

## **APPENDIX B:** **FACILITIES AND IMPROVEMENT RECOMMENDATIONS**

This section presents recommendations for facilities and/or improvements within the Kasilof River Special Use Area (KARSUA). These proposals were developed through the KARSUA decision process and serve as a supplement to the KARSUA decision. These recommendations are designed to remedy management and user problems in the area, correct deficiencies in the present number and type of facilities, and to provide opportunities for Alaskans to better enjoy the personal use fisheries and the other resources within the area.

A system of physical improvements within the KARSUA will unfold over time (phased). It is likely that any physical improvements (e.g., parking areas, vaulted toilets, hardened access routes) will need to be requested in a department's Capital Improvement Project budget request, and then would require approval by the Alaska State Legislature. If projects are approved by the legislature, that body may or may not elect to include operating and maintenance funds in the department's operating budget. If they do not include such funds, then a system of user generated fees may be imposed in the future to provide the revenues necessary to operate and maintain any support facilities or improvements.

These recommendations are not guaranteed or automatic with the adoption of a special use area. Rather, the proposed facilities are dependent upon funding and shall be developed consistent with the department's management and intent for the area. The SCRO manager will exercise discretion in deciding the specific means for best achieving the management and intent based upon particular circumstances and further site analysis.

Many of the following recommendations are depicted as labels in the approximate location in which they may be located. See Map A: Facilities and Improvement Recommendations (South-side) and Map B: Facilities and Improvement Recommendations (North-side). The following recommendations are deemed consistent with the mission and objectives for the KARSUA.

**SIGNAGE AND INFORMATIONAL KIOSKS(s):** (see Maps A and B) Creating central information depositories or informational kiosks along each of the main access roads on the north and south sides would provide public information about the resources in the area and help convey area wide management and regulations. Signage depicting an overview map of the KARSUA including the designated motorized access points and trails, sanitation facilities, ADF&G fishing regulations and education materials should be posted on each kiosk within management units KN and KS (Cohoe Beach and Kasilof Beach Roads). Additional signage should be posted along the designated trails notifying the public to stay off the dunes/grasslands. The possible fines associated with driving on the dunes/wetlands and off designated trails would be posted including a list of responsible agencies to contact for more information.

**SEASONAL TOILETS AND DUMPSTERS:** (see Maps A & B) The public demand for seasonal portable toilets and dumpsters to support the personal use fisheries is extremely high. One of the challenges is to locate these facilities closer to the users and provide additional units during peak use periods. Providing seasonal facilities on the south side of the river near the Kasilof River mouth during the dipnet fishery would alleviate the need for the public to use the dunes/grasslands as "a bathroom" and reduce the waste being deposited each season on the uplands. Referred to as the "Kenai Model", this strategy has proved successful for the City of Kenai during the dipnet fishery on

the south side of the Kenai River. Preserving well-maintained and designated access routes to the mouth is important in order to provide support and emergency services access whenever needed. Seasonal toilets and dumpsters should continue to be located along the main access routes within units KN, KS, (including near the mouth), and in KB along Fisherman's Road.

**PERMANENT VAULTED TOILETS:** (see Maps A and B) To help accommodate the growing demand and alleviate the impacts associated with inadequate sanitation facilities, permanent vaulted toilets are proposed at each of the two main access roads within management units KS and KN (Cohoe Beach and Kasilof Beach Roads). One (double capacity) vaulted facility would be located near each of the improved parking/staging areas in units KN and KS. These facilities would be maintained in combination with the continued use of seasonal toilets and dumpsters (as outlined above) at the main access points within units KS, KN, and KB.

**DUNE AND WETLAND FENCING:** (see Map 4) The establishment of the approved fence (LAS 27627) and signage, located upland of the designated trail(s) and beach areas, will aid in the protection of the dunes. The intent of this fence is to restrict vehicular traffic landward of the fence to promote rehabilitation of habitat and reduce vehicular impacts to the adjacent wetland and dune areas. Future dune fencing projects in unit KN should be considered provided adequate public access to the beach is maintained. Impacted areas along the dune front and adjacent wetlands should also be considered for rehabilitation efforts.

**FISHERMANS ROAD UPGRADES:** (see Map A) Fisherman's Road is located on Borough land, west of unit KB and is especially popular during the personal and commercial set gillnet fisheries. It is a management priority to provide upgrades to this road in concert with the Borough in order to allow reliable contract services to the end of the road where these facilities are needed. This unimproved road is approximately 1600 feet in length. Many of the sections are too narrow for adequate two way traffic, especially the road down near the beach. Access for the public and the sanitation contractors has been problematic for these reasons. Road improvements should include raising the road bed surface and creating ditches to drain water, and widening the existing one lane road to accommodate two way traffic and/or vehicular pullouts. It appears there is an adequate source of material from the cut banks along the road near the beach. This material could be deposited along the road to raise the bed surface and harden this route.

**PARKING AND STAGING AREA (unit KS):** (see Map A) A parking/staging area is needed to accommodate recreational users accessing the beach near the end of Cohoe Beach Road within management unit KS. Government Lot 11 SM-0479, that was recently transferred from the MHT to DNR, could make for a very suitable location. Developing a parking/staging area west of the terminus of Cohoe Beach Road would help alleviate traffic congestion and enable contracted sanitation facilities to be serviced without difficulty during peak use periods. Parking options could also include day use, long term and recreational vehicles area options. This area could also accommodate a permanent vaulted toilet and/or seasonal toilets and dumpsters.

**PARKING AND STAGING AREA (unit KN):** (see Map B) Additional parking/staging areas are needed at the end of Kasilof Beach Road within management unit KN. This upgrade would alleviate traffic congestion on Kasilof Beach Road during peak visitation periods. Parking options could also include day use, long term and recreational vehicles area options. This area could also accommodate a permanent vaulted toilet and/or seasonal toilets and dumpsters.

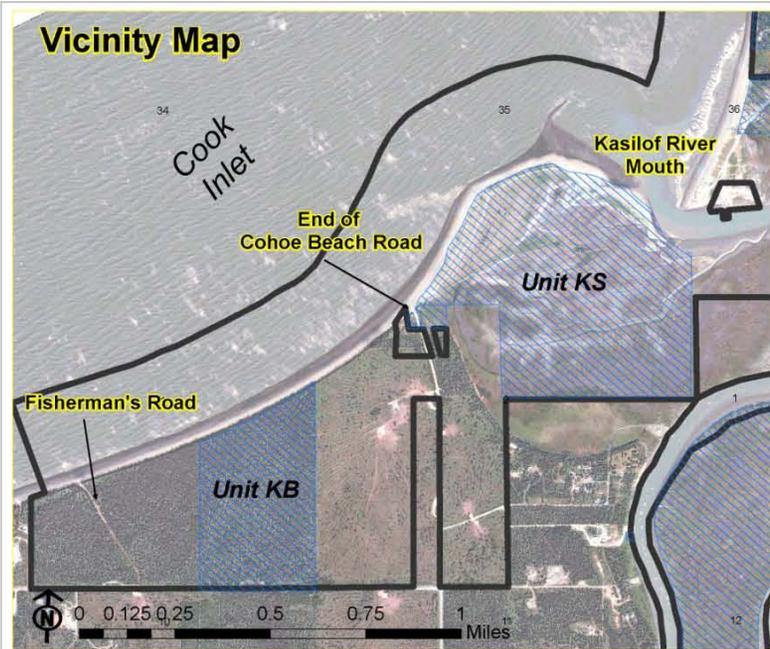
**CAMPGROUNDS:** A campground(s) could be developed within the KARSUA. These options include:

- 1) Discuss a land exchange with the Mental Health Trust for the parcels located near the end of Cohoe Beach Road;
- 2) The development of a campground on state land within the KN and KB units; or
- 3) Discuss the potential use of borough lands located on the east side of Cohoe Beach Road or the large parcel of borough property bisected by Fisherman's Road.

**IMPROVED TRAILS AND ACCESS:** (see Maps A, B, 4 & 5) Degradation of the dune grasses and wetlands will be minimized by directing traffic and limiting motorized vehicles to designated trail and beach areas. Motorized vehicle use shall be allowed on designated trails and beach areas only. Designated motorized trails should be improved, maintained and clearly marked with signage. This will allow for improved access (especially for support and emergency services) to the river mouth and beach areas and will discourage new trails from developing throughout the grasslands/dunes and wetland areas.

**USER FEE PAY SYSTEM:** The introduction of a seasonal User Fee Pay System (UFPS) during the personal use fisheries could be implemented in units KN, KS, and KB to provide support services and management oversight during the Kasilof River personal use fisheries. *It is important to note that the establishment of a User Fee Pay System would not be for a source of revenue obtained from the users to access and use state lands.* Instead, the user fees would be introduced to pay for the facilities and improvements including maintenance costs, if necessary. These fees would also be used towards education and enforcement for the area for the purpose of public health, safety, and enjoyment. This system could be administered by the state (SCRO) or in combination with a state authorized concessioner.

**PUBLIC BOAT FACILITY:** NOTE: The inclusion of a lower Kasilof River public boat facility within this section is not intended to decide the location and/ or outcome of such a facility. The purpose of including a potential Boat Launch/Recovery facility within the draft KARSUA decision was to obtain an official "reading" of public opinion on the subject. Appendix A: Issue Response Summary contains a summary of the public comments that were received regarding a public boat facility in the lower river. Much work remains to determine whether or not such a facility is needed, what services it would provide, where it would be located, and who would manage it. At this time, the Division of Parks and Outdoor Recreation has requested funding through DNR's Capital Improvement Budget to determine feasibility and, if appropriate, find a site for a boat retrieval system. At the present time, there are no plans to locate, develop, or operate a boat launch or recovery site within the boundaries of the KARSUA.

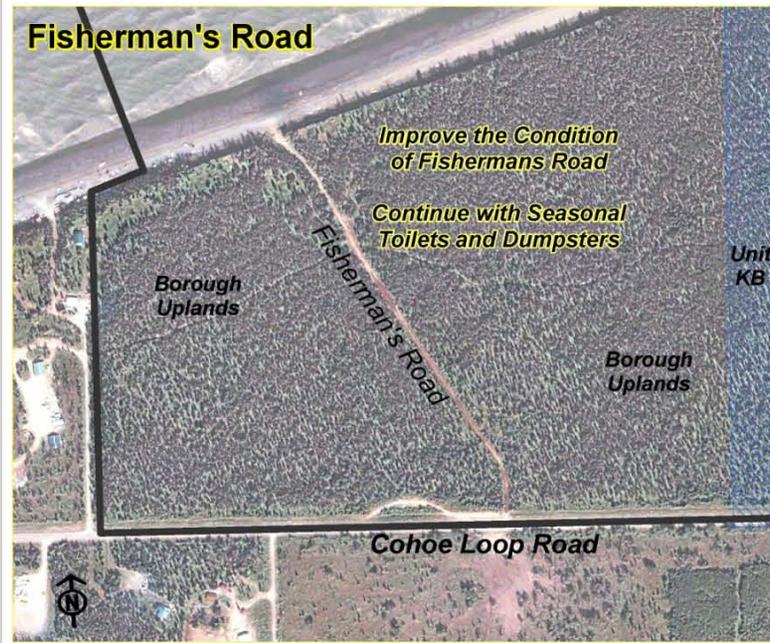


**Kasilof River Special Use Area (ADL 230992) Appendix B: Map A**

**Facilities and Improvement Recommendations (South Side)**

KARSUA BOUNDARY  
 State Upland

**NOTE:**  
 These proposed facilities and improvements are depicted in their approximate locations. See also Appendix B: Facilities and Improvement Recommendations

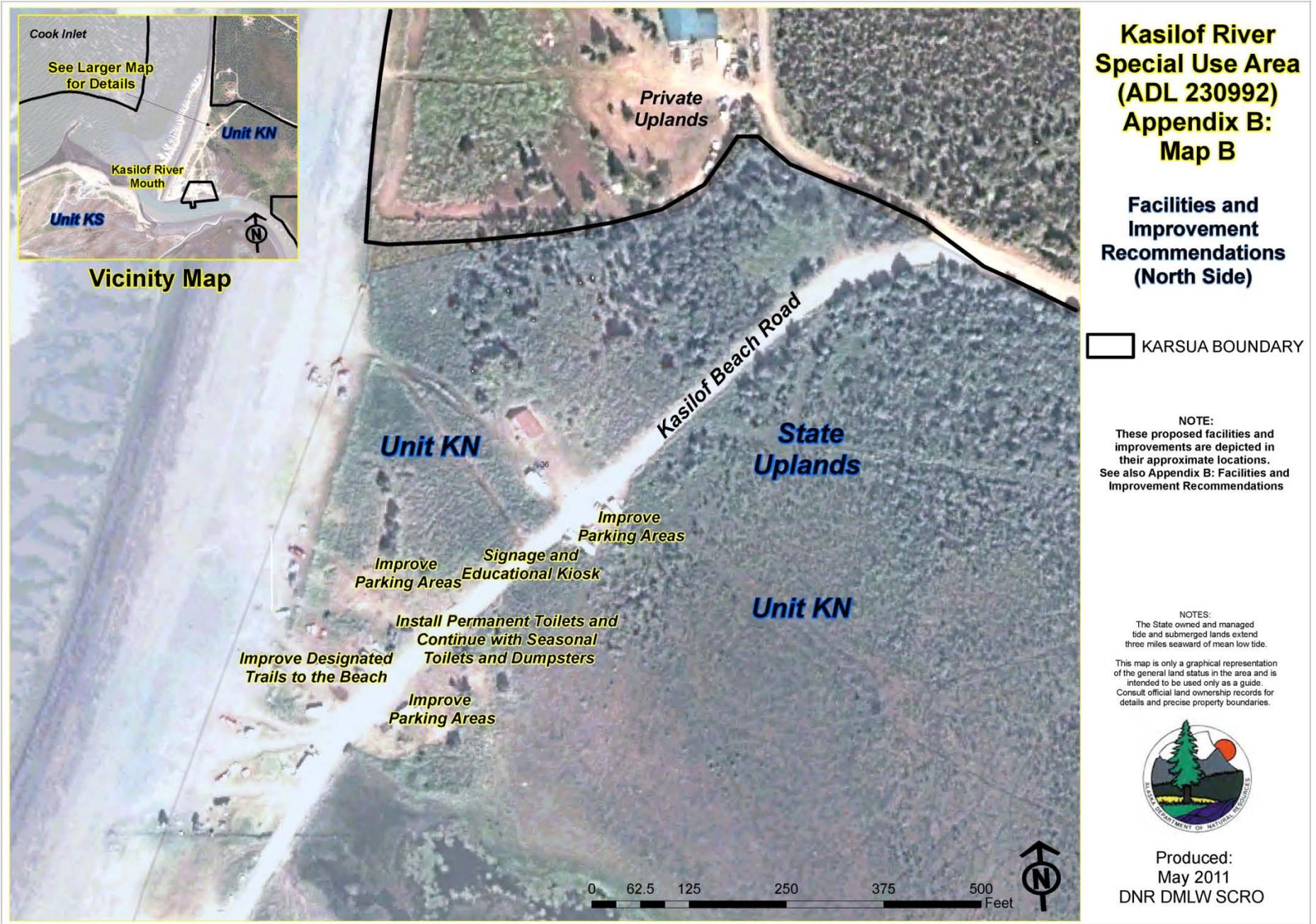


**NOTES:**  
 The State owned and managed tide and submerged lands extend three miles seaward of mean low tide.

This map is only a graphical representation of the general land status in the area and is intended to be used only as a guide. Consult official land ownership records for details and precise property boundaries.



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 May 2011  
 DNR DMLW SCRO



**Kasilof River  
Special Use Area  
(ADL 230992)  
Appendix B:  
Map B**

**Facilities and  
Improvement  
Recommendations  
(North Side)**

□ KARSUA BOUNDARY

**NOTE:**  
These proposed facilities and improvements are depicted in their approximate locations. See also Appendix B: Facilities and Improvement Recommendations

**NOTES:**  
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