

DOCUMENT 4 – ALTERNATIVES

TABLE – 1 LYNX LAKE ROAD AND BUTTERFLY LAKE TRAIL, SUMMER ACCESS ALTERNATIVES

	<i>Current Management</i>	<i>Alternative 1</i>	<i>Alternative 2</i>	<i>Alternative 3</i>	<i>Alternative 4</i>
<b>Access for property owners<sup>1</sup> and recreating public</b>	<p>Highway vehicle and ATV use is authorized for individuals that own property on Lynx, Skeetna, Butterfly, and Delyndia lakes beyond the NLSRA boundary gate. Authorizations are not limited and are granted after proof of property ownership on Lynx, Skeetna, Butterfly, or Delyndia lakes. Over 130 permits with keys have been issued for access on these routes.</p> <p>Highway vehicle use not authorized for recreating public. Some ATV use has occurred and is illegal under current regulations.</p> <p>Hiker/pedestrian access allowed. Some bicycle and equestrian use is known to occur and is illegal under current regulations.</p>	<p><b>Highway vehicles:</b> Allowed on Lynx Lake Road from NLSRA boundary to the common boundary with the Anchorage Church of Christ Property on Lynx Lake.</p> <p><b>ATV’s:</b> Not allowed or authorized within NLSRA.</p> <p><b>Non-motorized:</b> Pack and saddle, bicycle, and Hiker/pedestrian use allowed. (requires regulatory change to allow pack and saddle and bicycle use)</p>	<p><b>Highway vehicles:</b> Same as 1.</p> <p><b>ATV’s:</b> Allowed on Lynx Lake Road and redeveloped Butterfly Lake Trail.</p> <p><b>Non-motorized:</b> Same as 1.</p>	<p><b>Highway vehicles:</b> Same as 1.</p> <p><b>ATV’s:</b> Same as 2.</p> <p><b>Non-motorized:</b> Same as 1.</p>	<p><b>Highway vehicles:</b> Allowed on Lynx Lake Road from NLSRA boundary to the new parking area developed north of Butterfly Lake.</p> <p><b>ATV’s:</b> Not allowed or authorized within NLSRA.</p> <p><b>Non-motorized:</b> Same as 1.</p>
<b>Lynx Lake Road</b>	<p>The first 3.25 miles of this road are on general state land that is managed by the Division of Mining, Land &amp; Water, Southcentral Region Office and is open for use by the public. The remaining portion within the NLSRA is minimally developed and not maintained by DPOR.</p>	<p>DPOR will minimally maintain road to common boundary with Anchorage Church of Christ property on Lynx Lake to minimize impacts to adjacent NLSRA lands but will not develop this road to a higher standard. <b>(1-A)</b><sup>2</sup></p>	<p>Same as 1. <b>(2-A)</b></p>	<p>DPOR will redevelop a portion of the Lynx Lake Road as a 24’ wide gravel surfaced park standard road. The redeveloped portion originates from the intersection of the George Parks Highway and will extend to the newly developed Lynx Lake parking area. <b>(3-A)</b></p>	<p>DPOR will redevelop the Lynx Lake Road and Butterfly Lake Trail as a 24’ wide gravel surfaced park standard road. This single route originates from the intersection of the George Parks Highway and will extend to the newly developed Butterfly Lake Parking area. <b>(4-A)</b></p>
<b>Butterfly Lake Trail</b>	<p>Minimally developed not maintained by DPOR. A portion of this trail currently exists on private property owned by the Anchorage Church of Christ on the southeastern shore of Lynx Lake. Recreational use of the trail is currently provided by a recorded Public Recreational Easement granted by the Anchorage Church of Christ.</p>	<p>The entire Butterfly Lake Trail, including the rerouted portions, will be developed as a Class 3 terra trail with a designed of pack and saddle. Managed uses will include pack and saddle, bicycle, and hiker/pedestrian use. <b>(1-B)</b></p> <p><b>Anchorage Church of Christ Property:</b> If permanent public access cannot be secured through the Anchorage Church of Christ property, a portion of the trail will be rerouted around that private property on state land within NLSRA. <b>(1-C)</b></p> <p><b>Resource impacts at Candlestick Lake:</b> To address impacts to wetlands and riparian habitats the portion of trail between Buckley and Candlestick lakes will be rerouted to the uplands west of Candlestick Lake. <b>(1-D)</b></p>	<p>The entire Butterfly Lake Trail, including the rerouted portions, will be developed as a Class 4 terra trail with a designed for ATV use. Managed uses will include ATV, pack and saddle, bicycle, and hiker/pedestrian use. <b>(2-B)</b></p> <p><b>Anchorage Church of Christ Property:</b> Same as 1. <b>(2-C)</b></p> <p><b>Resource impacts at Candlestick Lake:</b> Same as 1. <b>(2-D)</b></p>	<p>Same as 2. <b>(3-B)</b></p> <p><b>Anchorage Church of Christ Property:</b> Same as 1. <b>(3-C)</b></p> <p><b>Resource impacts at Candlestick Lake:</b> Same as 1. <b>(3-D)</b></p>	<p>DPOR will redevelop the Lynx Lake Road and Butterfly Lake Trail as a 24’ wide gravel surfaced park standard road. This single route originates from the intersection of the George Parks Highway and will extend to the newly developed Butterfly Lake Parking area. <b>(4-B)</b></p> <p><b>Anchorage Church of Christ Property:</b> If permanent public access cannot be secured through the Anchorage Church of Christ property the new park standard road will be routed around that private property. <b>(4-C)</b></p> <p><b>Resource impacts at Candlestick Lake:</b> Same as 1. <b>(4-D)</b></p>

<sup>1</sup> “Property owners” refers to private property owners on Lynx, Skeetna, Butterfly, and Delyndia lakes.

<sup>2</sup> Alpha numeric reference in parentheses “( )” corresponds to recommendations on subsequent maps found on Figures 1-5 on pages 3-7.

	<i>Current Management</i>	<i>Alternative 1</i>	<i>Alternative 2</i>	<i>Alternative 3</i>	<i>Alternative 4</i>
<b>Developed parking areas (parking capacity indicated in [ J])</b>	One small parking area exists just inside the NLSRA boundary on Lynx Lake Road. [4]	<b>Boundary Parking Area:</b> Redeveloped to a small to medium area. [20] <b>(1-E)</b>  <b>Chicken Lake Cross-Park Trail:</b> New small parking area will be developed at the Chicken Lake Cross-Park Trail intersection with Lynx Lake Road. [8] <b>(1-F)</b>  <b>Lynx Lake Parking Area:</b> New parking area will be developed in area east of Lynx Lake to facilitate access and recreation. This parking area will include an area for long term highway vehicle parking for property owners on Skeetna and Butterfly lakes. This lot may need to be expanded over time to meet demand for long term parking related to private property access. [40] <b>(1-G)</b>  <b>Baines Lake Parking Area(s):</b> One or more additional parking areas will be developed in the area of Baines Lake to facilitate parking by property owners or people recreating at the Lynx Lake public use cabins. [6-10] <b>(1-H)</b>	<b>Boundary Parking Area:</b> Same as 1. <b>(2-E)</b>  <b>Chicken Lake Cross-Park Trail:</b> Same as 1. <b>(2-F)</b>  <b>Lynx Lake Parking Area:</b> Same as 1 except lot will be developed to accommodate increased numbers of highway vehicle parking. [70] <b>(2-G)</b>  <b>Baines Lake Parking Area(s):</b> Same as 1. <b>(2-H)</b>	<b>Boundary Parking Area:</b> Same as 1. <b>(3-E)</b>  <b>Chicken Lake Cross-Park Trail:</b> Same as 1. <b>(3-F)</b>  <b>Lynx Lake Parking Area:</b> Same as 2. <b>(3-G)</b>  <b>Baines Lake Parking Area:</b> Same as 1. [4] <b>(3-H)</b>	<b>Boundary Parking Area:</b> Same as 1. <b>(4-E)</b>  <b>Chicken Lake Cross-Park Trail:</b> Same as 1. <b>(4-F)</b>  <b>Baines Lake Parking Area:</b> Same as 1. <b>(4-G)</b>  <b>Butterfly Lake Parking Area:</b> New parking area will be developed north of Butterfly Lake. This parking area will include an area for long term parking for property owners on Skeetna, Butterfly, Delyndia, and Cow lakes. This lot may need to be expanded over time to meet demand for long term parking related to private property access. [70] <b>(4-H)</b>
<b>Boat Moorage and Personal Property Storage (parking capacity indicated in [ J])</b>	DPOR aided in the initial relocation and development of the Lynx Lake launch area at the current site. It remains minimally developed and not maintained by DPOR. Unpermitted highway vehicle parking and personal property storage occurs on state uplands while unpermitted boat moorage occurs on the adjacent state waters. [4]  The Butterfly Lake launch area is a user developed site and is not developed or maintained by DPOR. Limited ATV parking occurs on the uplands at this site. Unpermitted personal property storage occurs on the uplands while unpermitted boat moorage occurs on the adjacent state water. [NA]	<b>Lynx Lake:</b> Launch area is relocated and redeveloped to facilitate use. A small parking area associated with the launch will provide long term parking for highway vehicles for Lynx Lake property owners and day use parking for the recreating public. Because this launch is accessible by a road, long term storage of personal property and moorage of boats will not be authorized. [10-16] <b>(1-J)</b>  <b>Butterfly Lake:</b> Launch area is rehabilitated to address impacts to riparian habitat. Long-term storage of personal property and moorage of boats may be authorized for property owners on Butterfly and Skeetna lakes. Property storage and boat moorage standards identified for Red Shirt Lake in Document 3, pgs. 4 &5 will be applied. [NA] <b>(1-K)</b>	<b>Lynx Lake:</b> Same as 1. <b>(2-K)</b>  <b>Butterfly Lake:</b> Launch area is rehabilitated to address impacts to resources. Long term storage of personal property and moorage of boats may be authorized for property owners on Butterfly, Skeetna, and Delyndia lakes. Property storage and boat moorage standards identified for Red Shirt Lake in Document 3, pgs. 4 &5 will be applied. [NA] <b>(2-L)</b>	<b>Lynx Lake:</b> Same as 1. <b>(3-K)</b>  <b>Butterfly Lake:</b> Same as 2. <b>(3-L)</b>	<b>Lynx Lake:</b> Same as 1. <b>(4-K)</b>  <b>Butterfly Lake:</b> Launch area is redeveloped to facilitate use and minimize impacts to natural resources. Vehicle parking associated with this launch will occur in the new parking area north of Butterfly Lake. Because this launch is road accessible, long term storage of personal property and moorage of boats at the launch or parking area will not be authorized. <b>(4-L)</b>

FIGURE -1 (Current Conditions)

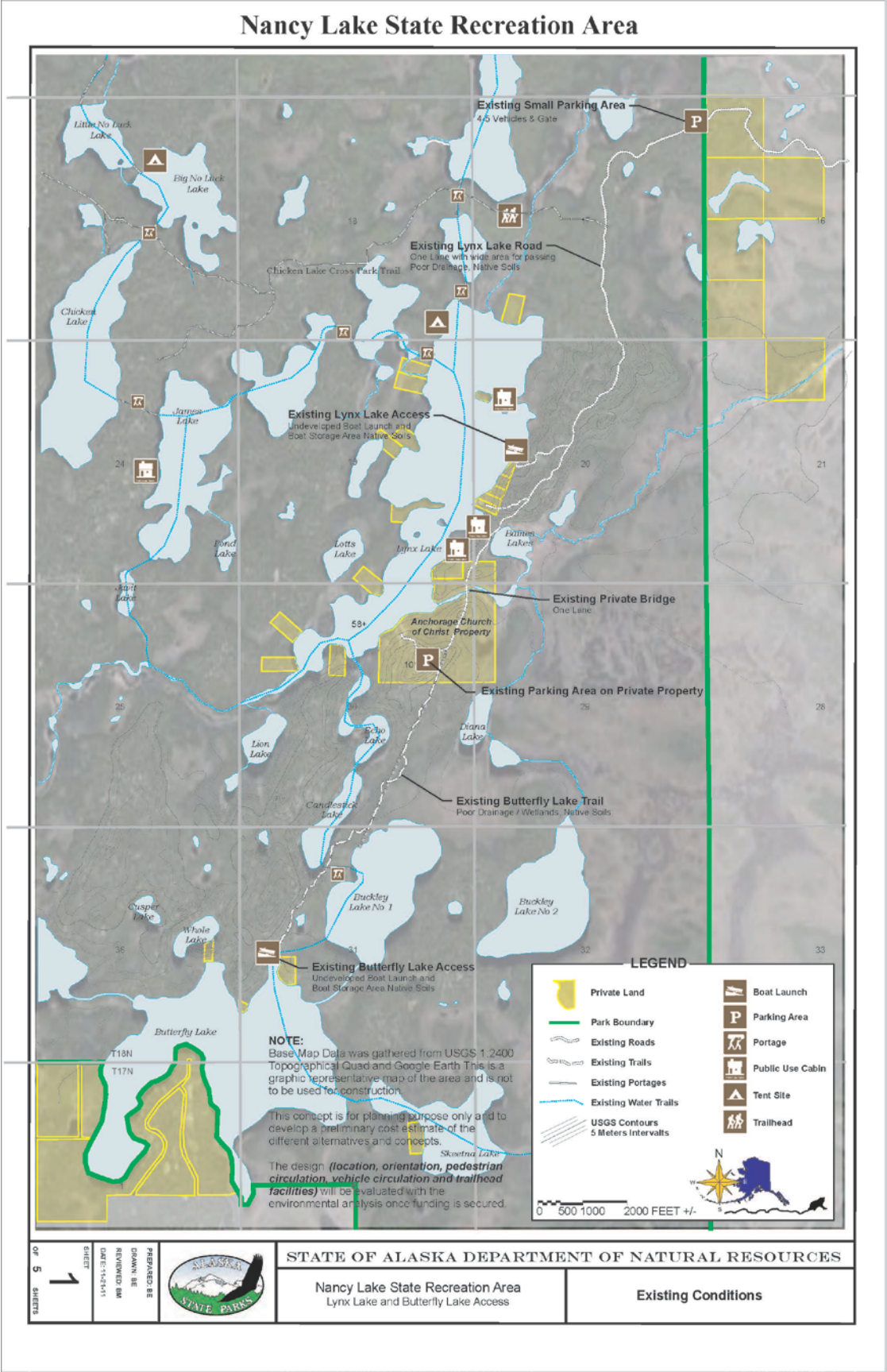




FIGURE – 2 (Alternative 1)

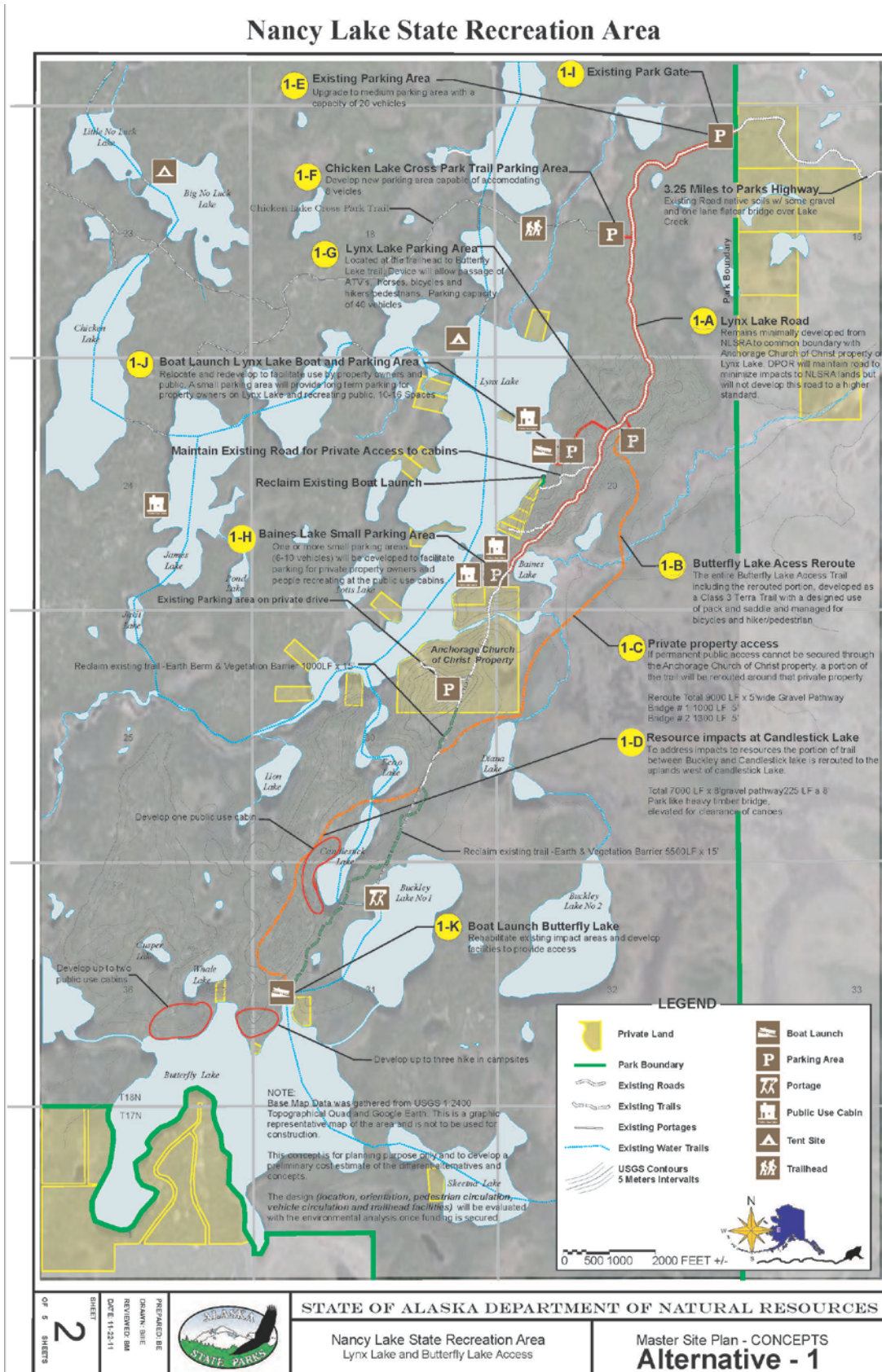


FIGURE – 3 (Alternative 2)

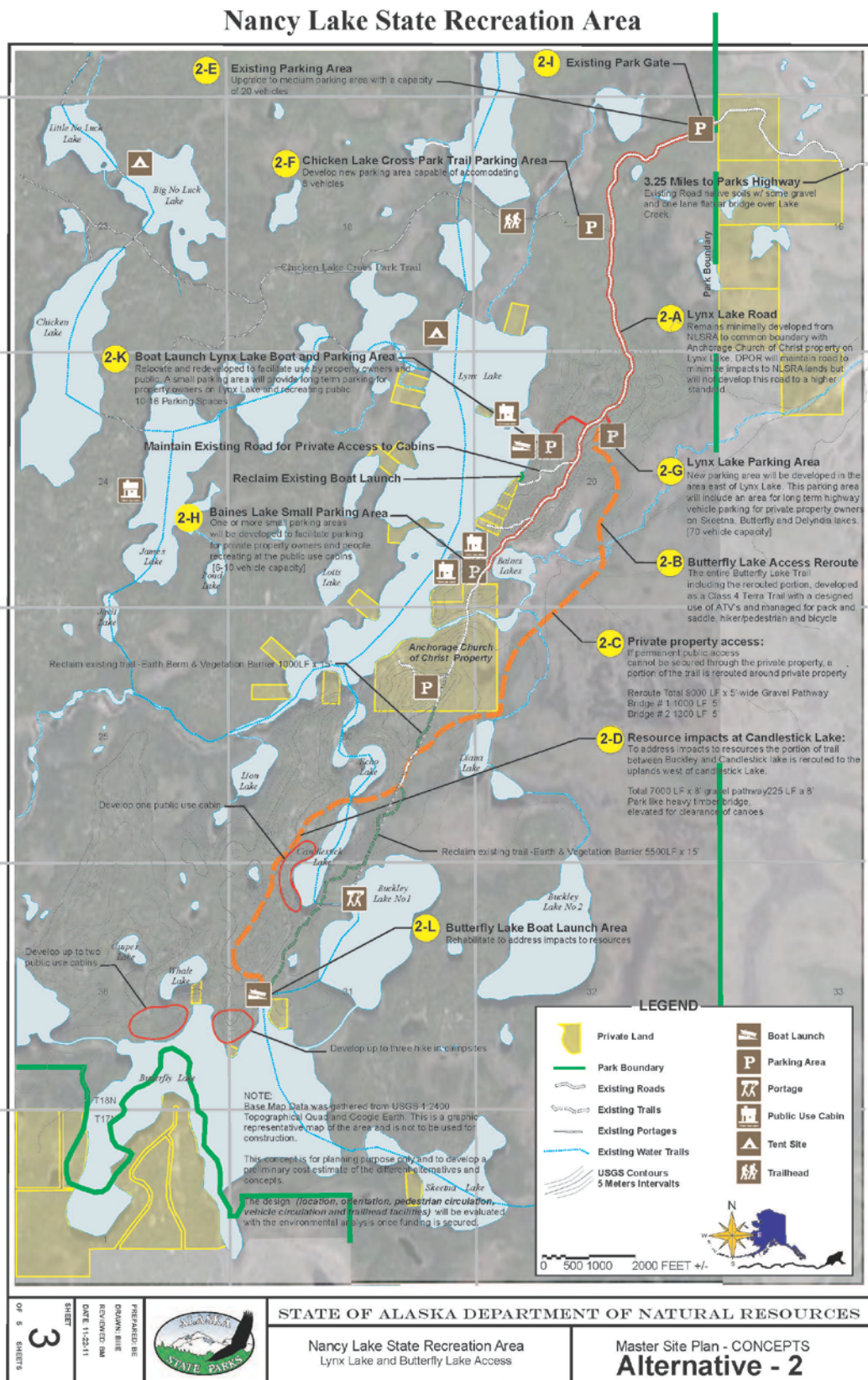




FIGURE – 4 (Alternative 3)

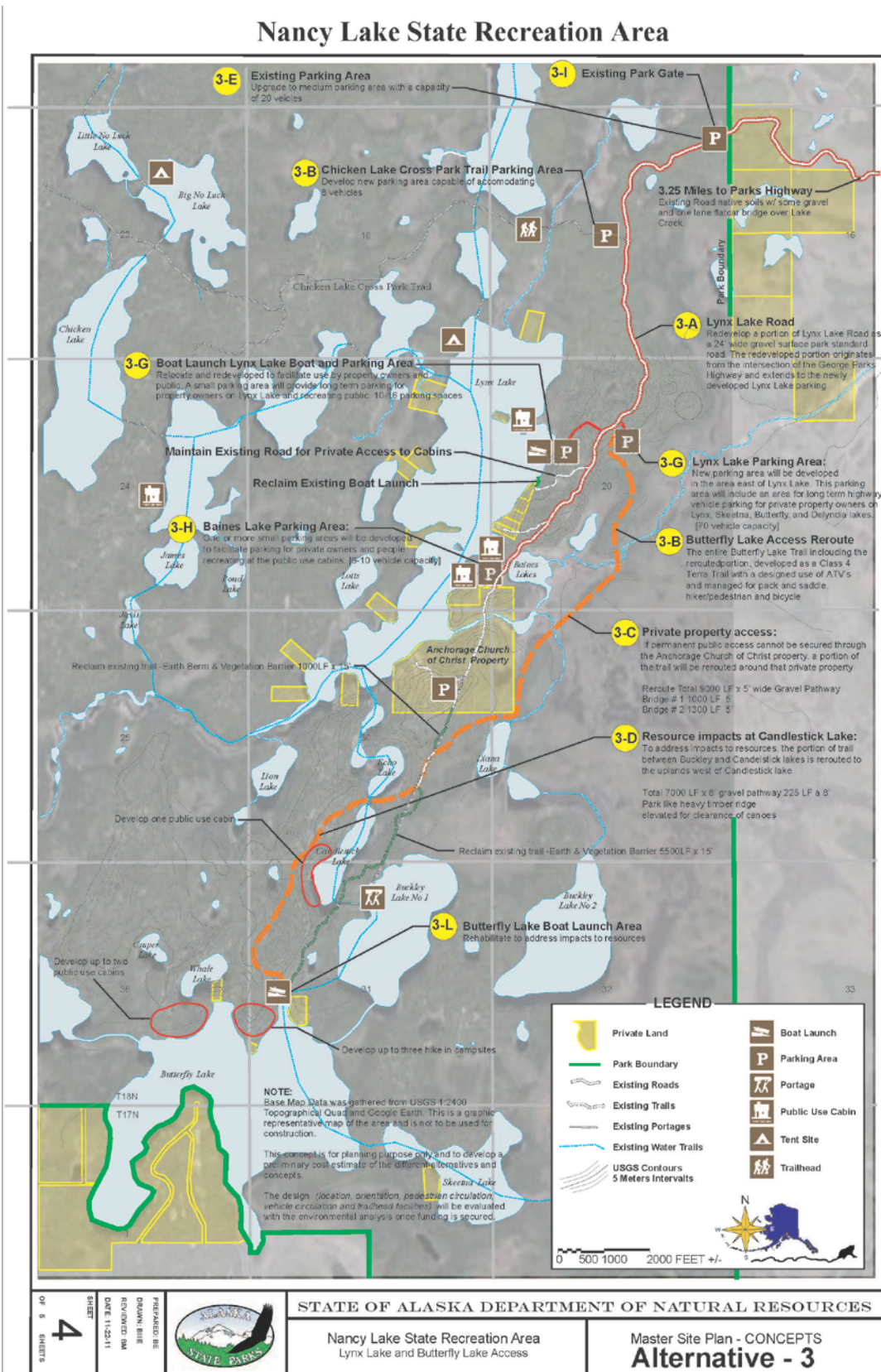


FIGURE – 5 (Alternative 4)

