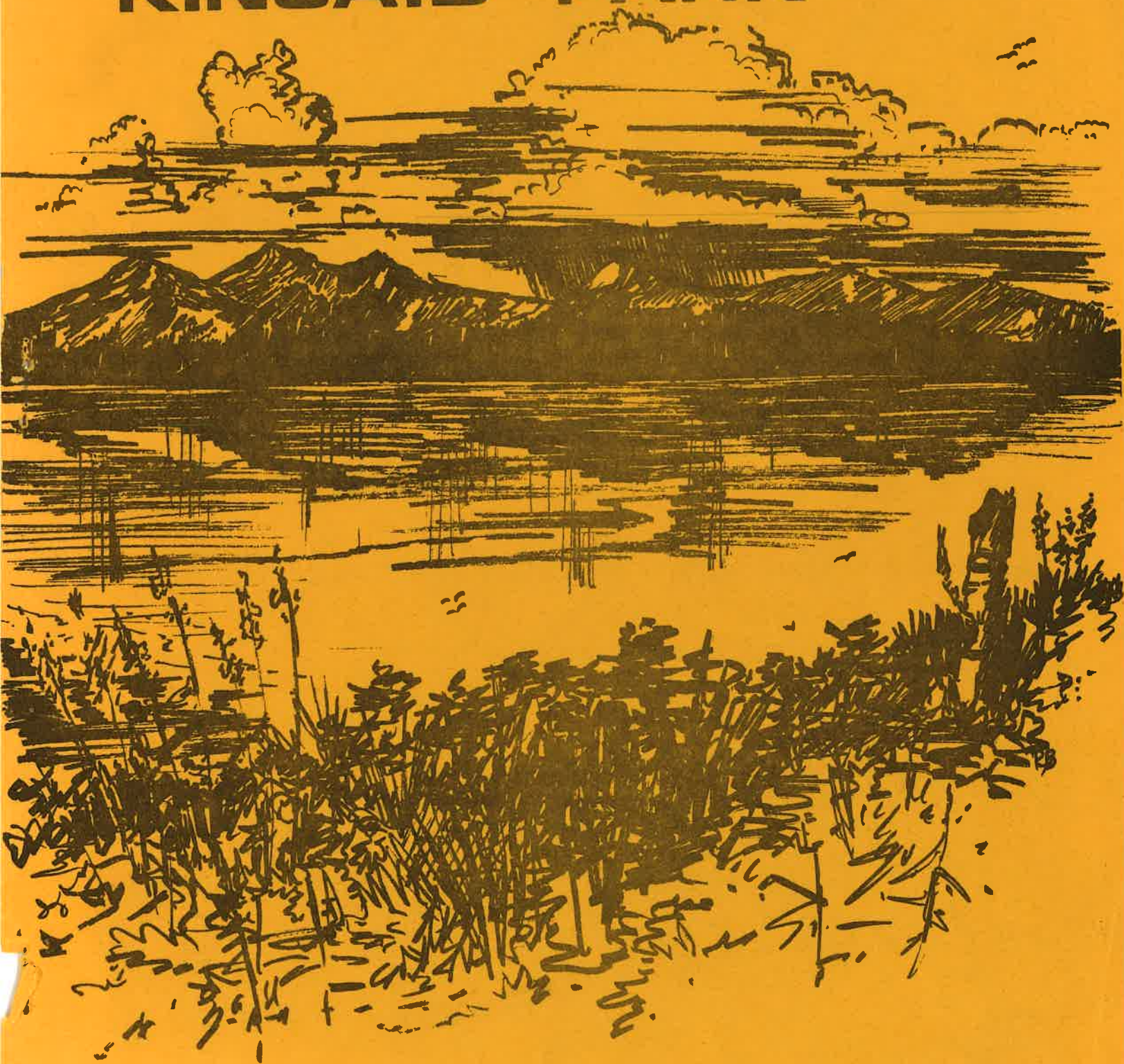


MASTER PLAN

PARK DEVELOPMENT

KINCAID PARK



MASTER PLAN
of
PARK DEVELOPMENT
for
KINCAID PARK

AUGUST, 1973

Greater Anchorage Area Borough
Department of Environmental Quality
Division of Parks & Recreation

MASTER PLAN OF PARK DEVELOPMENT

EXISTING CONDITIONS

Location

This park is located on the easterly edge of Point Campbell Military Reservation, south of the Anchorage International Airport and west of the Sand Lake community area. The property is bisected by the extension of Raspberry Road to Campbell Point and bordered on the east boundary for approximately seventeen hundred feet by Jodhpur Street. This park encompasses an area of 389 acres in Borough ownership and another area contiguous to the north of approximately 120 acres on which we have a use permit from the State Division of Aviation. The southerly border of the property extends to Turnagain Arm (see Figures 1 and 2).

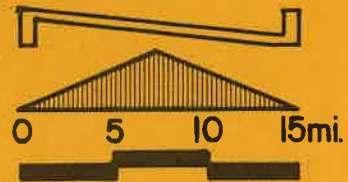
Physical Features

The property is basically rolling, wooded land with a predominant cover of mature birch and White Spruce except for the extreme southerly portion, which is covered with thick small birch or is scarred from gravel extraction. The ground covers which predominate are grasses, low and highbush cranberries, ferns, alder and willow.

A high bluff, approximately two hundred fifty feet high dominates the southerly portion of the property and affords a sweeping view of Turnagain Arm and across to the mountains and lowlands of Kenai Peninsula.



LOCATION MAP



The central portion of the property is gently rolling from the bluff to the extension of Raspberry Road. The portion of the property north of Raspberry Road becomes much more rugged with a deep pronounced draw extending north to the airport property and to Little Campbell Lake.

The Division of Aviation property is highlighted by the existence of Little Campbell Lake. This lake is a good-water-quality scenic lake nestled in a draw or small canyon, surrounded by trees and waterside plants. The State of Alaska, Department of Fish and Game stocks the lake with rainbow trout each year. Picnic areas, boat launch, fishing dock and parking areas were installed previously and were improved by the Division of Aviation this year giving the park its only usable summer area at the present time.

Apart from the major road to Campbell Point, only minor roads exist on the property and these, for the most part, are blocked or unsuitable for travel. Some winter ski trails have been installed and some of the old roadways exist as hiking trails.

A large car dump exists in the southerly portion of the property. This area is leased by ABC Towing for use as a storage area for abandoned cars picked up in the Borough and awaiting crushing and shipping as scrap. This area is in the process of being moved as soon as suitable space is obtained by the towing company. At present it is a very unsightly use and precludes any enjoyable park activity nearby.

A minor power transmission line bisects the property on a line extended from the alignment of Kincaid Road. This single wood-post line serves the Point Campbell Military Installation and should offer no real restriction to future development.

Power and telephone service is available on the eastern edge of the park. No utilities are available within the park boundaries. Water and sewer would be on-site facilities until service is provided to the general area.

Wildlife in the area is not a major factor affecting the basic design of the park, but consideration of the importance of the wildlife on the total recreation value affects decisions related to changes in habitat, traffic generated, human/animal conflicts and other similar situations.

The major larger animals residing in the Point Campbell area according to the Division of Game are moose, black bear and grizzly bear. These larger animals will probably remain as long as sufficient undeveloped land exists and proper habitat remains. The residential development to the east and the increase in airport activities will bring about many more human/animal conflicts in which the animals usually lose. This would undoubtedly seriously curtail any future increase in numbers and could cause a substantial reduction in numbers in a few years.

Small animals, for the most part, would have a better chance of long-term survival in their forced association with humans. If care is taken in the park design, suitable habitat can be maintained and use of any critical

areas can be minimized or avoided. Some animals will not adjust to human intrusion and will gradually move out of the area to areas more suitable to their life styles. The Division of Game indicates that the small animals in the area include lynx, rabbits, squirrel, mink, weasel and porcupine. No bodies of water such as creeks or lakes exist on the park proper, but some aquatically oriented mammals and fish exist on, in or around Little Campbell Lake.

The bird population of the area is quite significant when the migrating birds are considered as well as the summer and winter residents.

The tide flats to the south of the park and the bluff are important areas for waterfowl and shorebirds. The 1964 earthquake eliminated much of the food-producing area when the flats sank, thus diminishing available food supplies and consequently reducing the number of migratory waterfowl nesting on the flats and on the bluff. The land is building up again and some Sandhill Cranes and quite a few Lesser Canadian Geese are again nesting and feeding in the flats.

The following list of waterfowl, shorebirds and upland area birds commonly seen in the park area and on the tide flats was supplied by Margaret Heller of Anchorage, a member of the Audubon Society. The following is a list of the more common migratory waterfowl and shorebirds seen in the area:

Waterfowl

Snow Goose
Lesser Canadian Goose

Shorebirds

Greater & Lesser Yellowleg
Least Sandpiper

Waterfowl (Cont.)

White Fronted Goose
Sandhill Crane
Whistler Swan
Trumpeter Swan
Mallard Duck
Pintail Duck
American Widgeon
Green Winged Teal
Lesser Scaup
Mew Gull
Herring Gull
Bonaparte Gull
Arctic Tern

Shorebirds (Cont.)

Western Sandpiper
Short Billed Dowitcher
Hudsonian Gotwit
Hudsonian Curlew
Semipalmated Plover
Golden Plover
Blackbilled Plover
Rudy Turnstone
Northern Phalarope

The more common birds seen in the wooded areas are:

Wilson Warbler	Varied Thrush
Myrtle Warbler	Swainson Thrush
Common Redpole	Hermit Thrush
Robin	Junco
White Crown Sparrow	Blackcap Chickadee
Gold Crown Sparrow	Boreal Chickadee
Savanah Sparrow	Raven
Fox Sparrow	Blackbill Magpie
Song Sparrow	Gray Jay
Bohemian Waxwing	Pine Grossbeak

Whitewing Crossbill

Shorteared Owl

Goshawk

Bald Eagle

Pine Siskin

North American Hawk Owl

Marsh Hawk

Willow Ptarmigan

The Department of Fish and Game has not prepared a detailed wildlife study of the area, so information concerning the number and types of animals and birds is limited. Before any major development of the park takes place, an in-depth survey should be made of the wildlife in the park and adjacent airport and military land to be sure no fragile habitat or wildlife species would be endangered. If the survey exposed a potential danger in habitat destruction or undue harassment either intentional or unintentional, the development plans could be altered so that the greatest amount of protection would be attained. Wildlife, both bird and animal, is a real asset and attraction in a park and all efforts should be made to protect this valuable resource.

DEVELOPMENT

The master plan (Figure 3) is a general land-use study which graphically establishes the type and location of the major future projected uses within the park boundary. The basic plan is described in this section of the master plan report.

Access Roads

The primary access points for the park would be off the existing road to Campbell Point, off Kincaid Road and off Jodhpur Road north of Dimond.

The existing road in the southerly portion would be upgraded and extended to the proposed facilities and parking at the bluff area. This road would also be extended on an existing cleared roadway to the north to meet the Campbell Point Road and the road extended from Kincaid Road.

A short road would extend from the Campbell Point Road to the proposed park building at the top of the proposed ski slopes.

The existing road to Little Campbell Lake could be upgraded by the Division of Aviation or with their approval, to allow easier and safer travel to the facilities at the lake.

Most of these park roads would have an 18 to 20 foot wide driving surface which would be adequate for two-way traffic flow of slow-moving vehicles. The Campbell Point Road is a major access route now and would remain the

primary arterial for military traffic and if in the future the land is declared surplus, it would remain the access for any future use and development. At the present, the traffic is relatively light and would not create a serious crossing hazard, but possible future development or public uses of the property to the west could conceivably generate a larger traffic flow that would necessitate the installation of separate pedestrian crossings.

All park roads should be constructed for all-weather travel and the road-bed prepared to provide a dust-free surface.

Use Areas - Summer

The general use of this park is anticipated to be, in the overall picture, rather low-key. Much of the park area will be left basically in a natural undeveloped state. Some clearing of undesirable and unsafe trees would be necessary in the undeveloped areas with some clearing and earthwork as necessary for trail work. In the developed areas more extensive site work would be required.

The southerly edge of the park is the site of a present gravel extraction operation. The existing pit is to be reshaped by recontouring the ground to pleasant and usable slopes. The floor of the excavation would be developed into a soccer/football field/game area. The slopes would be smoothed and seeded for informal seating areas and some possible future permanent seating. This area would also be a very desirable area for

outdoor concerts or festivals, pageants, etc., requiring viewing area for many people. Higher grade material removed in final grading could be sold or used as ballast for road and trail construction within the park. Lower grade material should be deposited on the slope to complete the coverage of junk cars pushed over the bluff in years past. This fill area on the bluff should be hydraulically-seeded for erosion control. The seeding would be a program of several years until all areas are stabilized and covered with a growth sufficient to control the erosion problem.

Parking would be provided in this southern area for the game activities and for the other adjacent uses such as an overlook viewing shelter, day-use group camp and a nature study area.

In the southern portion of the park, but away from the bluff area would be an area established as a neighborhood park use. This area lies adjacent to the residential area to the east and would have facilities such as picnic areas, play areas, rest rooms and sports and game fields. Parking would be provided for these activities. If demand in future years develops, this area would be suitable for a community building of a size to meet the desires of the community using the facility.

The middle portion of the park is relatively untouched except for trails. The trail system should include trails for hiking, bicycling and horse-back riding. Hiking and bicycling could be combined at least in portions

of the trail system, but horseback riding would be on separate trails. A corral and staging area to load and unload horse trailers would be provided in this area. The possibility of a stable or horse rental area should be explored.

On the northern portion of the property, bordering the Division of Aviation property, a major picnic area would be developed for individual as well as group picnics. Some clearing would be done in this area for open play space, but no ball fields or organized game areas would be anticipated. Rest rooms, concessions and a park building would be located at this point and would be the "office" area for the park. Most of the trails would be accessible from this building.

The leased Division of Aviation land to the north would be a continuation of the activities of this park. The trails would tie in to the trails to the south and the same activities allowed in that portion would extend northward. This north portion has road access to Little Campbell Lake and these roads would be retained and upgraded as mentioned before.

The property bordering the lake on the north edge has been developed over the years by various groups and has recently been improved by the Division of Aviation. This area has space for picnicking, fishing, open play, boating and possibly swimming. Parking is provided at the present time.

Use Areas - Winter

This park has good possibilities for multiple winter use. The terrain, the lake and the natural growth lend themselves to a variety of uses without major alteration of the existing conditions.

Cross-country Ski Trails: Cross-country ski trails have been established in much of the park and would be expanded as use and needs dictate. Most of the cross-country ski trails would also be used for summer hiking trails or riding trails.

Ski Slopes & Sledding Slopes: Clearing for ski slopes would take place in a major "valley" near the main park building at the north edge of the park, just south of Little Campbell Lake. The vertical drop would be approximately 150 feet and would be a good beginner or advanced-beginner slope. There would be at least two slopes each with a different degree of difficulty. A rope tow would be provided. The park building would serve as the winter warm-up shelter, control and concession area and would provide rest room facilities.

Sledding slopes would be provided in the "bowl" fashioned as a result of refurbishing the existing gravel extraction site.

Ice Skating: Ice skating would be available on the surface of Little Campbell Lake. This activity probably would be a lower priority until the park is more fully developed, the surrounding land is more heavily

developed and the demand for ice skating exceeds the present and planned school and lake facilities. Costs of keeping the access road plowed and installing lights for night use would be too prohibitive in the next few years.

No snowmachine operations should be allowed within the park and any other motorized vehicles should be restricted to the existing roadways.

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This planning report was prepared by the staff of the Division
of Parks and Recreation, Greater Anchorage Area Borough

