# Lower Kasilof River Boat Retrieval
# Site Selection Criteria
***Part 1***

| **Site Identification:** | | **River Mile:** |
|---|---|---|
| **Legal Description:** | **Gross Acres:** | **Dimensions:** |

| **Location** | **OK** | **Potential Problem** |
|---|---|---|
| Within River Mile 3 and 5 | | |
| | | |
| **River and Channel Morphology** | | |
| Sufficient water depth(s) present (≥ 1 ft) (cross section at low and high tides) | | |
| Acceptable river channel slopes (≤ 2:1) | | |
| Does historical data prove a stable river channel is present | | |
| Stability of river banks (erosion factors, vegetation presence/type) | | |
| | | |
| **Site Accessibility** | | |
| Land use restrictions or neighborhood covenants | | |
| Conveniently located to avoid extensive transporting and to minimize travel distance from major road(s) | | |
| Adequate access and dispersal roads/vehicular ingress and egress | | |
| | | |
| **Community Impacts** | | |
| High density of residential development present | | |
| Is it pragmatic to mitigate dust, noise, and light intrusion considering cost and resources | | |
| Presence of traffic calming measures (e.g. road signs, sinuous road, or other means such as speed bumps) | | |
| | | |
| **Size and Shape** | | |
| Net Acreage ≥ 5acres | | |
| Area for adequate and separate boat loading and parking | | |
| Sufficient area for parking and appropriate turning radius for truck and trailer | | |
| Potential for expansion for future needs | | |
| Parcel attributes allow for sufficient buffer between infrastructure and neighbors | | |
| | | |
| **Public/User Preference** | | |
| Provides maximum drift-fishing opportunity and distance | | |
| Provides aesthetic view and experience/aesthetically pleasing site and floating experience | | |
| Presence of factors associated with riverine features that may cause safety concerns (slow water, wind, tide, bank access, mixing with commercial/industrial activities) and proximity to emergency services (ability to reach a road, to 911 alert) | | |
| | | |
| | | |

| | | |
|---|---|---|
| **Wetlands** | | |
| Presence of high value wetlands | | |
| Adequate land base available outside of wetlands status | | |
| Feasibility of mitigating for development | | |
| | | |
| **Hydrologic Issues** | | |
| Adequate land base available outside of flood way | | |
| Potential for ice damage | | |
| Prone to high siltation rates | | |
| | | |
| **Topography and Soils** | | |
| Feasibility of mitigating steep grades | | |
| Adequate surface and subsurface drainage | | |
| Level buildable area | | |
| Are the soils suitable for building | | |
| Stable subsurface and bearing capacity | | |
| | | |
| **Site Issues** | | |
| Free of contamination | | |
| Site cleanout/removal of hazardous materials needed | | |
| Removal of unwanted buildings and structures needed | | |
| | | |
| **Cultural Resources** | | |
| Resources present | | |
| Feasibility of mitigating for preservation, if resources are present | | |
| Added value | | |
| | | |
| **Public Services and Utilities** | | |
| Availability of water, electricity, gas, and sewer | | |
| Feasibility of bringing utilities to site at reasonable cost | | |
| Restrictions on right of way | | |
| Road(s) constructed and maintained by governmental agency | | |
| | | |
| **Cost** | | |
| Reasonable costs for site preparation including, but not limited to, removal of existing building(s)/materials, clearing, grubbing, grading, drainage, parking, driveways, and boat retrieval infrastructure | | |
| Reasonable operations and maintenance costs | | |
| | | |

# Lower Kasilof River Boat Retrieval
# Site Selection Evaluation
***Part 2***

| **Site Identification:** | | **River Mile:** |
|---|---|---|
| **Legal Description:** | **Gross Acres:** | **Dimensions:** |

| **FACTORS** | | 0 | 1 | | **Total Points** |
|---|---|---|---|---|---|
| | | | | | |
| **Location** (1 possible point) | *Not Optimal* | | | *Optimal* | x 1= |

| **FACTORS** | | **0** | **1** | **2** | **3** | **4** | **5** | | **Total Points** |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| **River & Channel Morphology** (10 possible points) | *Unstable* | | | | | | | *Stable* | x 2= |
| **Site Accessibility** (5 possible points) | *Inconvenient* | | | | | | | *Convenient* | x 1= |
| **Community Impacts** (15 possible points) | *Difficult or Conflict* | | | | | | | *Easy or Harmonious* | x 4= |
| **Size & Shape** (10 possible points) | *Insufficient* | | | | | | | *Sufficient* | x 2= |
| **Public/User Preference** (20 possible points) | *Unfavorable or Undesirable* | | | | | | | *Favorable or Desirable* | x 4= |
| **Wetlands** (5 possible points) | *Unsuitable* | | | | | | | *Suitable* | x 1= |
| **Hydrologic Issues** (5 possible points) | *Unmanageable* | | | | | | | *Manageable* | x 1= |

| **FACTORS** | | **0** | **1** | **2** | **3** | | **Total Points** |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| **Topography/Soils** (3 possible points) | *Unsuitable/ Unstable* | | | | | *Suitable/ Stable* | x 1= |
| **Site Issues** (3 possible points) | *Polluted* | | | | | *Clean* | x 1= |
| **Cultural Resources** (3 possible points) | *Significant* | | | | | *Insignificant or Value Added* | x 1= |
| **Public Services & Utilities** (3 possible points) | *Unavailable/ Unserviced* | | | | | *Available/ Serviced* | x 1= |
| **Cost** (3 possible points) | *Expensive* | | | | | *Economical* | x 1= |

**Total Points**_____