

APPENDIX E

**Denali Avoidance Alternative –
Visual Impact Assessment**

APPENDIX E: Denali Avoidance Alternative – Visual Impact Assessment

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APPENDIX E-1a

**Affected Visual Environment, Impacts, and Mitigation Measures
at Key Observation Points**

APPENDIX E-1a: Affected Environment, Impacts, and Mitigation Measures at Key Observation Points

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Acronyms and Abbreviations

Acronym	Definition
AGDC	Alaska Gasline Development Corporation
BLM	Bureau of Land Management
DNPP	Denali National Park and Preserve
EIS	environmental impact statement
FERC	Federal Energy Regulatory Commission
KOP	key observation points
MP	milepost
NA	not available
NPS	National Park Service
Parks Highway	George Parks Highway
Project	Alaska LNG Project
VRI	Visual Resource Inventory
VRM	Visual Resource Management

E.1 AFFECTED VISUAL ENVIRONMENT, IMPACTS, AND MITIGATION MEASURES AT KEY OBSERVATION POINTS

The Denali Avoidance Alternative of the Alaska LNG Project (Project) would pass outside the boundaries of the Denali National Park and Preserve (DNPP) but could still have visual impacts on Key Observation Points (KOP) within and adjacent to the DNPP. Alaska Gasline Development Corporation (AGDC) worked closely with National Park Service (NPS) representatives from the DNPP to complete field work and prepare an analysis of visual impacts from the Project on the DNPP. The resulting visual analysis of the proposed route through the DNPP is in appendix S of the environmental impact statement (EIS). This document provides the resulting visual analysis for the Denali Avoidance Alternative, along with the corresponding KOP maps, existing conditions images and visual simulations, and NPS KOP Visual Resource Inventory (VRI) forms (see appendix E-1b, E-1c, and E-2, respectively).

As part of the visual analysis, AGDC representatives, accompanied by NPS employees, conducted a visual resource inventory using NPS methodology for seven KOPs in the DNPP in June and July 2018. These investigations were in addition to AGDC field investigations in August 2015 and July 2016 to identify potential KOPs outside the DNPP. KOPs outside the DNPP were identified and described using the Bureau of Land Management (BLM) Visual Resource Management (VRM) system.

The remainder of this document describes the methodology for the NPS and BLM visual analyses, describes existing views at the KOPs, and evaluates the Denali Avoidance Alternative's potential visual resource impacts at the KOPs. The KOPs in the DNPP, as well as three adjacent KOPs outside the DNPP, are listed in table E.1-1. Their locations are shown on figures E.1-1 and E.1-2 in appendix E-1b.

KOP: Description	Latitude	Longitude	Direction (degrees) of View
2018-8: Denali Park Road	63.729108	-148.885863	Left extent: 360 Right extent: 235
2018-9: Government Hill	63.724800	-148.936000	Left extent: 40 Right extent: 235
2018-10: Railroad Above Horseshoe Lake	63.741000	-148.914000	Left extent: 20 Right extent: 160
2018-11: Mt. Healy Overlook Trail Summit	63.742427	-148.953290	Left extent: 20 Right extent: 252
2018-12: Triple Lakes Trail	63.653000	-148.887130	Left extent: 340 Right extent: 40
2018-13: Nenana River Pedestrian Bridge	63.736457	-148.886472	Left extent: 290 Right extent: 195
2018-14: South of George Parks Highway Milepost 236	63.709960	-148.887130	Left extent: 320 Right extent: 170
K: McKinley Chalet Resort	63.750236	-148.899799	Southeast
L: Denali Princess Wilderness Lodge	63.746647	-148.900795	Southeast
M: Grande Denali Lodge	63.743053	-148.886099	South

E.1.1 Evaluation Criteria

Within the DNPP, descriptions of visual conditions in the analysis area are consistent with the terminology used in NPS's VRI system, a component of the overall Visual Resource Program currently under development by the NPS. The NPS VRI system considers both scenic quality and view importance. Scenic quality is determined through a scoring system that considers landscape character integrity,

vividness, and visual harmony. View importance is also determined through a scoring system that reflects not just the subjective beauty of the view from a specified location, but also the historic or cultural importance of the view location such as views from “National Scenic or Historic Trails, designated scenic overlooks, historic properties, cultural landscapes or other specially designated areas” (Sullivan and Meyer, 2016). The scenic inventory value of each KOP reflects both the scenic quality and view importance of that KOP.

Outside the DNPP, descriptions of visual conditions in the analysis area, as well as an evaluation of the Project’s visual impacts, are consistent with terminology and approaches of the BLM VRM system. Whereas the NPS VRI system focuses on specific viewpoints, the BLM VRM system focuses on classes of views.¹ Section 4.10.1.2 of the EIS provides a detailed description of the BLM VRM system, while section 4.10.1.3 provides a detailed description of the NPS VRI system.

Table E.1.1-1 summarizes the scenic quality, view importance, and scenic inventory ratings for each KOP within the DNPP. To evaluate visual impacts, AGDC prepared visual simulations for each KOP in the DNPP. Table E.1.1-2 summarizes the BLM visual resource inventory class, contrast rating, and impacts for the three KOPs near the DNPP. Appendix E-1c provides existing condition images along with the simulations.

TABLE E.1.1-1 Visual Resource Inventory Values and Impact Ratings for Key Observation Points in the Denali National Park and Preserve					
Key Observation Point	Scenic Quality ^a	View Importance ^b	Scenic Inventory Value ^c	Potential Impact After Construction	Potential Impact After Restoration
2018-8: Denali Park Road	C	4	Low	Low	Low
2018-9: Government Hill	A	3	Very High	High	Moderate
2018-10: Railroad Above Horseshoe Lake ^a	B	4	Moderate	Moderate	Low
2018-11: Mt. Healy Overlook Trail Summit	B	2	Very High	High	Moderate
2018-12: Triple Lakes Trail	B	3	High	Low	Low
2018-13: Nenana River Pedestrian Bridge	C	4	Low	Low	Low
2018-14: South of George Parks Highway Milepost 236	B	4	Moderate	Low	Low

Source for Scenic Quality, View Importance, and Scenic Inventory Value: Sullivan and Meyer, 2016

^a Scenic Quality score: A (highest) = 39 to 45; B = 31 to 38; C = 24 to 30; D = 16 to 23; E (lowest) = 9 to 15

^b View Importance score: 1 (highest) = 39 to 45; 2 = 31 to 38; 3 = 24 to 30; 4 = 16 to 23; 5 (lowest) = 9 to 15

^c Calculated as defined in Sullivan and Meyer, 2016

^d Due to the inability to access the Alaska Railroad right-of-way, the NPS selected a proxy location near, but not at, the coordinates listed in table E.1-1. This proxy location was used to determine scenic quality and capture photos used to demonstrate existing conditions and simulate potential visual impacts.

¹ The Project’s BLM Visual Resource Inventory forms were provided in AGDC’s December 29, 2017, response to FERC information request No. 41 for Resource Report 8 dated July 28, 2017 (Accession No. 20171229-5207), available on the FERC website at <http://www.ferc.gov>. Using the “eLibrary” link, select “Advanced Search” from the eLibrary menu and enter 20171229-5207 in the “Numbers: Accession Number” field.

TABLE E.1.1-2				
Visual Resource Management System Values and Impact Ratings for Key Observation Points near the Denali National Park and Preserve				
Key Observation Point	Visual Resource Inventory Class ^a	Contrast: Construction/Operation ^b	Visual Impacts	
			Construction	Operation
KOP K	II	Strong / Moderate	High	Moderate
KOP L	II	None / None	None	None
KOP M	III	None / None	None	None

^a Visual Resource Inventory class is derived using a combination of visual sensitivity levels, scenic quality, and distance zones (BLM, 1986c).

^b See section 4.10.2.1 in the EIS.

E.1.2 KOP 2018-8: Denali Park Road KOP

E.1.2.1 Affected Visual Environment

KOP 2018-8 is at George Parks Highway (Parks Highway) milepost (MP) 237.3 and is the view from the Parks Highway junction with Denali Park Road, as seen from the multiuse trail adjacent to the Parks Highway (see figure E.1.2-1a). Residents, tourists, truck drivers, and others traveling on the Parks Highway primarily experience this view. This view faces east and includes Sugar Loaf Mountain, Mt. Fellows, and other distant mountains. The viewshed is mostly vegetated and green in color with some grays from the existing Parks Highway and Park Road crossing. Nearly all DNPP visitors pass this junction during their visit. The location is thus well known but not for its scenery, and most visitors do not linger at this viewpoint. Pedestrian use on the trail typically consists of visitors passing through to other locations within the DNPP.

E.1.2.2 Project Activities Generating Impacts

Right-of-way clearing and related activities, traffic controls, and construction equipment and workers would be visible from KOP 2018-8 during construction.

E.1.2.3 Visual Impacts During Construction and Operation

Construction: The strong lines and contrast between vegetation and soil color created by clearing the right-of-way could draw viewer attention and potentially detract from the natural elements (see figure E.1.2-1b). The Mainline Facilities would only be partially visible from this location, and only at the northernmost portion of the view. Viewers generally do not spend extensive time at this location due to the absence of interpretive materials or prominent features in the view. As a result, visual impacts during construction would be low at this KOP.

Operation: Although some vegetative regrowth would occur along the edges, new vegetation would take multiple years to become similar in height and density to the existing vegetation (see figure E.1.2-1c). A reduction in vegetation contrast compared to construction would occur. Accordingly, the visual impacts for this KOP would be low during operation.

E.1.2.4 Mitigation Measures

To minimize long-term or permanent visual impacts associated with right-of-way clearing and temporary impacts during the construction phase, AGDC would limit vegetation clearing to the construction footprint only and implement the Project Revegetation Plan.

E.1.3 KOP 2018-9: Government Hill KOP

E.1.3.1 Affected Visual Environment

KOP 2018-9, within the DNPP, is the view looking out at Government Hill from Sugar Loaf Mountain to the descending slope of Erratic Ridge (see figure E.1.3-1a). Tourists and workers within the DNPP primarily experience this view. This is a popular location for viewing the historic train trestle over Riley Creek, as well as fall colors on the mountains and in the aspen trees below the park road. The view is familiar among photographers and train enthusiasts, is included in NPS marketing materials, and is informally promoted as a scenic overlook by bus drivers and DNPP staff. Proposed DNPP management actions at this location would further promote it for viewing. These include clearing trees and potentially widening the informal pullout. Most visitors only stop briefly, due in part to the absence of a formal pullout (only a narrow shoulder is available), although photographers wait long periods at this location for the train to cross the trestle.

E.1.3.2 Project Activities Generating Impacts

Right-of-way clearing and related activities and equipment would be visible from KOP 2018-9 during construction.

E.1.3.3 Visual Impacts During Construction and Operation

Construction: The strong lines and contrast between vegetation and soil color created by clearing the Mainline Pipeline right-of-way could draw viewers' attention and potentially detract from the natural elements (see figure E.1.3-1b). The prominent existing features of this view (the bridge and Riley Creek) would remain the focal point, but the Mainline Pipeline right-of-way on the left side of the view would attract attention. Overall, Project construction would result in high visual contrast and corresponding high visual impacts at this location.

Operation: While no formal pullout currently exists, the DNPP management activities described above would likely increase the number of viewers and the length of the typical viewer stay at this location (see figure E.1.3-1c). Following construction, some vegetative regrowth would occur along the edges of the right-of-way, but new vegetation would take multiple years to become similar in height and density to adjacent, existing vegetation. As a result, contrast for vegetation and soil color would be reduced over time compared to construction. Accordingly, the visual impacts for this KOP would be moderate during operation.

E.1.3.4 Mitigation Measures

To minimize long-term or permanent visual impacts associated with right-of-way clearing and temporary impacts during the construction phase, AGDC would limit vegetation clearing to the construction footprint only and implement the Project Revegetation Plan. AGDC would also consider construction schedule and traffic control planning that would reduce crew sizes.

E.1.4 KOP 2018-10: Railroad above Horseshoe Lake KOP

E.1.4.1 Affected Visual Environment

KOP 2018-10, which is near Mainline Pipeline MP 536.2, looks out from the bluff edge just above the railroad tracks above Horseshoe Lake, approximating the "gateway" view of DNPP visitors arriving from the north on the Alaska Railroad (see figure E.1.4-1a). Alaska Railroad passengers, including DNPP

visitors and through passengers, primarily experience this view. In addition to Horseshoe Lake, the view includes entrance area developments, Sugar Loaf Mountain, and Mt. Fellows.

E.1.4.2 Project Activities Generating Impacts

Right-of-way clearing and related activities and equipment would be visible from KOP 2018-10 during construction.

E.1.4.3 Visual Impacts During Construction and Operation

Vegetation clearing for the creation of the Mainline Pipeline right-of-way would create a strong contrast that would be visible to viewers, even in the presence of contrast from other human-made features within the view (see figures E.1.4-1b and c). This location is only visible to passengers on the Alaska Railroad. As a result, Project construction would have moderate visual impacts, while mitigation measures such as revegetation would result in low visual impacts during Project operation.

E.1.4.4 Mitigation Measures

To minimize long-term or permanent visual impacts associated with right-of-way clearing and temporary impacts during the construction phase, AGDC would limit vegetation clearing to the construction footprint only and implement the Project Revegetation Plan. AGDC would also consider construction schedule and traffic control planning that would reduce crew sizes.

E.1.5 KOP 2018-11: Mt. Healy Overlook Trail Summit KOP

E.1.5.1 Affected Visual Environment

KOP 2018-11 is the view from the summit of the Mt. Healy Overlook Trail (see figure E.1.5-1a). Hikers of this trail experience the view. Due to its elevation, the KOP provides an expansive view from the north end of Sugar Loaf Mountain to the east, south, and southwest to the adjacent peak where the DNPP's radio repeater antenna is installed. Dominating this view are ridgelines, the Nenana River and valley, DNPP structures, and natural landscapes.

E.1.5.2 Project Activities Generating Impacts

Extensive right-of-way clearing and related activities would be visible from KOP 2018-11 during construction.

E.1.5.3 Visual Impacts During Construction and Operation

Construction: The Mainline Pipeline right-of-way would be highly visible throughout the view from the high vantage point of this KOP and would extend essentially in line with the view (see figure E.1.5-1b). The strong lines and contrast between vegetation and soil color created by clearing the right-of-way could draw viewers' attention and potentially detract from the natural elements. Overall, Project construction would create a strong contrast and high visual impact.

Operation: While new vegetation would reduce the strength of the Project's linear forms, the new vegetation would take multiple years to become similar in height and density to the adjacent, existing vegetation (see figure E.1.5-1c). As a result, the permanent right-of-way would continue to introduce contrast for vegetation, although less than during construction. Accordingly, the visual impacts for this KOP would be moderate during operation.

E.1.5.4 Mitigation Measures

To minimize long-term or permanent visual impacts associated with right-of-way clearing and temporary impacts during the construction phase, AGDC would limit vegetation clearing to the construction footprint and implement the Project Revegetation Plan. Even with these mitigation efforts, a clear view of the right-of-way would still exist, especially during winter (see figure E.1.5-1e), because the new vegetation would be shorter than the surrounding areas. AGDC would also consider construction schedule and traffic control planning that would reduce crew sizes.

E.1.6 KOP 2018-12: Triple Lakes Trail KOP

E.1.6.1 Affected Visual Environment

KOP 2018-12 provides a view from the Triple Lakes Trail, about 0.4 mile from the southern trailhead (see figure E.1.6-1a). Residents, tourists, truck drivers, and others traveling on the Parks Highway primarily experience this view. The view includes Mt. Fellows, Sugar Loaf Mountain, and the Nenana River below. Hikers pause briefly where the vegetation opens naturally. Ridgelines, peaks, cut banks, bluffs, and the river add interest to the view. The trail is well publicized in park publications with some commercial guided hiking. Less than one-third of DNPP visitors hike to this viewpoint.

E.1.6.2 Project Activities Generating Impacts

Clearing vegetation for the right-of-way has the potential to generate impacts on the viewshed. However, the right-of-way is only slightly visible at this viewpoint, and so the overall impacts would be expected to be low. Right-of-way clearing and related activities, traffic controls, and construction equipment and workers would be visible from KOP 2018-12 during construction.

E.1.6.3 Visual Impacts During Construction and Operation

Construction: The right-of-way is only slightly visible at the far extent of the middleground in the center of the view (see figure E.1.6-1b). Accordingly, contrast would be weak at this KOP and Project construction would have low visual impacts.

Operation: Contrast during operation would be the same as or lower than during construction (low to no contrast) (see figure E.1.6-1c). Project operation would have low visual impacts at this KOP.

E.1.6.4 Mitigation Measures

To minimize long-term or permanent visual impacts associated with right-of-way clearing and temporary impacts during the construction phase, AGDC would limit vegetation clearing to the construction footprint and implement the Project Revegetation Plan to restore vegetation. AGDC would also consider construction schedule and traffic control planning that would reduce crew sizes.

E.1.7 KOP 2018-13: Nenana River Pedestrian Bridge KOP

E.1.7.1 Affected Visual Environment

KOP 2018-13 is the view looking northwest, north, east, and south from the trail leading to the Nenana River pedestrian bridge north of the DNPP entrance (see figure E.1.7-1a). Residents, tourists, truck drivers, and others traveling on the Parks Highway primarily experience this view. The view includes Healy Ridge; the Nenana River; surrounding hills, hotels, and businesses in McKinley Village; and the

Parks Highway vehicle bridge over the Nenana River. Mountains, the river, and some human-made features add interest to the view. All DNPP visitors from the north pass through this area by foot, bicycle, or vehicle; some stop for the view from the bridge or nearby benches.

E.1.7.2 Project Activities Generating Impacts

Vegetation clearing to create the Mainline Pipeline right-of-way has the potential to create impacts for this KOP. Right-of-way clearing and related activities, traffic controls, and construction equipment and workers would be visible from KOP 2018-13 during construction.

E.1.7.3 Visual Impacts During Construction and Operation

Construction: The right-of-way would be only slightly visible on the ridge above this KOP (see figure E.1.7-1b). As a result, Project construction would have weak contrast at this KOP and low visual impacts.

Operation: Contrast during operation would be the same as or lower than during construction (low to no contrast) (see figure E.1.7-1c). Project operation would therefore have low visual impacts at this KOP.

E.1.7.4 Mitigation Measures

To minimize long-term or permanent visual impacts associated with right-of-way clearing and temporary impacts during the construction phase, AGDC would limit vegetation clearing to the construction footprint and implement the Project Revegetation Plan. AGDC would also consider construction schedule and traffic control planning that would reduce crew sizes.

E.1.8 KOP 2018-14: George Parks Highway Milepost 236 KOP

E.1.8.1 Affected Visual Environment

KOP 2018-14 is the view from the Parks Highway south of MP 236 where the railroad tracks are very close to the highway (see figure E.1.8-1a). Residents, tourists, truck drivers, and others traveling on the Parks Highway primarily experience this view. The view includes Mt. Healy, Sugar Loaf Mountain, Mount Fellows, Pyramid Mountain, and distant peaks, as well as the tree line, ridgelines, and escarpments. Park visitors pass this location on the Parks Highway or the railroad.

E.1.8.2 Project Activities Generating Impacts

Right-of-way clearing and related activities, traffic controls, and construction equipment and workers would be visible from KOP 2018-14 during construction.

E.1.8.3 Visual Impacts During Construction and Operation

Construction: The strong lines and contrast between vegetation and soil color created by clearing the right-of-way could draw viewers' attention at this KOP and potentially detract from the natural elements, but the Mainline Pipeline right-of-way would be only partially visible at the edge of the view (see figure E.1.8-1b). Accordingly, Project construction would introduce moderate visual contrast. Viewers do not spend a lot of time at this location and there are no prominent features in the view. Therefore, Project construction would have low visual impacts at this KOP.

Operation: New vegetation would reduce the strength of the Project's linear forms over time (see figure E.1.8-1c). Contrast during operation would be the same as or lower than during construction (low to no contrast). Accordingly, Project operation would have low visual impacts at this KOP.

E.1.8.4 Mitigation Measures

To minimize long-term or permanent visual impacts associated with right-of-way clearing and temporary impacts during the construction phase, AGDC would limit vegetation clearing to the construction footprint only and implement the Project Revegetation Plan. AGDC would also consider construction schedule and traffic control planning that would reduce crew sizes.

E.1.9 KOP K: McKinley Chalet Resort

E.1.9.1 Affected Visual Environment

KOP K is at the entrance of the front parking lot of the McKinley Chalet Resort (see figure E.1.9-1a). The McKinley Chalet Resort is northernmost in a cluster of hotels on the Parks Highway near the entrance to the DNPP. Recreationists, tourists, and others traveling on the Parks Highway, as well as tourists staying at hotels, shopping, and eating at developed tourism facilities near the entrance to the DNPP, would primarily experience this view. In this location, the highway slopes gradually down as it heads into the steep-sided river valley to the north. The mountains of the Alaska Range are considered distinctive and scenic. The slopes along the east side of the roadway are steep with exposed rock in grays, tans, and browns. Dense vegetation covers areas where the slope is less steep and consists of low shrub-like trees, vertical lines of black spruce, and deciduous trees with lighter-colored trunks.

E.1.9.2 Project Activities Generating Impacts

KOP K would be less than 0.1 mile from the Mainline Pipeline where the pipeline would travel along the northern side of the highway turning upslope. The KOP K simulation depicts the Mainline Pipeline near the highway and up the slope to the right (east) of the viewer.

E.1.9.3 Visual Impacts During Construction

The contrast introduced for the landform would be strong due to excavation and grading, which would create linear and geometric forms and straight lines and expose bare soil and rock containing lighter colors and coarse texture (see figure E.1.9-1b). Vegetation removal would also expose bare soil and rock with lighter colors and produce geometric forms and straight lines in the landscape. Contrast for vegetation would be moderate to strong. Machinery, equipment, vehicles, and construction activities would introduce geometric and linear forms; vertical and horizontal lines; smooth textures; and yellow, brown, and gray colors in views from the scenic highway. Contrast for structures would be strong. Due to the Mainline Pipeline's close proximity to the highway, these elements would be highly noticeable. Therefore, visual impacts for KOP K during construction would be high.

E.1.9.4 Visual Impacts During Operation

The contrast introduced for landform alterations would be moderate to strong due to the linear and geometric forms and straight lines (see figure E.1.9-1c). Cleared vegetation would be noticeable with lighter colors and straight lines in the landscape. Light greens and rough textures introduced by regrowth would create moderate contrast. As vegetation grows back, contrast in form, color, and texture would be reduced in the long term. Contrast for structures would be weak to nonexistent because the Mainline Pipeline would be underground and no aboveground structures would be visible from this KOP. Overall,

contrast would be moderate for views from KOP K. For these reasons, visual impacts for KOP K during operation would be moderate.

E.1.9.5 Mitigation Measures

To minimize long-term or permanent visual impacts associated with right-of-way clearing and temporary impacts during the construction phase, AGDC would implement the Project Revegetation Plan to return the area to its original contours and restore vegetation in the area.

E.1.10 KOP L: Denali Princess Wilderness Lodge

E.1.10.1 Affected Visual Environment

KOP L is at the entrance to the Denali Princess Wilderness Lodge, looking east at the ridge. The Denali Princess Wilderness Lodge is in the middle of a cluster of hotels on the Parks Highway near the entrance to the DNPP. Tourists staying at the hotels and eating at the restaurants near the entrance to the DNPP primarily experience this view. Motorists on the Parks Highway also experience this view. The highway curves slightly downward in both directions. A row of shops, restaurants, and hotels is on the opposite side of the road, all with wood façades and green metal roofs. No simulations were prepared from this KOP.

E.1.10.2 Project Activities Generating Impacts

This KOP is in the parking lot between the Parks Highway and the Denali Princess Wilderness Lodge and would be about 0.2 mile southwest of the Mainline Pipeline. Due to intervening topography and dense vegetation, the Mainline Pipeline would not be visible from this location in the short or long term. There is no contrast anticipated to landform, water, vegetation, or structure.

E.1.10.3 Visual Impacts During Construction and Operation

Because the Project would not be visible from this location, it would not produce any noticeable contrast and would therefore have no visual impacts on KOP L during construction or operation.

E.1.10.4 Mitigation Measures

AGDC has not proposed any mitigation for this KOP.

E.1.11 KOP M: Grande Denali Lodge

E.1.11.1 Affected Visual Environment

KOP M is at the Grande Denali Lodge looking up the hill from the parking area and back toward the entrance road. The Grande Denali Lodge is on the southwest side of a cluster of hotels on the Parks Highway near the entrance to the DNPP. The lodge is up a steep slope from the highway and accessed by a road with several switchbacks. Tourists visiting the DNPP and staying at or visiting the Grande Denali Lodge primarily experience this view. There is a steep slope up the east side of the road and down on the west side. A ravine and ridgeline are visible to the southeast above the road. The ravine, while narrow, provides deeper visibility than the steep, rough-faced eastern view from farther north along the parking lot. Vegetation is dense where not deterred by steep, exposed rock faces. No simulations were prepared from this KOP.

E.1.11.2 Project Activities Generating Impacts

This KOP is in the parking lot near the front entrance of the Grande Denali Hotel and would be about 0.2 mile east of the Mainline Pipeline. Due to intervening topography and dense vegetation, the Mainline Pipeline would not be visible from this location in the short or long term. There is no contrast anticipated for landform, water, vegetation, or structure.

E.1.11.3 Visual Impacts During Construction and Operation

Because the Project would not be visible from this location, it would not produce any noticeable contrast and would therefore have no visual impacts on KOP M during construction or operation.

E.1.11.4 Mitigation Measures

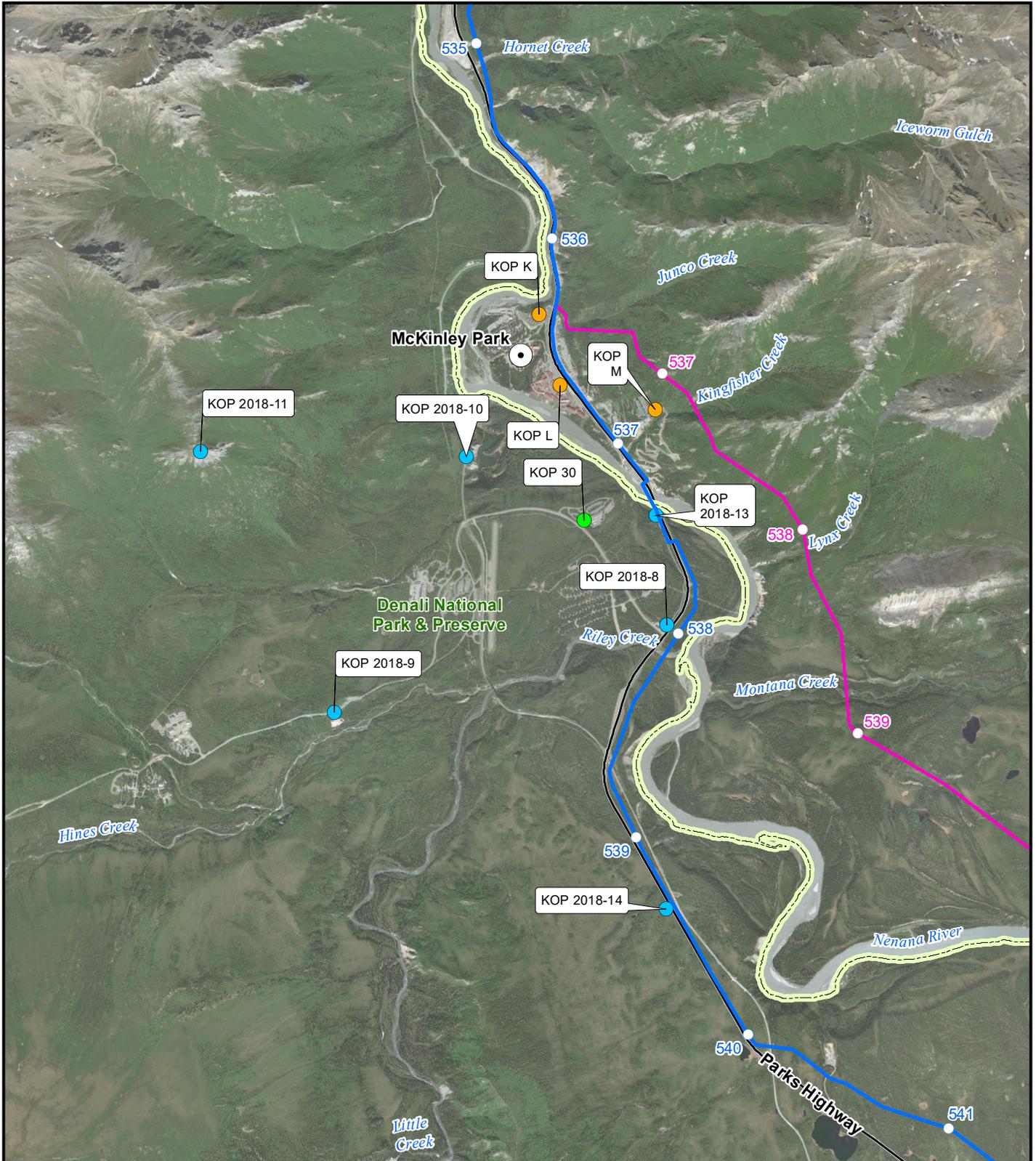
AGDC has not proposed any mitigation for this KOP.

APPENDIX E-1b
Maps of Key Observation Points

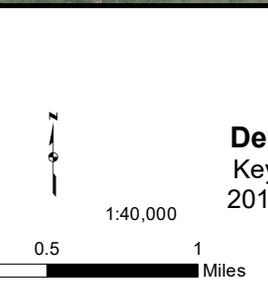
APPENDIX E-1b: Maps of Key Observation Points

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- Key Observation Point 2015
- Key Observation Point 2016
- Key Observation Point 2018
- Place of Interest
- Denali Avoidance Alternative Milepost
- Alaska LNG Proposed Mainline Milepost
- Alaska LNG Proposed Mainline Pipeline
- Denali Avoidance Alternative
- Park/Refuge Boundary



This information is for environmental review purposes only.

Figure E.1-1
Alaska LNG Project
Denali Avoidance Alternative
 Key Observation Pt: KOP K, L, M,
 2018-8, 2018-9, 2018-10, 2018-11,
 2018-13, and 2018-14

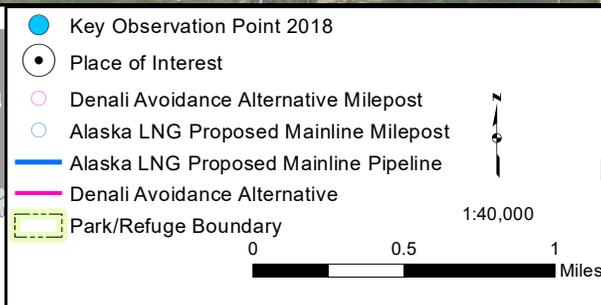
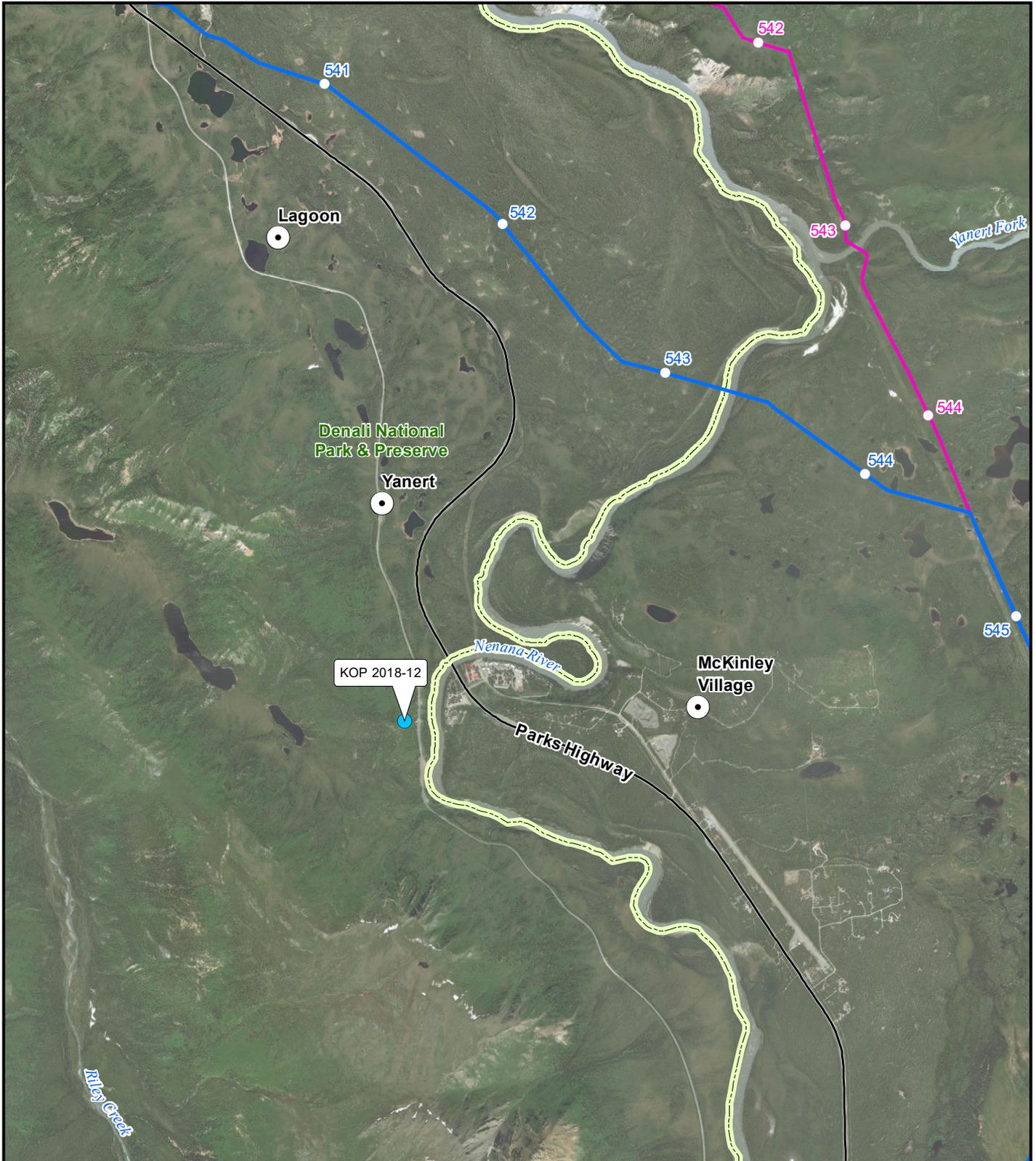


Figure E.1-2
Alaska LNG Project
Denali Avoidance Alternative
 Key Observation Pt: KOP 2018-12

APPENDIX E-1c

Existing Conditions and Visual Simulation Imagery for Key Observation Points

APPENDIX E-1c: Denali Avoidance Alternative – Existing Conditions and Visual Simulation Imagery for Key Observation Points

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Figure E.1.2-1: KOP 2018-8: Intersection of George Parks Highway and the DNPP Park Road; View of the Denali Avoidance Alternative to the East

a. Existing Conditions



b. After Construction



c. After Reclamation



d. Existing Winter Conditions



e. Winter Conditions After Construction



Figure E.1.3-1: KOP 2018-9: Government Hill; View of the Denali Avoidance Alternative to the East and Southeast

a. Existing Conditions



b. After Construction



c. After Reclamation



d. Existing Winter Conditions



e. Winter Conditions After Construction



Figure E.1.4-1: KOP 2018-10: Railroad Above Horseshoe Lake; View of the Denali Avoidance Alternative to the East

a. Existing Conditions



b. After Construction



c. After Reclamation



d. Existing Winter Conditions



e. Winter Conditions After Construction



Figure E.1.5-1: KOP 2018-11: Mt. Healy Overlook Trail Summit; View of the Denali Avoidance Alternative to the East, Southeast, and South

a. Existing Conditions



b. After Construction



c. After Reclamation



d. Existing Winter Conditions



e. Winter Conditions After Construction



Figure E.1.6-1: KOP 2018-12: Triple Lakes Trail; View of the Denali Avoidance Alternative to the Northeast

a. Existing Conditions



b. After Construction



c. After Reclamation



d. Existing Winter Conditions



e. Winter Conditions After Construction



Figure E.1.7-1: KOP 2018-13: Nenana River Pedestrian Bridge; View of the Denali Avoidance Alternative to the South

a. Existing Conditions



b. After Construction



c. After Reclamation



d. Existing Winter Conditions



e. Winter Conditions After Construction



Figure E.1.8-1: KOP 2018-14: George Parks Highway MP 236; View of the Denali Avoidance Alternative to the East

a. Existing Conditions



b. After Construction



c. After Reclamation



d. Existing Winter Conditions



e. Winter Conditions After Construction



Figure E.1.9-1: KOP K: McKinley Chalet Resort; View of the Denali Avoidance Alternative to the East

a. Existing Conditions



b. After Construction



c. After Reclamation



d. Existing Winter Conditions



e. Winter Conditions After Construction



APPENDIX E-2

**Completed National Park Service Visual Resource Inventory Forms at Key
Observation Points**

APPENDIX E-2: Completed National Park Service Visual Resource Inventory Forms at Key Observation Points

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Denali National Park and Preserve

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Viewpoint: Highway Junction with Park Road

Natural Resource Stewardship and Science

Scenic Inventory Value
C 4 = L

		View Importance Rating				
		1	2	3	4	5
Scenic Quality	A	VH	VH	VH	H	M
	B	VH	VH	H	M	L
	C	H	H	M	L	L
	D	H	M	L	VL	VL
	E	M	L	VL	VL	VL

Most Recent Inventory Date	
Scenic Quality	View Importance
6/19/2018 11:50 AM	7/18/2018 2:00 PM

Observation Data	
View Description: View from the George Parks Highway junction with the Denali Park Road, from the multi-use trail adjacent to the highway. Looking northeast to southeast across the Parks Highway toward Sugar Loaf Mountain, Mt. Fellows, and distant mountains.	
GPS Coordinates: 63.729108, -148.885863	
Left Bearing: 360 degrees	Right Bearing: 235 degrees
Landscape Character Type	Natural

Scenic Quality					
Factor		Rating	Rationale		
Landscape Character Integrity	Landscape Character Elements	3.0	Many landscape character elements are present; no water features visible		
	Inconsistent Elements	2.0	Highway, park road, multi-use trail, several road signs, trail information panel		
	Quality and Condition of Elements	4.5	Most natural and inconsistent elements are in good condition		
	Sub Total	9.5			
Vividness	Focal Points	2.5	Some ridgelines are moderate focal points, but no features hold a viewer's attention		
	Forms - Lines	2.5	A few landforms are moderately bold and interesting		
	Color Vividness	3.5	Many shades of green in the vegetation; mountains are tan, orange, and brown; ridges contain interesting textures		
	Sub Total	8.5			
Visual Harmony	Spatial Relationship	3.0	Roads and signs seem out of place		
	Scale Relationship	3.0	Left and right ends of the view are not balanced, highway and road cut seem large		
	Color Harmony	3.0	Colors of inconsistent elements (yellow road striping, blue highway sign) clash with the natural landscape colors		
	Sub Total	9.0			
		Total 27.0	Scenic Quality Rating = C		
Rating Scale	A(39-45)	B(31-38)	C(24-30)	D(16-23)	E(9-15)

View Importance			
Factor		Rating	Rationale
Viewpoint Importance	Publicity	1.5	Park entrance and trail are well publicized, but not necessarily for the view
	Management	2.0	Management actions: trail construction and maintenance, wayfinding signs
	Interpretive Services	1.0	Wayfinding signs
	Sub Total	4.5	
Viewed Landscape Importance	Publicity	3.0	Park entrance is well publicized
	Designated Areas	3.5	Denali Wilderness, George Parks National Scenic Byway; non-designated features include the park entrance and Sugar Loaf Mountain
	Interpretive Themes	3.5	Four of the six interpretive themes are illustrated in the view
	Sub Total	10.0	
Viewer Concern	Visitation	5.0	Nearly all park visitors pass the road junction during their visit
	View Duration	1.0	Most visitors do not linger at this viewpoint
	Viewer Activities	1.0	Most people are just passing through, on the highway or the trail
	Sub Total	7.0	
Total		21.5	View Importance Rating = 4

Rating Scale	1(39-45)	2(31-38)	3(24-30)	4(16-23)	5(9-15)
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Viewpoint: Government Hill

Natural Resource Stewardship and Science

Scenic Inventory Value
A 3 = VH

		View Importance Rating				
		1	2	3	4	5
Scenic Quality	A	VH	VH	VH	H	M
	B	VH	VH	H	M	L
	C	H	H	M	L	L
	D	H	M	L	VL	VL
	E	M	L	VL	VL	VL

Most Recent Inventory Date	
Scenic Quality	View Importance
6/19/2018 9:50 AM	7/18/2018 10:00 AM

Observation Data	
View Description: View from Government Hill, extending from Sugar Loaf Mountain to the descending slope of Erratic Ridge. Popular location for viewing the historic train trestle over Riley Creek, as well as the fall colors on the mountains and in the aspen trees below the park road.	
GPS Coordinates: 63.7248, -148.936	
Left Bearing: 40 degrees	Right Bearing: 235 degrees
Landscape Character Type	Natural

Scenic Quality			
Factor		Rating	Rationale
Landscape Character Integrity	Landscape Character Elements	4.5	Most landscape character elements are present, except bogs
	Inconsistent Elements	4.0	A few inconsistent elements: park road, road sign, train trestle
	Quality and Condition of Elements	5.0	Most elements are in good condition
	Sub Total	13.5	
Vividness	Focal Points	4.0	The train trestle is a strong focal point, but the mountains and creeks also draw attention
	Forms - Lines	5.0	Several things add interest: trestle, water, rugged mountains
	Color Vividness	4.0	Bold colors and textures
	Sub Total	13.0	
Visual Harmony	Spatial Relationship	5.0	Layers of ridges; curving creeks and roadway
	Scale Relationship	4.5	View is balanced, but a few foreground trees are blocking the view
	Color Harmony	4.5	Good range of natural colors, but a few inconsistent element colors clash (red & white road sign, yellow road striping)
	Sub Total	14.0	
Total		40.5	Scenic Quality Rating = A

Rating Scale	A(39-45)	B(31-38)	C(24-30)	D(16-23)	E(9-15)
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View Importance					
Factor			Rating	Rationale	
Viewpoint Importance	Publicity		2.0	Promoted among photographers and train enthusiasts; informally promoted by bus drivers and park staff	
	Management		2.5	Management actions include tree clearing and planning for potential widening of the informal road pullout	
	Interpretive Services		1.0	Some interpretation from bus drivers, especially when the aspens are yellow. Viewpoint is in Snapshots from the Past.	
	Sub Total		5.5		
Viewed Landscape Importance	Publicity		3.0	View including train trestle is highly photographed and published in external media; some NPS promotion in books and on park website	
	Designated Areas		4.5	Riley Creek Railroad Bridge, Denali Wilderness, McKinley Park Road Historic District, Denali Park Road Cultural Landscape, George Parks Scenic Byway	
	Interpretive Themes		5.0	Viewed landscape illustrates nearly all interpretive themes	
	Sub Total		12.5		
Viewer Concern	Visitation		5.0	Nearly all park visitors pass this viewpoint; many visitors stop to enjoy and photograph the view	
	View Duration		1.0	Most viewpoint visitors stop briefly, but some photographers wait a long time for the Alaska Railroad train to cross the trestle	
	Viewer Activities		5.0	People only stop here to view and photograph the scenery	
	Sub Total		11.0		
			Total 29.0	View Importance Rating = 3	
Rating Scale	1(39-45)	2(31-38)	3(24-30)	4(16-23)	5(9-15)

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Viewpoint: Proxy for Railroad Above Horseshoe Lake

Natural Resource Stewardship and Science

Scenic Inventory Value
B 4 = M

		View Importance Rating				
		1	2	3	4	5
Scenic Quality	A	VH	VH	VH	H	M
	B	VH	VH	H	M	L
	C	H	H	M	L	L
	D	H	M	L	VL	VL
	E	M	L	VL	VL	VL

Most Recent Inventory Date	
Scenic Quality	View Importance
7/12/2018 11:40 AM	7/18/2018 12:00 PM

Observation Data	
View Description: View from the bluff edge just above the railroad tracks above Horseshoe Lake; approximates the gateway view of park visitors arriving on the train. View overlooks Horseshoe Lake, entrance area developments, Sugar Loaf Mountain, and Mt. Fellows.	
GPS Coordinates: 63.73994, -148.91512	
Left Bearing: 20 degrees	Right Bearing: 160 degrees
Landscape Character Type	Natural

Scenic Quality					
Factor		Rating	Rationale		
Landscape Character Integrity	Landscape Character Elements	5.0	All landscape character elements are visible		
	Inconsistent Elements	2.0	Inconsistent elements: hotels, highway, bus depot, power lines, railroad, flashing signs		
	Quality and Condition of Elements	4.5	Natural elements and most developments appear to be in good condition; some weathered railroad ties and bank erosion below hotels on the Nenana River		
	Sub Total	11.5			
Vividness	Focal Points	3.5	Multiple focal points; some developments are distracting		
	Forms - Lines	4.0	The lake, ridgelines, and some hotel features add interest to the view		
	Color Vividness	4.0	Blue-green lake, green vegetation, reddish mountain tops, and red and green roofs are bold colors. Moving water in the Nenana River.		
	Sub Total	11.5			
Visual Harmony	Spatial Relationship	3.0	Landscape elements seem stacked to the left		
	Scale Relationship	3.5	Developments seem out of proportion with each other and with the landscape		
	Color Harmony	4.0	Some development colors clash with the natural element colors		
	Sub Total	10.5			
Total		33.5	Scenic Quality Rating = B		
Rating Scale	A(39-45)	B(31-38)	C(24-30)	D(16-23)	E(9-15)

View Importance				
Factor		Rating	Rationale	
Viewpoint Importance	Publicity	1.0	Viewpoint is the railroad gateway to the park, but it receives little to no publicity	
	Management	1.0	Alaska Railroad staff maintain the tracks	
	Interpretive Services	1.0	Some interpretation happens on the train	
	Sub Total	3.0		
Viewed Landscape Importance	Publicity	3.0	Hotels promote the viewshed; NPS publicizes Horseshoe Lake as a hiking destination	
	Designated Areas	3.0	Designated: George Parks National Scenic Byway; non-designated features include Horseshoe Lake, Sugar Loaf Mountain, Mt. Fellows, and the Nenana River	
	Interpretive Themes	3.5	Most of the interpretive themes are illustrated in this view	
	Sub Total	9.5		
Viewer Concern	Visitation	3.0	Many park visitors travel between Denali and Fairbanks via the railroad	
	View Duration	1.0	Visitors travel past this point on a moving train	
	Viewer Activities	1.5	Railroad passengers are enjoying the view while traveling	
	Sub Total	5.5		
		Total	18.0	View Importance Rating = 4

Rating Scale	1(39-45)	2(31-38)	3(24-30)	4(16-23)	5(9-15)
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Viewpoint: Mount Healy Overlook Trail Summit

Natural Resource Stewardship and Science

Scenic Inventory Value
B 2 = VH

		View Importance Rating				
		1	2	3	4	5
Scenic Quality	A	VH	VH	VH	H	M
	B	VH	VH	H	M	L
	C	H	H	M	L	L
	D	H	M	L	VL	VL
	E	M	L	VL	VL	VL

Most Recent Inventory Date	
Scenic Quality	View Importance
7/13/2018 1:00 PM	7/18/2018 11:00 AM

Observation Data	
View Description: View from the summit of the Mt. Healy Overlook Trail, extending from the north end of Sugar Loaf Mountain through the east, south, and southwest to the adjacent peak where the park radio repeater is installed.	
GPS Coordinates: 63.742427, -148.953290	
Left Bearing: 20 degrees	Right Bearing: 250 degrees
Landscape Character Type	Natural

Scenic Quality					
Factor		Rating	Rationale		
Landscape Character Integrity	Landscape Character Elements	5.0	All landscape elements are visible		
	Inconsistent Elements	1.5	Inconsistent elements: gateway area developments, park headquarters, intertie transmission line, two airstrips, George Parks Highway, park road		
	Quality and Condition of Elements	5.0	Natural elements look healthy and developments appear to be in good condition from this distance		
	Sub Total	11.5			
Vividness	Focal Points	3.0	Multiple focal points in the view		
	Forms - Lines	4.5	Ridges, lines of the roads, the river, creeks, and Horseshoe Lake add interest to the view		
	Color Vividness	4.5	Varied greens in the vegetation, red hotel roofs, and blue distant peaks are some of the vibrant colors in the view		
	Sub Total	12.0			
Visual Harmony	Spatial Relationship	5.0	The view is encircled by ridges, and developments are low and flat		
	Scale Relationship	4.5	Development in the gateway area seems a little out of scale		
	Color Harmony	4.0	Some roofs and parked vehicles are very shiny, and some red roofs seem out of place		
	Sub Total	13.5			
Total		37.0	Scenic Quality Rating = B		
Rating Scale	A(39-45)	B(31-38)	C(24-30)	D(16-23)	E(9-15)

View Importance				
Factor		Rating	Rationale	
Viewpoint Importance	Publicity	5.0	The Mt. Healy Overlook Trail is well publicized; even the name indicates that the scenery is an important aspect of the hiking destination	
	Management	4.0	Management activities include trail maintenance and installing an end-of-trail sign at the summit	
	Interpretive Services	1.0	There are no interpretive services at the trail summit	
	Sub Total	10.0		
Viewed Landscape Importance	Publicity	4.5	The scenery is a well publicized reason for hiking the trail, and features in the viewed landscape are well publicized	
	Designated Areas	4.5	Designated scenic overlook, Denali Wilderness, George Parks National Scenic Byway, many non-designated, locally prominent landscape features	
	Interpretive Themes	5.0	All interpretive themes are illustrated by this view, including the Denali massif	
	Sub Total	14.0		
Viewer Concern	Visitation	1.0	Fewer than one third of park visitors reach the summit of this strenuous trail	
	View Duration	3.5	Hikers remain at the trail summit for a relatively long time	
	Viewer Activities	4.5	Most hikers spend time enjoying the scenery at the trail summit	
	Sub Total	9.0		
		Total	33.0	View Importance Rating = 2
Rating Scale	1(39-45)	2(31-38)	3(24-30)	4(16-23) 5(9-15)

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Viewpoint: Triple Lakes Trail

Natural Resource Stewardship and Science

Scenic Inventory Value
B 3 = H

		View Importance Rating				
		1	2	3	4	5
Scenic Quality	A	VH	VH	VH	H	M
	B	VH	VH	H	M	L
	C	H	H	M	L	L
	D	H	M	L	VL	VL
	E	M	L	VL	VL	VL

Most Recent Inventory Date	
Scenic Quality	View Importance
6/19/2018 2:10 PM	7/18/2018 4:00 PM

Observation Data	
View Description: View from the Triple Lakes Trail, approximately 0.4 miles from the southern trailhead. Looking north to northeast toward Mt. Fellows, Sugar Loaf Mountain, and the Nenana River below.	
GPS Coordinates: 63.65285, -148.8431	
Left Bearing: 340 degrees	Right Bearing: 40 degrees
Landscape Character Type	Natural

Scenic Quality					
Factor		Rating	Rationale		
Landscape Character Integrity	Landscape Character Elements	4.0	Many landscape character elements are present, except glaciers and bogs		
	Inconsistent Elements	4.0	Highway, bridge, trail, intertie transmission line		
	Quality and Condition of Elements	4.5	Most elements are in good condition		
	Sub Total	12.5			
Vividness	Focal Points	3.5	The mountains, river, cut banks, and Musher's Rock hold attention		
	Forms - Lines	4.0	Ridgelines, peaks, cut banks, and the river add interest to the view		
	Color Vividness	4.0	Good range of greens in the vegetation, and browns, tans, reddish browns and white snow on the mountains		
	Sub Total	11.5			
Visual Harmony	Spatial Relationship	4.5	Natural features are in balance; bridge and highway are a little out of balance in the view		
	Scale Relationship	4.0	Foreground vegetation is out of scale with the middle and background view		
	Color Harmony	4.5	Good variety of colors, including light and dark hues		
	Sub Total	13.0			
Total		37.0	Scenic Quality Rating = B		
Rating Scale	A(39-45)	B(31-38)	C(24-30)	D(16-23)	E(9-15)

View Importance					
Factor			Rating	Rationale	
Viewpoint Importance	Publicity		3.5	The Triple Lakes Trail is well publicized in park publications and online	
	Management		3.0	Management actions include trail maintenance and brushing	
	Interpretive Services		1.5	Some commercial guided hiking	
	Sub Total		8.0		
Viewed Landscape Importance	Publicity		3.5	Viewed landscape is publicized online and through local businesses and non-profit organizations	
	Designated Areas		4.0	George Parks National Scenic Byway, unpublicized Archeology Site; non-designated features include Mt. Fellows and Sugar Loaf Mountain	
	Interpretive Themes		4.0	Most of the interpretive themes are illustrated in the view	
	Sub Total		11.5		
Viewer Concern	Visitation		1.0	Fewer than 1/3 of park visitors hike to this viewpoint	
	View Duration		2.0	Hikers sometimes pause briefly to take in the view where the vegetation opens up	
	Viewer Activities		3.0	Hiking is the primary focus of activity, but the scenery is important, too	
	Sub Total		6.0		
Total			25.5	View Importance Rating = 3	
Rating Scale	1(39-45)	2(31-38)	3(24-30)	4(16-23)	5(9-15)

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Viewpoint: Nenana River Pedestrian Bridge

Natural Resource Stewardship and Science

Scenic Inventory Value
C 4 = L

		View Importance Rating				
		1	2	3	4	5
Scenic Quality	A	VH	VH	VH	H	M
	B	VH	VH	H	M	L
	C	H	H	M	L	L
	D	H	M	L	VL	VL
	E	M	L	VL	VL	VL

Most Recent Inventory Date	
Scenic Quality	View Importance
6/19/2018 4:30 PM	7/18/2018 1:00 PM

Observation Data	
View Description: View looking northwest, north, east and south from the trail leading to the Nenana River pedestrian bridge north of the park entrance. View includes Healy Ridge, the Nenana River, surrounding hills, gateway hotels and businesses, the George Parks highway, the vehicle bridge, and the pedestrian bridge.	
GPS Coordinates: 63.736457, -148.886472	
Left Bearing: 290 degrees	Right Bearing: 195 degrees
Landscape Character Type	Natural

Scenic Quality					
Factor		Rating	Rationale		
Landscape Character Integrity	Landscape Character Elements	4.5	Most landscape character elements are visible		
	Inconsistent Elements	1.5	Hotels, businesses, bridges, highway, trails, guard rails, highway and trail signs		
	Quality and Condition of Elements	3.5	Most elements are in fairly good condition; some vegetation growing into the trail, some business and highway signs are in poor shape		
	Sub Total	9.5			
Vividness	Focal Points	3.0	Several weak to moderately strong focal points, including mountains, river, and hotels		
	Forms - Lines	3.5	Mountains, river and some hotels add interest to the view		
	Color Vividness	4.5	Many vivid colors, and the river is a strong moving element because it is so close		
	Sub Total	11.0			
Visual Harmony	Spatial Relationship	2.0	Natural features are balanced, and the curves of the trail and pedestrian bridge add order; hotels and buildings appear randomly placed		
	Scale Relationship	3.0	Most elements are in scale; guard rails are somewhat out of proportion		
	Color Harmony	3.0	Sign colors detract from the colors of the natural landscape; development colors are fairly harmonious		
	Sub Total	8.0			
Total		28.5	Scenic Quality Rating = C		
Rating Scale	A(39-45)	B(31-38)	C(24-30)	D(16-23)	E(9-15)

View Importance					
Factor		Rating	Rationale		
Viewpoint Importance	Publicity	1.5	Some publicity as pedestrian access to the park from gateway businesses		
	Management	2.0	Some trail maintenance and highway shoulder clearing		
	Interpretive Services	1.0	Wayfinding signs are nearby, but not at the site		
	Sub Total	4.5			
Viewed Landscape Importance	Publicity	2.0	Occasionally noted as the highway and trail entrance to the park		
	Designated Areas	3.0	Denali Wilderness, George Parks National Scenic Byway; non-designated features include the highway park entrance and Sugar Loaf Mountain		
	Interpretive Themes	1.5	Two themes are illustrated: People and the Land, and Dynamic Change		
	Sub Total	6.5			
Viewer Concern	Visitation	3.0	Many visitors cross the park boundary here on the highway and on the multi-use trail		
	View Duration	1.0	Most park visitors pass through this area; some stop for the view from the bridge or the nearby trail bench		
	Viewer Activities	1.0	Most people are driving, walking, or biking through this area		
	Sub Total	5.0			
		Total	16.0	View Importance Rating = 4	
Rating Scale	1(39-45)	2(31-38)	3(24-30)	4(16-23)	5(9-15)

Denali National Park and Preserve

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Viewpoint: South of Highway Milepost 236

Natural Resource Stewardship and Science

Scenic Inventory Value
B 4 = M

		View Importance Rating				
		1	2	3	4	5
Scenic Quality	A	VH	VH	VH	H	M
	B	VH	VH	H	M	L
	C	H	H	M	L	L
	D	H	M	L	VL	VL
	E	M	L	VL	VL	VL

Most Recent Inventory Date	
Scenic Quality	View Importance
7/12/2018 9:50 AM	7/18/2018 3:00 PM

Observation Data	
View Description: View from the George Parks Highway south of Milepost 236, where the railroad tracks are very close to the highway. View of Mt. Healy, Sugar Loaf Mountain, Mount Fellows, Pyramid Mountain, and distant peaks.	
GPS Coordinates: 63.70996, -148.88713	
Left Bearing: 320 degrees	Right Bearing: 170 degrees
Landscape Character Type	Natural

Scenic Quality			
Factor		Rating	Rationale
Landscape Character Integrity	Landscape Character Elements	4.0	Most landscape character elements are visible, except bogs and water
	Inconsistent Elements	2.0	Highway, railroad, intertie transmission line, highway signs, traffic
	Quality and Condition of Elements	4.5	Most elements are in good condition; some frost heaves and litter on the highway
	Sub Total	10.5	
Vividness	Focal Points	4.0	There are multiple attractive ridgeline focal points
	Forms - Lines	4.0	The view includes interesting ridgelines and escarpments
	Color Vividness	4.5	Variety of greens, reddish and brown rocks, bold textures
	Sub Total	12.5	
Visual Harmony	Spatial Relationship	4.0	The ridges and valleys are in a balanced arrangement
	Scale Relationship	4.0	The road is a little out of scale, but tapers into the distance to the north
	Color Harmony	4.0	The colors of the natural elements are varied and blend well together, but some railroad and highway signs clash
	Sub Total	12.0	
Total		35.0	Scenic Quality Rating = B

Rating Scale	A(39-45)	B(31-38)	C(24-30)	D(16-23)	E(9-15)
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View Importance					
Factor		Rating	Rationale		
Viewpoint Importance	Publicity	2.0	The George Parks Highway is publicized as a Scenic Byway		
	Management	1.5	NPS staff and volunteers remove invasive plants along the highway; routine highway maintenance		
	Interpretive Services	1.0	Limited interpretation in passing on buses and trains		
	Sub Total	4.5			
Viewed Landscape Importance	Publicity	2.5	Some publicity of the Nenana River Valley and surrounding peaks		
	Designated Areas	4.0	Denali Wilderness, George Parks National Scenic Byway; non-designated features include Mt. Fellows, Sugar Loaf Mountain, and Mt. Healy		
	Interpretive Themes	4.0	The viewed landscape illustrates many of the park's interpretive themes		
	Sub Total	10.5			
Viewer Concern	Visitation	4.5	Many park visitors pass this location on the highway or the railroad		
	View Duration	1.0	Few people stop here; most enjoy the view in transit		
	Viewer Activities	2.0	Most visitors are traveling along the scenic byway		
	Sub Total	7.5			
		Total	22.5	View Importance Rating = 4	
Rating Scale	1(39-45)	2(31-38)	3(24-30)	4(16-23)	5(9-15)