

UPDATED FAR NORTH BICENTENNIAL PARK MASTER PLAN

March 1985

Physical Planning Division
Community Planning Department
Municipality of Anchorage

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FOREWARD

This Updated Far North Bicentennial Park Plan was the result of a collaborative effort involving citizens, agency representatives and municipal staff. In 1983 the Mayor's Campbell Tract Task Force presented a report for public review outlining recommended improvements and suggesting clarifications for land use within the Tract. Following reviews by state and federal agencies, the Park and Recreation Commission and the Planning and Zoning Commission, the original Task Force report was modified to reflect the policies, guidelines and facility improvements for which there was a consensus during the scope of public review.

This document - while containing a substantial amount of the text suggested by the Mayor's Task Force - has been written as the recommended plan of the Municipality. As such it should be used in guiding land use, facility, trail and management decisions for the Campbell Tract.

ACKNOWLEDGMENTS

The effort of the Campbell Tract Citizens' Task Force has been greatly appreciated in creating this updated plan. The work of Tom Meacham and Rita Hendrickson was particularly noteworthy. A well deserved "thank you" is in order to all the members of the citizen's committee. The members are:

CAMPBELL TRACT TASK FORCE

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BACKGROUND INFORMATION

BACKGROUND INFORMATION

The Far North Bicentennial Park Master Plan was the primary source used in preparing this document. That plan, prepared in 1974, was based on a physical systems inventory and the suitability of the land for various types of use. Taken into account in preparing that Plan were slope, slope orientation, vegetation, soils, water table, and water resources of the area. Those physical attributes of the land were used to determine the suitability for various facilities, including an amphitheatre, golf course, alpine skiing, major buildings, sports fields, and picnic/camping sites. The physical resources were also used to determine the "Generalized Land Use Plan." That land use plan is the most critical aspect of the overall development of the Tract because it has been integrated into federal law and the provisions of the 1974 Plan for greenbelts, watershed areas, active recreational areas, and public and institutional lands were made part of the conveyance documents through which the Municipality gained title to the land.

The subsections of this updated plan contain recommendations in concert with the intent of the 1974 document and the transfer legislation. The activities discussed in the land use section of this report are in keeping with the "Generalized Land Use" provisions of the original plan.

In updating the recommended activities which can be accommodated within the park, new physical and environmental inventories were used. The various resource maps of The Anchorage Coastal Zone Management Atlas were employed as references in drafting this planning document. Secondly, The Anchorage Wetlands Management Plan was approved during the past year and the implications of that plan had serious bearing on which sections of land can be utilized within the Campbell Tract. The wetlands management concepts are discussed in further detail in the following pages. Finally, the land ownership picture within the Campbell Tract has become clarified during the course of the planning effort. Those ownership patterns, outlined in this section, were taken into account in drafting this document.

Also important in updating the plan were the public surveys which were undertaken by the Campbell Tract Task Force. The first of these was compiled to ascertain the general public's viewpoint regarding the Campbell Tract. Results of this survey are presented in Appendix A. The second survey was directed to interest groups, including active recreational organizations and environmental organizations. Although the response to the second survey was relatively light, the results were helpful in addressing facility and resource protection needs. A summary of those results is presented in Appendix B.

At the onset of this project, a technical committee was formed to assist in providing information relative to the Tract and review the initial draft of this plan. Their comments relating to the initial draft are presented in Appendix C.

Land Ownership

a. The Original "Campbell Tract"

The "Campbell Tract" which is the subject of this master plan is a tract of publicly-owned land which has been obtained by the Municipality from the United States, through the State of Alaska. Adjoining it are other parcels of land presently managed by state agencies and the U.S. Bureau of Land Management (BLM). The majority of the Tract, some 4,260 acres, was conveyed to the Municipality from the State pursuant to the terms of the Cook Inlet Land Exchange legislation, Section 12(d)(2) of Public Law 94-204 (January 2, 1976).

The original "Campbell Tract", which was set aside for military use during World War II and was later used and managed by the BLM, comprised both this 4,260-acre parcel and adjacent lands which had been transferred for public purposes in a piecemeal fashion before enactment of the Cook Inlet Land Exchange legislation. The land conveyed in these earlier transfers is technically not subject to the legal requirements governing future use of the Campbell Tract "Bicentennial Park" which have been imposed by the land exchange legislation and subsequent conveyance documents. For some purposes, they may be considered "inholdings" or "non-conforming uses" in relation to the remainder of the Campbell Tract which is subject to explicit use restrictions.

Although all of these "inholdings" are technically not subject to the terms of the federal transfer legislation and subsequent conveyance documents, it is recommended that they be treated as nonconforming uses to the extent that their present structures and activities do not conform to the recommended guidelines for development in the PLI and Greenbelt areas. These pre-existing uses should not be permitted to expand, and eventually should be phased out to be replaced with public uses which conform to the PLI guidelines and uses acceptable in the Greenbelt areas.

b. Municipal Inholdings

The Municipality itself received two specific grants of land out of the original Campbell Tract prior to the 1976 federal transfer legislation. These include the site of the municipal water storage tanks (10 acres) and a well site (5 acres). Both of these parcels are in the northeastern portion of the Campbell Tract.

c. Original State Inholdings

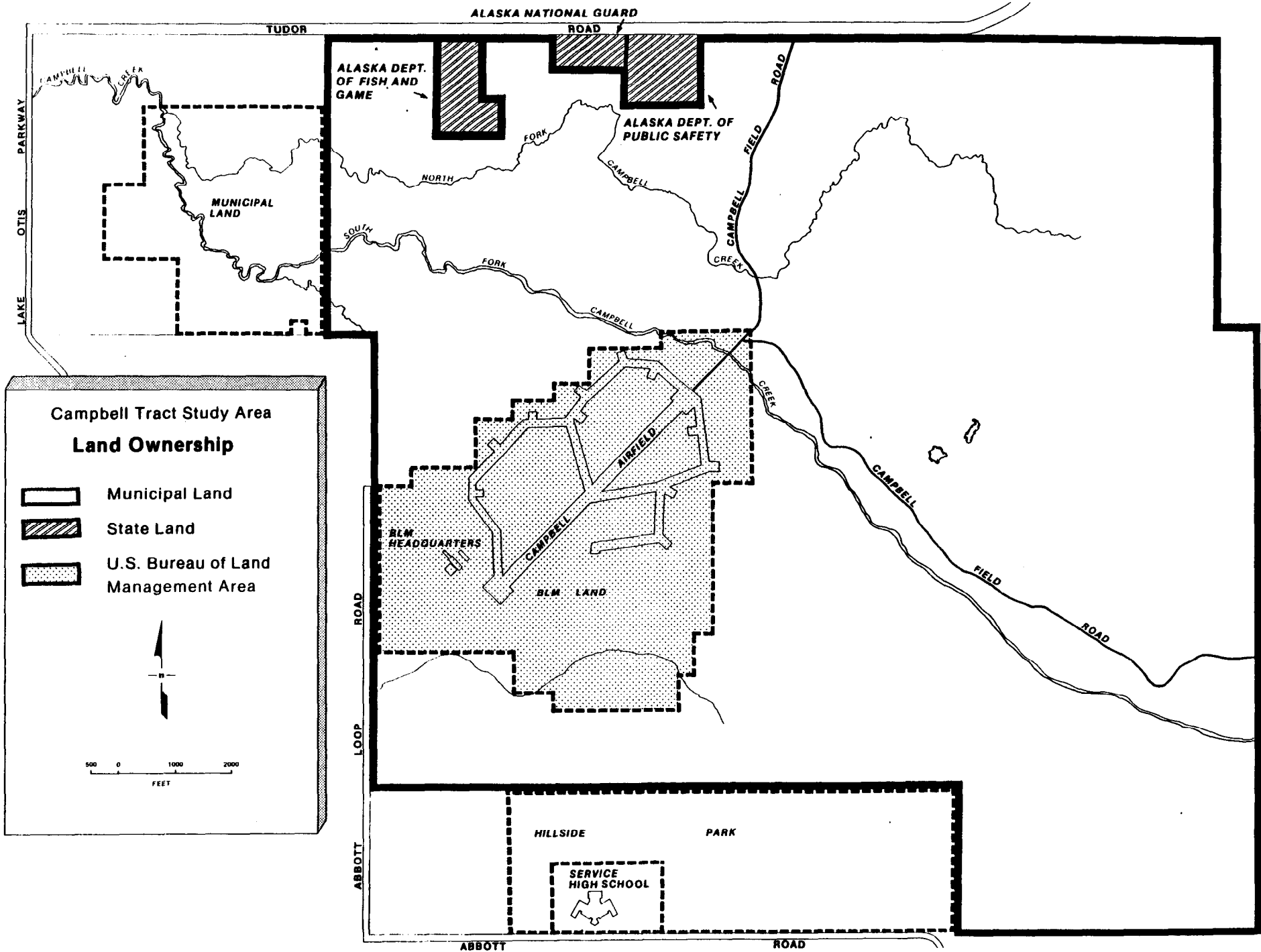
Prior to passage of the federal Campbell Tract transfer legislation, the State had received title to several parcels of land bordering Tudor Road but lying within the original Campbell Tract. These include the 30-acre Alaska National Guard site, a nearby 12.5-acre communications site also owned by the State, and the 40-acre parcel containing the Alaska Department of Public Safety administrative offices and Department of Transportation maintenance facilities.

d. State-Retained Inholdings

After the BLM identified the tract it wished to retain, the remainder of the federal Campbell Tract lands were transferred to the State pursuant to the terms of the 1976 federal legislation. The State in turn transferred the bulk of these lands to the Municipality, but retained 262.5 acres of land in the PLI areas, for study for future state facilities. A determination was subsequently made by the State that only 45 acres of this land should be retained by it for a possible Department of Fish and Game administrative site. The remainder of the lands (217.5 acres) was subsequently transferred to the Municipality. This site is subject to the "parks, recreation and compatible public use" constraints imposed by the federal transfer legislation and the federal land patent, as is the rest of the Campbell Tract which was transferred to the State by the federal legislation.

e. BLM Inholdings

The bulk of the original Campbell Tract acreage was being managed by the U.S. Bureau of Land Management at the time the federal transfer legislation was enacted. The BLM was permitted to identify and retain a tract, not to exceed 1,000 acres, which would encompass its then-present operations. Prior



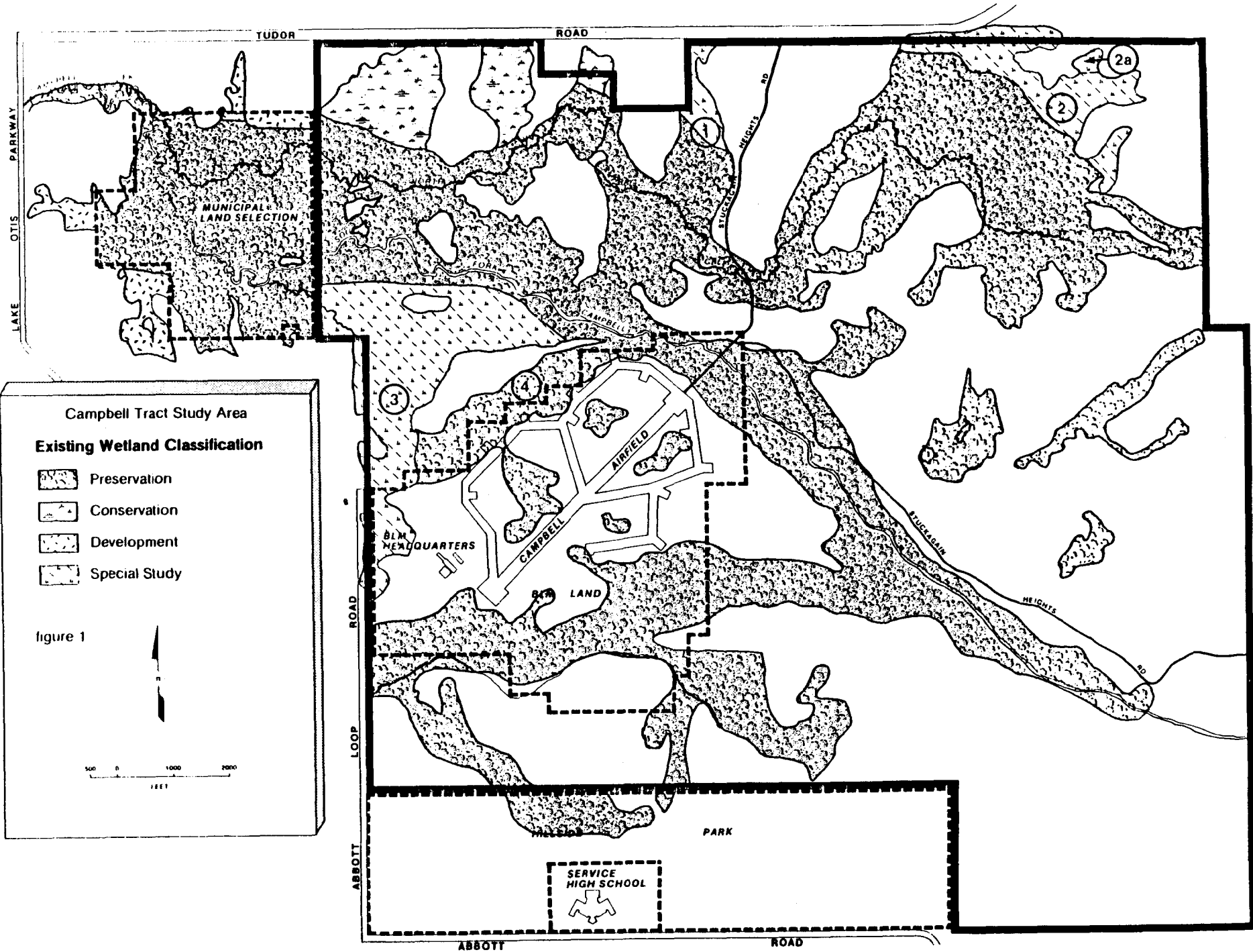
to transfer of the land from the United States to the State, the BLM identified and retained approximately 730 acres surrounding its headquarters and airstrip. Its present District Office is located there. In addition, its cadastral survey section and area offices are at that location. The BLM continues to use its airfield for cadastral survey purposes, particularly in supplying field operations and in related support functions. Although there have been shifts in operation at the BLM offices, the number of its personnel have not decreased since the 1974 draft of the Bicentennial Park plan.

Recreational uses within the Campbell Tract should be coordinated in a spirit of cooperation with the BLM, including trail and recreational facility development, and provision of adequate access, control and security for BLM facilities and activities. If recreation on portions of the BLM-retained lands is compatible with BLM uses, recreational plans and management should be accomplished by joint agreement with BLM. The federal legislation permitted the BLM to adequately provide for its "present operations", but did not contemplate that BLM should continue to retain and use the 730-acre tract if its mission and activities in Alaska in the future were altered to the extent that they bore little resemblance to the agency's present operations. If that were to occur, the Municipality should request that the BLM-retained tract be conveyed to it for park and recreational uses consistent with the master plan.

The issue of guaranteeing the integrity and eventual transfer of the BLM-retained lands requires special consideration. Although the 1976 federal legislation implies that the area retained by BLM for its present operations should be transferred as a part of the park when BLM no longer requires that land, there is no specific provision in the legislation which requires that this transfer eventually occur, or that it be done for park and recreational purposes. This oversight could conceivably permit another federal agency to obtain the land if the BLM no longer needed it, a result which would frustrate the comprehensive purposes of the 1976 legislation. The Municipality should explore all avenues with the State and the Department of the Interior to ensure eventual transfer of the BLM-retained area for municipal park purposes when the present operations of the BLM are no longer required. These steps might include a memorandum of understanding, issuance of a federal public land order, or inter-governmental agreements.

f. Section 33 Campbell Creek Lands

At the northwest corner of the Campbell Tract is a parcel of land encompassing the junction of the North and South Forks of Campbell Creek, comprising approximately 300 acres. This land, which is largely preservation wetlands, was obtained by the Municipality from the State through the Municipal Land Grant Act. Although it is not subject to the management restrictions imposed upon the Campbell Tract by federal law and the subsequent conveyance documents, from an ecological standpoint it is an integral part of the Campbell Tract area, and it forms the link between the Tract itself and the existing Campbell Creek Greenbelt. Due to the sensitive environment, this parcel should be given special attention. Generally, the wetlands surrounding the two branches of Campbell Creek should be preserved as part of the greenbelt system. The area due west of Bragaw Street and north of 48th Avenue is municipal property and has significant capacity for public facility development. Existing regulations for facility siting and site plan review (21.15.015 and 21.15.025) should provide the necessary design guidance in developing this area.



TUDOR

ROAD

LAKE OTIS PARKWAY

MUNICIPAL LAND SELECTION

28

2

STUDENTS HEIGHTS RD

1

3

4

AIRFIELD

BLM HEADQUARTERS

CAMPBELL

BLM LAND

STUDENTS HEIGHTS

RD

ROAD

LOOP

PARK

SERVICE HIGH SCHOOL

ABBOTT

ROAD

ABBOTT

Wetlands

The Wetlands Management Plan adopted by the Assembly in April 1982, provides policies through which wetlands will be preserved. There are three categories of wetlands within or near the Campbell Tract: preservation wetlands, special study wetlands, conservation wetlands and developable wetlands. These classifications were set up to serve as guidelines during implementation. The intent of these categories is as follows:

- ° Preservation - Generally preservation areas would not be developed. The only exceptions would be to allow those activities that further enhanced, restored or preserved the natural character of wetlands.
- ° Conservation - These wetlands are to be managed to conserve their natural function to the maximum extent practicable with allowing carefully controlled uses or development to occur. Open space and related mitigation measures should be considered in site planning such areas.
- ° Developable - In the context of this study, "developable" means wetlands which may be developed to satisfy growth needs, not wetlands that automatically will be developed. Existing regulations and permit processing programs of the Corps of Engineers would continue to apply to these wetlands. Mitigation measures would be used in those wetlands slated for development in order to preserve, as much as possible, valuable wetland functions.
- ° Special Study - Special Studies are recommended for those major wetland areas where there is insufficiently detailed land use and environmental information to determine wetland status. Additional study would be needed in these cases before the wetland could be placed in any of the other categories. Development of these wetlands would be delayed to allow for more detailed planning or the collection of additional resource information.

Trail development is not precluded in any of the wetland categories, although mitigation measures may be needed as part of trail design to assure that wetland functions are maintained.

The Wetlands Management Plan undergoes periodic review, and changes have been made to the 1982 plan. In the Figure 1-a, the current wetlands boundaries and classification are presented for the Campbell Tract. The majority of the preser-

vation wetland is within the greenbelts, previously designated in the Far North Bicentennial Park Plan. The special study wetlands are largely within the area previously designated as institutional land.

There have been no formal studies, at least in terms of wetland hydrology, for the special study areas within the Campbell Tract. Therefore, this plan does not reference any recommendations for changing the wetland designations presented in Figure 1.

However, the following wetlands should be addressed in future planning for the PLI areas or at that time when wetland designations are periodically considered. (The numbers below correspond to the numbers presented in Figure 1.)

1. The hydrology of this special study wetland and the adjoining preservation wetland should be analyzed to gain an understanding of their characteristics relative to streams in the area, the snow dump and potential facility development. This "special study" should be undertaken as part of PLI master planning.
2. The U.S. Fish and Wildlife Service has undertaken bird habitat research in this special study area. Use of this wetland by moose was found to be very high, particularly in its northern portion which is characterized by willow vegetation. Mean density of birds per hectare is relatively low.¹ In other words, the habitat values for bird life are not as significant in this wetland as in a number of other Anchorage wetlands.

Hydrologic analysis of the area should be carried out before the wetland is reclassified. If site planning for the "Foothills Neighborhood Park" is undertaken before the hydrologic study, an analysis of wetland values should be made of the knob of wetland area which extends into the projected site for that neighborhood park (see the area labeled 2a in Figure 1).

3. A special study of this wetland will have to be undertaken before or during PLI master planning for the area. The hydrologic relationship of this wetland to the North Fork is not well understood. Until its attributes are more fully comprehended, a plan for the PLI area development will be premature.

¹ Hogan, Mary and Tande, Gerald F. Vegetation Types and Bird Use of Anchorage Wetlands, (unpublished study). Anchorage: U.S. Fish and Wildlife Service, March 1983.

4. This wetland was not included in the original 1981-82 Anchorage Wetlands Management Plan. Its boundaries can be questioned, particularly in its northeast portion where it appears that the land was disturbed in an earlier era and has regrown with willow vegetation over shallow gravelly soils. As in the previous case, this area should be further studied. Its hydrologic function should be better understood.

The long-term use of the entire PLI-3 area and northern portion active recreation area should be further defined after a clearer understanding of these wetland values. In their habitat study of these wetlands (3 and 4 above), Hogan and Tande noted that this "Campbell Creek area is very complex and may deserve further vegetation and hydrologic study on a case-by-case basis..." As part of PLI-3 and sports field planning, such studies should be carried out.

TRANSPORTATION

TRANSPORTATION

Highway Development Near the Tract

No "through" road should be constructed in the interior sections of the Tract. "Through" in this case does not exclude the potential extension of an east-west road from Boniface Parkway to Bragaw Street, within the right-of-way adjacent to Tudor Road, nor the extension of Bragaw Street along the western edge of the Tract if that improvement is shown to be needed following Anchorage Metropolitan Area Transportation Study (AMATS) analysis. Both of these corridors are being evaluated during 1985-86 as part of the "Central Anchorage Transportation Study."

The concept of an East City Bypass, running in the interior of the tract and linking the Glenn Highway with the New Seward Highway is antithetical to the Tract's park purposes and would provide no benefit to the park itself. Notwithstanding any attempt to build a "parkway" setting for such a bypass, it would serve as a high-volume, limited access alternative to Tudor Road. It would not provide any access to the park which is not already available elsewhere, and would detract both aesthetically and functionally from the park as an undeveloped, essentially natural, unified tract of land. The primary asset of the Campbell Tract as a regional park lies in its integrity as a single unit of land, to be managed exclusively for park and park-related purposes. These features would be lost forever if an East City Bypass were constructed on a new corridor alignment through the Tract.

The expansion of the Tudor Road right-of-way 150 feet to the south, within the northern border of the Campbell Tract, was contemplated and approved in the Far North Bicentennial Park Master Development Plan of September 1974. This provision was in turn incorporated into federal Public Law 94-204, which required the transfer of the Campbell Tract from the United States to the State for park purposes. Some relocation of existing public facilities would be required by this alternative; however, the long-term benefit of preserving the park would not be threatened by this Tudor Road expansion and is vastly preferable to the interior road concept.

There are potential legal constraints to the construction of an East City Bypass, which would run through the interior of the Park, and to the extension of Bragaw Street. First, PL 94-204, the federal legislation which transferred the Campbell Tract to the State for park purposes, does not permit the use of the tract for non-park purposes. The legislation makes specific mention of only one corridor for transportation purposes, namely the expanded Tudor Road

right-of-way south of, and immediately adjacent to, the existing Tudor Road right-of-way. Any attempt to change this fundamental requirement of the Campbell Tract would require administrative or legislative action at the federal level, and would be subject to strong local opposition, delay, and inevitable litigation.

Second, the requirements of Section 4(f) of the Federal Aid to Highways Act requires that the proposed construction be the "only feasible alternative," if the use of parklands for highway purposes is contemplated. The recent AMATS study demonstrates that there are other feasible alternatives which are less destructive of the Campbell Tract than new transportation corridors through the Tract. The Section 4(f) requirements may impose a similar burden upon the proposed Bragaw Street extension from Dowling Road to Tudor Road. Further, the character of the land involved in both the suggested East City Bypass alignment and the Bragaw Street extension (preservation wetlands under the adopted Municipal Wetlands Plan) imposes an additional burden of mitigation improvements which would increase the cost of roads.

Access to the Park

Existing entrances to the park should be maintained and improved. Campbell Airstrip Road² provides major access from Tudor Road and should serve as the primary park road through which citizens gain access to the park. Standards for its upgrading should be developed as part of an engineering studies. It should be maintained for year-round park use as well as access for Stuckagain Heights residents. A bikeway should be incorporated along the shoulder of this park road when it is upgraded. Parking for trail heads should be designed for the trails system. Particular attention should be given to trail heads which would lead to Chugach State Park via the North and South Forks of Campbell Creek. While Campbell Airstrip Road would serve as a major access to the internal portion of the park, no through roads should be permitted. Given potential intersection problems, it may be necessary to relocate Campbell Airstrip Road to the west where it would be opposite Baxter Road. A signal at that location may be warranted.

²Campbell Field Road is the original name for this road. It is presently referred to as Campbell Airstrip Road. The Task Force suggests that the original name be adopted in updating maps and signs regarding the Tract.

Provisions for the safety of park users must be made along the park road. At a minimum, grade-separated trails should be provided for significant trail corridors, particularly dog mushing trails. This is particularly needed in the case of dog sled trails because dog teams cannot reasonably be expected to stop when approaching the road. In upgrading Campbell Airstrip Road as the primary park road, it is expected that the road will be designed to complement park and recreational experiences. The road should be upgraded with respect to topography. Excessive sideslopes should be avoided, and a speed limit should be set in respect to its park access purpose (for example, 25 m.p.h. overall and 15 m.p.h. near trail crossings).

Other access points to the park would be possible within the institutional area along Tudor Road. As noted elsewhere in this report, the institutional area should be developed through a master plan in which road improvements, parking, and trail improvements would be designed as a complement to overall park development. Access to the institutional land along Tudor Road should be limited, using the rights-of-way of Boniface Parkway and Bragaw Street as entrance points. From these entrances, an internal road system should be developed as part of an institutional master plan. Institutional facilities should be sited in conjunction with this road and the surrounding landscape. Such a system would limit access/egress conflicts onto Tudor Road, and provide a natural buffer along the north side of the park. In turn, this transportation system would avoid the kind of clear cutting which has marked past institutional land development along Tudor Road.

Access to other portions of the park would be made at the western and southern edges. It is recommended that the revetment road system of BLM be redesigned in such a manner as to prohibit access to the BLM land, yet function to bring park users into the western end of the park. The revetment road at the north side of the runway could provide excellent access to active recreational facilities in that portion of the park. This area was designated for active recreation in the "Generalized Land Use Plan." In redesigning the BLM access and revetment roads, traffic should be separated whereby the present road leading to BLM and its headquarters would be maintained for BLM operation, while the old road leading to the revetment road system could be redeveloped for park access.

At the south end of the park there are three potential access points. First, parking facilities at Service High School should be utilized. In doing so, Hillside Park and its trails would be joined to the trail system which is to be planned for Far North Bicentennial Park. In essence, Hillside Park and Far North Bicentennial Park become, for all practical purposes, a single park unit. Second, at the southeastern edge of the park a roadway has been cleared for the Hilltop ski area. This roadway can serve a number of park functions, including parking for downhill skiing, trail head use, and potential summertime activities. Third, a community park located in the Active Recreation Area off Abbott Loop Road will provide recreational facilities and access to the park.

Program accessibility to the handicapped should be a planning feature of any future development in the Tract. Architectural and site planning for most facilities should include access provisions for the handicapped.

GENERALIZED LAND USE

GENERALIZED LAND USE

Introduction

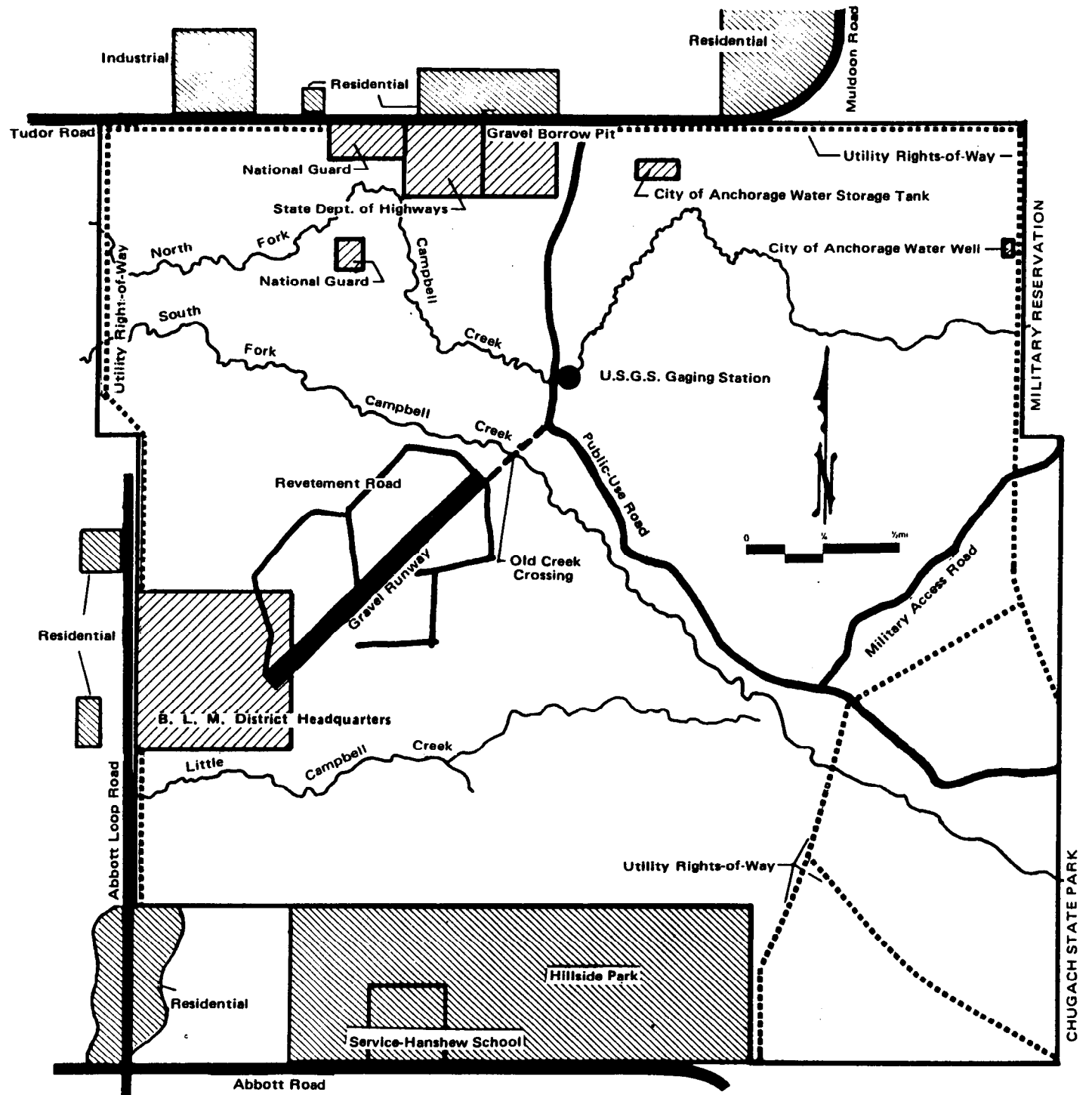
The most significant component of the Far North Bicentennial Park Plan from an implementation standpoint was the "Generalized Land Use Plan." The "Generalized Land Use Plan" was specifically referenced in the conveyance documents as a guide to land use within the Tract. It forms the fundamental principles for land use patterns and, in turn, the types of activities and facilities which can be accommodated in the park and adjacent land within the Tract (see Map 18).

Along with the plan map were a set of recommendations regarding the designated land use areas. During the decade since the plan was published, the existing land use has virtually remained the same (see Figure 3). However, land disposition, particularly federal, state and municipal ownership, has been clarified to the point that land use patterns and facilities can be planned without the kind of conjecture which is evident in the 1974 plan.

Thus, the following pages form the substance of the updated plan. The "Generalized Land Use Plan" is discussed -- as it was originally -- in terms of the types of activities and facilities which are appropriate to the Tract. The guidelines, presented in the next few pages, should be used in developing facilities and retaining the natural character of the majority of the park.

ACTIVE RECREATION AREAS

Three active recreation areas were set aside in the "Generalized Land Use Plan." One was at the northeastern corner of the tract; another was a large section roughly corresponding to that area which was retained by BLM, and a third area was in the southwestern corner of the tract. The size of these areas is approximately 100 acres, 590 acres, and 290 acres, respectively. At first glance this appears to be more than adequate acreage for active recreational facilities within the park; however, these areas include (1) a substantial amount of preservation wetlands which were designated in the Wetlands Management Plan, and (2) the majority of the land retained by BLM. In that preservation wetlands cannot be filled, their use for such athletic facilities as ballfields and court space cannot be justified in most cases. Thus, in planning recreational facilities, the remaining portions of the active recreation areas would have to be looked at very carefully in drafting site plans and in locating specific recreational facilities.



MAP 2
EXISTING LAND USE

The smallest of these, the 90-100 acre site near Tudor Road, is composed of an upland knoll and a large area of wetland. Most of this wetland is classified as a special study wetland (see the Wetland Section, pages 6-8).

Non-wetland area can sustain neighborhood park development, primarily benefitting residents in the Chugach Foothills area. In keeping with the adopted standard of neighborhood parks, the size of this "Foothills Neighborhood Park" should not exceed 20 acres. Provisions should be made for minimum parking, limited athletic field development, and passive recreation opportunities such as picnicking. The park should be tied to the trail system of the Tract. It is recommended that a site plan be prepared for this neighborhood park, taking into account the neighborhood's needs. The probable point of vehicular access to the area will be a park road aligned to intersect at Patterson Street; this will have to be further considered in site planning.

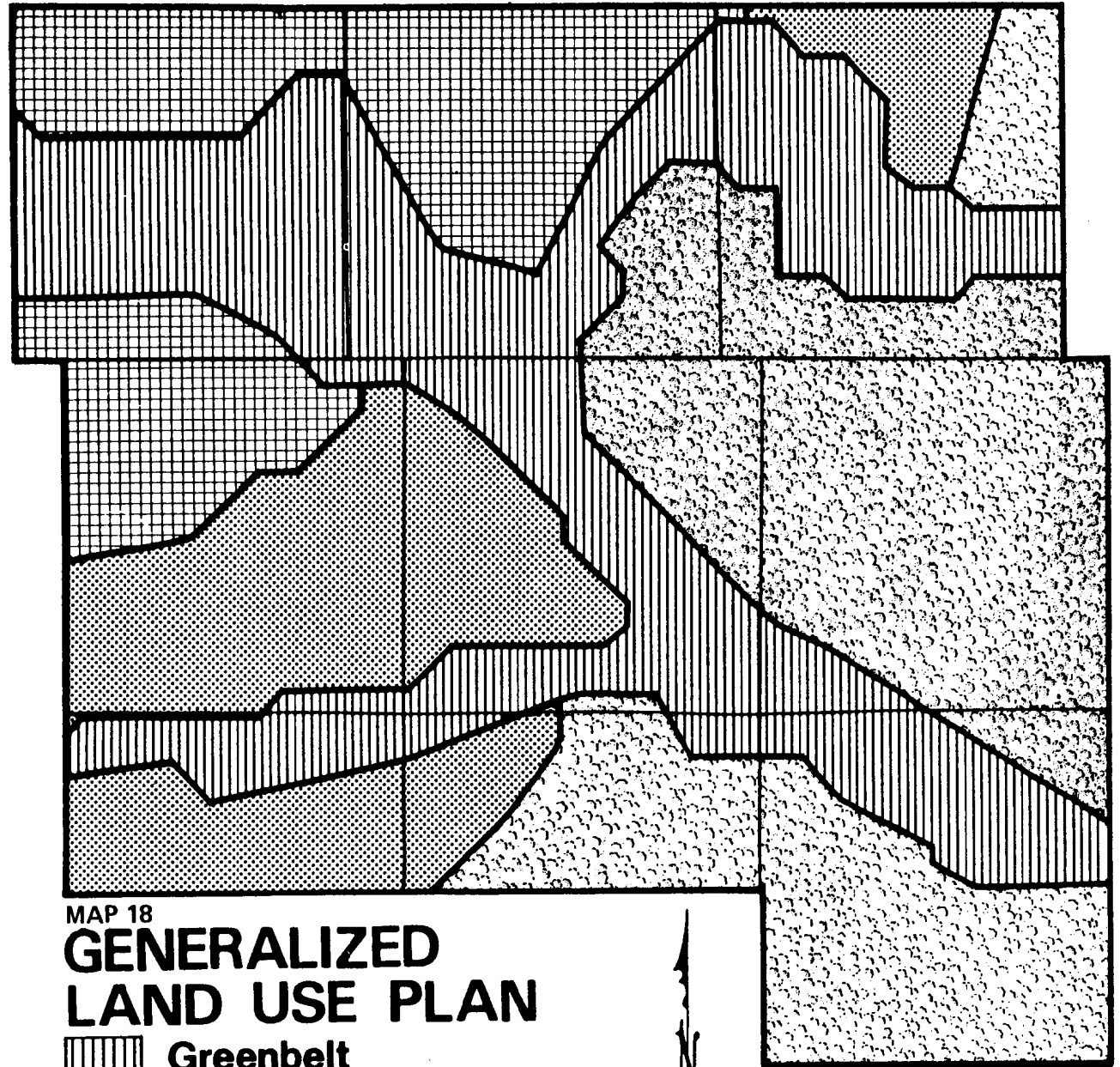
The central portion of the park which has been designated for active recreation use comprises 590 acres. Most of this land is within that area which has been retained by BLM. The original plan for this area was largely predicated on the phasing out of the Bureau of Land Management facilities, including the communication system, headquarters facilities, and the airfield. Although much of the firefighting operation has been taken over by other areas of the state, the personnel levels and headquarters operation have remained relatively constant over the last ten years. Helicopter operations and aircraft operations are still maintained at the site. Park development will have to be coordinated with BLM in this vicinity in order that BLM's operation will not be negatively impacted. To the south of the BLM headquarters lies the communication system which has a surrounding buffer. It is recommended that a trail system which currently exists in this vicinity be identified for public use and further developed.

The revetment road system to the north of the runway offers an excellent opportunity to provide sports fields and court facilities within the park. The original plan called for the use of revetment roads as a park access road and for sports facilities within this area (pp. 53-54 of the 1974 plan). A park drive should be extended from the existing BLM road to the northernmost revetment road. In turn, the revetment roads leading to the runway would be landscaped to prevent access to the runway and BLM facilities. From this park road a series of athletic fields, court facilities, and picnic sites should be developed. The former aircraft

storage pads should be used as a basis from which athletic fields should be developed. In doing so, clearing of forested areas would be minimized and clusters of athletic fields could be provided to the general public. The athletic fields should be constructed in such a manner that they can be used for a wide variety of sports on a programmatic basis, including softball, soccer, football, and other sports requiring large open, level areas.



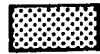

The active recreation area in the southwestern portion of the park is severely limited for development because of preservation wetlands in the vicinity. A branch of Little Campbell Creek runs near the area. The slopes, while not excessive, are more pronounced than within the revetment road system which is better suited to sport field development. It appears that a trail system connecting the southern portion of the BLM area and Hillside Park should be a major focus of development within this unit of the park. There is a substantial need for community park development within the Abbott Loop area (see the Anchorage Park, Greenbelt and Recreation Facility Plan, February 1985). Consequently, the 30-acre area north of Zodiak Manor and east of Abbott Loop Road should be reserved for community park purposes. Rather than the intense development associated with some community parks, such as extensive sports field development, it is recommended that this "Abbott Loop Road Community Park" be characterized by "low-key" activity areas. These would include a "play meadow" for limited active pastimes, picnic sites and trail access. Campbell Park could serve as a prototype for the type of park recommended in this instance.

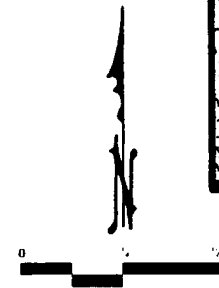
NOTE: This plan was incorporated into the federal transfer legislation and conveyance documents and forms the legal basis for land use within the tract.



MAP 18

GENERALIZED LAND USE PLAN

-  **Greenbelt**
-  **Watershed**
-  **Active Recreation**
-  **Public and Institutional Lands**



PUBLIC LANDS AND INSTITUTIONAL AREAS

Two public and institutional land areas were identified and set aside in the Generalized Land Use Plan. A 500-acre parcel was set aside between the Greenbelt area and Tudor Road. Another area, approximately 290 acres in size, was delineated between the Greenbelt and the BLM parcel. The use of land within these parcels for public buildings and other facilities is limited by the terms of the federal transfer legislation, which require that the tract be used for "public parks and recreational purposes and other compatible public purposes" in accordance with the "Generalized Land Use Plan."

Public facilities which are developed within these areas should be compatible with the park and, if at all possible, should be dependent upon (or should derive significant benefits from being located in proximity to) the adjacent natural parkland and its environmental resources. Consistent with the compatibility requirement and this general guideline, uses on pre-existing inholdings within the Tract should not be permitted to expand unless they meet the compatibility test (see page 19), and if they do not, the general management objective should be to phase them out over time. The 1974 plan recommended that the Alaska National Guard site should be phased out, noting that other locations, particularly military land, were better suited for such a facility. This point is still valid. Other existing inholdings which are of an industrial nature, such as equipment storage, repair facilities and material stockpiling, should not be expanded and should be gradually transferred to other, more suitable locations. Similarly, the communications site located within the Greenbelt which is adjacent to the North Fork should be phased out.

The 1974 plan called for a bicentennial park pavilion near the park entrance at Campbell Airstrip Road. Although the idea of a bicentennial pavilion may be outmoded, the area overlooking the wetlands, greenbelts and mountains would make an excellent site for a visitor center for both the "Bicentennial Park" and the adjacent Chugach State Park. It is recommended that the ridge to the east of Campbell Airstrip Road be set aside for such a facility, including visitor parking and small classroom or auditorium space.

The 1974 plan identified a number of potential uses of PLI lands which are now outdated. These included the proposed U.S. Postal Service garage facility and the winter sports arena proposed by the Anchorage Hockey Association, an idea which has been superseded by construction of the Ben Boeke facility and the Sullivan Arena. The U.S. Fish and Wildlife Service was discussed in the original plan as possibly

having research facilities and a wildlife visitor center, but the federal legislation did not permit retention of federal land for this purpose. However, the State did retain a 42.5-acre tract adjacent to Tudor Road for use by the Alaska Department of Fish and Game, which represents the only new allocation of PLI land by the State. Aside from the National Guard site, the Department of Public Safety offices, the Department of Transportation and Public Facility Maintenance yards, and a radio communications site (each of which is an inholding predating the 1976 federal transfer legislation), all other public and institutional lands within the tract area have been transferred to the Municipality.

The original plan had lengthy sections regarding the University of Alaska's use of the tract for research center and laboratory purposes. These uses are seen as particularly well suited to the park resources, especially in pursuit of environmental science. However, the University did not make a formal request for such land and currently envisions expansion near its existing campus.

The development of an Alaska Native Cultural Center was identified as a possible use within the original plan. It was conceived that such a center would be instrumental in presenting a history of indigenous Alaskan people and the cultural attributes of Native groups. This concept has not been discounted. Its merits should be further considered, particularly with improvements which provide better access to the PLI areas.

Management responsibility for the Active Recreation, Greenbelt and Watershed areas has been transferred to the Parks and Recreation Department. This has significant implications for the future planning of the tract. It is recommended that a facility and trail planning be carried out as described in the implementation section of this report. However, separate master plans should be developed for the public and institutional lands (PLI areas). Functional relationships, particularly access, trail links, and retention of natural landscape, should be coordinated between the park and the PLI lands. It is expected that both the Municipality and State will have significant demands in terms of uses and acreage requirements for the institutional land. The PLI master plans should address the community's longer-range institutional needs. Each PLI area should be looked at as a whole and planned accordingly.

In the case of PLI land in the northwest section of the Tract, it is recommended that Boniface Parkway and Bragaw Street be used as access points to the institutional section with a curvilinear road connecting the two. Facilities

would then be designed to fit the natural landscape, retaining as much vegetation as possible, and be linked to Tudor Road via this internal circulation system. If this road is developed, changes in the orientation of the "Fish and Game" parcel should be considered in view of the fact that the 42.5 acre parcel may be bisected by the road. Reallocation of their parcel on an east-west orientation might form a more efficient land use pattern.

Allocating Types of Institutional Use

It is recognized that as the Anchorage population grows, there will be a continuing need for various public services and institutional facilities within the Municipality. The pressure to construct some of these facilities within the PLI areas of the Campbell Tract will increase simply because these are municipally-owned lands. Although the acreage designated within PLI areas in the Tract is substantial, this land can physically accommodate only a finite number of public and institutional facilities. However compatible such facilities may be with the adjacent park land, a concentration will have a detrimental effect upon the adjacent park.

The concept of "compatibility" is central to consideration of any appropriate municipal facility development within the PLI areas of the Tract. The 1976 federal transfer legislation adopted the "Generalized Land Use Plan" contained in the 1974 park plan, and required that public facilities constructed in accordance with the plan be for public parks and recreational purposes "and other compatible public purposes." This limitation upon construction within the PLI areas is also a legal condition in the federal and state land patents.

Three criteria should be considered in assessing compatibility of any particular use to the adjacent parkland. The criteria, in descending order from most suitable to disqualified, are:

1. Those compatible institutions and uses which contribute to, or derive significant benefits from, being located in proximity to the park and its environmental and open-space resources;
2. Those compatible facilities and uses which, while not requiring proximity to the natural assets of the adjacent park, nevertheless have no negative impact upon the adjacent park lands;

3. Those public institutions and facilities which are physically or functionally incompatible with the adjacent public park lands and natural environment of the Campbell Tract.

The clearest examples of compatibility would be educational and cultural facilities which, by their nature, would draw upon the adjacent natural park lands for some of their curriculum, setting and inspiration. Farther down the scale of compatibility would be those public facilities which, while not deriving special benefits from adjacency to the park land, would nevertheless be fully compatible, in both purpose and physical design, with the park. Incompatible PLI area uses would include those public facilities which have no particular need to be located adjacent to the park, are located on these lands as a matter of expediency, and may include adjacent uses such as equipment and material storage and maintenance which are "industrial" in nature and which would have an adverse impact upon the adjacent parkland. In this latter, instance, it is recommended that such uses be disqualified as being incompatible, notwithstanding any attempt to disguise the incompatibility by means of visual devices such as screening, vegetation and building coloration.

The compatibility test: To meet the intent of the "compatible public purposes" clause of the transfer legislation, three basic questions should be asked when discussing any proposed public facility development within the PLI areas of the Campbell Tract:

1. What other sites, in addition to the Campbell Tract, and including both public and private lands, have been considered for the proposed use, and why have these other sites been rejected? Was the reason for rejection based upon a need to locate the facility adjacent to a municipal park with large areas of protected natural environment?
2. Is the intended public or institutional use compatible with the park and recreational nature of the adjacent park lands, and is the use appropriate to the specific site?
3. What design and landscaping standards will be applied as conditions to enhance the park-like visual and physical aspects of a particular compatible use?

These questions, along with the criteria (p. 18), should be utilized in facility decision-making regarding the PLI areas.

Guidelines for PLI Areas:

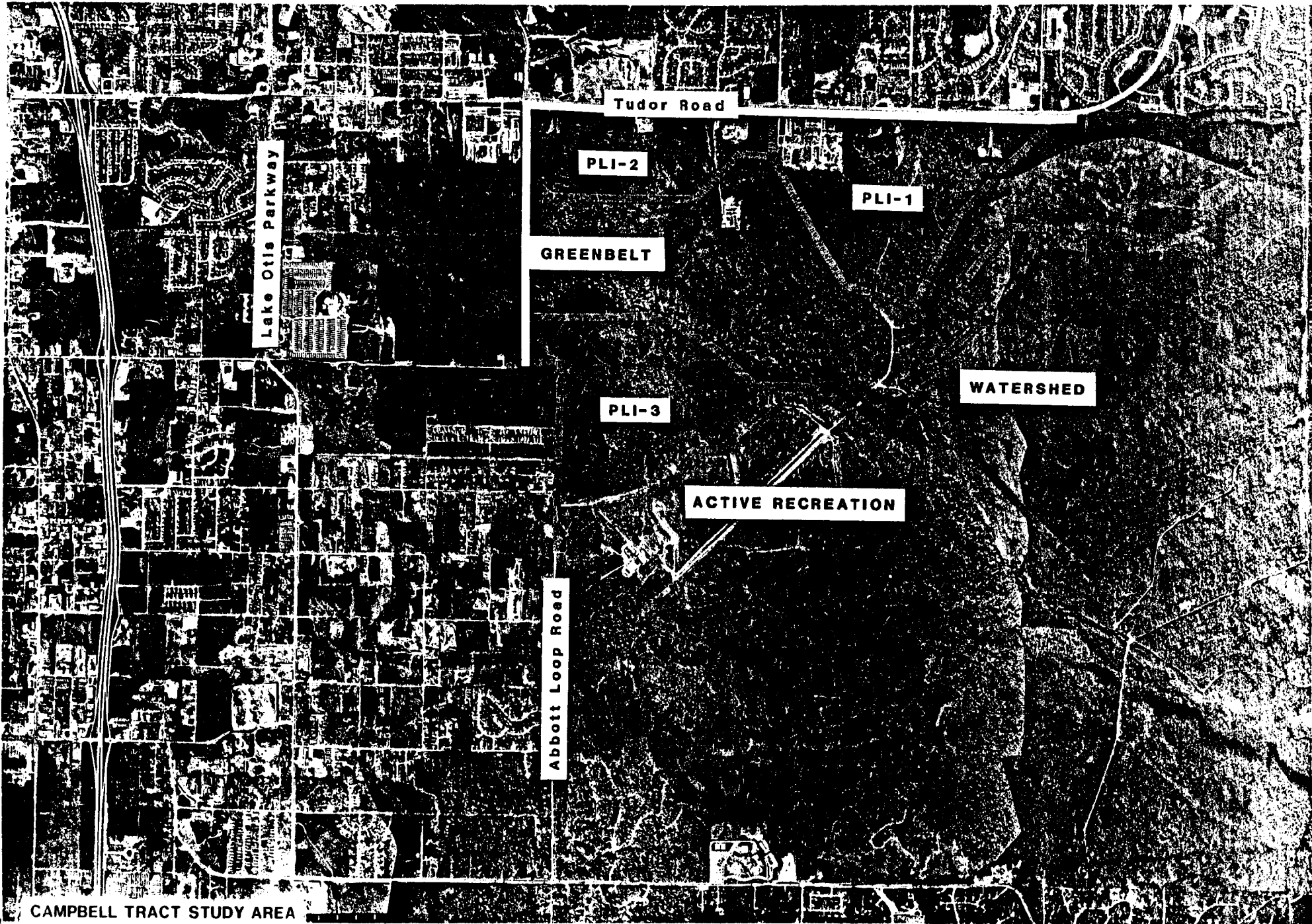
Given existing institutional development, transportation, vegetation, water resources, vistas and other environmental resources of the Tract, some areas are more appropriate for types of institutional development than others. Thus, for planning purposes, it is recommended that the institutional land use of the Tract be subdivided into three areas. It is expected that master plans would be prepared for each of the following areas.

PLI-1: This section runs from the east side of the Boniface Parkway to the greenbelt of the North Fork of Campbell Creek. Mixed upland forests of white spruce and birch characterize this area. A ridge to the east of Campbell Field Road provides an excellent vista of the Chugach Range. The North Fork and its associated wetland form an attractive lowland edge to the area.

The snow storage site off Tudor Road should be screened by maintaining existing vegetation on all sides of the site. The present site is in excess of 15 acres and should not be expanded. To avoid the clearing of trees or inadvertent dumping of snow, the edge of the snow dump should be defined. A fence, a series of telephone poles or similar means should be built to protect the vegetation screen around the site. As part of the master planning process for this area, water pollution impacts of the snow dump should be investigated. If a problem or potential problem exists, mitigation measures should be drafted within the master plan.

The area now used by the Department of Transportation and Public Facilities (DOTPF) for maintenance and storage purposes offers an excellent site for facilities which are more in keeping with the park. Maintenance and storage uses are more appropriate to industrial areas. The use of this site for research facilities or office space should be encouraged and a phasing strategy to accomplish such a use should be developed.

PLI-2: This area runs from Boniface Parkway to Bragaw Street. It is recommended that an institutional master plan be created for this area. Facility siting should be undertaken in relation to topography, existing vegetation, trail corridors and related factors rather than on the all-too-typical rectangular parceling of the land. A curvilinear road for institutional access should be constructed from Boniface Parkway to Bragaw Street. The alignment of this road should be set as part of the master plan.



CAMPBELL TRACT STUDY AREA

Delineations of PLI areas within Campbell Tract

Recommended Principles for Master Planning the PLI-1 and PLI-2 Areas

It is expected that a master plan will be developed for these vicinities and that the following principles will be used in developing that plan.

1. A curvilinear collector should provide access to the PLI-2 section of the Tract. It should be aligned with 48th Avenue off of Bragaw Street and the entrance to the State Public Safety Building off of Boniface Parkway. All access to facilities in PLI-2 will be off of this collector road. Existing access onto Tudor and should be cut off and landscaped.
2. The actual boundary as set aside in the "Generalized Land Use Plan" may not offer enough protection to the North Fork of Campbell Creek. Setback from the Creek to any facility development should be further considered in master planning the area.
3. There are substantial stands of birch and birch-spruce woodland in this portion of the Tract. They should be preserved as much as possible in the development of this area to serve as: (a) buffers between land uses; (b) buffers along Tudor Road and Bragaw Street; and (c) an extension of the park into the area for the use of visitors and employees within PLI-2. In doing so, this will set the tone for development and retain some of the most picturesque qualities of the site.
4. A grade separated trail crossing should be made from the Tudor Center property to the park as discussed in other sections of this plan. The trail corridor should go through the woodlands to take advantage of the parklike setting. This trail will be the major means of access between the University area and the park.
5. Facilities should be sited in relation to the natural features of the land. Standards for facility siting within these areas should be set in the master plan process, including parking, landscaping, and the texture and fabric of buildings within the area.
6. The uses for institutional areas should coincide with the guidelines for PLI-2, including the recommended criteria and compatibility test.

7. Wetlands form portions of this area. Their function should be maintained to as great a degree as possible without compromising overall development and retention of woodlands. This should be taken into account in site planning. In the wetlands section of this plan, it is noted that hydrologic and related analyses should be carried out to resolve the special study status of the wetlands west of Campbell Airstrip Road.
8. The natural landscape within the PLI-1 is particularly important. This area should absorb only those uses which meet the most stringent application of the compatibility test.

PLI-3: This area runs northwest from the BLM area to the western edge of the Tract. The greenbelt along the North Fork of Campbell Creek forms its northern edge. The wetland status of this area should be revised to allow development. This would include the change of the special study wetland to a conservation wetland (see the wetland section of this plan). Its western half is predominantly covered with black spruce while the better-drained eastern portion is characterized by mixed willow, spruce-birch woodland.

Interim guidelines for uses within the PLI areas: In the absence of master plans specific control for PLI development, there should be guidelines in the case uses one considered in the interim before PLI area master plans are complete. The following should be used as temporary measures and should be reconsidered as regulations in creating the PLI master plans.

Permitted Uses for PLI-areas: Natural history facilities, outdoor education facilities, Native cultural center, research facilities which are dependent upon the natural environment, trails and recreation facilities and similar uses.

Even though the foregoing are permitted uses, it is expected that site and building plans for such facilities will be presented to the Parks and Recreation Commission and Planning and Zoning Commission for review and approval, and such site and building plans will be subject to conditions imposed by those bodies.

Conditional Uses for PLI-areas: Governmental offices, research facilities, educational facilities, headquarters, administrative offices or facilities for such charitable or non-profit organizations as scouting groups, health-related organizations and similar quasi-public organizations of a non-commercial nature.

Prohibited Uses for PLI-area: Storage yards, vehicle maintenance facilities, warehouses, snow disposal sites, utility substations and the like, vocational schools and the like, correctional institutions, and other uses which clearly are not in keeping with the public's use of the adjoining park and the natural setting.

Recommended Design Standards for Uses within the Tract:

The Urban Design Commission and the Planning and Zoning Commission shall review site plans and architectural plans for all facilities sited within the PLI lands to assure that the proposed development will integrate compatibly with the natural setting of the Tract. In addition to the interim guidelines presented above, the following standards should be met:

1. the siting and design of facilities should take maximum advantage of, rather than degrade, the characteristics of the natural environment;
2. perpetuation of existing vegetation, particularly upland vegetation, should be sought in site planning and additional planting may be warranted in site development. At least thirty percent of any site will be retained in its natural vegetation;
3. location of facilities should be made to promote functional relationships between park uses, other facilities, the natural environment and transportation system;
4. off-street parking should include landscaping around and within parking areas. If the required number of spaces is viewed as excessive and would jeopardize the retention of open space within the setting, parking within the footprint of the proposed facility may be required;
5. the provision of safe, convenient and pleasant access for non-motorized modes of transportation shall be assured;
6. recreational access through the institutional area to other areas of the park shall be made by reservation of trail corridors, trailheads and grade-separated trail crossings;
7. architectural design: the exterior fabric, color, shape and other details of buildings shall complement and not detract from the natural setting; and

8. signs: the design and placement of signs should be compatible with the park-like setting and complement the facilities within the area.

It is further recommended that preceding standards be used in the development of master plans for the PLI-areas. It is expected that the standards may be modified and made more detailed; however, the intent of these standards should not be compromised.

WATERSHED/RECHARGE AREA

Three areas within the park were identified as Watershed/Recharge areas. These sections start in the lowlands near the creeks and extend toward the mountains. They comprise about one-half of the acreage within the Campbell Tract. The value of this area is derived from its extensive natural vegetation. The natural landscape of the area is significant in maintaining the stream quality of the North and South Forks of Campbell Creek.

The primary uses associated with the watershed area today are trail related uses, including hiking, cross-country skiing, running trails, dog sledding and equestrian trails. These trail uses have been delineated in the trail section and are considered as appropriate uses within the Watershed/Recharge area. park.

In the original plan the Stuckagain Heights residential area (Basher) was viewed as a possible threat to the community's water supply. Relocation of the community's residents was implied. This certainly is not a practical matter. Given the filtering characteristics of sub-surface soils, removal of the residential area would appear unnecessary in protecting recharge quality. (It should be recalled that all of the South Anchorage Hillside has similar development and septic systems over similar "watershed/recharge" areas.)

Of those who responded to the survey, roughly eighty (80) percent wanted to keep the park as natural as possible. In keeping with this line of thought, the watershed areas and the greenbelt areas should largely be retained in their present state. The watershed areas in the northeast corner of the tract and in the central portion of the tract should be left predominantly as they are. Trail development is recommended for these areas, including hiking, nature, bicycle, cross-country skiing, equestrian, and dog sled trails. The wetlands and the bog lakes should be preserved to complement a nature trail system.

The watershed/recharge area in the southeast portion of the park should also be maintained. In the original plan, downhill skiing was looked upon as a potential activity within the park. This section of the park was one area where the slopes were sufficiently steep and lengthy for downhill ski development. Downhill ski development has been allowed in this area. Provisions for the retention of ground cover were prepared in developing the ski slopes. Additional ski development should be allowed in this area, subject to approval of the Parks and Recreation Commission and the Planning and Zoning Commission. Public Facility Site Review regulations (21.15.015) should be addressed in planning additional ski areas and related facilities.

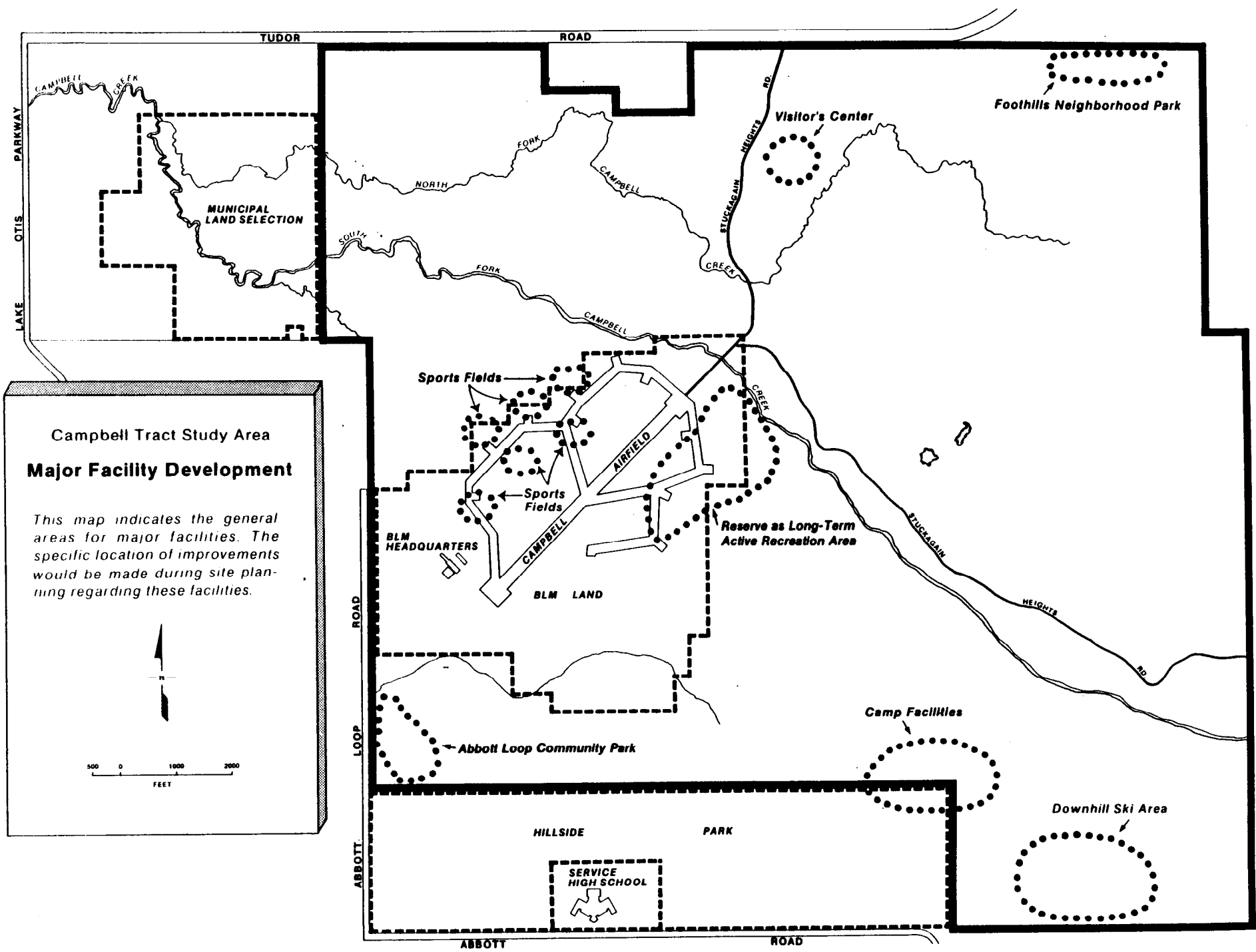
A compatible summer use in this area is warranted, particularly in view of the existing parking. This is one reason why short-term youth camping and an amphitheater use have been examined as potential uses in this southeast section of the park.

From the survey of interested recreation groups, it appears that there may be a need for an overnight youth camping facility within the tract. Such a facility could be operated through the Municipality or as a concession through a public or non-profit corporation. While the camp should not belong to any one group, the campground and its facilities could be leased for a week or two week period to such groups as the Campfire sponsors, Scouts, and outdoor education classes. The southeast portion of the park should be used for such a campground and a location near Hillside Park should be examined for facility development. This location has the advantage of providing trail access to the park and nearby Chugach State Park. In addition, water-oriented activities could take place at the pool which has been constructed at Service High School.

GREENBELTS

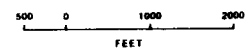
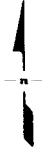
A series of greenbelts were originally delineated in the 1974 plan in the map labeled "Generalized Land Use Plan." These areas correspond to the stream patterns of the North and South Forks of Campbell Creek and a branch of Little Campbell Creek. The purpose of the greenbelts is to protect water quality and stream flow within the area. The North and South Forks of Campbell Creek begin to come together at the northwest corner of the tract. The greenbelt should be extended through the municipal land to the west of the tract to protect the wetlands in that area and provide a connection to the existing Campbell Creek Greenbelt. All of this area should be protected from extensive facility development and the vegetation should be left as natural as possible. The uses associated with the greenbelt which are recommended include picnicking and trails for hiking, bicycling, cross-country skiing, dog mushing and nature study. It is also recommended that provisions for equestrian trail crossings also be designated within the area. Mitigation measures should be established for the greenbelt and associated wetlands should Bragaw Street be selected as a necessary transportation improvement through the Central Anchorage Transportation Study (the study is projected for completion in 1986).

In addition to greenbelt designation, there are three laws which have been adopted to protect streams since the time of the Far North Bicentennial Park Plan. These include anadromous fish regulations, Corps of Engineers water



**Campbell Tract Study Area
Major Facility Development**

This map indicates the general areas for major facilities. The specific location of improvements would be made during site planning regarding these facilities.



quality standards, and review procedures under the State's Coastal Zone Management Program. While these laws would not necessarily prohibit trail or other recreational facility development within the area, they may have implications regarding design of trail and recreational facilities within these areas.

OTHER FACILITIES

Amphitheatre

In the original Far North Bicentennial Park Plan, the concept of an outdoor amphitheatre was discussed. Characteristics of a potential amphitheatre site include: a south or southwest facing slope, 8 to 10 percent slope, adequate room for parking, and adequate space for seating and bandshell construction. These points are further discussed in the original report.

The need for an amphitheatre still appears valid. Respondents to the interest group survey included the Anchorage Symphony and the Air Force Band (see Appendix B). Problems with the major existing bandshell (at Delaney Park) include lack of slope, impact on the neighborhood, competing uses, noise, and the lack of an intimate, confined setting which is conducive to arts appreciation.

The Campbell Tract has a number of potential sites which could be considered for amphitheatre development. However, the distribution of other activities needs to be taken into account. For instance, ballfields or traffic near an amphitheatre site would be disruptive to concert performers and their audience. Therefore, a relatively isolated site should be sought. The site depicted in the major facility plan may meet site requirements for an amphitheatre; however, other sites should be considered in more detailed facility planning. The downhill ski area should be closely examined. Its parking, which is underutilized in the summer, could probably meet the parking requirements of such a facility.

Target Archery Range

In addition to the archery course which has been established in Kincaid-Point Campbell Park, there will probably be a demand for a field archery range in the future. This park should be considered in locating such a facility. Fencing or other restrictive measures will be warranted. There are hundreds of archers in the community who would use a target range. Safety is the primary consideration in establishing such a facility. There must be the highest degree of

control. Bow hunting and other non-confined archery should be prohibited. Although the Tract is substantial, the park will become a popular place for hiking, skiing, and other activities which are distributed throughout a wide area. The potential for accidents becomes too great under those circumstances and archery should be controlled. The target range brings that element of control to this sport.

PROHIBITED USES

In view of potential degradation of the park and as a measure of public safety, the following uses should be prohibited:

1. Off-road motorized vehicle use should not be allowed within the park, including motorcycles, all-terrain vehicles, and snowmobiles. Summertime use of such equipment causes severe damage to the terrain and conflicts with hiking, running, equestrian use, nature study, and picnicking. Wintertime use conflicts with cross-country skiing, equestrian use, and dog mushing.
2. Firearms should not be permitted within the park. This measure best ensures public safety and avoids incidents of poaching and recreational shooting.
3. With the exception of clearing for public and recreational facilities, which should be carried out under very restrictive conditions, no tree cutting should be permitted. This restriction includes firewood, and Christmas tree cutting will no longer be allowed in the park.
4. Bow hunting and other forms of archery which are not confined to facilities which have been developed for the purpose of target archery should be prohibited.

TRAIL SYSTEM

TRAIL SYSTEM

In drafting this component of this updated plan, existing trail use and policies for trail development were examined. The purpose of this section is to outline those policies, depict the alignment of existing trails, and to identify corridors for various trails which should be developed. Discussed in the course of this project were a wide range of trail uses, including motorized vehicle riders, horseback riders, dog mushers, bicyclists, cross country skiers, runners, hikers, and nature observers. It is recognized that there is a pronounced seasonal aspect of trail use and thus guidelines for summer/winter use have been developed. There needs to be a further step taken in specifying within the suggested corridors where an actual trail would be developed. Because of such factors as the fragile aspects of soils, wetlands, stream crossings and the need to set trails in relation to other facility development, the actual location of trails should be set during site planning and facility development.

Recommended Points of Access

As discussed in the transportation section, there would be major trail heads at interior points of the park. For example, there would be trail heads branching out from a visitors center and from parking areas off Campbell Airstrip Road. Although many visitors to this regional park will come in vehicles, a substantial number of park users will want to come to the park from adjoining neighborhoods. Therefore, the following points should be recognized as trail access points and linked to the internal trail system of the park.

Tudor Road Locations: There should be a trail link through the proposed neighborhood park near Chugach Foothills Subdivision. The University area should be linked via Tudor Center. Bike routes along Boniface Parkway and Bragraw Street should be extended south to enter the Campbell Tract, and the Alaska Sled Dog and Racing Association trail head should be maintained.

With the development of on-campus housing and related expansion of the universities and in order to provide safe access for residential areas north of Tudor Road, a grade separated access should be built connecting the University area with the Campbell Tract.

Although the Parkwood Company, which is developing the Tudor Center just north of Tudor Road, has provided a sled dog route across a portion of their project, an at-grade crossing is still necessary and is dangerous. In the future, particularly in view of greater development in the University area, including student housing, a grade-separated access will be needed. It is generally felt that bridging is superior to tunneling. Safety problems are perceived in the use of tunnels. Skiers and dog mushers generally prefer bridging. A point for this crossing should be identified and easements should be set aside within both the Campbell Tract and the Tudor Center.

Lake Otis Parkway: Campbell Creek Park is a primary access point and will be linked to the Campbell Tract via an extension of the Campbell Creek Greenbelt. A trail head should be set aside at the YMCA to link its members and nearby residents to the Campbell Tract via the Campbell Creek Greenbelt system.

Abbott Loop Road: The Bureau of Land Management Headquarters is the only existing access point into the Tract and trails in this area need to be set aside in cooperation with that agency. 80th Avenue is the other obvious point of access to the Tract in view of the topography and prior trail use near the east end of that avenue. This site has also been identified for community park development.

Abbott Road: Service High School and Hillside Park are the most established trail heads for park use at this point in time. Another potential access in this vicinity includes the downhill ski area. The Birch Road bike and horse trail system should be joined to the park.

Chugach State Park Access: Since the Campbell Tract adjoins a good portion of the State Park, access to that wilderness recreational resource should be enhanced. Campbell Creek Canyon will be the major route to the State Park. Conversely, the Prospect Heights trail head provides a link down the canyon to the Campbell Tract.

Prohibition of Motorized Vehicles

No off-road motorized vehicles should be allowed within the park, including motorcycles, all-terrain vehicles, and snowmobiles. This restriction should be enforced because of the conflicts with other park use and off-road vehicle impact on the landscape of the park. The U.S. Bureau of Land Management attempted to allow and regulate snow mobile use in one section of Campbell Tract during the 1970's. However, the agency's experience was such that the activity could not be confined to one area. Further, it was found that the use of three-wheel vehicles and off-road bikes was extended into the summer months, resulting in conflicts with passive and pedestrian activities and damage to the terrain. The public survey indicated an overwhelming response that motorized vehicle use be prohibited. Enforcement difficulties in carrying out this prohibition will be substantial; however, in order to maintain the natural qualities of the park and to provide the desired recreational experiences for the most users, strict enforcement will be necessary. Other areas are more suitable and less fragile, including the Connors Lake area for snowmobiles, Point Woronzof and snowmobile areas within Chugach State Park.

Marking the Trail System

In order to avoid conflicts between trail users, assist people who might otherwise become lost, and provide more enjoyable trail experiences, a system of trail marking should be undertaken. The State of Alaska Division of Parks has adopted a trails marking system. The separate trail corridors should be marked at specific intervals and at crossings with other trails to clearly differentiate the use of particular trails. It is also suggested that the trails be named or color coded, particularly the ski trails, so that one knows which loop he or she is on at any given point. Finally, laminated maps (or a similar system) should be used at periodic points throughout the trail system to show trail users where they are in relationship to the park as a whole.



TRAIL SYMBOLS

These symbols are recommended for marking trails within Alaska by the State Division of Parks. They can be cost-effectively made in plastic and can be prepared in a variety of colors to differentiate loops or other components of the trail system.

Dog Sled Trails

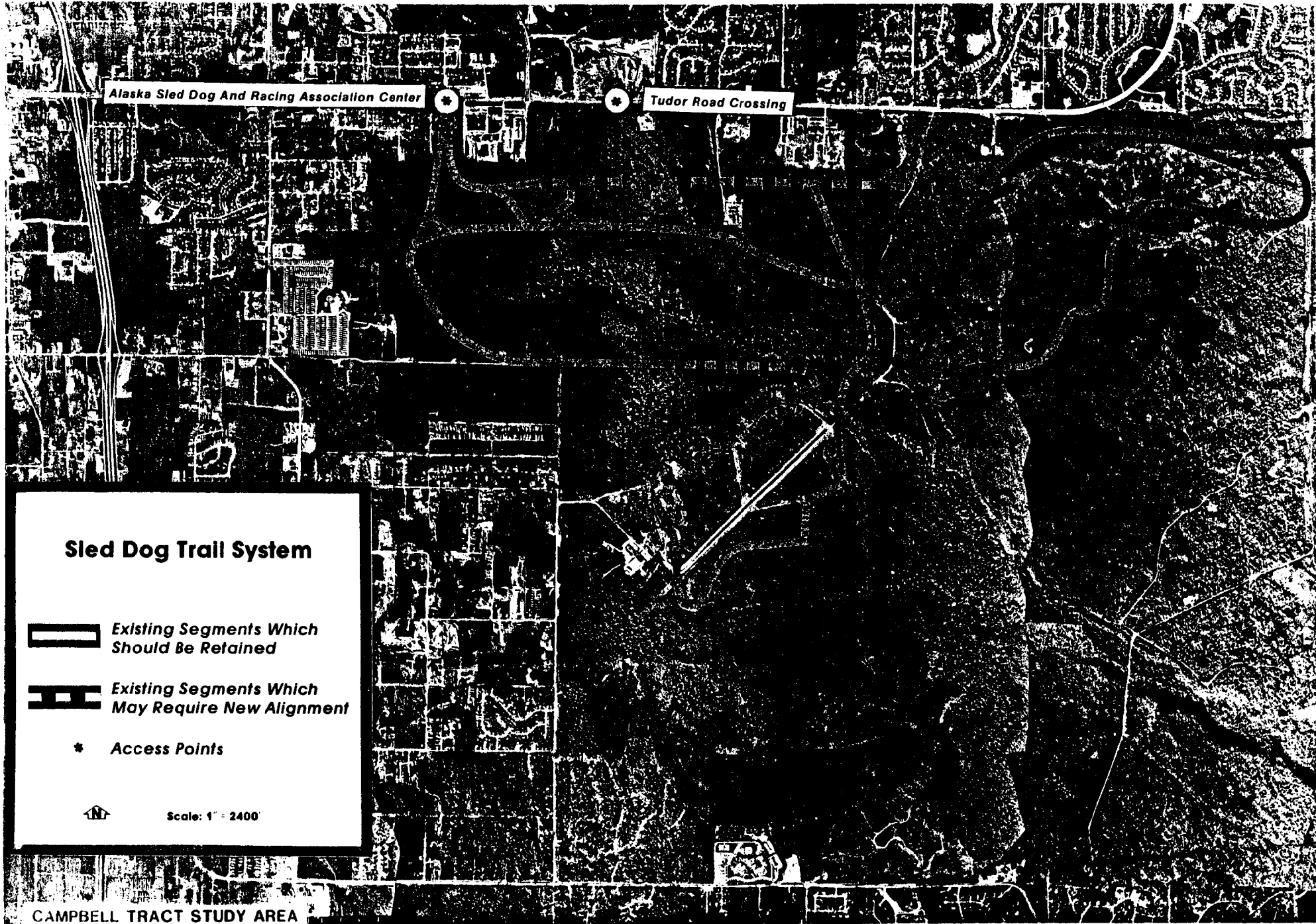
The most established system of trails within the Campbell Tract are the sled dog trails. Many of these originate from the Alaska Sled Dog and Racing Association Headquarters on Tudor Road. These trails are used for training purposes on a daily basis and for special racing events such as the Fur Rendezvous races. The existing trail system should be set aside as much as is possible for future use. In view of institutional development along Tudor Road and possible sport facility development near the Revetment Roads, some rerouting should be undertaken as a first step in site planning for facility development and not as an afterthought following construction. Grade-separated trails should be constructed over or under Campbell Airstrip Road as part of the internal park improvements, including Campbell Airstrip Road redevelopment.

Ski Trails

The Campbell Tract has some of the finest attributes within the Anchorage Bowl which will make it among the region's best areas for cross-country skiing. First of all there is a wide variation in topography, providing the opportunity to develop a diversified ski trail system for skiers of various levels of ability. Secondly, with its location near the mountains, snowfall is generally more appreciable than in other sections of the Anchorage Bowl. Third, with the existing system of racing trails in the Hillside Park vicinity, a major system for competitive skiing can be achieved. Fourth, with the amount of acreage involved, an extensive system of touring trails can be developed, including access to Chugach State Park.

The following recommendations should be adhered to in future trail and facility planning:




1. The existing ski trail system within Hillside Park and adjacent area should be maintained to as great an extent as is possible in future facility development.
2. A loop system should be created throughout the park with specific attention to the following:
 - a) provisions for a bike/ski trail should be made running northwest from Service High School toward the BLM Headquarters and then running to the north to join the bike trail system within the Campbell Creek Greenbelt; the corridor between Service High School and BLM should be planned in conjunction with horse and bike trail development;



Alaska Sled Dog And Racing Association Center

Tudor Road Crossing

Sled Dog Trail System

-  Existing Segments Which Should Be Retained
-  Existing Segments Which May Require New Alignment
-  Access Points



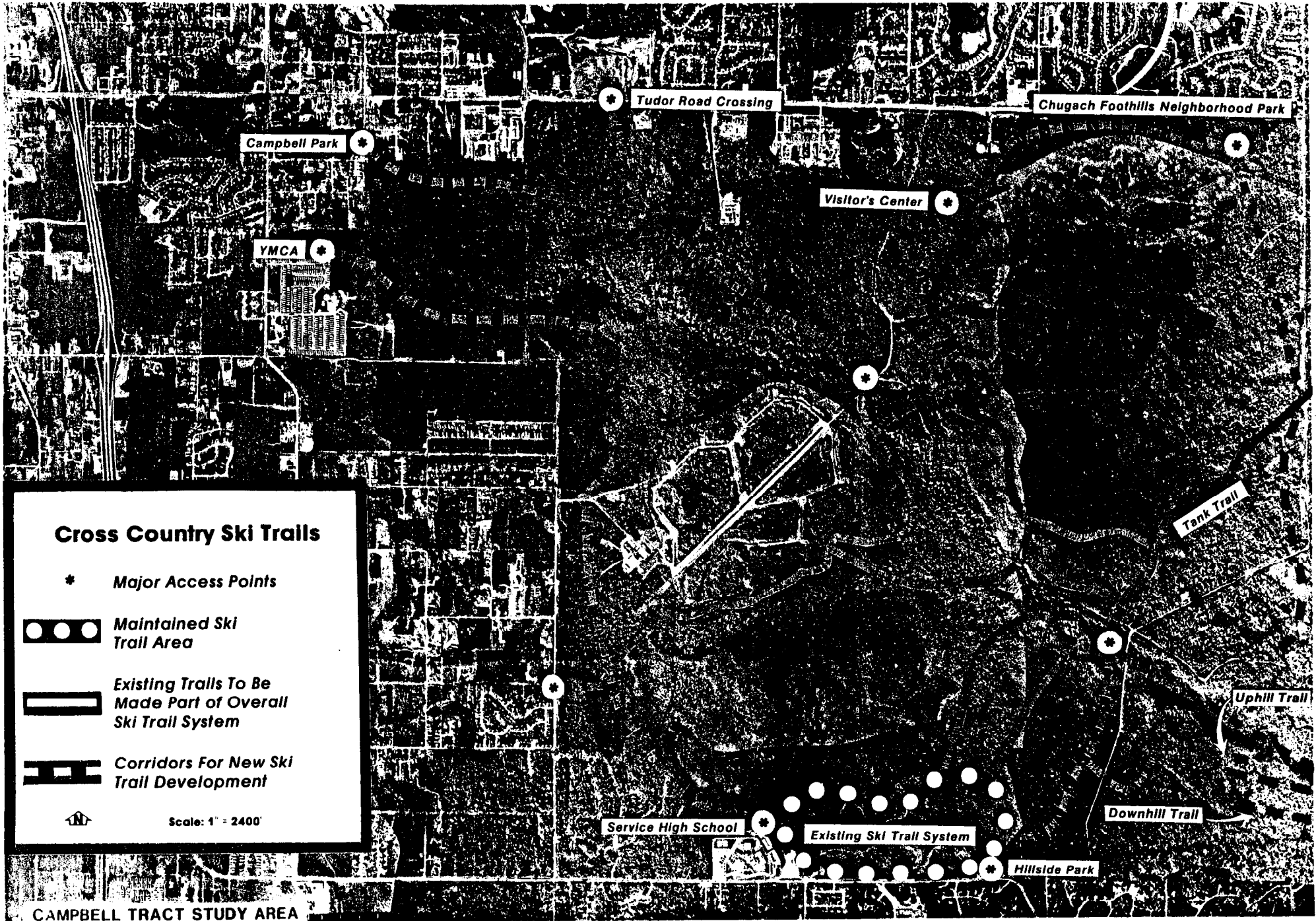
Scale: 1" = 2400'

CAMPBELL TRACT STUDY AREA

- b) another corridor would extend from Campbell Park along the Greenbelt to the Campbell Airstrip Road where it would be joined to the trail system and the trail loop in the northeast portion of the Tract;
- c) a loop system should be created using existing ski trails, the Tank Road and a new trail segment within the northeast quadrant of the Tract. This portion of the trail system would provide skiing opportunities for Muldoon residents and access to the Ship Creek area via the Tank trail; and
- d) a ski corridor should be created up the Campbell Creek Canyon to join with existing ski trails within Chugach State Park.

There are numerous points of access which should be created as part of trail development. It is envisioned that the foremost of these will include the following entrance points: Service High School, Hillside Park, the "Abbott Loop Community Park", Campbell Park, Tudor Center and the "Foothills Neighborhood Park." Two primary staging areas should be considered, including the Service High School/Hillside Park vicinity, and the active recreation area within the BLM in-holding. Opportunities for warming shelters need to be identified in the course of facility development. Two potential lodge or warming shelters include the skiing facilities at the Hilltop Ski Area, and the Visitor's Center.

Lighting for major loops within the Tract should be encouraged to promote greater use of the overall ski trail system. It is recommended that the major loops be maintained with a tracking machine during the ski season. It is expected that the ski trail system will be separated from the dog mushing and horse trails.



Cross Country Ski Trails

* Major Access Points

 Maintained Ski Trail Area

 Existing Trails To Be Made Part of Overall Ski Trail System

 Corridors For New Ski Trail Development



Scale: 1" = 2400'

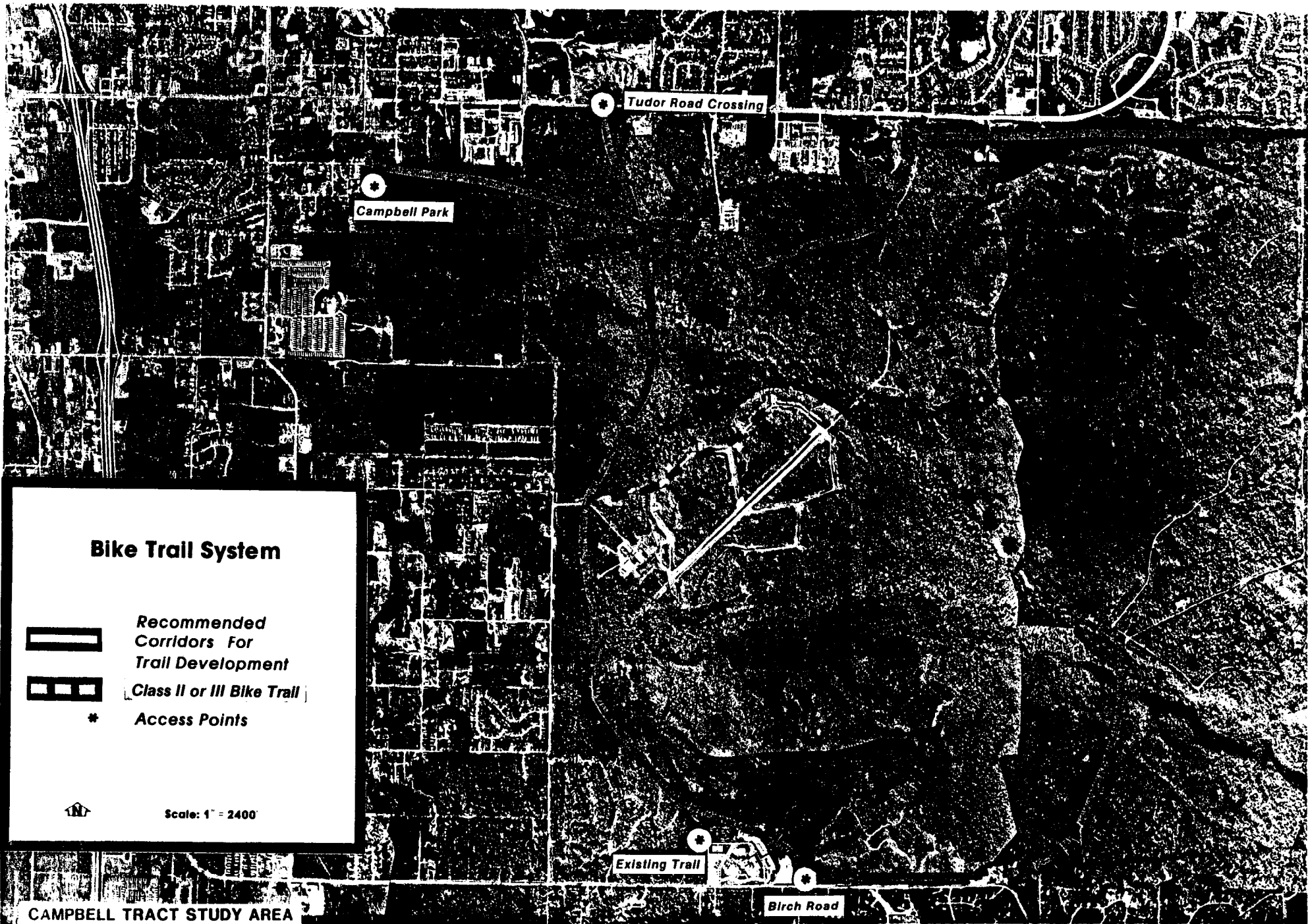
Bike Trails

Three branches of bike trails should be provided through the park. The bike trail system should serve as a part of the major ski loop system throughout the park. As such, it should be groomed and lighted during the winter months.




Starting at the south end of the park, the Birch Road bike trail system should be joined through Hillside Park and head northwest toward the BLM Headquarters. The location of the bike trail vis-a-vis the horse and ski trails would be set as part of trail design plans for this corridor. Thereafter, the trail will skirt as much wetland as possible and cross the forks of Campbell Creek. Branches of this trail will be provided at the northwest portion of the park. One branch will head north to cross the Tudor Center grade separation and join the Chester Creek Greenbelt. The other branch will head west and join with the Campbell Creek Greenbelt. This system would best fit the pattern of the bike trail development which is currently being undertaken in the Municipality in that it would join with the Birch Road Trail and the Campbell and Chester Creek Greenbelts, promoting both recreational and commuting purposes.

In the revision of the Anchorage Trails Plan (dated January 1985), the bikeway plan for the Campbell Tract area has been revised to reflect the previously-described routes. Extensions of the bike trails along both forks of Campbell Creek (as depicted in the 1978 Areawide Trails Plan) are viewed as being neither necessary nor desirable in that those routes headed into Chugach State Park.

Two routes should be further studied from design and locational standpoints. With the upgrading of the Campbell Airstrip Road, a bicycle path should be incorporated into the design of the park road, preferably as a separated trail. Secondly, a route leading to the northeast portion of the Tract should be established. Its alignment would have to be further studied as part of site planning and trail routing analyses. This route should link neighborhoods to the east of Muldoon Road to the park and also connect Campbell Tract with the Ship Creek Greenbelt. A potential alignment for this trail is the existing sled dog trail which is closest to Tudor Road.



Bike Trail System

-  Recommended Corridors For Trail Development
-  Class II or III Bike Trail
-  Access Points



Scale: 1" = 2400'

Existing Trail

Birch Road

Tudor Road Crossing

Campbell Park

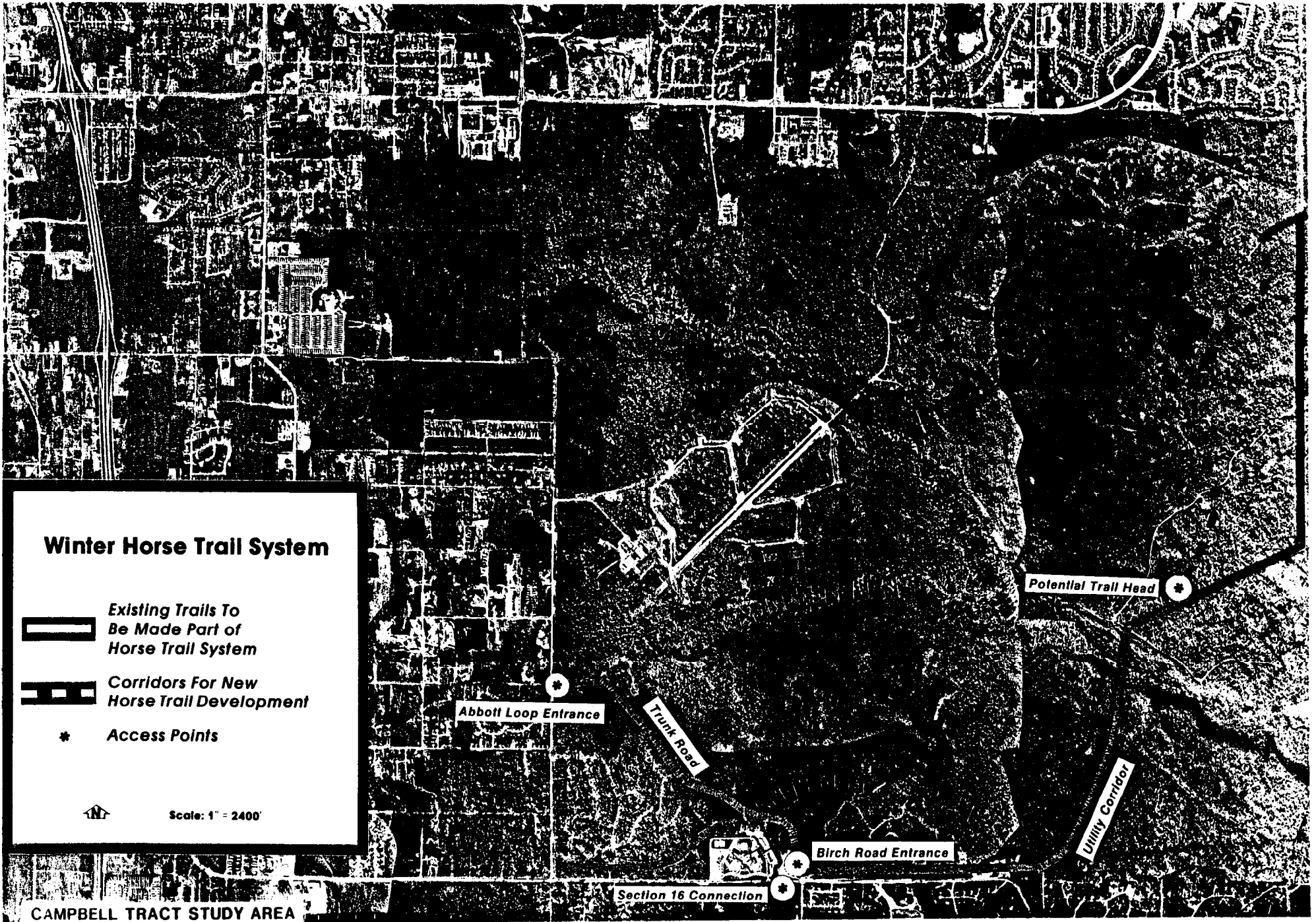
Horse Trails

In keeping with the recommended provisions for winter time trail use, there should be separate corridors for winter horse trails. The major portion of equestrian use will come from Hillside residents. There are two significant access points which should be established. First, the equestrian center in Section 16 will be a local point of equestrian activity in the area and should be linked to Far North Bicentennial Park. This will provide a greatly expanded system of horse trails throughout the Hillside. Thus, many horseback riders will want to gain access to Far North Bicentennial Park. In the 1982 Comprehensive Plan, a green-belt was proposed to join Section 16 at its eastern edge to the Service High School/Hillside Park vicinity via Little Campbell Creek and the edges of associated wetlands. Acquisition of this linear park/trail corridor should be undertaken. Secondly, provisions for linking the Birch Road equestrian trail to the tract must be made.

At the present time horseback riders are using some of the same trails which cross-country skiers use. This poses as a potentially hazardous situation, especially as more riders and skiers use the park. Separate routes should be created for skiers and horseback riders. The "Old Trunk Road" linking the BLM area with Hillside Park appears to be an excellent route for a winter horse trail. Given its existing grade, the Trunk Road may have utility for a summer bike trail and winter horse trail. (A ski trail with greater variation in topography will be warranted along the same general corridor.) Trail plans, which include location and design elements for horseback riding, skiing and biking should be prepared in the next few years for this corridor. In concurrently drafting such plans, the conflicts between the trails will be minimized and will best assure that the various trail uses are accommodated in a complementary manner.

From the southwest of the BLM area, a horse trail would be developed to provide a loop back to the eastern edge of the tract. Within the eastern portion of the park, the horse trail should follow utility easements. A connection to complete another loop should be examined in the field as part of trail site and corridor planning. A connection around Hillside Park would complete this winter-time trail system. In keeping with the policy for separation of the types of trails, this horse trail loop should be marked for winter equestrian use.

This major horse trail should be tied into the identified campground area near Hillside Park. In doing so it may have advantages in offering youth groups the opportunity to horseback ride within the regional park setting.



Winter Horse Trail System

-  Existing Trails To Be Made Part of Horse Trail System
-  Corridors For New Horse Trail Development
-  Access Points



Scale: 1" = 2400'

CAMPBELL TRACT STUDY AREA

Abbott Loop Entrance

Trunk Road

Birch Road Entrance

Section 16 Connection

Utility Corridor

Potential Trail Head

Summertime horseback use is considerably different in that there are not conflicts with skiers and dog mushers. It is recommended that from May 1 to October 1 ski trails and hiking trails be used for horseback riding. On the other hand, bike trails, nature trails and trails running through wetlands would be "off limits" to horseback riders during the summer months. Trail head provisions need to be studied as part of the facility and trail development plan. It is suggested that space for 6 to 10 horse trailers be provided off Campbell Airstrip Road so that those who must trailer their horses can gain access to this regional park. A clearing along the utility easement may be a good equestrian trail head. It is also expected that this will allow access to Chugach State Park via Campbell Creek.

An excellent source for standards for horsetrail development is Guide for Mountain Trail Development, published through the Colorado Mountain Trails Foundation, Inc. in cooperation with the U.S. Forest Service, Rocky Mountain Region. Such guidelines should be used in horse trail development.

Forest Walks and Nature Trails

The Campbell Tract, with its variety of vegetation and landscape, provides an excellent opportunity for observation of wildlife and a place to gain an understanding of forestry. Two general areas should be set aside through which forest walks and nature trails can be established. The first of these would start from the visitor's center, proposed off Campbell Airstrip Road, and run through the birch-white spruce forest which typifies the vegetation of the ridge. Nearby, at the foot of the ridge, wetlands begin with their associated black spruce and marsh related vegetation. The North Fork of Campbell Creek goes through this area, presenting an opportunity for fish and wildlife observation.

A second area for such a walk is in the southeast quadrant of the tract, near Hillside Park. This area has been identified as a potential youth camp site. It is envisioned that a forest and nature trail system can be developed as part of the camping facilities in that the "burn area" adjoins this site. Forestry succession can be illustrated within the setting.

The Society of American Foresters and the State Division of Forestry have offered assistance in helping to implement such a trail system. It is suggested that the Tudor Road visitors center site be adapted as a nature/forest walk area first. The trail system should be established in conjunction with visitor center facility planning. In addition to forestry personnel, the State Fish and Game and State Division of Parks should assist in the coordination of this effort.

The general guidelines for forest trail or nature walk development are as follows:

Length: One-quarter mile minimum with additional loops or extended trails for those with a greater interest in forests or wildlife.

Variety of Vegetative Types: Pure or mixed stands of white spruce, black spruce, cotton wood, birch, aspen should be utilized. Wetlands, water courses and lakes are also attractive from the standpoint of wildlife and fisheries observation.

Types of Things to Illustrate: Different types of stand regeneration (shelter wood, tree seed, group selection and clear cutting), tree growth, volume estimation, plantings, genetic tree improvement, habitat relationships and vegetation succession are possible within the context of the walk.

The types of illustration would have to be further considered as part of trail development. The Task Force recommends that natural forest features be primarily illustrated.

Illustration of forest management practices should be reviewed on a case-by-case basis.

Means of Illustration: Signs explaining the natural process, numbered stations with accompanying handouts, guided tours, slide/tape programs at a visitor's center or similiar facility, and programs for youth groups or education classes should be considered.

IMPLEMENTATION AND RECOMMENDATIONS

IMPLEMENTATION

In view of its size and various land use designations, the Campbell Tract will entail more attention than is typically given park and institutional land. In this section, a series of measures and recommendations are presented which should be pursued in developing and managing this resource. Physical attributes of the land which have been previously discussed were taken into account to formulate recommendations regarding institutional land use and facility and trail development.

Recommendations Regarding Management of the Park

Aside from facility implications, the management of the park is an aspect which needs further study. The need for park rangers, caretakers, maintenance personnel, and the creation of park programs were brought up during the course of task force meetings and public hearings; however, those aspects of management were beyond the objective of updating the 1974 master plan. It is recommended that the Parks and Recreation Department use this planning document as background information in determining the municipal program for operation and maintenance of the park. It is further recommended that a management plan be prepared for the park.

Recommendations for Public and Institutional Lands

Before discussing the facility and trail recommendations, it is reiterated that the institutional land surrounding Far North Bicentennial Park must be integrated from a design standpoint to complement natural resources, including the stream corridors, wetlands and forested areas. With that in mind, master planning for the Public and Institutional Lands (PLI) should be undertaken. The area which will need attention first are the PLI tracts along Tudor Road. These areas are labeled PLI-1 and PLI-2 in this plan. Before allocating any other institutional land use to this tract, a master plan should be prepared for the area. The following points should be addressed in that plan:

1. the alignment of a collector between Boniface Parkway and Bragaw Street should be determined in relation to the north fork of Campbell Creek and existing topography;
2. site locations for facilities should be determined and forested areas, especially the uplands of birch and spruce, should be protected;

3. the types of institutional uses should be ascertained in keeping with the guidelines presented in this plan and, if necessary, zoning regulations should be modified to reflect the park-related and environmental qualities of these PLI tracts;
4. trail locations and easements should be reserved; and
5. standards for development, including landscaping, architectural guidelines and related concerns should be firmly established.

Provisions for Changing the Plan

After analyzing the responses and hearing testimony regarding future management and development of the Campbell Tract, it was decided that expressed public sentiment did not favor changing either the existing generalized land use plan or the purposes for which the Park was originally proposed. Consequently, this plan reflects the intent of the 1974 document and there appears to be no compelling physical reason that the existing plan should be changed. Therefore, no deviations are recommended from the original Generalized Land Use Plan which was adopted through the federal transfer legislation.

Because the Anchorage Borough's 1974 plan was adopted by reference in the federal legislation which authorized transfer of the Campbell Tract to the State, a substantial change in use of the Tract from park, recreation, and compatible public purposes to some other purpose, whether public or private, would require federal legislation. Other changes which are more minor in nature but which remain within the "public park, recreation and related public purposes" concept and the Generalized Land Use Plan adopted by federal legislation might be made administratively, through the U.S. Bureau of Land Management in Anchorage, which retains supervisory responsibilities under the federal patent. In addition, the State of Alaska in its patent to the Municipality placed additional restrictions regarding a non-development buffer zone along the south side of Tudor Road, a condition which could be changed administratively.

Recommendations Regarding Site Planning, Recreational Facility Development and Trail Development

This planning document should serve as the policy guideline for the use of the Tract and for the general location of facilities. Future planning for facilities and trails within the Tract should be consistent with this plan and its associated maps. It is recommended that site plans, archi-

tectural drawings, engineering documents and construction drawings be prepared for the major facilities identified within the overall land use objectives of this plan. These facilities should be located so that they will not be a detriment to the planned uses of this Tract. It is not expected that another master plan be developed for comprehensive facility development throughout one tract. To do so would be unnecessarily costly and would result in the obsolescence of some of the proposed facilities by the time funding for their implementation is achieved.

Instead, priorities should be set for the facilities discussed in this plan. A program for the facility development should be established. Thereafter, site planning, architectural and engineering specifications should be developed to meet the intended purpose of the facility.

Recommendations Regarding Facility Development

The following facilities were discussed in the Generalized Land Use Section of this document. Aspects to consider in implementing their development are discussed below.

Sports Fields off the Revetment Road: The Municipality will have to work with the Bureau of Land Management in formulating an agreement whereby this vicinity can be used in meeting softball, soccer, rugby, and related sports needs of the community. Things to consider in site planning include: separation of access to the fields from the BLM entrance, placement of athletic fields where the roads lead back toward the runway (this would prohibit vehicle access to the runway area), landscaping and possible fencing to further define separation of the municipal fields from the BLM area, and parking in relation to the fields.

Alpine Ski Area: Municipal approval will be necessary in approving other phases of ski development. Site plan and facility plan review are needed before building permits can be issued. Plan review should be undertaken by the Parks and Recreation Commission in keeping with their recreational functions and by the Planning and Zoning Commission in keeping with Municipal Code 21.15.015 and 21.15.025.

The Visitor Center and Visitor Information Facilities: In examining the location of the Visitor's Center as part of the PLI planning, this site should be analyzed vis-a-vis other more centrally located sites for such a center.

The program for this building will have to be established. To do so, extensive communication will be necessary between the Alaska Division of Parks and the Municipality's Park and Recreation Department if this center is to serve the operation of both institutions. Aspects to

consider in relation to the Campbell Tract include: space to meet environmental education needs, links to the forest walks/nature trail system, access to Chugach State Park, parking requirements, roles of respective staff, and management responsibilities.

Other visitor information facilities should be established at major access points. Kiosks could serve to give information on trail routes, seasonal park programs and other recreation opportunities. Such vicinities as the "Abott Loop Community Park" entrance, the Hillside Park entrance and the "sports fields" entrance would be good location for such information.

Active Recreation Reserve: The area south of the BLM airfield is identified as a reserve for long-term use as an active recreation area. It is intended that site planning and development for sports fields, court facilities or related improvements would eventually be carried out for this area. However, this should be a long-term planning effort, one that is not needed until at least the mid-1990's. Other sites within this park and other municipal parks are higher order priorities.

Chugach Foothills Neighborhood Park: A separate site should be prepared for this neighborhood park. Such plans should lead to construction documents for improvements in this area. In keeping with the standards for neighborhood parks, its size should not exceed 20 acres. Active recreational facilities, such as sports fields, and passive recreational facilities, such as picnic sites, should be included in the development of the park.

Camp facilities: Additional information must be compiled from potential users, including the Campfire Program, Boy Scouts, and similar organizations. With that information, a building program for the camp can be established and the facilities for the camp can be planned. Aspects to consider include: a connection to the Service High School pool to promote water safety instruction, potential realignment of ski trails, trail connections to Chugach State Park, water and other utility requirements for the camp.

Amphitheater: There are a number of locations throughout the Tract where there are south facing slopes which might serve in this regard. Additional information will be needed from the Anchorage Symphony, the Air Force Band and other potential users in developing a building program which would include a band shell, seating and parking. A site selection study should be undertaken to evaluate potential amphitheater sites. The original plan (1974) provides useful information regarding such sites. Aspects to consider

in siting this facility include: its relationship to the land use categories of the plan, its proximity to other developed facilities, and parking requirements. One potential area which has existing attributes such as parking and proper slope orientation is the Hilltop Ski Area.

Trail Development: This is one aspect of the plan which will require particular attention in facility planning and in the location of trails in relation to each other. It is recommended that the guidelines for trail development and location, which are included in this plan, be used in preparing design and construction documents for an overall trail system. Aspects to consider in trail development include: setting aside of easements on the institutional tracts for trails, separation of trail corridors by type, location and design of trail heads within and at the periphery of the park, the use of Campbell Airstrip Road as a bicycle route, and determination of winter/summer use of trails and respective design standards for such dual purpose use. Community groups should be involved in designing and preparing trails within the park (including the Nordic Ski Club, the Society of American Foresters, and the Alaska Sled Dog and Racing Association).

An Arboretum: The American Society of Landscape Architects has discussed the potential use of a portion of the Tract as a Municipal Arboretum. This use is in keeping with the intended uses of portions of tract land, particularly PLI land in the case of greenhouse and related structures. This plan does not preclude the development of an arboretum.

Hillside Turnout: The upper Hillside provides excellent views of the Anchorage Bowl. A turnout from Hillside Drive should be developed within the park near the corner of Nettleton Drive to take advantage of the panorama which unfolds at that location.

Man-made Lakes: The concept of lakes within the Campbell Tract has potential merit in offering both summer and winter recreation and providing aesthetically pleasing sites. Such lakes could be created through dredging, other gravel extraction or related means. Man-made lakes are not recommended in preservation wetlands and the area to the east and north of Campbell Airstrip Road. This area includes greenbelt sections and watershed designations which, in the context of the plan, should be left in a natural state to as great a degree as possible. The PLI lands may have particular merit for a series of small lakes which could serve as open space between structures and provide recreation opportunities. This concept of man-made lakes should be studied further and a report should be submitted for municipal review in this regard. Such lakes should be approved via the conditional use process.

Sled Dog Facilities and Staging Area: The present staging area for the "Tudor Track" sled dog facilities is to the west side of the 3500 Tudor Road Municipal holdings. The Municipal land in this vicinity (that is, west of Bragaw Street, north of the Section 33 lands) will be the focus of land use changes and new facility development in future years. A master plan is being prepared to address prospective changes. As part of that planning effort, the land on which the sled dog facilities sit are being considered for possible Municipal use. This updated plan recognizes that there may be a need to relocate the sled dog staging and related facilities to the Campbell Tract or the Section 33 lands. This plan does not preclude such a relocation. The relocation and site planning of the sled dog facilities should be addressed as part of PLI Master Planning.

Recommendations Regarding Transportation

Highway Development Near the Tract:

1. The concept of an East City Bypass which would run through the interior of the Tract is antithetical to the resources and purposes of the Park. Being counter to the original Far North Bicentennial Park Plan, it should not be further considered.

Alternatively, the overall transportation system for corridors adjacent to the Tract should be resolved as part of the Anchorage Metropolitan Area Transportation Study. One potential corridor includes the expansion of the Tudor Road right-of-way 150 feet to the south. This right-of-way was referenced in the transfer legislation creating the park. The second potential solution is the extension of Bragaw Street to join with Dowling Road and Abbott Loop Road. Both these are identified as "study corridors" in the Central Anchorage Transportation Study, which is being conducted by the State Department of Transportation and Public Facilities in conjunction with the Municipality's Community Planning Department. This updated plan does not preclude the development of these corridors.

2. The Municipality is conducting a study regarding alternative access points to Stuckagain Heights. The study will address potential access to this residential area from the north via Tudor Road. While there are serious concerns regarding the need for such a road, including development and operation costs, its usefulness vis-a-vis an improved Campbell Airstrip Road and its environmental

impacts, this updated plan does not preclude its development.

Access to the Park:

1. There should be no through roads going from the north to south end of the park nor from the east to west end of the park.
2. The Campbell Airstrip Road should be improved and made the major park access road. Realignment to front onto Tudor Road at Baxter Road should be investigated for highway safety purposes. Realignment of the crook of this road should be considered at the time improvements are planned. Parking near the crook and at trail heads will be necessary and should be identified in conjunction with the planning and engineering of road improvements.
3. The north end of the revetment road system should be used as the primary access from the west. This improvement should be planned in conjunction with the Bureau of Land Management.
4. The logical access to the Chugach Neighborhood Park would appear to be off Patterson Street. A road to the neighborhood park should be studied from that location in conjunction with site planning for that park.

Municipal Review Procedures:

It is expected that site plans, architectural plans and landscape plans will be brought before the respective municipal commission for recommendations and approval before building permits are issued. This public review process should ensure that facility development is keeping with this plan and its companion document, the 1974 Far North Bicentennial Park Plan. Provisions for site plan review and landscaping review are contained in Municipal Code Sections 21.15.015 and 21.15.025. The review process for improvement within the Campbell Tract should be as follows:

1. Plans for facility improvements within the active recreation, greenbelt and watershed areas should be brought before the Parks and Recreation Commission for their review and recommendations and, in turn, should be submitted to the Planning and Zoning Commission for approval in keeping with 21.15.015 and 21.15.025.
2. Plans for facility improvements within the PLI lands should be brought before the Urban Design Commission and, in turn, should be submitted to the Planning and Zoning Commission for approval in keeping with 21.15.015 and 21.15.025.

Working with the U.S. Bureau of Land Management (BLM)

In essence, the BLM is a partner in the development and conservation of the Tract for the foreseeable future. Two aspects relating to the BLM land need to be further addressed.

1. A transfer provision: The federal Campbell Tract legislation authorized the BLM to retain up to 1,100 acres as the site of its existing operations. BLM actually retained 730 acres in this area. There is no provision in the federal law which requires that BLM transfer these lands to the State or the Municipality when it no longer needs them. This potential threat to the future integrity of the Campbell Tract area was recognized in this plan as a serious omission which the Municipality should rectify by negotiation with BLM. The ultimate objective would be a public land order or a legislative amendment which requires BLM to transfer this land to the Municipality when it is no longer needed for BLM purposes, thus precluding a transfer to another federal agency whose use might conflict with the park. It is recommended that the Municipal Departments of Law and Property Management work with the BLM to draft provisions to effectuate this transfer.
2. Agreement on interim use of BLM for active recreation purposes: The BLM area is the most significant of the active recreation areas within the "Generalized Land Use Plan", because of wetland limitations in other active recreation areas, the active recreation areas within the BLM inholding are essential in providing long-term, centrally located sites for sports fields and related development. An agreement should be worked out with BLM to allow the Municipality to develop portions

of the land near the revetment road system for
active recreation purposes.

ct/bt1

MASTER PLAN MAP
(see pocket on back cover)

APPENDICES

APPENDIX A
PUBLIC SURVEY RESULTS

Summary
of the
Campbell Tract Questionnaire

for
MUNICIPALITY OF ANCHORAGE
PHYSICAL PLANNING DEPARTMENT

by
Pakka Associates
1221 W. 82nd Avenue
Anchorage, Alaska 99502

August 1982

INTRODUCTION

Following is a summary of the responses to the Municipality's questionnaire on the Campbell Tract. All of the 293 questionnaires returned were coded, responses tallied and specific comments recorded.

The first page of each section points out generalities and response patterns to aid in understanding the second page. The second page presents in table format, the activity category, number of responses and the percent of the total those responses represent. Percentages do not add up to 100% because multiple responses were possible on all questions. The third page lists responses received which totaled five percent or less. An attempt was made to record these comments since they help show how the questionnaire was tailored to more closely represent the thoughts and ideas of the respondent.

Question 1: What do you see as the best use of land within the Campbell Tract?

Most respondents gave more than one answer to this question. The most common couplet was "leave as is" and "general recreation inc." People tended to answer in a way by stating what they wanted or did not want to see and how they currently use the area.

Such comments as "leave as is," meaning that the existing features of the area should be retained, accounted for one-third of the responses. Similarly, low impact recreation was the desire of 35 percent of the respondents. "General" recreation was used to code comments that did not deal with specific recreation activities. Seven percent wanted to see high impact recreation, including off-road vehicle use and ball field development.

Question 1

Table 1

What do you see as the best use of land within the Campbell Tract?

	Total Response	Percent(%)
A. Recreation		
1. Low Impact (e.g. hiking, birdwatching, picnicking, x-c skiing)	103	35
2. High Impact (e.g. ORV's ballfields, golf, alpine skiing)	19	7
3. General (e.g. recreation, family outings)	107	37
B. Vehicle Use		
1. No off-road vehicles	21	7
2. Limited motorized vehicles	5	2
3. Pro-motorized vehicles	6	2
C. Land Use/Land Resources		
1. Leave as is	96	33
2. Resource Use: Pro	4	1
Con	2	.007
3. Institutional Use: Pro	5	2
Con	1	.003
4. Commercial: Pro	4	1
Con	4	1
5. Residential Use: Pro	6	2
Con	0	0
6. Air Transportation: Pro	2	.007
Con	0	0
No Response to the question	33	11

Representative Comments for Table 1A. Regarding Recreation1. Low Impact Recreation

- relax and get away from the city
- provide enough access to do these with a minimum of intrusion
- provide interpretation
- horseback riding

2. High Impact

- want downhill skiing at Hillside (3 responses)
- rifle range
- indoor ice facility

3. General

- recreation development along Tudor
- expand trails and picnic area
- available and accessible opportunity ... doesn't require an auto

B. Regarding Vehicle Use1. Vehicle Use

- disturbs wildlife and me too!
- except for Basher Road
- no motorized vehicles

2. Limited Motorized Vehicles

- limited noise levels
- limit all motorized vehicles and roads

3. Pro-Motorized Vehicles

- motorcycle area needed
- motorcycle trail system with camping and picnic areas

C. Regarding Land Use/Land Resources1. Leave as is

- park wilderness like atmosphere in the city
- essentially undeveloped with a few small areas for development
- a place to escape

2. Resource Use

Pro - as watershed, as wildlife habitat, city owned wells and water storage

Con - leave as watershed

3. Institution Use

Pro - animal care shelter - (2 responses, .007%), University, Municipal buildings

Con - no schools

4. Commercial

Pro - restaurant, camper/trailer park

5. Residential Use

Pro - some portions not all, with ample greenbelts, develop only if not left as barebones park

6. Air Transportation

Pro - as a replacement for Merrill Field, float plane slips and tie-downs

7. Other

- | | | | |
|--|-----|-----|-------|
| - Environmental education and camps | - 3 | - 1 | % |
| - Relocate capital | - 3 | - 1 | % |
| - Plan comprehensively | - 1 | - | .003% |
| - Highway to connect Hillside to Muldoon | - 1 | - | .003% |

Question 2: If applicable, how do you or members of your family currently use the Campbell Tract?

Two main patterns, indicating year-round use, were observed: hiking in summer, cross-country skiing in winter. In addition, those using the area, tended to participate in a number of activities, including wildlife viewing, picnicking, and berry picking. Fifty-nine percent of the respondents indicated that they used the area for active recreational purposes (for example, hiking, cross-country skiing). Thirty-four percent currently use the park for such passive recreation pursuits as picnicking or nature study.

Responses tallied for non-use of the area, regardless of the reason, came to 35 (12 percent). No uses other than recreation were indicated.

Question 2

Table 2

If applicable, how do you or members of your family currently use the Campbell Tract?

	Total Response	Percent
A. Recreation		
1. Low Impact (e.g. little facility development)	100	34 %
a. Passive (e.g. picnicking, photography, getting away)	173	59
b. Active (e.g. hiking, jogging)	11	4
2. High Impact (e.g. airstrip, snow-machines, ORV use)		
B. Non-Use		
1. Inaccessible	3	1
2. Wasn't aware	2	.007
3. Nothing to do	1	.003
4. Not applicable	11	4
5. Don't use	13	4
6. Answered with number of people who used the area	5	2
No Response to the question	49	17

What features would you like to see preserved with the Tract?

	Total Response	Percent
A. General (the natural setting, natural landscape, undeveloped aspect, topographical diversity)	109	37 %
B. Woodlands (trees, forests, timber stand, vegetation wildflowers)	56	19
C. Watercourses and Lakes (streams, lakes, watersheds; watercourses)	28	10
D. Wetlands (specific - wetlands, bogs)	3	1
E. Trails:		
1. General (walking, hiking, riding, trails)	20	7
2. Cross-country Skiing	15	5
3. Dogmushing	8	3
4. Snowmobile	2	.007
5. Other motorized vehicles	3	1
F. Airstrip (airplanes or flying)	1	.003
G. Preserve features which promote current use (leave as is, limited facility and/or access)	34	12
H. Set aside areas for future development	3	1
I. Tranquility (peace, tranquility, no noise, isolation)	23	8
J. Fish and Wildlife Habitat (wildlife, salmon runs, moose)	30	10
K. General Recreation areas and opportunities (for trail use, picnic, same activities we do now)	11	4
L. No motorized vehicles	9	3
No response to the question	64	22

Specific comments under Trails (E):

	responses	%
Accessible trails, kind not specified	1	.003%
Bicycle trails	1	.003
Nature trails	1	.003
Cross-country skiing without crossing roads	1	.003

Comments on dogmushing trails: two respondents wanted dog trails separated from both cross-country skiing and snowmobile trails:

Access comments were:

Reduce damage from motor vehicles, dog teams and horses	1	.003
Provide access through roads, trails, trailheads, and parking. Better maps are needed. It should be easier to get in and harder to get lost.	3	1

Miscellaneous comments are:

Keep user density low	1	.003
Capital site	1	.003
Multiple use	1	.003
Commercial Development: Pro	1	.003
Con	1	.003

Question 4: Which activities would you like to undertake in using the park?

Although questions 4 and 5 appear alike, the decisionmaker should not assume that if 66 percent were for field sports, that 34 percent were against them. Questions 4 and 5 are not mutually exclusive. What these tabulations show is that 293 respondents have strong feelings about specific recreational activities.

Worth noting is that (H) nature-related activities, and (I) non-motorized trail activities were almost always (96 percent) marked together. Eighty-four percent of the respondents would like to undertake non-motorized trail activities, while 81% checked nature-related activities.

Another pattern emerging was the tendency of respondents to feel that activities such as swimming, ice skating and field sports were compatible as long as it took place in a natural setting. These activities became "not ok" if facilities, access or parking were involved. Camping and picnicking gathered 53% of the responses as a preferable activity, with another 12% wanting picnicking, but no camping.

Several commented that developed recreation facilities should be restricted to "the perimeter," "along Tudor" or "near Service and Hillside" where there is already development, access and parking.

Question 4

Table 4

Which of the following activities would you like to undertake in using the Park?

	Total Response	Percent
A. Camping and Picnicking	155	53 %
1. camping (no picnicking)	2	.007
2. picnicking (no camping)	35	12
B. Court space activities	58	20
C. Cultural Events	54	18
D. Downhill Skiing	81	28
E. Field Sports	66	22
F. Ice Skating and Hockey	59	20
1. in natural setting	1	.003
2. no hockey	3	1
G. Motorized trail activities	34	12
1. snowmobiles ok, others not ok	11	4
H. Nature related activities	237	81
I. Non-motorized trail activities	246	84
J. Water-based activities	141	48
1. swimming ok, not boating	0	0
2. boating ok, not swimming	3	1
K. Trail related activities* (see next page)	23	8
No response to question	1	.003

Question 4

Comments and Tabulations

Trail related activities - (K) on the previous page was written in by several respondents. Four percent (11) of the 8 percent wanted bicycle trails. Other specific trail types mentioned were: dog sled, kids' trails, hiking, cross-country, foot race and nature. A request was made for the south and west side trails to tie into the Service/Hillside system.

Recreation comments:

	<u>Responses</u>	<u>%</u>
Visitor center, with naturalists, exhibits and tours	4	2 %
Environmental education	4	2
Golf Course	3	1
Orienteering	3	1
Fishing (general & for children)	3	1
Birdwatching	2	.007
Playground	1	.003

Resource Use comments:

Supervised woodcutting	2	.007
Demonstration Forestry	1	.003
Extract gravel - made a lake	2	.007

Facility Development comments:

Skydiver's takeoff & landing	4	2
State capital	1	.003
Limited use of airfield	1	.003
Car race track	1	.003
Stable	1	.003
Par course	1	.003
Sports house	1	.003
Road connecting Hillside/Muldoon	1	.003

Receiving one response each (.003%) were:

Scout lodge
 Overnight cabins
 Chugach State Park entrance
 Passive use
 Anchorage Bowl game refuge
 Hang glider and ultralight
 Rugby field
 Dog swimming area
 Recreation facilities for 30-45 year olds
 Any use should be compatible with BLM's plan

Question 5: What activities do you feel are incompatible with your use of the park?

Unlike question 4, there was little tailoring of responses to this question. The most common pattern showed 78 percent of the potential respondents find motorized trail activities incompatible with their use of the Tract.

Activities that require facility and access development were also marked incompatible, that is, 41% marked cultural events and court space, 40% were against field sports and 35% were against downhill skiing.

In the spaces left to designate other incompatible activities, respondents took the opportunity to also designate incompatible resource uses.

Question 5

Table 5

Which of the following activities do you feel are incompatible with your use of the Park?

	Total Response	Percent
A. Camping and Picnicking	41	14 %
1. camping (no picnicking)	24	8
2. picnicking (no camping)	3	1
B. Court space activities	119	41
C. Cultural Events	119	41
D. Downhill Skiing	103	35
E. Field Sports	118	40
F. Ice Skating and Hockey	88	30
1. in natural setting	4	1
2. no hockey	3	1
3. limit the area	1	.003
G. Motorized trail activities	227	78
1. snowmobiles ok, others not ok	1	.003
H. Nature related activities	9	3
I. Non-motorized trail activities	10	3
J. Water-based activities	22	8
1. swimming ok, not boating	2	.006
2. boating ok, not swimming	0	0
No response to question	14	5

Question 5

Comments and Tabulations

<u>Roads</u>	<u>Responses</u>	<u>%</u>
	9	3%

The nine comments regarding roads were:

- 2 - no through roads
- 2 - no East city bypass
- 5 - no construction of arterials, streets or highways.

Resource

No commercial or residential development	8	3
No airfield use (no substitute for Merrill field)	2	.006
No gravel extraction	1	.003

Recreation

No golf course	7	2
No ATV's, especially 3-wheelers	3	1
No horseback riding	2	.006
No camper park and transit housing	2	.006
No shooting range	2	.006
No hunting	1	.003
No shooting (except on range)	1	.003
No bike trails	1	.003
No large clearing for sports	1	.003

Miscellaneous

Each of these comments received two responses each (.006%)

- Any type of man-made development
- Large numbers of people

Each of these received one response each (.003%)

- Further destruction of what's natural
- That which requires paving or changing the wilderness setting
- Everything, especially motorcycles, is incompatible
- Cultural activities, field sports and motorized trail vehicles are especially incompatible

Question 6: Please describe your concerns or interests in more detail.

This open-ended question, asking for more detail about concerns or interests, generated a wide array of responses. Because the spectrum is so broad, it tends to be a good summary of the entire questionnaire. Respondents tended to reemphasize what they had previously written. Seventeen percent of the respondents stated that their greatest concern was for the retention of the natural features. Another 10 percent expressed a concern for low impact recreation, while another 10 percent reiterated their desire for no motorized vehicles use on the Tract. A total of 26% of the respondents did not answer this question.

All comments are presented in the Comments and Tabulations section for this question.

Please describe your concerns or interests in more detail.

	Total Response	Percent
A. Recreation/Related Uses		
1. Motorized vehicle use		
a. None	28	10
b. Snowmobiling	2	.007
c. Limited	12	4
d. Yes - we want	7	2
2. Downhill Skiing		
a. Yes	3	1
b. No	1	.003
3. Low Impact Recreation (i.e. x-c skiing, hiking, berry picking)	30	10
4. Outdoor Education (environmental resource)	5	2
5. Trails		
a. Leave dogmushing trails	5	2
b. Bike trails	4	1
c. Nature trail	1	.003
6. Comments on recreation development location of sites	10	3
7. Provide wide variety of recreation to meet diverse needs	5	2
B. Natural Resources		
1. Retain the natural features	49	17
2. Protect wildlife habitat	12	4
3. Retain the tranquility	20	7
C. Institutional Use		
1. No commercial	5	2
2. Compatible institution	3	1
D. Management		
1. Improved access	13	4
2. Bears	1	.003
3. Camping problems	4	1
4. Security	15	5
E. Miscellaneous		
1. Opportunity to plan park well	4	1
2. Sell	0	0
3. Develop as housing	4	1
4. Comments about questionnaire or process	8	3
No Response to question	77	26

Question 6

Comments and Tabulations

A. 1. Motorized Vehicle Use

- a. None
 - keep at Kincaid where pollution is far from people
 - important to have non-motorized recreation close to Anchorage, roads continue to proliferate
 - too noisy
- b. Snowmobiling
 - limit & designate the area
- c. Limited
 - in own area away from quiet spaces
 - use powerline R-O-W
 - monitor for erosion
 - not in summer
- d. Yes
 - priority - no other place to teach kids without interference from motorcross

2. Downhill Skiing

- a. Yes
 - expand Hilltop ski area
- b. No
 - or, any other major fixed expensive facility

3. Low Impact Recreation

- canoe access on Campbell
- don't want another Russian Jack

4. Outdoor Education

- Arboretum
- interpretive naturalist program

5. Trails

- a. Dogmushing
 - 1st priority if furry and world cup

trails are to remain part of Anchorage (2 responses)

b. Trail Tie

- to greenbelt & Chugach State Park

c. Misc. Trail Comments

- (1) Motorcycle trail system
- (1) Nature trail
- (1) Trailheads & access for skiing and hiking
- (2) Maintain & improve trails
- (1) Bike trails
- (1) Bike trails from clay or other natural pavement, not asphalt

6. Family Recreation

(3) responses

7. Location of Facilities

(10) responses (3%)

- (1) On current airstrip
- (6) Along Tudor Road
- (1) Near Service
- (1) Park perimeter
- (1) Not along Tudor Road

8. Wide Range of recreation to meet diverse urban interests (5 - 2%)

9. Recreation Type

- (1) High impact
- (1) Undeveloped recreation

10. Sports Facilities

- (2) Not here
- (2) Here

11. Miscellaneous Recreation Comments - 1 response each

- stable
- Cross-country skiing and running/hiking center
- ranges for archery, shooting, competitive rifle, skeet, trap
- small clusters of development
- roller coaster

B. Natural Resources

Trees and vegetation received 2 responses. All other comments were made once.

- stock lakes and streams
- don't cut trees
- protect water features
- prevent soil erosion
- Balance is the word the Municipality is using to rationalize the elimination of half of the last 10% of the natural area in the Bowl.
- provide artificial spawning area and dam

6. Two people want activities and developments to be the most economical to Municipality and to the taxpayer.
7. Two people said the park theme should be individual or personal outdoor recreation that is non-mechanical.
8. One respondent suggested Campbell Tract be modeled this after Spirit Mountain in Duluth, Minnesota.

mc4/rq1

C. Institutional Use

Yes, for animal care shelter (2) and State capitol (1). No for prisons, API, State and Municipal offices and large buildings, Project 80-type developments and masses of people.

D. Management

1. Improved access ranged from extending Boniface for main access, to providing parking at fringes only, from bike trails to the elderly and handicapped from paving and maintaining Stuckagain Heights Road to no large parking area.
4. Security covered patrols, rangers and police, the lack of current regulation and enforcement.
5. Highways category dealt with roads outside the tract with potential to affect it. (2 responses - .007%)
- 6-9. Ten responses (3%) spread over improved maintenance and operation of the tract, wildlife and fire hazards, motor vs. non-motor conflict and water.
10. Asked that the conveyance covenants placed on property by BLM be maintained (1 response).

E. Miscellaneous

3. Housing types mentioned were mobile home park, low income housing for elderly and retirees.
4. Comments about the public input process or questionnaire numbered 9 (3%). Two respondents offered to help the Municipality plan for this area.

APPENDIX B
INTEREST GROUP SURVEY RESULTS

FIELDS / FACILITIES

<u>RESPONDENT</u>	<u>LAND USE IMPLICATIONS</u>	<u>ACREAGE NEEDED</u>	<u>DESIRED LOCATION</u>	<u>FACILITY NEEDS</u>	<u>ALTERNATIVE OR PRESENT SITES</u>	<u>OTHER NOTES</u>
Anchorage Rugby Union	Field sport need	5	Near Tudor	Larger area needed than football field	High school fields	
Alaskan Bowhunters Association, Inc.	Isolated/large open space	Not provided	Natural area	No facilities in Anchorage	Other wilderness areas	
District One Little League / Softball	Field sport need	20-30	Not stated	Facility development: stands, fences, tower, etc.	Area Softball Fields	
Hilltop Youth	Alpine Ski Area	125	Southeast portion of tract	Day lodge	Arctic Valley, Russian Jack, Centennial, Alyeska	
Alaska State Rifle and Pistol Assoc.	Separate area for firing	Varies	Not stated	Rec. Clubhouse & Indoor Range, 50 parking spaces	Isaac Walton, Potter Range, Military Bases	
Western Alaska Council Boy Scouts of America	Separate area for camping / general use of area	50-60	Not stated	Group encampment Camp - Day Camp, cub scouts - General use of tract Physical Fitness course for youth and adolescents	Some needs may be met on military bases - Bird Creek	
Blacksheep Bowman	Separate area for an archery range	Not provided	Not stated	An outdoor archery range (specifics were not discussed).	Elmendorf AFB	

/nt1

TRAILS

<u>RESPONDENT</u>	<u>LAND USE IMPLICATIONS</u>	<u>MILEAGE OR ACREAGE</u>	<u>DESIRED LOCATION</u>	<u>FACILITY NEEDS</u>	<u>ALTERNATIVE OR PRESENT SITES</u>	<u>OTHER NOTES</u>
Alaska Sled Dog and Racing Association	Linear Corridors, integrated with land use	Not Mentioned	Existing Trails	Start/Finish	None	Dedicated trails are desired.
Anchorage Nordic Ski Club	Linear Corridors, integrated with other land uses	25 acres for trail hq., specialized facilities - (incl. biathlon and ski jump)	Varied terrain throughout the tract	Lighting, warm-up shelters (can be shared),	Kincaid/ Pt. Campbell	Multiple use, Tract is centrally located, micro climate advantages, could be public ski center for Anchorage.

ENVIRONMENTAL/OUTDOOR RECREATION

Alaskan Conservation Foundation	"Low Impact" Recreation	N/A	N/A	None	N/A	Ballfield development away from preservation wetlands.
Alaska Wilderness School	Trails, low impact, Env. Ed. Center	N/A	N/A	Outdoor Educ. center with multiple uses.	Chugach State Park	Preservation of scenic qualities

TRAILS

<u>RESPONDENT</u>	<u>LAND USE IMPLICATIONS</u>	<u>MILEAGE OR ACREAGE</u>	<u>DESIRED LOCATION</u>	<u>FACILITY NEEDS</u>	<u>ALTERNATIVE OR PRESENT SITES</u>	<u>OTHER NOTES</u>
Alaska Sled Dog and Racing Association	Linear Corridors, integrated with land use	Not Mentioned	Existing Trails	Start/Finish	None	Dedicated trails are desired
Anchorage Nordic Ski Club	Linear Corridors, integrated with other land uses	25 acres for trail hq., specialized facilities - (incl. biathlon and ski jump)	Varied terrain throughout the tract	Lighting, warm-up shelters (can be shared),	Kincaid/ Pt. Campbell	Multiple use, Tract is centrally located, micro climate advantages, could be public ski center for Anchorage
Chugach Range Riders	Linear Corridors, integrated with other trails	Not Mentioned	Varied terrain throughout the Tract	Trailheads, links to existing trails	Section 16, Chugach State Park	Seasonal use provisions will be necessary

ENVIRONMENTAL/OUTDOOR RECREATION

Alaskan Conservation Foundation	"Low Impact" Recreation	N/A	N/A	None	N/A	Ballfield development away from preservation wetlands
Alaska Wilderness School	Trails, low impact, Env. Ed. Center	N/A	N/A	Outdoor Educ. center with multiple uses.	Chugach State Park	Preservation of scenic qualities

APPENDIX C
AGENCY COMMENTS REGARDING
SEPTEMBER 1982 CITIZEN'S COMMITTEE REPORT

Note: The September 1982 Citizen's Committee Report is available at the Community Planning Department. Pages 6 through 31 contain virtually the same language and provisions of that report.

APPENDIX C
MEMBERS OF TECHNICAL ADVISORY COMITEE
AND
AGENCY COMMENTS REGARDING CITIZEN'S REPORT

Note: The Citizen's Committee Report is available at the Community Planning Department. The Correspondance included in this appendix represents those letters which were received in response to the Citizen's Report

**CAMPBELL TRACT TASK FORCE
TECHNICAL ADVISORY COMMITTEE**

John Merrick	U.S. Bureau of Land Management
Bill Lawrence	U.S. Environmental Protection Agency
Wayne Pichon	U.S. Fish and Wildlife Service
Jack Wiles	Alaska State Park Division
Tom Arminski	Alaska Department of Fish and Game
Tim Rumfelt	Alaska Department of Environmental Conservation
Kay Schmidt	Alaska Department of Transportation and Public Facilities
Donald Morfield	Alaska Department of Transportation and Public Facilities
Barry Jackson	State Department of Administration
Attorney General	State of Alaska
Mary Putman	Municipal Department of Parks and Recreation
Les Buckholtz	Municipal Department of Health and Environmental Protection
Lee Browning	Municipal Department of Public Works
Peter Scholes	Municipal Department of Property Management
Sandra Wicks	Municipal Legal Department



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Western Alaska Ecological Services

605 W. 4th, Room G-81

Anchorage, Alaska 99501

IN REPLY REFER TO:
WAES

Michael Carberry
Community Planning Department
Municipality of Anchorage
Pouch 6-650
Anchorage, Alaska 99502

1 JUN 1983

Dear Mr. Carberry:

We have reviewed the report entitled "Updated Far North Bicentennial Park Master Plan," prepared by the Campbell Tract Task Force Citizen's Committee.

General Comments

We are pleased with the overall quality of this report and recommendations for land use. The effort of the Citizen's Advisory Committee, with technical support, is commendable. We find that recommendations for land use are generally consistent with overall suitability and that land use constraints have been taken into account and dealt with realistically. Open space such as that found in the Campbell Tract will undoubtedly be a treasure of increasing value as development in the Anchorage Bowl increases. During the summer of 1982, the Fish and Wildlife Service (FWS) conducted field studies in selected Anchorage Bowl wetlands. Campbell Tract wetlands were included in this study, which culminated in the report, "Vegetation Types and Bird Use of Anchorage Wetlands," March 1983, by Mary Hogan and Gerald F. Tande.

Specific Comments

Page 16: Campbell Tract, in general, had the highest moose use of all areas studied by the FWS in 1982. Within Campbell Tract, wetland #40 (North Fork Campbell Creek) had the highest use. This is the only portion of the Tract with high density browse species (willows). Development within this area would detrimentally affect moose winter range in the Anchorage Bowl outside of the military bases.

Page 18: A large portion of Section 16 is wetland vegetated by closed black spruce, Labrador tea, and Sphagnum, with deep saturated peat. Much of the land bordering Campbell Creek north of the airstrip is "swamp forest." The substrate here varies from deep and shallow saturated peats to gravel of old stream channels to gleyed forest soils. If a golf course is constructed, it should be placed to minimize impact on these areas, which are important to the integrity of Campbell Creek. The area is complex, as discussed in the FWS report (Hogan and Tande, 1983) and more site specific studies are recommended.

Page 21: The curvilinear road discussed in paragraph 1 and depicted on page 29b, would result in some wetlands loss. However, peat depths appear to be shallow close to Tudor Road and increase in depth toward Campbell Creek. These wetlands are less biologically productive than those in other portions of the tract. We recommend that facilities be restricted to the periphery of the tract.

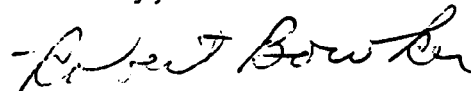
Page 26, Paragraph 3: We agree the snow storage site should be screened, but more importantly, measures should be taken to retain runoff of polluted snow melt waters. This would prevent or reduce drainage of polluted water into adjacent wetlands.

Page 47, Paragraph 2: Intensive use of horse trails that cross wetlands could lead to wetland destruction. Wetlands should be avoided if at all possible.

Page 54, Number 4: We would discourage extensive development in the "Chugach Neighborhood Park" area. If an access road is to be constructed, we prefer that it be moved east, around the Tudor/Muldoon corner, to avoid disrupting present water flow in wetland #40. There is significant natural water movement from along Tudor Road toward Campbell Creek.

Thank you for the opportunity to provide these comments.

Sincerely,



Field Supervisor

cc: ROES
DPDP, Juneau
Rita Hendrickson



United States Department of the Interior

BUREAU OF LAND MANAGEMENT

Anchorage District Office
4700 East 72nd Avenue
Anchorage, Alaska 99507

IN REPLY REFER TO
1608A Campbell
2740 (016)

Mr. Michael E. Carberry
Senior Planner
Municipality of Anchorage
Department of Planning
Pouch 6-650
Anchorage, Alaska 99502

Dear Mike:

This letter is to set forth the BLM's views and comments concerning the Updated Far North Bicentennial Park Master Plan.

Generally we are pleased that the current update adheres so closely to the original land use plan concepts. As you may know, the Bureau has, through the years both prior and after the 1976 conveyance Act, actively encouraged the quiet type of public recreational use of Campbell Tract in its superb natural setting. We feel that the current plan is largely the fruition of BLM's initial management framework plan (MFP) dating back to the early 1970s.

We do, however, have some problem with the proposed uses of the BLM 730 acre retention area. Realistically, despite some past assumptions that BLM will gradually phase out its operation at Campbell Airstrip, it does not in fact appear likely to happen anytime soon. The Cadastral Survey function will continue for many many years at the current funding levels despite improved modern state-of-the art survey techniques. Continuing use of the complex for the fire fighting function seems destined to continue by both BLM and the State of Alaska. The State maintains a helitack crew here during the summer fire season. In addition, as the BLM phases downward from its former fire fighting base highs, the warehousing-light aircraft capability is being used increasingly by other federal agencies. Personnel-wise, the Anchorage District will be maintaining a staff which will fully utilize the complex.

While we do not oppose the concept of a playing field complex adjacent to the north revetment trail if it does not encroach upon areas used for storage (as one field does), there are a number of potential problems posed by such a proposal. These problems center around the safety to the public in proximity to an active aircraft runway, and maintaining the integrity security-wise of a long-term federal installation. In our view, development of the playing field complex would necessitate, in addition to berms along the runway connecting roads, a security fence along the runway and a separate entrance for public use. We submit that the PLI zoned lands along Tudor Road in the northwest corner of Campbell Tract are nearly as suitable physically, are more readily accessible with fewer long range problems, and hence less expensive to develop.

We have a conceptual problem with both of the club house and golf course nines, largely for the same types of safety/security reasons cited above. The south nine course seems to conflict with both the multi-agency meteor-burst communication site and BLM's transmitter antenna site. The choice of golf course development would also seem to be a watershed decision toward development which conflicts with the strong leave-it-natural opinion expressed through the questionnaire. Wildlife-wise, the golf course and playing field compete with the sanctity of a prime salmon spawning area and some of the best remaining moose winter range in the south Anchorage area. Lastly, the security-public safety fencing we feel necessary around the BLM/airstrip complex would strongly inhibit current use patterns by skiers, dog mushers, joggers and horseback riders. As you know the dog mushers are extremely resistant to incursions upon their racing trail network.

Concerning aircraft, we had hoped for some specific wording in the plan to help BLM deal with proposals having to do with making the Campbell Airstrip a Merrill Field substitute, a floatplane base, an airshow site, an active aircraft museum site, a ballooning/ultra light center, etc. This type of public use is not compatible with a continuing need for our program operations.

The transportation and access portion of the plan speaks to upgrading Campbell Field Road for park access but is silent on the portion leading to Stuckagain Subdivision and use by those residents..

Trapping on Campbell Tract should be addressed specifically along with firearms hunting and the like. Some trapping does, or at least has, occurred in the past. Beaver colonies might now exist except for trapping, since several colonies once did exist in the not too distant past.

We are pleased to have the opportunity to comment on the plan and hope that our concerns about the 730 acre BLM portion does not obscure the fact that we feel that the plan is basically a good one.

Sincerely yours,



Enclosure (1)
1-Minor Technical Comments

Campbell Tract Plan Specific Technical Comments

Page 6 - Makes references to inholdings not shown on adjacent map (p. 5½ map) National guard detached 12 acres not shown or the water utility sites alluded to in the text.

Page 28 - 3rd paragraph - Reference to opposite page schematic air photo needs change.

Page 38 - Suggest you may want to leave flexibility for a provision to harvest extensive blowdown of timber as occurred on April 1, 1980, and at other times, to avoid spruce bark beetle buildups and waste of a resource (see page 49 comments).

Page 47 - Horses may still do damage to trails in early May of some years - May 15 would be better, or a flexible season of approximately May 1 to October 1, with selected areas opened earlier or later even better.

Page 49 - Those forestry illustrations cited are not possible without some sort of a tree cutting/harvesting regimen, however minor, which is precluded under prohibited uses on page 38.

Page 53 - No mention of how Stuckagain Heights subdivision access should be treated.


Appendix A - Small fractional percentages are in error - 2 people out of 293 is 0.7% not .007% and 1 person is 0.34% not .003%.

Municipality of Anchorage

MEMORANDUM

DATE: May 12, 1983

TO: Micheal E. Carberry, AICP, Senior Planner

FROM: Municipal Engineer, Lee Browning, P.E. 

SUBJECT: FAR NORTH BICENTENNIAL PARK MASTER PLAN

The only comment I have would have to relates to the recommendations regarding transportation. While it appears doubtful that the east city by-pass will ever become a reality, corridor studies are proposed that would include the extension of Bragaw between Tudor and Dowling. The widening of Tudor and improvement of the Lake Otis/Tudor intersection will, without question, help the traffic situation in this area, but this may not be enough. The extension of Bragaw would be a natural north/south route. Unless the function of the automobile changes drastically in the future, more and better transporation facilities are going to be needed to move traffic.

LB/pmt
elbl/lb53

Municipality of Anchorage

MEMORANDUM

DATE: June 27, 1983

TO: Bill Luria, Director, Community Planning Department
THRU: R. R. Mann, Property Management Officer *R.R.M.*

FROM: Peter Scholes, Land Trust Officer *P.Scholes*

SUBJECT: Comments On Updated Far North Bicentennial Park Master Plan

The Property Management Division has reviewed the Campbell Tract Task Force's Updated Far North Bicentennial Park Master Plan (Update) and offers the following comments. If our comments are tardy we apologize; the various communications we received regarding review of this plan included no deadline for submission of comments.

(1) Purpose. As the municipal agency responsible for management of a portion of the Campbell Tract, Property Management is uncertain whether this document is a binding master plan, similar to an element of the Comprehensive Plan, or a series of very detailed recommendations offered by a citizens advisory committee. To what extent will this plan be binding, if it is accepted, approved or adopted by the Assembly? Is the Assembly expected to review and revise the Update in detail, or to accept it as an advisory report?

The Plan seems to preclude several projects already planned by the Municipality: (a) the extension of Bragaw from Tudor Road to Dowling, and (b) the expansion of municipal offices and facilities at 3500 Tudor. In carrying out our responsibility for management of the public and institutional lands on the Campbell Tract, Property Management would consider the Update as an advisory document containing numerous guidelines, not a binding master plan.

(2) Retained BLM Tract. We find the Update incomplete, insofar as it contains no recommendation upon the ultimate disposition of the retained BLM tract which still may be exceded at some future date. The terms of the Cook Inlet Land Trade do not ensure municipal ownership of this property should the federal government excess it.

(3) Municipal Lands at Campbell Creek Confluence. The lands west of the Campbell Tract identified on maps throughout the Update as "Municipal Land Selection" should be identified instead as "Other Municipal Land".

(4) National Guard Communication Site. On November 30, 1982, Governor Hammond recommended that the 12.5 acre Alaska National Guard communication site on the Campbell Tract should undergo immediate agency review and, assuming no state agency interest, should be committed for transfer to the Municipality when the National Guard excesses the property. (see Letter, attached). Unlike other Campbell Tract land retained by the State, the communication site is surrounded by Municipal property; therefore, the Mayor felt it important to get the State on record in support of transferring this inholding to the Municipality as an addition to the Far North Bicentennial Park.

(5) Fish and Game Parcel. Although it is correct that the State withheld 42.5 acres on Tudor Road from the 1983 conveyance to the Municipality, the Update fails to point out the conditions of that withholding. If construction of the proposed Fish and Game facility is not funded by November 1, 1987, the Municipality would receive title to this property. (See Agreement, attached).

(6) On page 15, the Update recommends that "facilities which are developed within these areas be dependent upon or have significant benefits in being located in proximity to the park and its environmental resources." The Update overlooks the fact that the municipal facility complex at 3500 Tudor also is in close proximity to the Campbell Tract's public lands and institution area. In consideration of the vastness of the Far North Bicentennial Park, carefully planned expansion of the 3500 Tudor complex would be reasonable and appropriate. The Task Force either was unaware of or chose not to address the Municipality's need for an expanded government complex on Tudor Road.

(7) On Page 16, the paragraph which begins "In September" should be changed to read: "In September, the Mayor transferred management authority..." The Property Management Division has no authority to transfer land from one municipal agency to another; we may only make recommendations to the Mayor.

Also on page 16, the Update should reference Maynard and Partch's 3500 Tudor Road Master Plan prepared under contract with the Capital Projects Office.

(8) On Page 17, the Fish and Game Parcel is not at this time controlled by that state department, but remains in the Department of Natural Resources inventory. (See 5, above).

Also on page 17, Property Management strongly endorses the concept that qualified public and institutional land uses should not be sited on the Campbell Tract simply because land for such uses is available there. The availability of vacant municipal land is not sufficient justification for facility siting on the Campbell Tract or any other piece of municipal property.

However, regarding the suggestion that other municipal land may be more appropriate for the siting of public facilities than the public and institutional lands on the Campbell Tract, two points should be recognized: (a) there is nowhere else in the Anchorage bowl that the Municipality has such extensive, centrally located and developable vacant property; and (b) under the Mayor's proposed Heritage Land Bank program it makes sense to site public facilities on public lands which may not be disposed of. There is a trade-off: To the extent that we buffer the 3600-acre Far North Bicentennial Park by limiting or prohibiting development of the public and institutional lands along Tudor Road, we may cause municipal facilities to be constructed on municipal land which would otherwise be sold or leased. And, under the Heritage Land Bank program, lost revenue from land disposals means less money for municipal land acquisitions including the acquisition of needed park lands.

Also on page 17, the Update should reference the required 100-foot wide greenbelt separating the Tudor Road right-of-way from new developments on the public and institutional lands. Reservation of this greenbelt is a condition of the 1983 Campbell Tract patent. (See Patent No. 6792, attached).

(9) On Page 19, the 1983 Campbell Tract patent requires that the Municipality continue operation of the snow dump site east of the State's DOT/PF storage yard. Alternatively, we must find another snow dump site for the State. (See Patent No. 6792 attached). The Mayor has assigned the 40-acre Campbell Tract snow dump site to the Department of Public Works.

(10) On Page 20, the Urban Beautification Commission should review site and building plans for the public and institutional lands. That commission's claim to jurisdiction is at least as strong as that of the Parks and Recreation Commission.

Also on page 20, we question the authority of the Parks and Recreation Commission to place binding conditions on site and building plans for the Campbell Tract public and institutional lands. The Commission is an advisory, not a regulatory body.

(11) On Page 31, Property Management agrees with the recommendation regarding tree cutting within the Campbell Tract. The Municipality has found it virtually impossible to manage and police tree cutting on municipal property in the absence of adequate funding and personnel for such a program.

PDS/g

Attachments (3)

cc with attachments: Mike Carberry, Physical Planning Division

DATE: July 7, 1983

TO: Peter Scholes, Land Trust Officer

FROM: *Bill* Bill Luria, Community Planning Department Director

SUBJECT: Your Comments on the Updated Far North Bicentennial Park Master Plan

In answer to the question you raised in your June 27th memorandum regarding the Far North Bicentennial Park Master Plan, we offer the following:

1. Purpose

The Citizen's Report was written as a plan which could be taken through the public hearing process and adopted as an element of the Comprehensive Plan. These hearings include the Parks and Recreation Commission, the Planning and Zoning Commission, and the Municipal Assembly. As in the case of the Comprehensive Plan, a series of issues and responses will be developed during the course of public hearings. Consequently, with the adoption of this plan, the final printed document will reflect modifications to the draft which will be the subject of the hearings. Thus, it is expected that the Assembly will review the document and adopt the Plan as a policy guideline for the future conservation and development of the land within the Campbell Tract.

2. Retained BLM Tract

It was the viewpoint of the staff and members of the Task Force after discussions with BLM that their operation would not cease in the foreseeable future. Therefore, the Plan recognized that there should be cooperative use of the land surrounding the BLM Tract while their ongoing operations would not be impaired. Although the Task Force did not address what would happen with the BLM tract should they excess it at some future date, we agree with you that language regarding the surplusing and transfer of the BLM land should be included in the Plan. We would greatly appreciate it if you would propose that language so that it can be included in the public review process.

3. Municipal Lands at Campbell Creek Confluence

We will change the maps and text to reflect more accurate designations such as "Other Municipal Land" in the final document.

4. National Guard Site

Once again, we suggest that language be drafted to include in the Plan regarding this point. As you probably know, the original plan and the Task Force's plan have recommended that the National Guard site be phased out (see page 19 of the Updated Plan). If this is to happen, we believe that it would be best for the Municipality to work out a memorandum of agreement with the State to facilitate that transfer.

Thank you for your review of the document. Please do not hesitate to call me or Mike Carberry if you have other concerns as this Plan is brought forward through the review process.

mc8/eml0

Municipality of Anchorage

MEMORANDUM

DATE: July 12, 1983
TO: Bill Luria, Director, Community Planning
FROM: Peter Scholes, Land Trust Officer *Pts*
SUBJECT: Additional Comments on Updated Far North Bicentennial Park Master Plan

We have reviewed your July 7 response to Property Management's comments on the Updated Far North Bicentennial Park Master Plan. Your memorandum responds to the first four points addressed by Property Management, our memorandum addressed eleven. Please advise us whether you received and will comment upon points 5 through 11 on pages 2 and 3 of our June 27 memorandum.

Regarding the purpose of the Update, we now understand that it is Community Planning's intention to have it adopted as an element of the Comprehensive Plan. The plan reads more like an advisory report than a draft comprehensive plan element; we think this editorial style will confuse many reviewers. Throughout the report there are sections that begin, "The citizens task force recommends...". The entire Update is a recommendation substantially written by the citizens task force; this fact should be acknowledged once at the beginning of the plan. As I understand it now, the Update is a Community Planning Department document similar to any other plan prepared by staff for review and adoption by the appropriate boards and commissions and ultimately, the Assembly.

Regarding the retained BLM tract and the National Guard site, Property Management will draft language pertaining to the Municipality's strong desire to obtain these tracts if and when they are excessed.

PDS/g

RECEIVED
JUL 14 1983
PHYSICAL PLANNING

BILL SHEFFIELD, GOVERNOR

DEPARTMENT OF NATURAL RESOURCES

*DIVISION OF LAND AND WATER MANAGEMENT
SOUTHCENTRAL DISTRICT*

POUCH 7-005
3601 C STREET
ANCHORAGE, ALASKA 99510
Phone: (907) 276-2653

August 2, 1983

RECEIVED

AUG 04 1983

PROPERTY MANAGEMENT
DIVISION

RECEIVED

AUG 8 1983

PHYSICAL PLANNING

Peter Scholes
Land Trust Officer
Municipality of Anchorage
Pouch 6-650
Anchorage, Alaska 99502-0650

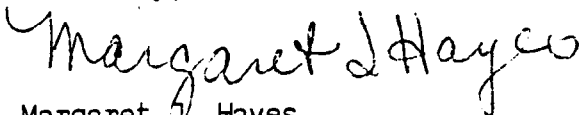
Dear Mr. Scholes:

Thank you for the opportunity to review the updated Far North Bicentennial Park Master Plan. It appears that the plan follows the intent of the restrictions and covenants which accompanied the conveyance of the Campbell Tract to the Municipality.

A very significant portion of the park area is now presented as "preservation" wetlands and "special study" wetlands. These designations apparently emanate from criteria developed by the Anchorage Task Force on Wetlands and COE data. Personal knowledge of some of these areas leave us with the conclusion that this application of the criteria and data resulted in a very restrictive policy and we wonder at the long term durability of such policy.

In your June 27, 1983, letter you mentioned that it does not appear that approval of this plan will satisfy the state's responsibility to approve various development projects on the Campbell Tract. It is not our intent to retain approval authority over each new development project that may arise in the future. It is our responsibility to ensure compliance with the terms of both the federal and state conveyance, but site specific project management now rests with the Municipality. Please continue to notify us of any potential legal problems or significant development projects that could alter compliance with basic intent of the existing plan once approved. We do not foresee that future contacts will be necessary regarding small scale actions.

Sincerely,



Margaret J. Hayes
District Manager

cc: Tom Hawkins, Director

Bill Sheffield, Governor

DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES

CENTRAL REGION PLANNING & PROGRAMMING

4111 AVIATION AVENUE, POUCH 6900
ANCHORAGE 99502 (TELEX 25-185)

May 26, 1983

Michael E. Carberry, A.I.C.P.
Senior Planner
Municipality of Anchorage
Pouch 6-650
Anchorage, AK 99502-0650

RECEIVED

MAY 27 1983

PHYSICAL PLANNING

Dear Mr. Carberry:

RE: Far North Bicentennial Park

I appreciate the opportunity to comment on the Campbell Creek Task Force Citizens Committee report on the Updated Far North Bicentennial Park Master Plan as the plan recommendations could have a major impact on the Anchorage area transportation system.

As you may know, the East City Bypass Feasibility Study was recently adopted by the AMATS Policy Committee and has recommendations which conflict with the Far North Bicentennial Park Master Plan. The study recommends the improvement of Tudor Road as an addition to the AMATS Long Range Element (LRE), and that preliminary engineering be programmed to evaluate design alternatives. Design alternatives will include three study corridors which will also be added to the LRE. Two of these corridors, Bragaw Street (between Tudor and Dowling Road Extended) and Dowling Road (between Bragaw Extended and Lake Otis Parkway), could be precluded by the Master Plan's incorporation of Section 33 Municipal Selection Land into the Far North Bicentennial Park.

The Alaska Department of Transportation and Public Facilities (DOT&PF) strongly urges that the options remain available to extend Bragaw Street and Dowling Road. Further study is required to determine if the transportation benefits of these extensions warrant their construction and outweigh environmental impacts. It would be regrettable to eliminate these alternatives to improve the traffic flow in the Tudor-Lake Otis area without careful consideration of a broader spectrum of community needs.

Please feel free to contact me if we can be of further service to the Campbell Creek Task Force.

Sincerely,
A. Reed Gibby
Regional Planning Manager

Vicki Cannard

Vicki Cannard
Transportation Planner

Municipality of Anchorage

MEMORANDUM

DATE: September 8, 1983

TO: Michael Carberry, Senior Planner

FROM: Jeff Scherbarth, *Jeff Anderson for* Transportation Section Supervisor

SUBJECT: Far North Bicentennial Park Plan AMATS Comments

The Far North Bicentennial Park Master Plan contains several recommendations that conflict with adopted AMATS plans. The East City Bypass Feasibility Study was adopted by the AMATS Policy Committee on May 5, 1983. The study recommended that the Long Range Element be amended to include a transportation study corridor for:

- Bragaw Street between Tudor Road and Dowling Road extended
- Dowling Road between Bragaw and Lake Otis
- Abbott Loop Road between East 68th Avenue and Dowling Road, extended

It was also recommended that the OSHP be amended to include sufficient right-of-way and setbacks for:

- the Dowling Road extension
- improvements to Tudor Road
- a collector (80' right-of-way) on the south side of Tudor Road generally between Boniface and Bragaw.

The purpose of these recommendations are twofold.

1. The extensions of Dowling Road and Bragaw-Abbott Loop are one potential way of relieving traffic pressure on the Tudor-Lake Otis intersection.
2. A collector road is needed south of Tudor to serve Municipal facilities (e.g. 3500 Tudor) and to provide access to the Park itself.

Michael Carberry
September 8, 1983
Page 2

Other recommendations in the study were for widening Tudor Road and eliminating the East City Bypass Corridor east of Muldoon Road.

The Alaska Department of Transportation (ADOT) will be doing preliminary engineering on the Bragaw-Dowling extension as part of the Tudor Road project. This is currently programmed for FY84-85 in the Transportation Improvement Program (TIP). Preliminary engineering will determine the exact alignment of the extensions and give us a better idea of the environmental impacts on a road in that area.

sf2/bm23

DEPARTMENT OF FISH AND GAME

**333 RASPBERRY ROAD
ANCHORAGE, ALASKA 99502**

May 20, 1983

Michael E. Carberry, Senior Planner
Municipality of Anchorage
Pouch 6-650
Anchorage, Alaska 99502

Dear Mr. Carberry:

The Alaska Department of Fish and Game has completed review of the "Updated Far North Bicentennial Park Master Plan." Public recreational opportunities appear to be well addressed. We do have several comments concerning general development policies and proposed recreational development and conflicts with natural resources as follows:

- 1) p. 3, 1st paragraph. The categories established in the "Anchorage Wetlands Management Plan" should be considered as policy, not guidelines as stated.
- 2) p. 8, 2nd paragraph. Section 33 is largely preservation wetlands and must be managed according to the "Anchorage Wetlands Plan."
- 3) p. 16, 1st paragraph. The plan should make very clear the policies developed for preservation wetlands in the "Anchorage Wetlands Plan."
- 4) p. 33, 4th paragraph. The results of the public use survey were 80 percent favorable towards keeping the park as natural as possible. Why is the task force recommending a golf course and ball fields, which involve wetlands fill and clearcutting?
- 5) p. 36, 1st paragraph. A golf clubhouse, tennis facilities, racketball/handball courts, a restaurant and areas for sports merchandise sales are not compatible with park status and violate the development guidelines stipulated at the beginning of this document.

- 6) The Campbell Tract has three main attractions for Anchorage residents. It is presently mostly undeveloped and accessible, abundance of wildlife and its scenic values. The public opinion survey demonstrated a desire to have this land mass remain largely in an undeveloped state to maintain these values. The Campbell Tract Task Force's Report has done a commendable job in addressing recreation. However, the report falls short of addressing the wish of the public as expressed in the survey to maintain wildlife and scenic values.

In our comments of 10/22/82, we recommended that the resource values depicted in the "Anchorage Coastal Zone Atlas" and the "Anchorage Wetlands Plan" constitute the focal point of planning for the Campbell tract. We wish to re-emphasize this point.

Also, please review our other comments to you on 10/22/82.

Thank you for the opportunity to comment.



Carl M. Yanagawa
Regional Supervisor
Habitat Division
(907) 344-0541

cc: Glenn Seaman

Municipality of Anchorage

MEMORANDUM

DATE: May 20, 1983
TO: Community Planning Department
FROM: Department of Parks and Recreation
SUBJECT: Updated Far North Bicentennial Park Master Plan
Review Comments

Staff has reviewed this document and comments are as follows:

1. Regarding the committee's recommendation concerning Highway Development; while we concur with your position, we do feel it would be prudent to suggest specific mitigating measures which should be required if any of these proposed roads were in fact built. Particularly the Bragaw extension, which was recently approved by AMATS, should have bridges over the two forks of Campbell Creek which would be of an adequate length and height to allow movement of wildlife and recreational use along the creek corridor.
2. In the discussion on Park Access, the management of unauthorized motor vehicle use needs to be addressed, particularly as to how the design and development of the park might offer opportunities to better tackle this problem. This is best done by reducing the amount of roads in the park as much as possible. To that end the possibility of establishing a more direct access to Stuckagain Heights which could possibly be more on the periphery of the park should be examined. This would allow all or part of the existing Campbell Field Road to be closed, either permanently or seasonally, to better control unauthorized access from this road which now cuts through the heart of this park. Following this concept of a reduced park road system, the main active recreation area (golf course and sports fields) would be more efficiently accessed from Abbott Loop Road. No through roads would be provided or allowed. The upgrading of the existing Campbell Field Road to the standards proposed will be at considerable cost. It may be not only more efficient, but also cost effective to develop a new, but much shorter access to the Stuckagain Heights inholding.
3. Concerning the visitors center, we question whether this park is really an appropriate "gateway" to Chugach State Park. Additional dialogue with that agency needs to be initiated to better establish just how State Parks would use this facility.

4. A portion of the PLI Land should be redesignated for active recreation, especially in light of the possibility that the BLM will remain for many years to come in its present location, thereby restricting development of the sports fields which are proposed for that area.
5. In the PLI - 2 zone it is not apparent why a road through the park connecting Boniface to Bragaw is needed. Park roads should be kept to a minimum as required to access activity areas.

Please contact Ron Crenshaw, Manager, at 4335 if you have any questions.

Sincerely,



Ron Crenshaw, Manager
Design and Development Division

RC/ruo

cc: Parks Maintenance and Operations Managers

CONCUR:



Bob Robertson, Director
Parks and Recreation Department

Municipality of Anchorage

Mike Carlson

MEMORANDUM

DATE: May 27, 1983
TO: Bill Luria, Director, Community Planning Department
FROM: Robert O. Robertson, Director, Parks and Recreation
SUBJECT: Updated Far North Bicentennial Park Master Plan
Additional Review Comments

Additional comments are as follows:

It was recently brought to our attention the potential for the development of man-made lakes in Far North Bicentennial Park. This concept has merit as it would provide for water oriented activities such as swimming, non-motorized boating (sailboats and canoes), and fishing. In addition park development could be financed through revenues generated from the gravel extraction which would be required for the creation of a lake or lakes. Areas should be designated within the park for development of water features which could compliment existing proposed activities such as golf, and provide for a wider spectrum of recreational opportunities for the people of Anchorage.

Contact Ron Crenshaw at 264-4335 for further information or questions.

Robert O. Robertson
Director

DG/ruo

MUNICIPALITY OF ANCHORAGE

M E M O R A N D U M

DATE: December 22, 1983

TO: Michael E. Carberry, Senior Planner

FROM: Frank Piatkowski, UBC Chairman

SUBJECT: Far North Bicentennial Park Master Plan Review

The Urban Beautification Commission supports the updated Far North Bicentennial Park Plan, particularly in its efforts to preserve one of the Anchorage Bowl's few remaining large natural tracts of land. In recognition of the unique character of this parcel, the UBC offers support of the development of trails and other features used for passive recreation. We also support trail planning for winter uses such as walking, jogging and recreational skiing (including families with dogs), as well as ski racing.

Furthermore, the Commission supports the restrictions upon the construction of buildings within the Campbell Tract to those compatible with park activities as defined in the section "Recommended Regulations for Specific PLI Areas."

The UBC is in disagreement with the master plan emphasis on the eventual development of a golf course, ball fields, clubhouse and other components utilized for active forms of recreation. We discourage further pursuit of a golf course at this site prior to the completion of the Section 16 golf course and a subsequent golf course feasibility study.

The Commission is particularly concerned with transportation issues relating to access into, around and within the park. We encourage the pursuit of alternatives which minimize the impact of development upon the site.

The Commission encourages further study of the passive recreation components at the site. If the golf course is deemed inappropriate, an additional study should be made of additional passive recreational components (such as an arboretum, interpretive displays, a conservatory, and outdoor education center, etc.) as well as more detailed facility siting study.

Finally, the Commission recommends an amendment to the review procedures summarized on page 57, to include review of site plans, building design and construction documents by the Urban Beautification Commission.