a 40' storage container. Plans include painting this container and installing temporary safety fences. Field #3 had Turface MVP conditioner applied to it and the other two fields will be done next year. Upgrades are also ongoing at Lion's Park.
3. Chugiak Dog Musers – Val Jokela reports that despite the slow season start in 2003 the finish was fabulous! The culverts increased the safety factor and the trails were then connected with volunteer labor. Fencing was also added to separate the trails at the culverts. Ongoing trail maintenance continues. The comfort station was upgraded to meet ADA requirements. 14 events were hosted this past season, and several workshops were presented. The clubhouse is an asset that allows more spectator participation and there are plans to improve ADA requirements.

Subject: Resolution Eagle River/Chugiak Parks Board of Supervisors
From: "Vizenor, Linda L." <VizenorLL@ci.anchorage.ak.us>
Date: Tue, 09 Mar 2004 10:10:36 -0900
To: chuck_casper@dnr.state.ak.us

Good Morning Chuck;

The Board voted to support Alternative 3 for the Eagle River Greenbelt access – with emphasis that the foot bridge at the Eagle River Campground be the highest priority in that phase. If you need the minutes of that resolution – please let me know and I can send them when they are ready.

Have a good day.

Linda Vizenor

Administrative Officer

Eagle River/Chugiak Parks, Recreation, and Community Development

(907)694-2011

Subject: Re: Eagle River Greenbelt Trail

Date: Mon, 22 Mar 2004 07:19:09 -0900

From: Bill Evans <bille@dnr.state.ak.us>

To: Cliff Eames <cliff@akcenter.org>

Thank you Cliff,

Yes, I will get this in with all the other comments I have received. We will be working with F&G this summer to understand the habitat of bears and our goal is to reduce the bear human conflicts. As it stands now I am also leaning towards alt. II also. We do not have the funding to build the entire 14 Miles of trail from the Glenn Highway to the Eagle River Nature Center. I am looking at a higher standard trail (paved) in the lower valley area set back from river, and in the upper valley have a standard that provides a more rustic design, narrow, gravel and away from clear water stream (bear areas) My main goal is to get an alignment surveyed and dedicated it as a continuous trail from the campground to the ERNC. This will allow parks to apply for trail grants to develop the up valley trails as funding becomes available. Also we are working with DOT & PF to set ROW aside for a separated pathway from the North Fork to the ERNC. By the end of April we will have most of the comments evaluated and answered. We will be placing them on the web site and mailing them out to the individuals that have mailed them in. So stay tune and see you on the trails. Bille

Cliff Eames wrote:

Dear Bill,

I don't know if you're the individual this email is supposed to go to, but I know you'll get it to the right person if you're not.

We just wanted to very briefly support the recommendations ADF&G made to ADOT in their February 6, 2004 memorandum (Ellen Simpson to Jerry Ruehle).

Their primary message was to protect both humans and bears by siting the trail away from the river, since fishing bears and people don't generally mix very well, as we've learned along the Albert Loop Trail and elsewhere in this same general area (and as documented in ADF&G's attachment). This makes especially good sense if large numbers of people are going to be moving rapidly along a paved trail, but it's good advice in any case. Moose and some other animals seem to be able to co-exist relatively well (within certain limits; see the ADF&G memo) with humans; this is not true of brown bears. Bears are invaluable for a number of reasons in the Eagle River drainage; the valley would be far less rich without them. A tame Alaska isn't Alaska.

To minimize bear/human conflicts, Alternative II looks like the best one, Alternative 1 the worst, and #3 a possibly acceptable, and perhaps, with some tweaking, desirable, choice, depending on further research (we hope you'll give ADF&G the time it needs to do additional fieldwork).

We'd like to address two other issues. The first is maintaining, where possible, the most natural experience possible, for both trail users and river runners (when this conflicts with what needs to be done to protect bears and humans from each other—for example, when a trail near the road would be less natural, but would reduce bear conflicts—striving for naturalness should be the lower priority). Primarily, we suggest not paving the trail, which not only provides a more natural experience but also discourages the faster travel that can be a catalyst for bear attacks. Additionally, floating the river has been a popular activity for years, and it's amazing how

remote and wilderness-like such a float, so close to Anchorage, can be. This opportunity should be protected to the greatest extent possible; the float would lose a tremendous amount of value if large numbers of trail users were generally or frequently visible.

One qualification to the naturalness issue is that this is somewhat less important in places where the trail might be adjacent to housing developments. There—but never forgetting the bear issue—a Coastal Trail or Chester Creek Greenbelt model might be reasonable.

Another important goal should be protecting riparian habitat. Activities and travel right along the bank that could degrade riparian soils and vegetation should not be encouraged by constructing the trail too close to the river.

Thank you for this chance to offer comments.

Sincerely,

Cliff Eames

Cliff Eames

Public Lands Director

Alaska Center for the Environment

807 G Street, #100

Anchorage, AK 99501

907-274-3647 (phone)

907-274-8733 (fax)

3/22/2004 7:19 AM

May 3, 2004

To: Chuck Gasper, State Parks
From: Mike Adams, President, SFCC

A motion was made by Bob Dittrick and approved at the SFCC April 1, 2004 meeting to include these comments to State Parks about the access points:

All of Alaska State Park's recommended alternatives for development of the Eagle River Greenbelt have overlooked a basic concern of South Fork Community, which is access from our community to this facility. Although completely surrounded by State Park land our community has been plagued over the years by poor and inadequate access to these lands.

In July of 2003 the South Fork Community Council submitted a resolution concerning the Eagle River Greenbelt. The resolution dealt with several concerns of the South Fork Community. Two points in that unanimous resolution would have connected our community to the greenbelt.

1. "...propose that State Parks work with Eklutna Native Corporation to establish non-motorized Natural Trail access from the Greenbelt to the South Fork Waterfall that avoids the sensitive South Fork/ Eagle River confluence area and River View Estates neighborhood."
2. That a community access for the citizens of the South Fork community be developed at Stonehill Rd consisting of limited parking and connected with a primitive trail.

Neither of these recommendations has been addressed by State Parks resulting in the isolation of our community from this park facility in all alternatives. In all the proposed alternatives the citizens of the South Fork are required to drive many miles to the Hiland Rd- Eagle River Loop Rd intersection then another mile to the Briggs Bridge access. To return because of the median on Eagle River Loop Rd we will be required to cross Eagle River and continue another mile toward Eagle River Rd before an opportunity to u-turn to start the return trip home. The Briggs Bridge is not a reasonable community access for the South Fork Community. Except for a handful of our residents living on the lower portions of Hiland Rd the rest of our community faces a roundtrip averaging in excess of a 14 miles to access the Eagle River Greenbelt.

FRANK H. MURKOWSKI
GOVERNOR

550 WEST 7th AVENUE, SUITE 1340
ANCHORAGE, ALASKA 99501-3565
PHONE: (907) 269-8745
FAX: (907) 269-8917

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS AND OUTDOOR RECREATION DESIGN AND CONSTRUCTION

Mr. Mike Adams
President, South Fork Community Council
21525 River Park Dr.
Eagle River, AK 99577

Re: Eagle River Greenbelt Pathway

Dear Mike,

Thank you for your recent comments concerning planning for the Eagle River Greenbelt Pathway. We understand your concern about providing access to the Greenbelt from the Hiland Road area.

The only legal access to the Greenbelt from your area is currently from Ken Logan Circle to the South Fork Waterfall area, and at the Briggs Bridge trailhead. There is no right-of-way to the Greenbelt from Stonehill Road, nor from the Greenbelt to the South Fork Waterfall. Right-of-way status east of the Four Corners area is unresolved where the existing homestead road enters Eklutna property. Unfortunately, Eklutna Corporation has indicated an unwillingness to consider trail access across their property where no established easement or right-of-way now exists.

Owners of properties east of the Eklutna properties have an interest in resolving access to their properties. If they are able to work through the Municipality of Anchorage to resolve the status of the homestead road, it may be possible at some time in the future for access from the Hiland Road area to be developed to the Greenbelt.

Thank you again for your interest.

Sincerely,



Mike Seidl
Chief, Design & Construction



CHUGACH STATE PARK CITIZENS' ADVISORY BOARD

HC 52 Box 8999, Indian, Alaska 99540 Phone: 907-345-5014 Fax: 907-345-6982
Email: Marilee_Rivas@dnr.state.ak.us

Chugach State Park, Park Superintendent
Jerry Lewanski
HC 52 Box 8999
Indian AK 99540

RECEIVED
JUN 09 2004

D.P.O.R.
DESIGN & CONSTRUCTION

May 12th, 2004

Re: Eagle River Greenbelt Pathway

Dear:

The Chugach State Park Citizens Advisory Board supports the concept of building a trail from the Glenn Highway to the Eagle River Visitor's Center. Based on the preliminary information available, the Board believes that Alternative 2 is the best of the current choices, but recognizes strong points in the other alternatives.

We would like for you to keep us informed as you move ahead. Availability of funding, access to private property, wetlands, wildlife management and other variables may affect your plans. We may wish to support modifications of Alternative 2 or another alternative if circumstances change.

Sincerely,


Jenifer Kohout,
Chair

JUN 14 2004

Project No.: 55715

	CCPV	ACTION
Preliminary Design & Environmental		
PD&E Chief		
Project Manager		
Env. Coordinator	1	
Env. Team Leader	DG	
Staff:		
Reg. Hybrid		
Project File	2	
Central File	1	

HD