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INDIVIDUAL ROADLESS AREA DESCRIPTION

ROADLESS AREA NAME: Point Augusta (317)

ACRES (NFS): 15,629

BIOGEOGRAPHIC PROVINCE: East Chichagof Island

ECOLOGICAL SECTION: Northeast Chichagof Fjordlands

2003 WILDERNESS ATTRIBUTE RATING: 19 (20)

I. Overview and Description

(1) **Location and Access:** The Point Augusta Roadless Area is located on the northeastern coast of Chichagof Island. The roadless area is approximately 10 air miles from Hoonah. Whitestone Harbor is near the northwestern corner. Icy and Chatham Straits lie to the north and the east respectively. False Bay lies to the southeast and the Hoonah road system borders the roadless area in the south and west. There is regularly scheduled small plane and Alaska Marine Highway ferry service to Hoonah. The roadless area can be accessed via saltwater or from roads in the south and west. Access into the interior is by foot or helicopter. There are no places suitable for landing wheeled airplanes.

(2) **History:** At the time of Euroamerican contact, the Hoonah and Angoon Tlingit used this area of Chichagof Island. Villages and sites for seasonal hunting, fishing, and collecting activities were located throughout the general area. Point Augusta was named after the King of England's daughter by Captain Vancouver in 1794.

(3) **Geography and Topography:** The Point Augusta Roadless Area has rounded mountains and long flowing streams. There are 15 miles of shoreline on saltwater and 347 acres of alpine tundra. There are no offshore islands or ice or rock features mapped in the roadless area. The elevation ranges from sea level to nearly 2,500 feet.

(4) **Ecosystem:**

(a) **Classification:** Biogeographic Province. The Point Augusta Roadless Area is classified in the East Chichagof Island Biogeographic Province. This province has a dryer and colder climate than the outer coast of Chichagof Island and the winter snow pack is generally greater. Chichagof Island is deeply dissected into three peninsulas that may be functioning biologically more like separate islands. Vegetation in this province represents a modal condition similar to Admiralty Island Province.

Ecological Section/Subsection. The Point Augusta Roadless Area is contained entirely within the Northeast Chichagof Fjordlands Ecological Section (M247C). This area is represented by one ecological subsection (see table below). The Freshwater Bay Carbonates Ecological Subsection has a bedrock mixture of carbonate and noncalcareous sedimentary rocks with bits of volcanic and intrusive igneous rocks. Many formations of almost pure carbonate form impressive mountains and ridges with extensive areas of exposed rocks containing pits and sinkholes. Atop the mountains, alpine vegetative communities thrive. The mid to lower elevations of the moderately sloped mountains have well drained soils that support productive hemlock spruce forests. In the valleys where glacial tills and glaciomarine sediments exist, non-forested wetlands are present. Where streams flow through calcareous colluvium, rich calcareous fens develop at the stream base creating a diverse and rare plant community (Nowacki et al., 2001).

Ecological Section	Ecological Subsection	Percent of Roadless Area
Northeast Chichagof Fjordlands	Freshwater Bay Carbonates	100%

(b) Soils: In the Point Augusta Roadless Area, the development of soils is influenced by high levels of rainfall, cool summer temperatures, a short growing season, and moderately low soil temperatures. Under such conditions, organic matter decomposes slowly and tends to accumulate in areas where it is being produced or deposited.

Shallow soils with good drainage in this roadless area develop on steeper slopes due to rapid loss of material by erosion and efficient rainwater runoff. Deep, well-drained soils occur below shallow soils on gentler slopes where transported soil materials have collected.

Poorly-drained soils are associated with low relief and impermeable subsurface layers. In locations with poor drainage, deep organic soils (muskegs) tend to form. This situation occurs where the soil material fails to provide sufficient internal drainage or where topography prevents external drainage. Drainage improves with increased slope gradient; however, as slopes become oversteepened, soil depths become much shallower. In riparian areas, soil zones tend to contain sand and gravels as a result of floods depositing them.

(c) Vegetation: Western hemlock-Sitka spruce forests dominate the overstory of this area. The understory is composed of shrubs such as red huckleberry, rusty menziesia, and devil's club. The forest floor is covered with a mat of mosses, liverworts, deerheart, bunchberry dogwood, single delight, and skunk cabbage. Streamside riparian vegetation is characterized by salmonberry, devil's club, alder, grasses, ferns, and currants. Approximately 597 acres of muskeg are mapped in this area; however, due to their small size and association with forested sites, accurate acreage estimates are difficult. Alpine vegetation dominates areas above 2,000 feet.

There are approximately 14,204 acres of forested land, of which approximately 9,246 acres or 65 percent are mapped as productive old growth. Of the productive old growth, 2,824 acres or 31 percent are mapped as high-volume old-growth forest. The productive old growth includes about 407 acres of high-volume, coarse-canopy old growth. There are no acres of second growth forest where timber harvest has occurred in the past.

(d) Fish Resources: There are two fish-bearing streams in the roadless area. Iyouktug Creek is the most important anadromous stream. It produces coho, pink, and chum salmon. Resident Dolly Varden, anadromous trout, and char have a minor occurrence.

(e) Wildlife Resources: Wildlife species present in this roadless area include brown bear and Sitka black-tailed deer. MacDonald and Cook (1999) do not list black bears or mountain goats as inhabiting Chichagof Island. Bald eagle nesting and roosting trees are located along the shoreline and into the major drainages. Peale's peregrine falcon passes through the forests during the spring and fall migration flights.

(5) Management Direction and Current Uses: This roadless area was allocated to two different Land Use Designations (LUDs) under the 1997 Tongass Land and Resource Management Plan. These two LUDs are Timber Production and Old-growth Habitat.

LUD	Acres
Timber Production	4,531
Old-growth Habitat	11,097

Approximately 29 percent of the roadless area was allocated to one LUD that allows development. This development LUD is the Timber Production LUD. Most of the roadless area, or 71 percent, was allocated to one non-development LUD, which is the Old-growth Habitat LUD.

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The recreation activities include big game hunting, hiking, cross-country skiing, dispersed camping, saltwater-shore fishing, beachcombing, viewing wildlife/fish, and kayaking. There are no developed recreation facilities. Anchorages exist in Whitestone Harbor and False Bay. The area receives subsistence use, primarily by the residents of Hoonah. None of the VCUs in the roadless area are listed by Alaska Department of Fish and Game (ADF&G) as having the highest community fish and wildlife values. Three outfitter/guide permits were issued in 1999 for 11 service days. There is also a special use permit for lighthouse reserve within the roadless area.

(6) Appearance (Apparent Naturalness): This area is apparently unmodified by human activities and currently retains a natural appearance except near developed areas to the south and west of the roadless area.

(7) Surroundings (External Influences): The two large bodies of water, Icy Strait and Lynn Canal, are to the north of the Point Augusta Roadless Area. Their average width is 10 miles. The eastern boundary is Chatham Strait and approximately 5 miles across the water is Admiralty Island National Monument. The Hoonah road system and associated developments determine the southern and western boundaries. The northern and eastern portion of the Point Augusta Roadless Area is viewed from the Alaska Marine Highway ferry route on Chatham and Icy Straits. The flight path for regularly scheduled small plane service to Hoonah is over this area.

(8) Attractions and Features of Special Interest: The northwest corner of the Point Augusta Roadless Area is part of Whitestone Harbor, a protected harbor, used regularly for day and overnight use. There is a panoramic view of Icy Strait, Chatham Strait, and Lynn Canal from Whitestone Harbor. The area contains three inventoried recreation places, which cover 516 acres, or 3 percent of the roadless area.

(9) Differences between the 1989 and 2003 Roadless Area Boundary: There are only minor differences between the current boundaries and the 1989 boundaries. These resulted from more accurately mapping the boundary.

II. Capability for Management as Wilderness

(1) Natural Integrity and Apparent Naturalness: The Point Augusta Roadless Area has had little human modification to the land base and is natural appearance. Developed areas along Suntaheen and Iyouktug Creeks, which are along the west and south boundaries of the roadless area, affect the natural integrity and apparent naturalness. Development in these areas disrupts the natural appearance of the landscape from viewpoints along the Hoonah road system. The northern portion of the area exhibits a higher apparent naturalness. The area generally appears natural from Icy and Chatham Straits.

(2) Opportunity for Solitude and Serenity, Self-reliance, Adventure, Challenging Experiences, and Primitive Recreation: There is a moderate opportunity for solitude within the roadless area and a relatively high opportunity for primitive recreation. Air traffic and vehicle traffic pass nearby and may be heard and observed by people in this roadless area. Overall, recreation use levels are moderate, being higher along the fringes near road access and in Whitestone Harbor and False Bay. Generally, a person camping or traveling within the area, away from the roads and anchorages is unlikely to encounter others nearby; however, the possibility of meeting another group of people is high around the saltwater bays. Timber harvest or periodic activities in adjacent areas affect the opportunity for solitude when they are occurring. The steep landforms separate most of the roadless area from the sights and sounds of traffic on the Hoonah/False Bay road system, allowing a visitor to feel remote from human activity. The area is readily accessible from the community of Hoonah.

The steep nature of the landforms and the presence of brown bears present a moderate degree of challenge and the need for woods skills and experience.

The Point Augusta Roadless Area provides primarily an opportunity for semi-primitive non-motorized recreation. The table below lists the acreage and percent of the various Recreation Opportunity Spectrum (ROS) classes that have been inventoried in the roadless area.

ROS Class	Acres	Percent of Total ROS
Semi-Primitive Non-Motorized (SPNM)	11,860	76%
Semi-Primitive Motorized (SPM)	2,108	13%
Roaded Modified (RM)	1,660	11%

The area contains three inventoried recreation places, which cover 516 acres, or 3 percent of the roadless area.

ROS Class	# of Rec. Places*	Total Acres
SPNM	0	0
SPM	2	415
RM	3	101

* Rec. Places may occur in more than one ROS Class; the sum of this column may exceed the total number of Rec. Places.

There are no public recreation cabins or other developed recreation facilities in this roadless area.

(3) Wilderness Attribute Rating System: In 1977, the Forest Service, along with public interest groups, developed the Wilderness Attribute Rating System (WARS), which was used to inventory the wilderness characteristics of roadless areas during the second Roadless Area Review and Evaluation process (referred to as RARE II). The purpose of WARS was to provide a measure of the area's wilderness quality, based on the key attributes of wilderness as defined in the Wilderness Act. It is largely based on the attributes described above in items 1 and 2 of this section (natural integrity, apparent naturalness, outstanding opportunity for solitude, and primitive recreation opportunities).

The inventoried roadless areas of the Tongass National Forest were rated according to this system in 1989 for the Analysis of the Management Situation developed in support of the Forest Plan Revision. At that time, the Chichagof Roadless Area was given a rating of 22 out of 28 possible points. The rating was re-evaluated for this updated version of the Analysis of the Management Situation. Based on this re-evaluation, the area was given a rating of 19. This rating is more reflective of the relatively small size of the area and the degree of influence the adjacent developments have on solitude, primitive recreation opportunities, and apparent naturalness. A separate rating was done for the larger area north and east of the developments adjacent to the area and received a rating of 20.

(4) Ecologic and Geologic Values: The roadless area is small and nearly divided in two by a road in the southeast. It is not connected to any other roadless areas or wilderness. It has no known unique ecologic or geologic values.

(a) Fish Resources: The Tongass Fish and Wildlife Resource Assessment (ADF&G, 1998) did not list any of the VCUs in this area as primary salmon or sportfish producers.

The ADF&G Anadromous Stream Catalogue (1998) lists two fish-bearing streams in this roadless area. Iyouktug Creek is the most important anadromous stream, producing coho, pink, and chum salmon. The headwater tributary channels for this large fish-producing stream are found in the roadless area. Resident Dolly Varden, anadromous trout, and char have a minor occurrence.

(b) Wildlife Resources: Wildlife species present in this roadless area include brown bear and Sitka black-tailed deer. Critical Sitka black-tailed deer winter habitat exists in this roadless area. MacDonald and Cook (1999) do not list black bears or mountain goats as inhabiting Chichagof Island. Bald eagle nesting and roosting trees are located along the shoreline and into the major drainages.

(c) Threatened, Endangered, and Sensitive Species: The area contains no known resident threatened, endangered, or sensitive species. Nine sensitive plant species are known or suspected to occur in the Craig Ranger District.

(d) Karst, Cave, and Other Geologic Resources: There are no known karst or cave resources in this roadless area. There are no known glaciers or unique geologic features.

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(5) **Scientific and Educational Values:** There are opportunities to study forest, fish, wildlife, and geologic processes in an area easily accessed from Hoonah.

(6) **Scenic Values:** The visual character type of this roadless area is Admiralty-Chichagof. Mountains reach elevations of from 1,800 to 2,400 feet. Rocky shorelines are interspersed with small gravel beaches and the streams are quite large and long. There are some saltwater bays and estuaries in this area and they exhibit much variety. The lower slopes are densely forested and exhibit a combination of muskeg openings. Brush and scattered tree cover may be found up to approximately 2,400 feet in elevation. These attributes are unmodified by human activity and can be viewed from each of the National Forest Service's visual priority routes and use areas, except from Sonyakay Ridge. From this point, facing the roadless area, timber management activities can be seen.

Visual Priority Routes and Use Areas identified by the Forest Plan, that are within or adjacent to the area, include: Icy Strait and Chatham Strait, a part of the Alaska Marine Highway system and a tour ship and small boat route; Sonyakay Ridge, a dispersed recreation area; False Bay, a saltwater use area; and Whitestone Harbor, a small boat route, dispersed recreation area, and boat anchorage.

Approximately 32 percent was inventoried as Variety Class B (possessing landscape diversity that is common for the character type) and approximately 67 percent was inventoried in Variety Class C (possessing a low degree of landscape diversity).

The majority (approximately 70 percent) of this roadless area is in Existing Visual Condition (EVC) I; these areas appear to be untouched by human activity. Approximately 30 percent, is in EVC V where changes in the landscape are obvious to the average person. These changes appear to be major disturbances.

(7) **Social, Cultural, and Historical Values:** At the time of Euroamerican contact, the Hoonah and Angoon Tlingit used this area of Chichagof Island. Villages and sites for seasonal hunting, fishing, and collecting activities were located throughout. The recreation activities include big game hunting, hiking, cross-country skiing, dispersed camping, saltwater-shore fishing, beachcombing, viewing wildlife/fish, and kayaking. There are no developed recreation facilities. Anchorages exist in Whitestone Harbor and False Bay. The area receives subsistence use, primarily by the residents of Hoonah. None of the VCUs in the roadless area are listed by ADF&G as having the highest, second, or third most important community fish and wildlife values. All the VCUs are listed among those VCUs with the highest sensitivity to disturbance of subsistence use areas (ADF&G, 1998). Three outfitter/guide permits were issued in 1999 for 11 service days. A portion of the area is allocated to Timber Production LUD, jobs created by timber harvest is a component of the local economy.

(8) **Manageability as Wilderness and Boundary Conditions/Changes:** The Point Augusta Roadless Area has a definable northern and eastern boundary, Icy Strait and Chatham Strait. The south and west boundaries are not well defined by natural features. The roadless area could be better managed as a wilderness if the southern and western boundaries were moved away from the roads and harvested areas to the top of the nearest ridge system. This could increase solitude and improve the natural appearance and integrity of the area. As a consequence, the roadless area would become much smaller.

III. Availability for Management as Wilderness (including effects of wilderness designation on adjacent areas)

(1) **Recreation, including Tourism Potential:** Tourism has been increasing in Southeast Alaska and is expected to continue to increase. Cruise ships travel through Chatham and Icy Straits enroute to Glacier Bay. Many people fly into the area for sport fishing. There is the potential for some of these tourists to be drawn to fish, hunt, and camp in the roadless area. There is a potential for outfitter/guide permits to increase. There is also potential to build an alpine trail system and to develop a marine park in Whitestone Harbor. Public recreation cabins could be built in False Bay or Whitestone Harbor.

(2) **Subsistence Uses:** Management as a wilderness would not conflict with current subsistence use.

(3) **Fish Resources:** No fish habitat enhancement projects are currently planned in the roadless area.

- (4) **Wildlife Resources:** No wildlife habitat enhancement projects are currently planned in the roadless area.
- (5) **Timber Resources:** There are 9,246 acres mapped as productive old growth forest and no acres are mapped as second growth due to harvest in the roadless area. Of this, approximately 7,728 acres are categorized as tentatively suitable for timber harvest. Based on the Forest Plan LUDs assigned to this area (and estimated falldown and scheduling reduction factors), 1,170 acres or 7 percent of this roadless area are estimated to be suitable for timber production. Approximately 249 of the suitable acres are mapped as high-volume old growth; of these acres, 45 are mapped as high-volume, coarse-canopy old growth.
- The potential for managing timber in this roadless is dependent on the development of a road system in the adjoining roadless area to the south and west. There was a log transfer facility (LTF) in Whitestone Harbor. The existing nearby road systems, log transfer facility, and the logging camp at Hoonah make the management of timber harvest economical.
- (6) **Fire, Insects, and Disease:** The area has no significant fire history. Endemic tree diseases common to Southeast Alaska are present; there are no known epidemic disease occurrences.
- (7) **Minerals:** The 1984 U.S. Geological Survey did not identify the Point Augusta Roadless Area as having mineral development potential.
- (8) **Transportation and Utilities:** There are no transportation or utility corridors present or planned in the roadless area.
- (9) **Water Availability and Use:** There are no developed recreation cabins or other facilities to create a water demand. There are no existing or planned hydroelectric or domestic water projects within the roadless area.
- (10) **Areas of Scientific Interest:** There are no known areas of particular scientific interest.
- (11) **Land Use Authorizations:** The current special use permit for the lighthouse will continue. An increase in the ongoing outfitter/guide permitting is probable.
- (12) **Land Status:** The roadless area is entirely National Forest System land.

IV. Wilderness Evaluation (Need for Wilderness)

(1) Public and Congressional Interest:

(a) **Interest Expressed by Local Users and Residents:** Hoonah residents have expressed divided opinions on the general area. Some favor expanded timber harvest while some want to protect the old-growth forest and subsistence resources. The local issues concerning this area include: continuing timber harvest and road building; the effects on fisheries and wildlife habitat caused by logging; maintaining the visual quality of high interest areas; maintaining lifestyles; the location of log transfer facilities; the distribution of harvest volume classes; and the tradeoffs between environmental protection measures and the economics of harvest activities.

(b) **Congressional Interest:** In 1989, U.S. House of Representatives Bill HR 987 proposed to designate 23 areas as wilderness on the Tongass National Forest. This bill did not include the Point Augusta Roadless Area. In 2001, HR 2908 proposed that the roadless area be managed in an unroaded condition.

(c) **Public Input During Forest Plan Revisions and Appeals:** The Alaska Forest Association and other industry commenters were opposed to any additional wilderness. Others recommended that remaining roadless areas should be managed for primitive recreation of old-growth habitat and protected from logging and road building. One commenter suggested extending the 85341 road along the ridge between VCU 210 and VCU 211. A letter from Angoon with 48 signatures recommended that areas along

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the Chatham Strait be protected as subsistence areas. There should not be any logging, road building, or mining.

(d) Public Input During Roadless Area Conservation Rule and Road Management Policy Review: This area was not specifically identified in the public comments received during the Roadless Area Conservation Rule or Road Management Policy Review. However, some commenters wanted all unroaded lands on the Tongass to be protected from development.

(e) Public Input Expressed for Project-level EISs and Other Input: No comments on project level NEPA analysis are available for the roadless area.

(f) Public Input Expressed During Supplemental EIS Process: SEACC recommended Roadless Areas 317, 318, 319, 321, 323, and 325 for LUD II protection. They indicated that it is more critical now than ever before that these remaining wild areas on Chichagof are protected. The Alaska Rainforest Campaign (a coalition of national and Alaska conservation groups) recommended Roadless Area 317 for permanent protection as LUD II.

The president of the Hoonah Indian Association asked for the protection, conservation, and responsible management of this roadless area because of its special interest to the Huna People.

Some members of the Southeast Alaska Federal Subsistence Regional Advisory Council identified the need for further protection of this area because of its importance for subsistence

(2) Nearby Roadless and Wilderness Areas and Uses: The Chilkat-West Lynn Canal Roadless Area (#304) lies approximately 10 miles north across Icy Strait on the Chilkat Peninsula. Glacier Bay National Park and Preserve lies approximately 24 miles to the northwest, immediately west of Roadless Area 304. Admiralty Island National Monument and Kootznoowoo Wilderness is east of this area, approximately five miles across Chatham Strait. The Freshwater Bay Roadless Area (#325) is south of the Point Augusta Roadless Area. The two roadless areas are separated by the Hoonah/Suntaheen/False Bay road systems and associated developments. The Whitestone Roadless Area (#318) lies to the west and is separated from the other roadless area by the Hoonah/Whitestone Harbor road system and harvesting. Most of these areas receive low to moderate recreation and subsistence use. Cruise ships regularly visit Glacier Bay, in the Glacier Bay National Park and Preserve.

(3) Distance From Population Centers (Accessibility): Approximate distances from population centers are as follows:

Community	Air Miles	Water Miles
Juneau (Pop. 30,711)	25	45
Sitka (Pop. 8,835)	65	105
Hoonah (Pop. 860)	10	20
Angoon (Pop. 572)	35	35

Hoonah is the nearest community that has Alaska Marine Highway ferry service. People accessing this area will use the Hoonah road system or a privately-owned boat.

(4) Relative Contribution to the National Wilderness Preservation System: The Point Augusta Roadless Area is located on the northeastern coast of Chichagof Island. The northern and eastern borders follow Icy and Chatham Straits, while the western and southern borders follow roaded areas. The roadless area has rounded mountains and long flowing streams. There are 15 miles of shoreline on saltwater and 347 acres of alpine tundra. There are no large lakes or offshore islands in the roadless area. The elevation ranges from sea level to nearly 2,500 feet.

Overall, the Point Augusta Roadless Area is unmodified and has high natural integrity and apparent naturalness. Exceptions are the developed areas along Suntaheen and Iyouktug Creeks, which are along the west and south boundaries of the roadless area. Development in these areas disrupts the natural appearance of the landscape from viewpoints along the Hoonah road system. The northern portion of the area exhibits a higher apparent naturalness.

The area generally appears natural from Icy and Chatham Straits. There is a moderate opportunity for solitude and a relatively high opportunity for primitive recreation within the roadless area due to the small size of the roadless area and developments on adjacent land.

The roadless area has moderate scenic quality; none of the landscape of the area was inventoried as distinctive for the character type from a visual perspective. The northwest corner of the Point Augusta Roadless Area is part of Whitestone Harbor, a protected harbor that receives high use and has a panoramic view of Icy Strait, Chatham Strait, and Lynn Canal.

The roadless area includes about 2,824 acres of high-volume, old-growth forest. Of these acres, approximately 407 are mapped as high-volume, coarse-canopy old growth.

The roadless area is classified as being in the East Chichagof Island Biogeographic Province and makes up about one percent of the province. It is one of 12 inventoried roadless areas found in the province that collectively make up about 72 percent of the province. Approximately 79 percent of the province is unroaded. The province contains the Pleasant-Lemesurier-Inian Islands Wilderness and a portion of the West Chichagof-Yakobi Wilderness, which make up 6 percent of the province. The province also includes all or portions of three LUD II areas, which make up approximately 25 percent of the province.

The Point Augusta Roadless Area lies completely within the Northeast Chichagof Fjordlands Ecological Section; it represents 3 percent of the entire ecological section, which is well represented in non-development LUDs (26 percent), including a small portion (7 percent) is within LUD II.

This roadless area is entirely within the Freshwater Bay Carbonates Ecological Subsection; this portion of the roadless area represents 6 percent of the entire ecological subsection which is well represented in other non-development LUDs (28 percent), but not represented in wilderness or LUD II.

The Point Augusta Roadless Area was rated at 19 out of a possible 28 points under the Wilderness Attribute Rating System (WARS). As such, it is ranked 70th from the highest (along with 13 other roadless areas) out of the 109 Tongass inventoried roadless areas. If the areas near Suntaheen and Iyouktug Creeks (which are along the west and south boundaries of the roadless area) are not included in the roadless area, the WARS score for the remainder is increased to 20.

There is national and some local support for managing the area in a roadless condition but there is little support for designating the area as a wilderness. The WARS score for the area is moderate to low relative to other areas of Southeast Alaska and the Pleasant-Lemesurier-Inian Islands Wilderness and a portion of the West Chichagof-Yakobi Wilderness are in the biogeographic province. Designation of the area would add Congressional protection to about 15,630 acres, or about 6 percent, of the Freshwater Bay Carbonates Ecological Subsection, which currently contains no areas under Congressional protection. The roadless area is relatively small and fragmented and it is adjacent to roaded and harvested areas. These factors indicate that the relative contribution to the National Wilderness System would be low to moderate.

V. Environmental Consequences

The Point Augusta Roadless Area would be managed under the existing Forest Plan if Alternative 1, 2, 3, 4, 5, or 7 is implemented. Approximately 71 percent of the roadless area would be managed under non-development LUDs. Timber harvest and road development could occur in the remaining 29 percent of the roadless area. The land in the development LUDs provides an estimated 1,170 acres that are suitable for timber production (6 percent of the suitable acres on the Hoonah Ranger District). Approximately 45 of the suitable acres are classified as high-volume, coarse-canopy old growth. The values associated with the natural setting of the roadless area could be affected by activities allowed by the Forest Plan.

Under Alternative 6, the entire roadless area would be converted to Recommended LUD II. Mineral prospecting and development and recreation developments could continue, but no timber harvest would be allowed. The values associated with the natural settings of the roadless area would be provided long-term protection if designated LUD

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II. Designation of the area would add Congressional protection to 6 percent of the Freshwater Bay Carbonates Ecological Subsection, which currently contains no areas under Congressional protection.

With Alternative 8, the entire roadless area would be converted to Recommended Wilderness. Timber sale projects would not be allowed and the potential for other development, including recreation, mineral, and hydroelectric, would be significantly restricted. Mineral prospecting and development would be allowed up to the time that the area is actually designated as wilderness by Congress. The values associated with the natural settings of the roadless area would be provided long-term protection if designated wilderness. Designation of the area would add Congressional protection to 6 percent of the Freshwater Bay Carbonates Ecological Subsection, which currently contains no areas under Congressional protection.

Land Use Designation Allocations and Suitable Timber Lands by Alternative for Roadless Area 317 (in acres)								
Land Use Designation	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7	Alt 8
Recommended Wilderness								15,629
Wilderness								
Recommended Wilderness Nat. Mon.								
Wilderness National Monument								
Non-wilderness National Monument								
Research Natural Area								
Special Interest Area								
Remote Recreation								
Enacted Municipal Watershed								
Old-growth Habitat	11,097	11,097	11,097	11,097	11,097		11,097	
Semi-remote Recreation								
Recommended LUD II						15,629		
LUD II								
Wild, Scenic, Recreational River								
Experimental Forest								
Scenic Viewshed								
Modified Landscape								
Timber production	4,531	4,531	4,531	4,531	4,531		4,531	
TOTAL	15,629	15,629	15,629	15,629	15,629	15,629	15,629	15,629
Suitable Timber Lands	1,170	1,170	1,170	1,170	1,170	0	1,170	0