

Region 1

Hope (including Sunrise and Turnagain Pass)

Summary of Resources and Uses in the Region

Background

Region 1 encompasses coastal and interior lands along Turnagain Arm from Point Possession to the boundary of the Kenai Peninsula Borough near Portage. The region includes the towns of Hope and the old Sunrise townsite. The population is approximately 140. Most of the land in the region is in federal ownership and located within the Kenai National Wildlife Refuge and Wilderness and the Chugach National Forest. There are some lands near the coast and the road system that are owned by the state, the borough, Native corporations, and private landowners. Lands in Native ownership in the Point Possession area that adjoin state-owned tidelands are within the Kenai NWR. Some of these Native-owned lands are subject to ANCSA Section 22(g) regulations that require compatibility with refuge purposes regulations.

State lands

The state lands in the region are mostly small lots and blocks of land near Hope, Sunrise, Ingram Creek and Seattle Creek. The state also holds a riparian corridor along Sixmile Creek. The tidelands are entirely in state ownership. Portions of some of the units on Ingram Creek and Resurrection Creek are still topfiled because of existing federal mining claims. DOTPF owns some land and has management agreements for other lands within the rights-of-way for the two major roads, materials sites, and the Hope airport.

Acreage

The plan applies to 5,010 acres of state-owned and –selected uplands and 135,165 acres of state-owned tidelands in this region. The plan also applies to state-owned shorelands (acreages of shorelands have not been calculated).

Physical features

Most of the state uplands in this region are steep mountainsides and floodplains. There are a few state parcels that are relatively flat and developable at Sunrise. State tidelands are, for the most part, unsuitable for waterfront development because of the extreme tidal range and mud flats.

Access

Access to the region is provided mainly by the Seward and Hope highways. Old mining trails and roads also cross the region. Some are still in use today. The most significant trails in the region are primarily on US Forest Service land. An airport is located in Hope. Sixmile Creek is navigable by whitewater boats. The coast adjacent to Hope has shallow waters and broad mudflats, so boat access is limited.

Resources and uses

Sixmile Creek is a popular recreation area for whitewater boating and fishing. On the upper river, the state owns only the river bottom. Where the lower river crosses borough land, the state owns both the river bottom and an upland corridor 200 feet landward from the ordinary high water on each side of the creek. In addition to recreational use, the Sixmile Creek corridor bottomlands are used extensively for placer mining. Most of the creek has been staked with mining claims. The Sunrise City Historic District, which includes Sunrise Townsite, Point Comfort Cemetery, the remains of the tram road, and ten sites on the east side of Sixmile Creek, was added to the National Register of Historic Places in August 1997.

The Hope region is a popular destination for recreation travelers. One end of the popular 38-mile Resurrection Trail is located near Hope, drawing hikers, bikers, skiers, snowmachiners and sleddog drivers. Hope also attracts recreational gold miners, sightseers, campers and picnickers.

The state holds land along Ingram Creek, another mining area, where there are approximately ten federal mining claims. This area and the state land surrounding Seattle Creek is popular for both winter and spring alpine, telemark and cross country skiing. Helicopter access is sometimes used. In the 1980s, the US Forest Service studied the area for winter sports development, but found it uneconomical to develop because of difficult access and the cost for utilities and facilities. The US Forest Service has also analyzed the Seattle Creek area for heliskiing but did not permit a commercial operation because of conflicts with existing cross-country skiing use.

The state holds some land in Hope, including the airport and a materials site managed by DOTPF. This materials site is also used as a transfer area for garbage collection. The site contains junk cars and the remnants of three log-milling operations. The borough has expressed interest in selecting this unit. There are also DOTPF materials sites along the two major roads in the region.

State lands in the region have low timber values. Spruce mortality from bark beetles has been documented.

The tidelands in this region are crossed by a number of pipelines. Power lines parallel the Hope and Seward Highways. The tidelands near Point Possession are one of several alternate routes being considered for a proposed electrical intertie connecting the Kenai Peninsula power grid with Anchorage.

The tidelands in this region support important fish and wildlife habitat and are adjacent to many miles of the Kenai National Wildlife Refuge. Beach tideland areas provide travel corridors and essential habitat for many species of terrestrial, migratory bird, and aquatic wildlife species. The inherent values of these lands provide fish and wildlife habitat. Beluga whales, salmon and eulachon feed and migrate through the tidelands during the summer months.

The Chickaloon Flats Management Area is located in this region and, at times of the year, supports large concentrations of waterfowl. A harbor seal haul-out has been documented near the mouth of the Chickaloon River. Beluga whales frequently feed in the shallow waters of Chickaloon Bay and periodically feed on salmon and Eulachon in upper Turnagain Arm. Streams in this region support freshwater and anadromous fish, including rainbow trout, grayling, Dolly Varden/Arctic char, and King, pink, and chum salmon. The region also supports moose and bear habitat.

Management constraints and considerations

In 1996, DNR prepared a site-specific plan for the Point Comfort Cemetery north of the Sunrise Townsite. The plan is the basis for the decision to classify the 18.38-acre site heritage resources land and to close it to mineral entry. The policies and guidelines of the Point Comfort Cemetery Site Specific Plan are incorporated into the Kenai Area Plan by reference.

The Chickaloon Flats Management Area (see Map 1A) includes approximately 14,000 acres of state land and is subject to a management agreement signed by DNR, ADFG, USFS and USFWS (ADL 57168). These parties agreed in the 1973 agreement that the area was valuable waterfowl habitat and to recognize wildlife as a primary resource on state-owned land in the area. This agreement also called for ADFG to develop a management plan by 1973, but this was never done. In 1989 ADFG drafted a revised management agreement that was never adopted. This draft called for DNR to classify lands in the area Fish and Wildlife Habitat and “manage them to protect shorebirds, marine mammals, waterfowl, and other wildlife habitat and public recreation through the Kenai Area Plan.” The draft agreement also called for DNR to consult with the other signatories prior to issuance of authorizations. The *Kenai National Wildlife Refuge Comprehensive Conservation Plan* and the related administrative record have proposed upland and intertidal areas around Chickaloon Bay within the Kenai NWR for federal wilderness protection. A borough river protection ordinance also applies to the Chickaloon River. This ordinance designates a 50-foot-wide habitat protection zone that requires a permit for most building, clearing, excavation, and commercial use activities within the zone.

The Kenai National Wildlife Refuge and Chugach National Forest adjoin most of the state lands in this unit. A small part of the refuge (west of Bedlam Creek) has been designated Wilderness. This Wilderness designation prohibits oil and gas leasing on the uplands, or upland support facilities for tidelands leasing. Approximately 160 acres of tidelands in this region are part of the Anchorage Coastal Wildlife Refuge and are managed in accordance with an existing ADFG management plan. The Hope airport and materials site and Bear Creek materials site are under ILMA to DOTPF.

The Seward Highway Scenic Byway Corridor Partnership Plan (1998) was prepared as a requirement for nomination to the National Scenic Byways Program. The plan identifies many issues and opportunities concerning scenic resources. The plan makes recommendations, not policies, and suggests solutions. Some of these strategies have been developed into guidelines in this plan and are included in Chapter 2 under the *Public Recreation and Tourism* section.

The US Forest Service considered Sixmile Creek for possible designation under the Wild and Scenic Rivers Act. The USFS under the *Chugach Forest Land Management Land Management Plan* revision process found Sixmile Creek to be eligible as a “Recreational River” based primarily on its use for whitewater boating. The state has concerns about this designation because it claims ownership of the creek’s shorelands and water. On the lower creek (adjacent to Borough-owned uplands) the state owns a 200-foot wide retention corridor. The purpose of the retention corridor is to protect fish habitat and passage, and to ensure public access for sport fishing, hunting, and recreation. Surrounding borough lands have a conservation easement that ensures that the land will be managed for wildlife habitat and recreation.

Lands in Native corporation ownership in the Point Possession area that adjoin state-owned tidelands are within the Kenai NWR. These Native-owned lands are subject to ANCSA Section 22(g) regulations that require compatibility with refuge purposes regulations.

Areas along and adjacent to the Seward Highway, Hope and Sunrise areas are now being considered for proposal to Congress as part of the Kenai Mountains - Turnagain Arm National Historic Corridor. The intent of the designation will be to focus attention on the historic transportation use of the area for mining and settlement. Designation as a National Heritage Corridor does not impose governmental controls or regulations. The designation does, however, provide assistance to local communities striving to preserve, interpret, and promote their heritage resources.

Management Summary

The Hope Airport is designated Transportation and DOTPF will continue to manage it. DOTPF will continue to manage the Bear Creek materials site in Hope but DNR may eventually convey it to the borough after materials are extracted. The state also owns land east of the Resurrection Creek Road that is suitable for subdivisions. This area is designated Settlement and recommended for borough selection. A large parcel west of the Resurrection Creek Road is mostly federal mining claims and floodplain and is designated General Use. The tidelands adjacent to Hope are designated Shoreline Use, which will allow for future development of the shoreline.

DNR will manage Sixmile Creek and its corridor for fish and wildlife habitat and harvest and recreation while recognizing the rights of use and access for mining. The state will retain the shorelands in state ownership to ensure public access to the river. One upland parcel on the lower creek will be managed as a river takeout/access point. Two upland parcels on the lower creek are within the Sunrise City Historic District and will be managed accordingly.

Because the lands surrounding Ingram and Seattle creek are used for recreation and tourism, they are respectively designated and co-designated Public Recreation and Tourism and will be retained in public ownership. State holdings and selections along anadromous streams in the region should be retained (or subject to a corridor for access and habitat if conveyed) and access developed.

Management Intent for Multiple Units in Region 1

Management intent for most units is included in the resource allocation summary table included at the end of this region. However, management intent that applies to multiple units within this region is included below.

Bike trail along the Seward Highway between Turnagain Arm and Seward

When authorizing uses and conveying lands along the Seward Highway between Seward and Turnagain Arm, retain state ownership of lands or a right-of-way adequate for construction of a bike trail paralleling the highway.

Seward Highway Scenic Byway guidelines

See the *Seward Highway Scenic Byway* guideline under the *Public Recreation and Tourism* section in Chapter 2.

Iditarod National Historic Trail

See *Iditarod National Historic Trail* guideline under the *Trails and Access* section in Chapter 2.

Navigable waterbodies

See the *Management Intent for Navigable Rivers* section at the end of this chapter for management intent for the beds of the navigable river segments in Unit 600 that are located within this region but not annotated on the region maps. Also see this section for management intent for shorelands and waters within navigable waterbodies within the Chugach National Forest (Unit 602) and the Sixmile Creek shorelands (Unit 606).

Specific Management Intent for Units in Region 1

Management intent for most units is included in the resource allocation summary table included at the end of this region. However, management intent for some units was too long to be included in the table so is included below.

Unit 291 Bear Creek Materials Site, Hope

This parcel is under an Interagency Land Management Assignment to DOTPF (ADL 223919). According to the ILMA, maintain a 200-foot-wide buffer between the materials site and the Hope Highway Junction with a 100-foot-wide vegetated buffer for visual screening around all sides of the site. Tracts within the site may be conveyed to the KPB after the tract has been depleted of materials, reclaimed, and is ready for transfer.¹

¹ The 4/2/90 finding for ADL 223919 further addresses the terms for conveyance of this site to the borough.

Table 3.1 Resource Allocation Summary Table

For a key to the two-letter designation abbreviations in this table, see the beginning of this chapter

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
279	Sixmile Creek conservation buffer	ha hv hr rd	245	1B	Sixmile Creek is used for floating, fishing, hunting, and whitewater boating. Moose, rutting and winter concentration area; general distribution of rainbow trout, grayling, and Dolly Varden/Arctic char; king, pink, chum salmon. Northern goshawks nest in mature open-understory hemlock. The Sunrise City Historic District has been added to the National Register of Historic Places.	The unit consists of a corridor (within 200 feet of the creek banks on each side) along lower Sixmile Creek that adjoins borough-owned land. The creek bottom is in Unit 606. State mining claims line the creek bottom. The primary boat takeout along this stretch of the river is located in adjacent Unit 284.
280A	Ingram Creek, parallel to Seward Highway	rd	1,850	1B	Alpine areas used for skiing and hiking. Highly visible from Seward Highway. Uses along the highway ROW are primarily associated with the viewshed and recreation and tourism. / "Corridor preservation" under the Seward "Highway Scenic Byway" guideline. Retain in state ownership. Commercial recreation leasing is prohibited.	Evidence of old mining activity along the Ingram Creek bottom. Two Federal mining claims are still state topfiled. Moose, general distribution; in Ingram Creek: Dolly Varden, Arctic char, pink salmon. Cultural sites present. Rock outcrops along the highway have been used for materials by DOTPF.
280B	Seattle Creek	ha rd	1,526	1B	Scenic values are visible from both north and south side of Turnagain Arm. North-facing slopes provide excellent ski terrain but access to the unit is difficult (by foot, snowshoe or ski over the ridge or along the shore). The lower 1.5 miles of Seattle Creek supports anadromous fish are suspected to be important for brown bear feeding.	Three federal mining claims in this unit are still state topfiled.
282	Point Comfort Cemetery / Sunrise Townsite	hr	18.4	1B	Point Comfort Cemetery was established in 1897 and restored in the early 1990s. The cemetery is within the Sunrise City Historic District that was added to the National Register of Historic Places in 1997. / Manage the unit to preserve the Historic District and consistent with the site-specific plan DNR prepared for the Point Comfort Cemetery. The plan is the basis for the decision to classify the site Heritage Resources Land and to close it to mineral entry. The policies and guidelines in the Point Comfort Cemetery Site-Specific Plan are incorporated into the Kenai Area Plan by reference.	Moose, rutting and winter concentration area, northern goshawks nest in stands of mature, open-understory hemlock.

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
283	West bank of Sixmile Creek - south	hr	5.4	1B	The old Sunrise City townsite is located in this unit. The Sunrise City Historic District has been added to the National Register of Historic Places. / Manage to preserve the historic district.	Moose, rutting and winter concentration area, northern goshawk nests in stands of mature, open-understory hemlock.
284	Sunrise South, east side of Hope Highway	rp	34	1B	This unit is the primary take-out for lower Sixmile Creek. / The unit will be retained in state ownership to provide a site for launching boats, parking, and short-term camping. This site also provides access to the river for fishing and other river uses. The unit will also be managed to support the public use of the lake that is located within the unit. Encourage issuing a management agreement to ADFG to manage the site (at the time of plan adoption, the Alaska Department of Fish and Game, Sport Fish Division had agreed to accept management responsibility for the parcel). If the management agreement is not issued, explore opportunities for management of the site by a leasee or nonprofit to prevent littering and long-term camping.	Moose, rutting and winter concentration area; Hope mining claims overlap with this unit.
285	Hope Airport	pr	62.3	1B	Hope Airport. / Manage as an airport and for DOTPF leasing for airport-related facilities.	
286	Lands surrounding Clear Lake Homesite Group	se	114	1B	This area is suitable for low-density residential. Existing community recreation around Mud Lake including ice skating. / This unit may be conveyed to a municipality.	Moose, winter concentration areas. Grazing has been occurring in small clearings north of the road.
287A	East of Resurrection Creek Rd.	se	250	1B	This area is suitable for subdivisions. / This unit may be conveyed to a municipality.	State selected. Recreational travelers pass by this unit via the Resurrection Creek Road. There is a significant amount of beetle-killed spruce in this unit.

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
287B	West of Resurrection Creek Rd.	gu	253	1B	No identified resource values that warrant a primary designation other than General Use. / Retain public access corridor along the river.	Mostly state selected. This unit includes a 1/4 mile corridor along the west fork of the Resurrection Creek. Most of the unit is river bottom and flood-prone wetlands. The land status is complicated by federal mining claims. There is active mining along the creek. There are approximately 80 acres of non-floodplain bluff-land on the east side of the creek. A spur road off the Resurrection Creek Road provides access to the unit. Strong pink salmon run and a smaller silver run. Creek supports Dolly Varden/Arctic char. Moose, rutting and winter concentration area; Cultural sites present.
288	Mouth of Resurrection Creek Tidelands	gu	3.3	1B	This area sank up to 9 feet during the 1964 earthquake. Although this lot was a choice waterfront lot at the time the town was laid out, it is now underwater for a good portion of the daily tide cycle.	Viewshed of scenic community.
291	Bear Creek Materials Site, Hope	ma	60	1B	The site is now being used as a transfer area for collection of garbage. The site also contains an existing materials site(s), junk cars, and remnants of three log milling operations. Also see the "Specific Management Intent for Units" section for additional management intent for this unit.	Borough selected.
461	Knee Deep Knob at MP 70 on Seward Highway.	rd	205	1B	Values outside the Seward Highway right-of-way are primarily associated with the viewshed from the highway and recreation and tourism. Paved pull-out approximately 150 yards long with "Welcome to the Kenai Peninsula " sign. Used for public access along shore to Seattle Creek. Camping occurs along an old spur road parallel to the water. / "Corridor preservation" under the Seward Highway Scenic Byway guideline. Retain in state ownership. Commercial recreation leasing is prohibited.	

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
502	Turnagain Arm General Tidelands	gu	69,890	IA	No identified resource values that warrant a primary designation other than General Use.	Extensive mudflats. Scenic values, but little public use.
503	Hope Tidelands	sh	872	IB	This unit is composed entirely of mudflats. Some of the original townsite overlaps with this unit, but has become state owned after the subsidence of the land in 1964.	Scenic values from Hope.
504	Turnagain Arm Tidelands East of Gull Rock	ha rd	28,628	IB	Summer feeding area for beluga whales. General distribution of rainbow trout, grayling, and Dolly Varden/Arctic char. Mouths of creeks support king, pink, silver, and chum salmon. Area used by locals and residents mostly for fishing and waterfowl hunting. / The tidelands adjoining this unit (in the Municipality of Anchorage) have been designated as an Area Meriting Special Attention by the Anchorage Coastal Management Plan. / The management intent for this unit is to emphasize protection of the scenic values of the Turnagain Arm/Seward Highway/Hope Highway scenic corridor and to maintain and enhance fish and wildlife habitat. This does not preclude consideration of the use of these tidelands for transportation and utilities.	
560	Anchorage Coastal Wildlife Refuge	ha	182	IA	Legislatively designated area. ADFG has developed a management plan for the refuge. / See the "DNR Management Authority in Critical Habitat Areas, Game Refuges, and Sanctuaries" guideline in the "Fish and Game Habitat and Harvest" section in Chapter 2 for management intent.	See the ADFG Management Plan for more resource information on this area.

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
561	Chickaloon Flats Management Area	ha	35,590	1A	Ducks and geese, spring and fall concentrations. Waterfowl hunting in fall (although access is difficult). Beluga whale summer feeding area. Portions of this unit are within the Chickaloon Flats Management Area. / Manage unit to protect waterfowl, shorebirds, marine mammals, fish and wildlife habitat and public recreation values. Consult with the USFS, USFWS, and ADFG prior to issuance of authorizations in this unit. Manage that portion of the unit in the Chickaloon Flats Management Area consistent with the signed management agreement between DNR, ADFG, USFS, and USFWS (ADL 57168).	In the past, this area has been proposed as a legislatively designated area. Most of the adjoining uplands are within the Chugach National Forest and the Kenai Wildlife Refuge and proposed Wilderness. Upland and intertidal areas around Chickaloon Bay within the Kenai NWR have been proposed for federal Wilderness protection by the Kenai NWR Comprehensive Conservation Plan. The remaining uplands are Native owned and are subject to ANCSA Section 22(g) regulations that require compatibility with refuge purposes regulations.
606	Sixmile Creek	ha hv rd	775	1B	The creek is regularly used for floating and fishing. General distribution of rainbow trout, grayling, and Dolly Varden/Arctic char; king, pink, and chum salmon. Area used by locals and visitors mostly for camping, fishing and hunting. / Retain shorelands in state ownership. "Corridor preservation" under the "Seward Highway Scenic Byway" guideline. For management intent for this waterbody, see the "Management Intent for Navigable Waterbodies" section at the end of this chapter.	Federal and state mining claims in river. Cultural sites present. Potential for materials but none currently being extracted. Sixmile Creek was recommended for designation as a "Recreation River" under the Wild and Scenic Rivers Act under the Preferred Alternative in the Chugach National Forest Draft Environmental Impact Statement and Forest Plan.