

# ***Region 4***

## ***Cooper Landing***

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### **Summary of Resources and Uses in the Region**

#### **Background**

Region 4 extends from the Seward & Sterling Highway Junction west to Skilak Lake. The region is composed of the upper Kenai River Valley, North Kenai Lake shoreline, and the Quatz Creek drainage. The Sterling and Seward highways run through the middle of the region unit. The community in the region is Cooper Landing at the outlet of Kenai Lake. Cooper Landing is unincorporated and includes approximately 370 year-round residents. The economy is diverse. Tourism-related employment and seasonal businesses provide the majority of the jobs. The Kenai Princess Lodge is the largest single employer in the region. Chugach Electric Association and the School District are also major employers.

#### **State lands**

Although the state has received tentative approval and patent to most of its lands in this region, selections remain west of Cooper Creek. The state's largest holding in this region is a tract that is nearly 5,000 acres on the south side of Kenai Lake. The state owns numerous small parcels fronting on the Kenai River and Lake as well as a 400-foot-wide riparian corridor along seven Kenai River tributaries. Other state lands are located along the Seward highways east of Cooper Landing.

#### **Acreage**

The plan applies to 9,608 acres of state-owned and –selected uplands in this region. The plan also applies to state-owned shorelands (acreages of shorelands have not been calculated). The plan does not apply to those portions of the Kenai River Special Management Area including, Kenai Lake, that have been legislatively designated.

#### **Physical features**

The landscape of the Cooper Landing region is dominated by large lakes and forested valleys hemmed in by rugged mountain ridges. Kenai Lake, Skilak Lake, and the Kenai River are glacially fed, with milky jade-colored waters and high seasonal fluctuation in water levels. Other lakes of significant size include Cooper, Crescent, Jerome, Tern, and Upper and Lower Russian lakes. Quartz Creek (parallel to the Seward and Sterling highways) and Russian River (which winds through spruce forest and wetlands) are clear water creeks with high salmon productivity.

The rocky slopes in this region are often sparsely forested and have thin soil cover. Many mountains in the region are prone to avalanches. Bark beetles have taken a significant toll on the spruce in the area.

### **Access**

The Sterling and Seward highways provide the primary access to the region. DOTPF just completed reconstructing the Sterling Highway just east of Cooper Landing and is now considering a bypass around the town. The Snug Harbor Road (along the west shore of Kenai Lake) and Skilak Lake Road are important secondary roads in the region and are used primarily for seasonal recreation access. DOTPF has a maintenance station at Quartz Creek.

Several of Southcentral Alaska's most popular recreation trails cross the region. They are located primarily on U.S. Forest Service land and rights-of-way. The most popular trails include the Russian River, Resurrection Pass, Devils Pass, and Crescent Lake trails.

The Department of Transportation and Public Facilities manages a gravel airstrip at Quartz Creek. Floatplanes land on Kenai Lake and just below the Seward Highway Bridge. Powerboats operate on Skilak and Kenai lakes, and floaters use the stretch of Kenai River between Kenai and Skilak lakes. Several public boat launches are located along the river and lakes and are managed by the USFS, USFWS, ADFG and DPOR.

### **Resources and uses**

The resources and uses in this region are diverse. State lands and resources contribute in numerous ways to these uses:

Scenic values. State lands provide scenic viewsheds along several miles of Seward and Sterling highways, both east of town in the Quartz Creek area, and west of town along Kenai Lake and Kenai River. The Seward Highway was recently designated an All American Road. The Seward Highway is one of the most heavily traveled in the state. Traffic counts and surveys by DOTPF estimate that there are over 400,000 annual vehicle trips for recreation. The section of Sterling Highway through this region has been nominated for state designation as a National Scenic Byway.

Fisheries. The Kenai and Russian rivers are world-renowned for sport fishing and support large commercial and sport fisheries. The state lands along the Kenai River and Kenai Lake are valuable for maintaining water quality, fish and wildlife habitat, and public access. The state-owned 400-foot-wide buffers of riparian habitat along Quartz Creek and six other anadromous tributaries also contribute to these values.

Wildlife. State lands include high-value habitat such as eagle winter concentration areas, brown bear feeding concentration areas and travel corridors, and moose rutting and wintering areas. Wildlife viewing, photography, and hunting are contribute to the local quality of life and create tourism opportunities.

Trail recreation. Several well-known trails draw hikers, mountain bikers, fishermen, snowmachiners and skiers to the region. The Resurrection Pass Trail, Bean Creek Trail, and several other trails cross state-owned and –selected lands. Hikers, skiers, and snowmachiners use state lands along the Snug Harbor Road. Bike trails along the Seward and Sterling Highways are also proposed.

Other recreation. Kenai Lake and Kenai River support high levels of boating, fishing, and camping. There is a new Alaska State Parks boat launch at the lake outlet, and public access for launching at Quartz Creek. Developed camping areas include the USFS Quartz Creek, Crescent Creek, Cooper Creek, and Russian River campgrounds. The Boys and Girls Club run a camp on land leased from the state on the west side of Kenai Lake. There are numerous recreation cabins, primarily at Quartz Creek, and along the Snug Harbor Road and the Kenai River.

There are several resource uses in the region not associated with recreation and tourism. These include:

Settlement. Because of the steep incised river valleys, habitat and recreation values, and the fact that most land in the region is in federal, state and borough ownership, developable land for community growth and development is limited. State-selected lands west of Cooper Landing have been identified for this potential use.

Subsurface. Small-scale placer mining takes place on scattered claims, primarily along Quartz Creek and its tributaries. DNR has adopted a leasehold location order for nine riparian creek corridors and the shores of Kenai Lake in order to protect habitat from mining impacts on fish and wildlife habitat and recreation. DOTPF manages materials sites in the region used for the maintenance and reconstruction of the highways and the Quatz Creek airstrip.

Heritage. Most of this region is now being considered for designation by Congress as the Kenai Mountains - Turnagain Arm National Heritage Corridor that will focus on the historic transportation use of the area for mining and settlement. Designation as a National Heritage Corridor does not impose governmental controls or regulation. It does, however, provide assistance to local communities who want to work together to preserve their heritage resources.

Forestry. The state and USFS have held several small-scale timber sales since the 1970s. Harvest has taken place on the Juneau and Bean Creek bench lands, and along Snug Harbor Road. Personal use timber harvest is also prevalent in the region. Forests are mixed birch and spruce, with stunted growth in areas of shallow or poorly drained soils and in higher elevations. The region has heavy spruce mortality from the bark beetles.

Energy. Cooper Lake is used to generate electricity via a flume that runs to a powerhouse on Kenai Lake on the Snug Harbor Road. The Chugach Electric Association intertie power line also parallels the two major highways in the region.

## **Management constraints and considerations**

Land Use Classification Recommendations for Cooper Landing (1996). The community of Cooper Landing, under the leadership of a local Advisory Planning Commission, developed land use recommendations for Borough and State lands in their community. The Borough adopted the plan in September 1996. DNR staff worked with the local Advisory Planning Commission to incorporate much of their resource information and land use recommendations into this plan.

Kenai River Comprehensive Management Plan (1997). In 1996-1997, DNR revised the *Kenai River Comprehensive Management Plan*. The plan provides management policy for lands and waters within the Kenai River Special Management Area, which encompasses Kenai River, Kenai Lake, and some of the adjoining state uplands in this region. The plan also recommended adding lands to the special management area, and further recommends that the Kenai Area Plan provide final guidance on these proposed additions. Legislation to add lands to KRSMA may take several years. In the interim, the comprehensive plan created a Special Use Lands Designation that applies to the proposed additions to KRSMA in the region. The Division of Parks and Outdoor Recreation will manage the lands in the designated area in accordance with a management agreement between DPOR and DMLW. The KAP is consistent with the KRCMP and also applies to all lands that are proposed for addition to KRSMA including those in the Special Use Lands Designation. The KAP does not, however, apply to lands that are already legislatively designated.

Seward Highway Scenic Byway Corridor Partnership Plan (1998). This plan 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.

Kenai Peninsula Borough Management. In 1996, the Kenai Peninsula Borough passed an ordinance establishing a 50-foot-wide development setback for all riverfront lands along the Kenai River. In 2000, the ordinance was expanded to apply to other rivers including Quartz Creek. 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. Although the enabling legislation for KRSMA allows for the borough voluntarily adding its lands to KRSMA, this land is not currently being recommended for this designation. The Borough also has a Coastal Management Plan that addresses uses along the Kenai River. This plan proposed the Kenai River watershed as an Area Meriting Special Attention (AMSA).

Federal lands. Over eighty percent of the land in the Cooper Landing region is federally owned, either within Chugach National Forest or Kenai National Wildlife Refuge. The U. S. Forest Service is currently revising its management plan for Chugach National Forest. The U.S. Fish and Wildlife Service will soon begin updating its comprehensive plan for Kenai National Wildlife Refuge. Within the Cooper Landing area, most of the refuge is designated Wilderness. A cooperative planning effort that involved state and federal land managers recently addressed recreation management issues on the upper Kenai River.

## **Management Summary**

Lands bordering Kenai River and Lake and their tributaries are recommended for addition to the Kenai River Special Management Area. Some of the riparian wetlands along Quartz Creek and the lands bordering Cooper Lake are also recommended for addition to KRSMA because they are integral to the Kenai River ecosystem and the recreation- and tourism-based economy of the region. Until they are added to the State Park System, the Division of Parks and Outdoor Recreation will manage these parcels under a management agreement with the Division of Mining, Land and Water, specifically to protect habitat and public recreation values.

The Advisory Planning Commission's land use plan for the Cooper Landing area advocates selection of two parcels west Cooper Landing for community expansion. One of these parcels is state owned, the other is still state selected. The Kenai Area Plan recognizes the potential of these two areas for this use but identifies concerns based on the potential impact of development on brown bears traveling through this area. The plan makes only one of these parcels conveyable.

Three materials sites to be used by DOTPF have been designated in the region as well as the Quartz Creek airstrip. One of these sites will be managed for fisheries enhancement after materials extraction is completed.

Although the plan has incorporated many of the recommendations developed by the community and approved by the Cooper Landing Advisory Planning Commission and the Borough Assembly, some of the more-detailed recommendations, such as a preference for large residential lots, are better addressed through other processes.

## **Guidelines**

The plan establishes 400-foot riparian corridors (200 feet landward of ordinary high water on each side of the streams) along reaches of the anadromous and high value resident fish streams that flow through the area. It also includes buffers to protect viewsheds and an opportunity for construction of bike trails along the Seward and Sterling Highways.

Management agreements and other methods are recommended for addressing legal access, maintenance, and enforcement on trail systems that cross both federal and state lands including the Bean Creek, Resurrection Pass, Crescent Creek and other trails.

Personal firewood cutting areas are recommended for a few units. A guideline is also included that requires consideration of future uses of roads that may be built for resource development.

In accordance with the Cooper Landing Land Use Plan, the Kenai Area Plan recommends retaining a scenic buffer and limiting direct access along the rerouted highway (Cooper Landing bypass), in order avoid strip commercial development and to retain the existing community/business center of Cooper Landing.

Kenai River Comprehensive Management Plan guidelines are incorporated into this plan to protect the habitat and recreation values in the Kenai River watershed.

## **Management intent that applies to many units within the Kenai River Drainage**

### **Introduction**

These goal and guidelines apply to areas within the Kenai River drainage within Regions 2, 3, 4, and 5 but are listed only under this region (and cross referenced under other regions) to avoid redundancy. The following guidelines are derived from the *Kenai River Comprehensive Management Plan* (KRCMP) that was adopted in December 1997. Some guidelines were specifically developed for the KAP. Citations from the KRCMP are provided in brackets after each guideline. Edits to the KRCMP proposed guidelines were made to ensure consistency with the format of this plan and to clarify KRCMP intent. Some KRCMP recommendations were modified or deleted when it was apparent that the recommendation did not apply to state lands or were already addressed by unit-specific intent or Chapter 2 guidelines in this plan.

### **Goals**

The goal of the following guidelines are to provide a quality recreational experience for users of the Kenai River, to protect and perpetuate the fishery and wildlife resources and habitat in the unit and adjacent area, to minimize impacts on habitat and environment, and to ensure public safety.

### **A. Land acquisition**

DNR will attempt to acquire lands through purchase, lease, gift, exchange or other means when the parcels could contribute to the habitat and watershed values in the Kenai River watershed. It is not the goal of the plan to acquire all private land along the Kenai River. Only land that will significantly protect, preserve or enhance significant Kenai River habitat resources, or allow for recreational uses should be proposed for acquisition. If one or more of the following criteria are met, a parcel may be considered for acquisition.

1. The parcel has been identified in the *Kenai River Comprehensive Plan*, by Exxon-Valdez Oil Spill (EVOS) Trustees, the Kenai River resource inventory or by a site inspection as containing unique habitat.
2. The site contains significant fish or wildlife habitat values.
3. The parcel provides needed access to state land or water.
4. The parcel can support significant public use.
5. Public ownership of the parcel would preclude uses not consistent with management intent and guidelines for KRSMA.

Parcels should meet most of the following site criteria:

1. Topography, hydrology, location on the river, bank stability, and soil are suited to the purpose for which the parcel will be managed. For example, acquiring important wetlands for habitat protection would be consistent with this guideline.
2. The parcel should be free of toxic wastes, garbage, and contamination from septic systems. An environmental risk assessment should be conducted unless the parcel has had no evidence of prior use or development that would have resulted in the disposal of waste. The applicant may be required to collect soil samples and conduct surface and subsurface water quality tests.

### **B. New acquisitions in KRSMA**

Property that is acquired along the Kenai River for additional recreation purposes will be included in KRSMA. If this is not likely in the immediate future, these parcels will be managed by the Division of Mining, Land and Water under a Special Use Land Designation or through an Interagency Land Management Assignment with DPOR. [4.5.4.3 pp. 70-71]

### **C. Disposal of state land along the Kenai River**

DNR should not sell or lease land along the Kenai except as stated in the following recommendations: [4.5.4.5 pg. 73]

1. If state land along the Kenai River or its anadromous tributaries must be conveyed out of state ownership to fulfill obligations, a buffer should be retained in State ownership or the land should be subject to a conservation easement or some similar method of protection for fish and wildlife purposes and for consideration for recreational access. A buffer of at least 200 feet on each side of the stream should be established for all tributaries listed in Table 4-5 on page 74 and those bodies of water identified in Recommendation 4.5.4.7 on page 79.
2. Leases or permits should be subject to a building setback of 200 feet for the Kenai River and its tributaries listed in Table 4-5 on page 74 for all non-water dependent structures. The width of the setback may be increased if there is a demonstrated need for the purposes of ensuring that riparian habitat can be adequately protected. In certain instances the width of the buffer may be decreased, but only if it can be shown that riparian habitat can be adequately protected. Vegetation within the setback and riverine areas should not be removed [4.5.4.5.4, pg. 75].
3. Interagency Land Management Assignments (or similar management assignments issued by DNR) that are not for habitat or recreation purposes should generally be discouraged within 200 feet of the Kenai River and tributaries listed in Table 4-5. In all cases the width of the buffer must be sufficient to ensure that riparian habitat can be adequately protected. If this is not practical, vegetated buffers should be retained to reduce impacts such as runoff, noise, and visibility, and to maintain the viability of riverine areas [4.5.4.5.5, pg. 75].

#### **D. Additions to KRSMA**

Units identified in Table 4-6a-d and Maps 4-1 to 4-4 in the KRCMP and in Table 4.4 in Chapter 4 of this plan merit legislative designation as part of KRSMA. Justification for these additions is included in the KRCMP. In addition, the borough and state will consider recommending some borough properties in the Quartz Creek area for addition to KRSMA. These lands were classified Preservation in the Cooper Landing Land Use Plan.

As an interim measure, while units are pending addition to KRSMA, the Division of Mining, Land, and Water has established a Special Use Land Designation under 11 AAC 96.010(b). Lands under this designation will be managed consistent with KRSMA to the extent allowable under law. The Division of Mining, Land, and Water has also entered into a management agreement with DPOR to manage these units prior to their inclusion in the State Park System. Justification for this agreement is included in the KRCMP [4.5.4.6 pp. 75-76 and in Appendix G].

The following river sections merit legislative designation and addition to KRSMA: Trail River, Lower and Upper Trail Lakes, and the following tributaries of the Kenai River: Bean, Crescent, Cooper, Juneau, Shakleford, Slaughter, Quartz, Dry, Indian<sup>1</sup>, and Dave's Creeks. Justification for these additions is included in the KRCMP. [4.5.4.7 pg. 79] Many upland parcels adjacent to the Kenai River are borough selected. Management intent for most of these parcels (located in Regions 2, 3, 4, and 5) is recommended by the KAP for retention in state ownership. This plan also recommends a 200-foot buffer adjacent to Lower Trail Lake, Upper Trail Lake, Trail River, and Snow River for those few parcels (Units 380J and 385) that the plan allows for municipal conveyance. [4.5.4.5.2 page 73-75 and Table 4.6d page 78]. Even though lands near the Snow River (Unit 377) are not being recommended for inclusion in KRSMA, the buffer is still recommended.

#### **E. Mineral closure of land in KRSMA and Leasehold Location Order on lands to be included in KRSMA**

The proposed additions to KRSMA on the upper river (described in Tables 4-6c and 4-6d in the KRCMP) are addressed under Mineral Leasehold Location Order No. 20 that was adopted by DNR at the same time the KRCMP was adopted (included in Appendix F in the KRCMP). Under this order, mineral rights may be acquired only under the leasehold location system, AS 38.05.205, and may not be acquired by locating mining claims under AS 38.05.195. Stipulations are to be included in all mining leases and be used in approving plans of operations within the described lands and waters. The stipulations are described in the order and the KRCMP.

The mineral estate within KRSMA is closed to mineral entry subject to AS 41.21.502(c). If the legislature adds more land to KRSMA and does not change AS 41.22.5029(c), all new additions to KRSMA would be closed to new mining locations. Valid existing rights would not be affected. When the legislature considers additions to KRSMA, they should consider whether or

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<sup>1</sup> The Kenai Peninsula Borough owns the surface estate along most of the Indian Creek corridor. A small portion of the creek is within the Sterling Highway right-of-way and the Quartz Creek airstrip parcel that are both areas managed by DOTPF.



not to amend AS 41.21.502(c) so that the upper river additions (Tables 4-6c and 4-6d) remain open to mineral entry while the lower and middle river additions (Tables 4-6a and 4-6b) are closed. [4.5.4.8 pp. 79-80]

#### **F. In-stream flow reservation for the Kenai River**

In-stream flow reservations should be established for the Kenai River and its tributaries that are consistent with the purposes for which KRSMA was established. [4.5.5.1 pg. 82]. Also see the *Specific Instream Flow Reservations* Guideline under the *Water Resources* section in Chapter 2.

#### **G. Impoundment structures**

The construction of new dams or diversions on the Kenai River or its fish-bearing tributaries that impede fish movements or reduce essential stream flows for spawning, rearing or migration will be prohibited. [4.5.5.2 pg. 82]

#### **H. Public access study and plan along the Kenai River**

An access study and planning process is underway to evaluate access along the Kenai River. This process includes an inventory of easements, rights-of-way, and other forms of access to and along the Kenai River. The outcome of the process should assist in determining which routes are legal access, and of those, which to close, vacate, continue or improve. One of the primary factors under consideration when making these decisions will be the need to protect the river's habitat and fisheries while providing reasonable public access to and along the river. DNR supports this process and a plan amendment will not be necessary to implement actions that are consistent with the proposed access plan.

#### **I. Timber harvest areas proposed for addition to KRSMA**

See the *Forestry* section in Chapter 2, under the guideline *Harvest in areas proposed for addition to the State Park or Refuge/Critical Habitat Area System*.

### **Management Intent for Multiple Units in Region 4**

*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.*

#### **Proposed KRSMA additions in Region 4**

Consistent with the *Kenai River Comprehensive Management Plan*, state-owned and -selected land along Kenai River, Kenai Lake, Cooper Lake, and the tributaries of the Kenai River and Quartz Creek are proposed for addition to KRSMA and will be managed for Public Recreation and Tourism and/or Fish and Wildlife Habitat (depending on the units' designations). These include Units 388, 390, 391A, 391B, 391C, 391D, 391E, 391G, 391H, 391I, 391J, 391K, 391L, 391M, 391N, 391Q, 392A, 392B, 392C, 392D, 392E, 392F, 392G, 393, 394A, 394C, 394D, 397 and 408B.

### **Trails**

This region has an extensive trail system. The most heavily used trails are U.S. Forest Service rights-of-way that, in part, cross state-owned and -selected lands. These include (from west to east): Resurrection Pass Trail, Bean Creek Trail, Stetson Creek Trail, Cooper Lake Dam Trail, and Crescent Lake Trail. In addition, there are a number of less heavily used trails that follow power lines, old logging trails, old road rights-of-way, and game trails. The community of Cooper Landing has also made several suggestions for hiking, biking, skiing, and off-road vehicle trails that depend on resources and authorizations from agencies and private landowners. See the *Trails and Access* section in Chapter 2 for goals and guidelines that address managing and maintaining US Forest Service trails that cross state lands.

Because of the high public use of trails in this region, ensuring legal access to existing and proposed trails, trail maintenance, and management and enforcement are high priorities. DNR will protect public access along these trails and ensure that easements or rights-of-way are filed on those trails listed that do not have such protection. Because most of the mature spruce along these trails are dead, fallen trees will result in costly maintenance and may lead toward additional spruce mortality. For this reason, salvage harvest is allowed. Rerouting of trails and legal access is allowed if the purpose is to provide for the needs of the long-term maintenance of the trail, trail experience, habitat values, and public safety. For additional guidance, see the *Trails and Access* section in Chapter 2.

### **Mineral Orders and Special Use Lands**

See Chapter 2 and Appendix B for a summary and copy of Leasehold Location Order 21 that affects the riverbed of the Russian River above the falls (including Upper and Lower Russian Lakes). These also contain Mineral Closing Order 738 that closes the lower Russian River to new mineral entry.

Mineral Leasehold Location Order 20 that was adopted at the same time as the *Kenai River Comprehensive Management Plan* (KRCMP) applies to this region, specifically, the units proposed for addition to KRSMA. The KRCMP also designated these same units as Special Use Lands under 11 AAC 96.010(a)(2) and 11 AAC 96.101(b). This designations requires authorization from DNR for any disturbance to the land that might involve clearing of trees, brush, or vegetation; the movement and/or excavation of soil or material; construction or placement of any structure(s); or any activity that tends to reduce fish and wildlife productivity or result in significant disturbance to fish and wildlife habitat. These lands will be managed by DNR Division of Parks and Outdoor Recreation (DPOR) in accordance with the KRCMP and a Cooperative Management Agreement between DPOR and the Division of Mining, Land and Water.

### **Personal firewood cutting areas**

Harvest for personal use firewood is compatible with the management intent for Units 388, 389, 395, 408A, and 408C.

**Roads for resource development**

Prior to road design and construction in the region that is associated with timber harvest activities, consideration will be made for potential future uses of the roads, such as for access to a future subdivision or recreation site. See also the *Joint Use and Consolidation of Surface Access* guideline in the *Transportation and Utilities* 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 rivers that are located in Units 600, 602, and 603 but not annotated as units on the region maps.

**Specific Management Intent for Units in Region 4**

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 390 West shore Kenai Lake**

This unit contains a Waikiki Beach, a beach along the Snug Harbor Road that is a popular recreation site used primarily by residents of Cooper Landing. This site will be managed as a public recreation site. A management agreement with the community to take care of the site and build recreation facilities is consistent with management intent for the unit and will help meet the additional management and maintenance needs for Waikiki Beach. Manage growth of Camp Kushtaka consistent with the lease agreement. Upgrades and maintenance of Snug Harbor Road should be designed in consultation with DPOR and appropriate to the park setting. The design should be for a low-speed road, with natural features emphasized, with viewing opportunities of the lake and mountains. Management intent for the unit includes encouraging and allowing for a trail paralleling the Snug Harbor Road. If traffic volumes increase significantly, an alternative road location on the bench lands should be considered in order to keep road and traffic impacts low adjacent to the lake.

**Unit 393 Mouth of Juneau Creek**

The Bean Creek Trail is heavily used in winter and less often in summer for access to the Resurrection Pass Trail. In addition, it has the potential to serve as a connector for future ski trails in the Cooper Landing area. Management intent is to protect public access along this trail and to protect the brown bear travel corridor and concentration area along Juneau Creek. Maintain a minimum 200 foot-wide setback from ordinary high water along the Kenai River and Juneau Creek. Building additional trails or other facilities in these corridors should be avoided. Because the existing Bean Creek trailhead is not serviceable because of inadequate parking and the lack of winter snow removal, the USFS, DNR, borough and community should cooperate in identifying a better site for the trailhead that can be used over the long term and provides adequate parking, signage, and legal access for both summer and winter access.

At the time the KAP was adopted, a decision on whether or not to build the Sterling Highway bypass and its location had not been made. One of the potential routes being examined would cross the northern part of this unit. The determination of what mitigating measures will be required if the bypass is built will be determined as part of the process that determines whether or not the bypass will be built.

**Unit 394B Sterling Highway east of Gwin's Lodge**

The unit has bench lands that may be suitable for community development. The unit boundary was drawn to exclude riparian habitat and eagle roosting concentration areas. This unit is designated Public Recreation and Tourism-Dispersed Use and Fish and Wildlife Habitat and will be retained in state ownership. The designation is based on the fact that the unit may be a brown bear movement corridor. If the Sterling Highway is not re-routed to the north side of the Kenai River, DNR may change the designation of the unit to Settlement and convey it to the borough without an amendment to the plan. DNR would retain Unit 395 instead. The intent of this guideline is to make the unit with the most traffic conveyable to the borough, presuming that the unit retained in state ownership will have less vehicular traffic and will better retain its value for brown bear habitat and travel. Also see management intent for Unit 395 below.

**Unit 394E Sterling Highway Junction with the Russian River Campground Road**

This unit is state selected. DNR should retain the selection but make it a low priority pending the resolution of USFS and Native Corporation land ownership issues concerning the Russian River area. After the resolution of these issues, this unit should be considered for relinquishment, and only conveyed to the state if it needs the acreage to fill its land entitlement. At this time, the state has a strong interest in ensuring public ownership and access to the Russian River. If the USFS rejects the Native corporations' claim to title, state relinquishment of the selection should be considered since the USFS would likely manage the unit for the same public recreation and wildlife habitat purposes as the state. In addition, the heavy public use the site is receiving requires significant expenditures for resource protection and facilities maintenance.

**Unit 395 Bench west of Juneau Creek**

This bench above the Kenai River has seen past logging activities and is bisected by logging roads. The proposed Sterling Highway reroute that would bypass Cooper Landing may go through this unit. The fact that the unit contains developable land and existing and potential future additional access make the unit suitable for community growth. The Cooper Landing Management Plan (1997) recommended that the borough select this parcel and use it for this purpose. However, the parcel may also serve as a brown bear movement corridor between the Juneau Lake and Cooper Creek/Russian Lake areas. For these reasons, this unit has been designated Settlement and is available for conveyance to the borough after the Sterling Highway is rerouted north of the Kenai River. If the Sterling Highway is not rerouted to the north side of the Kenai River, DNR may re-designate this unit Fish and Wildlife Habitat and Public Recreation and Tourism - Dispersed Use and retain it in state ownership (without an amendment to the plan) and convey Unit 394B instead.

If this unit is conveyed to the borough, the state will retain a 100-foot scenic buffer along either side of the new Sterling Highway right-of-way. In addition, legal access for the existing, or relocated, Resurrection Trail right-of-way will be retained by the USFS (or the state) along with a retention or a conveyance subject to buffer along either side of the trail. Provisions will also be made to ensure that the bypass has limited access in order to preclude a proliferation of driveways along the new route. These provisions are intended to prevent strip development, unsafe driveways along the highway, retention of scenic values along the new route, continuing access to the Resurrection Trail, and minimal disruption to the suspected brown bear travel corridor (if a significant corridor is found to exist). If these intents can be met, all or portions of the unit may be considered for conveyance to a municipality and for commercial recreation leasing. Also see management intent for Unit 394B above.

**Unit 408A Materials site at MP 40 on the north side of the Sterling Highway**

This unit will remain in state ownership even after the materials extraction is complete because of its existing habitat values and proposed enhancement of these values. Over the life of the materials sale (ADL 27155) the site will be excavated below the water table in stages and reclaimed to create fishery enhancement ponds that connect to an existing anadromous stream. Rehabilitation of the rearing ponds and access channels will be in coordination with ADFG. A management plan developed by DOTPF in cooperation with federal state and local resource agencies will guide the development, operation, and rehabilitation of this site. In the future, the unit may also have potential as a community shooting range as long as this use is compatible with plans for materials extraction and rehabilitation of the site for fisheries enhancement. Because of ongoing activities at the site, this unit is not recommended for addition to Kenai River Special Management Area at this time.

**Table 3.4 Resource Allocation Summary Table**

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

<b>Region 4: Cooper Landing</b>						
<b>Unit Number</b>	<b>Unit Name</b>	<b>Designations</b>	<b>Acres</b>	<b>Map Number</b>	<b>Resource or use for which unit is designated / Management intent</b>	<b>Other resources and uses</b>
388	Cooper Lake, southeast end	ha rd	1,426	4A	Important Kenai River habitat and recreation values. This area is used extensively for dispersed recreation and includes the Russian Lakes trailhead, recreation activities along the lake shore in summer, and is used by snowmachines in winter. There are suitable sites for a campground at Cooper Lake. Brown bears pass through the area traveling to Upper Russian Creek in late June and July when the first run of sockeyes spawn. Moose, rutting and winter concentration area; ducks and geese, general distribution; freshwater fish, general distribution of rainbow trout, grayling, and Dolly Varden/Arctic char. / Proposed addition to the Kenai River Special Management Area. Allow for personal firewood harvest.	Accessed by the Cooper Lake Road. Several timber sales occurred under the USFS ownership in the 1960s and 1970s prior to conveyance to the state.
389	High elevations west of Kenai Lake	rd	1,611	4A	Dispersed recreation use by hikers, hunters, snowmachiners, skiers. / Allow for personal firewood harvest.	Moose, rutting and winter concentration area; ducks and geese, general distribution; freshwater fish, general distribution of rainbow trout, grayling, and Dolly Varden/Arctic char.
390	West shore Kenai Lake	ha rd	2,027	4A	Important Kenai River habitat and recreation values. Includes Waikiki Beach - popular beach used by locals. Scenic vistas of lake. Potential bike trail along the Snug Harbor Road. Includes long-term lease for Boys and Girls Club Camp Kushtaka. Comprises viewshed for Quartz Creek residential area across Kenai Lake. / Proposed addition to the Kenai River Special Management Area. Also see the "Specific Management Intent for Units" section for additional management intent for this unit.	Accessed by the Snug Harbor Road.
391A	One of three small parcels on Kenai River	ha rd	7.67	4A	Important Kenai River habitat and recreation values. Access to Kenai River. Brown bear movement corridor from Juneau Creek mouth south across the Kenai River and up the Cooper Creek and Russian River drainages. / Proposed additions to the Kenai River Special Management Area. These lots were ILMA'd to DPOR in 1994.	

### Region 4: Cooper Landing

Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
391B	Parcel just northeast of Juneau Creek mouth	ha rd	57	4A	Important Kenai River habitat and recreation values. Access to Kenai River. This tract has an active bald eagle nest, is an annual moose calving ground, has a foot trail, includes Kenai River bank habitat and has high scenic values. / Proposed addition to the Kenai River Special Management Area.	Remains of historic mining cabin.
391C	Small parcel south of Kenai River and north of Sterling Highway	ha rd	6.58	4A	Important Kenai River habitat and recreation values. Access to Kenai River. / Proposed addition to the Kenai River Special Management Area.	
391D	Parcel south of the mouth of Bean Creek	ha rd	44	4A	Important Kenai River habitat and recreation values. Access to Kenai River. / Proposed addition to the Kenai River Special Management Area.	
391E	Parcel just west of new DPOR boat launch at the south end of the Kenai River Bridge	ha rd	7.5	4A	Important Kenai River habitat and recreation values. Access to Kenai River. / Proposed addition to the Kenai River Special Management Area.	
391F	New DPOR boat launch at the south end of the Kenai River Bridge	ha rd	5.41	4A	Boat launch and caretaker facility. / Existing ILMA's to DPOR and ADFG. This unit is not recommended for addition to the Kenai River Special Management Area because it was acquired with Dingle-Johnson funds.	
391G	Small parcel between Bean Creek Rd. and north side of Kenai River	ha rd	7	4A	Important Kenai River habitat and recreation values. Access to Kenai River. / Proposed addition to the Kenai River Special Management Area.	
391H	Small parcel between Bean Creek Rd. and north side of Kenai River	ha rd	2	4A	Important Kenai River habitat and recreation values. Access to Kenai River. / Proposed addition to the Kenai River Special Management Area.	
391I	Small lot at northwest end of Kenai River Bridge	ha rd	4.41	4A	Important Kenai River habitat and recreation values. Access to Kenai River. / Proposed addition to the Kenai River Special Management Area.	

### Region 4: Cooper Landing

Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
391J	Small lot on northeast end of the Kenai River Bridge	ha rd	1	4A	Important Kenai River habitat and recreation values. Access to Kenai River. / Proposed addition to the Kenai River Special Management Area.	
391K	Small lot between Sterling Highway and north side of Kenai Lake	ha rd	0.75	4A	Important Kenai River habitat and recreation values. Access to Kenai River. / Proposed addition to the Kenai River Special Management Area.	
391L	North shore of lake: steep shoreline below Sterling Highway	ha rd	72	4A	Important Kenai River habitat and recreation values. Access to Kenai River. The Coyote Notch Loops trail system network is located to the northeast of this unit. / Proposed addition to the Kenai River Special Management Area.	
391M	Lake frontage at Quartz Creek, summer cabins	ha rd	9.18	4A	Much of this corridor is wetlands and floodplain. Important Kenai River habitat and recreation values. Access to Kenai River. / Proposed addition to the Kenai River Special Management Area.	
391N	Southwest shore Kenai Lake, along Snug Harbor Rd. east of subdivision	ha rd	94	4A	Important Kenai River habitat and recreation values. Access to Kenai River. / Proposed addition to the Kenai River Special Management Area.	
391Q	North shore of lake: frontage at airstrip and east of USFS campground	ha rd	5.91	4A	Important Kenai River habitat and recreation values. Access to Kenai River. / Proposed addition to the Kenai River Special Management Area.	



### Region 4: Cooper Landing

Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
392A	Cooper Creek riparian corridor	ha rd	46	4A	Important Kenai River habitat and recreation values. Anadromous stream: coho and Dolly Varden are the major species present, but there may also be pinks, rainbows, and kings. Public use of the stream corridors includes sport fishing, trapping, overnight camping, and other outdoor and water-related recreational activities. The Stetson Creek Trail goes through the northern part of this unit along the western bank of the Creek. Important brown bear movement corridor from Juneau Creek flats south across the Kenai River and up the Cooper Creek and Russian River drainages. Adjacent to the USFS Cooper Creek Campground and Mining Museum. / Proposed addition to the Kenai River Special Management Area.	This corridor is mostly state owned except for portions of the corridor that cross the USFS Cooper Creek Campground withdrawal (which is topfiled and has not yet been conveyed to the state).
392B	Bean Creek riparian corridor	ha rd	99.6	4A	Important Kenai River habitat and recreation values. Important spawning and rearing habitat areas for Chinook, coho, sockeye, rainbow trout and Dolly Varden. These fish are important to the Cook Inlet area sport and commercial fishery. Public use of the stream corridors includes sport fishing, trapping, overnight camping, and other outdoor and water-related recreational activities. Bean Creek trails cross this unit and various other trails cross the unit farther to the east. / Proposed addition to the Kenai River Special Management Area.	This corridor is mostly state owned except for portions of the corridor that cross private lands.
392C	Shackleford Creek riparian corridor	ha rd	46	4A	Important Kenai River habitat and recreation values. Important spawning and rearing habitat areas for Chinook, coho, sockeye, rainbow trout and Dolly Varden. These fish are important to the Cook Inlet area sport and commercial fishery. Public use of the stream corridors includes sport fishing, trapping, overnight camping, and other outdoor and water-related recreational activities. Ski trails cross this unit toward the northeastern edge and in the middle of the unit. / Proposed addition to the Kenai River Special Management Area.	This corridor is mostly state owned except for the mouth of the creek which is in private ownership where the width of the corridor is limited to the state-owned shorelands.

### Region 4: Cooper Landing

Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
392D	Quartz Creek riparian corridor	ha rd	173	4A	Important Kenai River habitat and recreation values. Important spawning and rearing habitat areas for Chinook, coho, sockeye, rainbow trout and Dolly Varden. These fish are important to the Cook Inlet area sport and commercial fishery. Public use of the stream corridors includes sport fishing, trapping, overnight camping, and other outdoor and water-related recreational activities. The proposed Quartz Creek Trail runs through the south end of this unit. Adjacent to USFS Quartz Creek Campground. / Proposed addition to the Kenai River Special Management Area.	This corridor is mostly state owned except for portions of the corridor that cross the USFS Quartz Creek campground withdrawal which is topfiled and has not yet been conveyed to the state.
392E	Daves Creek riparian corridor	ha rd	28	4A	Much of this corridor is wetlands and floodplain. Important Kenai River habitat and recreation values. Important spawning and rearing habitat areas for Chinook, coho, sockeye, rainbow trout and Dolly Varden. These fish are important to the Cook Inlet area sport and commercial fishery. Public use of the stream corridors includes sport fishing, trapping, overnight camping, and other outdoor and water-related recreational activities. Parallel for 2 miles with scenic stretch of the Sterling Hwy. / Proposed addition to the Kenai River Special Management Area.	
392F	Crescent Creek riparian corridor	ha rd	44	4A	Important Kenai River habitat and recreation values. Important spawning and rearing habitat areas for Chinook, coho, sockeye, rainbow trout and Dolly Varden. These fish are important to the Cook Inlet area sport and commercial fishery. Public use of the stream corridors includes sport fishing, trapping, overnight camping, and other outdoor and water-related recreational activities. The trail connecting the Crescent Creek Campground to Crescent Trail and Old Sterling Trail runs through the middle of this unit. The proposed Quartz Creek Trail also crosses the unit, as well as a spur of the trail which follows the north side of Crescent Creek. Adjacent to USFS Crescent Creek Campground. / Proposed addition to the Kenai River Special Management Area.	

### Region 4: Cooper Landing

Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
392G	Dry Creek riparian corridor	ha rd	65	4A	Important Kenai River habitat and recreation values. Important spawning and rearing habitat areas for Chinook, coho, sockeye, rainbow trout and Dolly Varden. These fish are important to the Cook Inlet area sport and commercial fishery. Public use of the stream corridors includes sport fishing, trapping, overnight camping, and other outdoor and water-related recreational activities. The proposed Quartz Creek Trail runs through the western end of this unit. / Proposed addition to the Kenai River Special Management Area.	
393	Mouth of Juneau Creek	ha rd	230	4A	Important Kenai River habitat and recreation values. Bean Creek Trail connects Cooper Landing directly to Resurrection Pass Trail. Important to community and to users who want to avoid steep pitches on the main Trail via Juneau Creek Falls. Community has ski trails and snowmachine trails in the area: Bean Creek ski loops. Juneau Creek has sockeyes, kings, eagle nests. Important bear travel and feeding corridor along Juneau Creek to Kenai River. The mouth of Juneau Creek is important bald eagle nesting and feeding habitat. / Proposed addition to the Kenai River Special Management Area. Also see the "Specific Management Intent for Units" section for additional management intent for this unit.	Unit was recently conveyed to the state. The southern portion of this unit is borough selected. The Sterling Hwy Bypass Route may skirt the northeastern corner of this unit.
394A	North shore of Kenai River downstream from Cooper Creek confluence	ha rd	237	4A	Important Kenai River habitat and recreation values. Resurrection Pass Trail passes along northern edge of unit but does not cross unit; important foreground viewshed from Sterling Hwy 78. DOTPF is considering a State Scenic Byway designation for this stretch of the Sterling Highway. / Proposed addition to the Kenai River Special Management Area.	State selected.

### Region 4: Cooper Landing

Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
394B	Parcel south of Sterling Highway, east of Gwin's Lodge (MP 52 Sterling Hwy.)	ha rd	437	4A	Approx. 3/8 mile of Sterling Highway frontage. Sterling Highway viewshed. Upper elevations may also be visible from Resurrection Pass Trail. DOTPF is considering a State Scenic Byway designation for the Sterling Highway from the junction with the Seward Highway (at Mile 37 Sterling Highway) to the west junction with Skilak Lake Loop Road (Mile 28). Identified brown bear movement corridors to the Kenai River. Kenai River parcels are known bear feeding areas. The Stetson Creek Trail goes through a small section of the eastern part of the unit. / Also see the "Specific Management Intent for Units" section for additional management intent for this unit.	State selected. Potential for community expansion and commercial development.
394C	River and highway frontage between Cooper Creek Campground and Gwin's Lodge	ha rd	82	4A	Important Kenai River habitat and recreation values. High recreation travel along the highway: scenic viewshed from highway. High floating and fishing use of the river. Camping nearby at USFS's Russian River and Cooper Creek campgrounds. DOTPF is considering a State Scenic Byway designation for this section of the Sterling Highway. Eagle concentration areas: roosting, winter feeding, particularly on the south side of the highway. Intensive sport fishing. Kenai River supports high commercial, sport and personal use fishery. Brown bear feeding areas. Proximity to Kenai River; ducks and geese, general distribution; freshwater fish, general distribution of rainbow trout, grayling, and Dolly Varden/Arctic char; moose, rutting concentration area. / Proposed addition to the Kenai River Special Management Area. Also see the "Specific Management Intent for Units" section for additional management intent for this unit.	State selected.

### Region 4: Cooper Landing

Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
394D	Wetlands west of Gwin's Lodge on Sterling Highway (MP 52 Sterling Hwy.)	ha rd	40	4A	Important Kenai River habitat and recreation values. High recreation travel along the highway: scenic viewshed from highway. High floating and fishing use of the river. Camping nearby at USFS's Russian River and Cooper Creek campgrounds. Kenai River supports high commercial, sport and personal use fishery. This unit contains wetlands proximate to the Kenai River. Ducks and geese, general distribution; freshwater fish, general distribution of rainbow trout, grayling, and Dolly Varden/Arctic char; moose, rutting concentration area. Potential bear travel corridors along Kenai River. Kenai river parcels are known bear feeding areas. / Proposed addition to the Kenai River Special Management Area. Also see the "Specific Management Intent for Units" section for additional management intent for this unit.	State selected.
394E	Sterling Highway junction with the Russian River campground road; Kenaitze cultural interpretive area north of Sterling Highway	ha hv hr rp	100	4A	Road entrance to the Russian River Campground and Russian Lakes Trailhead is located on the south side of Sterling Highway. This segment of Kenai River is used for commercial and private float trips, sport fishing, sightseeing. One of the most heavily used access points on the Kenai River for sport fishing by bank anglers: primarily sockeye and silver salmon. High riparian habitat values for numerous species, including eagles and brown bears. There is a regular incidence of brown bear - human conflict in the area while salmon are running. / Also see the "Specific Management Intent for Units" section for additional management intent for this unit.	State selected. Cultural sites present.
395	Bench west of Juneau Creek	se	1,080	4A	Bench near future Cooper Landing bypass road with potential for community development. Important seasonal habitat for moose, bear, and other small game. Popular for hunting and trapping. Brown bear movement corridor from Juneau Lake area south across the Kenai River and up the Cooper Creek and Russian River drainages. Crossed by west Juneau Creek Road, Chunkwood Road and logging trails. / Allow for personal use firewood cutting. Also see the "Specific Management Intent for Units" section for additional management intent for this unit.	Unit was recently conveyed to the state.

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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
396	Russian River Ferry parking and boat ramp	rp	4.3	4A	Located south of the Sterling Highway and includes parking for the Russian River ferry, restrooms and a boat ramp. Site is under ADFG management (ILMA 226007). / Manage unit for facilities that support sport fishing and recreation on Kenai and Russian rivers. Not recommended for addition to KRSMA because was acquired with federal funds.	Formerly the Sportsman's Lodge prior to acquisition with Dingle-Johnson funds.
397	East Quartz Creek, Tract A; 1 mile southeast of Quartz Creek near Kenai Lake	ha rp	3.3	4A	Important Kenai River habitat and recreation values. Previously under a USFS permit to the Summer Homes Assoc. as a community park. Past use as a community picnic area and park. High value for public use. Very high public values of the lakeshore for public recreation, wildlife habitat, and scenic enjoyment. / Proposed addition to the Kenai River Special Management Area.	
398	Quartz Creek Airstrip and DOTPF maintenance site	pr	81.4	4A	Quartz Creek Airstrip is a gravel airstrip approximately 180' wide by 2,200' long. Serves fixed wing aircraft and serves as a heliport. Important for medical evacuations. Several residents store planes here. Portion of the unit is maintained and ILMA'd to DOTPF (ADL 217683). The unit also contains a DOTPF maintenance site. / ILMA remainder of unit to DOTPF.	Indian Creek crosses east end of unit.
399	DOTPF materials site at Quartz Creek airstrip	ma	21.8	4A	DOTPF materials and stockpile site. Conveyance to the borough is consistent with intent for unit if all or portion of site is no longer needed by DOTPF.	
408A	Materials site at MP 40 on the north side of the Sterling Highway	ma	87	4A	DOTPF materials sites (ADL 227155). DOTPF will need substantial amounts of material in the future for upgrade of the Seward Hwy. Fisheries enhancement for salmon are part of reclamation plan for this site. / Allow for personal use firewood cutting. Leave a 200' scenic buffer of vegetation between pit and highway. Also see the "Specific Management Intent for Units" section for additional management intent for this unit.	Easy access for hiking, hunting and trapping. Natural scenic qualities are valued by highway travelers. DOTPF is considering a State Scenic Byway designation for this section of the Sterling Highway. Moose, winter and rutting concentration area. Eagle nesting and roosting in cottonwoods along Quartz Creek.

### Region 4: Cooper Landing

Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
408B	Quartz and Daves Creek lowlands, 38.5-40 miles along Sterling Highway	ha rd	496	4A	Important Kenai River habitat and recreation values. Scenic portion of the Sterling Highway. One of the Iditarod National Historic Trail "connecting trails" follows the south side of Daves Creek. The Old Sterling Hwy passes lengthwise through this unit and is used as a hiking trail and may be upgraded in the future as a hiking trail or bike trail. Confluence of Daves and Quartz Creek is a very high bear use area. Rainbow trout and Dolly Varden in both creeks. Contains valuable fish spawning and rearing habitat and is locally recognized as an area of high wildlife concentration and movement. There is an active eagle's nest at the confluence of Quartz and Dave's Creek. / Proposed addition to the Kenai River Special Management Area. When considering authorizations, do not preclude long-term opportunity for a hiking/bike trail between Tern Lake and the Sunrise Inn.	
408C	Sterling-Seward Highway junction between Quartz Creek and Jerome Lake	rd	817	4A	Hiking, hunting, trapping, wildlife viewing. Popular destination for residents in the region because of easy access off the Seward Highway and Sterling Highway. High scenic values, especially as viewshed for Seward Highway Scenic Byway. Important scenic backdrop for Jerome Lake. / Allow for personal use firewood cutting and salvage harvest. Commercial harvest will be designed to minimize visual impacts from the road and Devil's Pass Trail. This unit may be conveyed to a municipality. To avoid impacts on the viewshed of the Sterling Highway, portions of the unit in Sections 10 and 15 (that are too steep to develop) will not be conveyed. DOTPF may extract materials from the southwest corner of the unit (since DOTPF lost a significant volume of potential future materials to the habitat buffer along Quartz Creek).	Cultural sites present. The unit includes both state and federal mining claims. Locally recognized as an area of high wildlife concentration and movement. Moose, winter and rutting concentration area. Coyote, wolf, bear and lynx general distribution. Possible important brown bear habitat. The Jerome timber sale is scheduled for 2005 in this unit.

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**Region 4: Cooper Landing**


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<b>Unit Number</b>	<b>Unit Name</b>	<b>Designations</b>	<b>Acres</b>	<b>Map Number</b>	<b>Resource or use for which unit is designated / Management intent</b>	<b>Other resources and uses</b>
460	DOTPF Quartz Creek Maintenance Station yard	pr	1	4A	Transferred federal entry to Department of Administration for State Troopers housing site (ADL 217681). Trooper buildings are gone but a well, septic system, and utilities are still in place. DOTPF is using the well for water and has been using the site to store materials. This property is in the secured yard of Quartz Creek Maintenance Station. / Manage for a public facility and retain in state ownership.	DOTPF will soon be applying for a management agreement for the site and the management agreement to the Troopers will be cancelled.