

PART FIVE

Plans And Description Main Use Areas



GENERAL

In the broadest sense, the park breaks down into two major zones; one, the intensively developed strip along the major loop road; second, the quiet interior of the loop. Measuring roughly 3 miles by 5 miles, this "quiet" zone will be reserved for the hiker, the horseman, the canoeist, and the back packer or others who wish to get far away from it all. As can be seen on the Plan, trails are planned to cross the area at frequent intervals, connecting into all developed areas so that it will be easy for the casual picnicker or camper to take a short hike. Special parking pullouts are to be provided at all points where a trail crosses the main loop road for the convenience of those who wish only to hike into the interior, "quiet" zone.

The "roadside" zone is a series of individual developments and complexes located to take advantage of terrain, stream or lakeside, views or other features perhaps peculiar to the particular recreation. The main loop road itself is designed to connect these areas - in other words the factor of proper and best land use determined road location rather than vice versa. At the same time the loop road, 16 miles in length, will help to satisfy the need for that prime recreation - driving for pleasure. It is particularly emphasized that the planned dispersion of developments and unit densities in developments is maximum. Picnic and campgrounds and other facilities, in other words, should not expand beyond the areas and capacities shown. **When user capacity based on specified densities is reached, a supplemental site is a must.** "Doubling up" or exceeding densities would be ruinous to the policy of preserving the natural scene. When all master plan facilities shown have been built, Nancy Lake will be "full up" and should not be enlarged as to the number of people it will provide for. At such time development of a completely new park should be started. The above is not a completely rigid recommendation. It may, for example, appear desirable at some time to provide (as has been suggested) a field trial area for retriever type dogs, a shooter's complex and field archery range. These are not **additions per se** to planned facilities and might be added if demand and other factors render them desirable.

A considerable problem exists in the entrance and approach to the park off Alaska 3. Since the boundary of the area does not touch the highway, right-of-way must be secured for the entrance road. This right-of-way should be sufficiently wide to shut off all private access. It should also have sufficient width for scenic control along the road. The entrance to this important state facility should be particularly attractive with an appropriate gate design at the junction of the entrance road and Alaska Highway 3. Also, large, attractive, custom signs notifying drivers that they are approaching the Nancy Lake State Recreation Area should be placed on Alaska Highway 3 at least a mile either side of the entrance.

To increase use of the park, advantage should be taken of the Alaska Railroad that crosses Highway 3 just south of the park entrance. For group campers or skiing groups and so on, a rail siding and parking area should be constructed

at this crossing. This would be useful by contractors during the construction period. However, it should be assured that the siding would not turn into a permanent construction dump.


Schematic, detailed plans are shown and described on the pages following. Similar details have been prepared for all use areas but only the representative ones have been included in this publication.



Winter Scene - Moose Cow and Calf

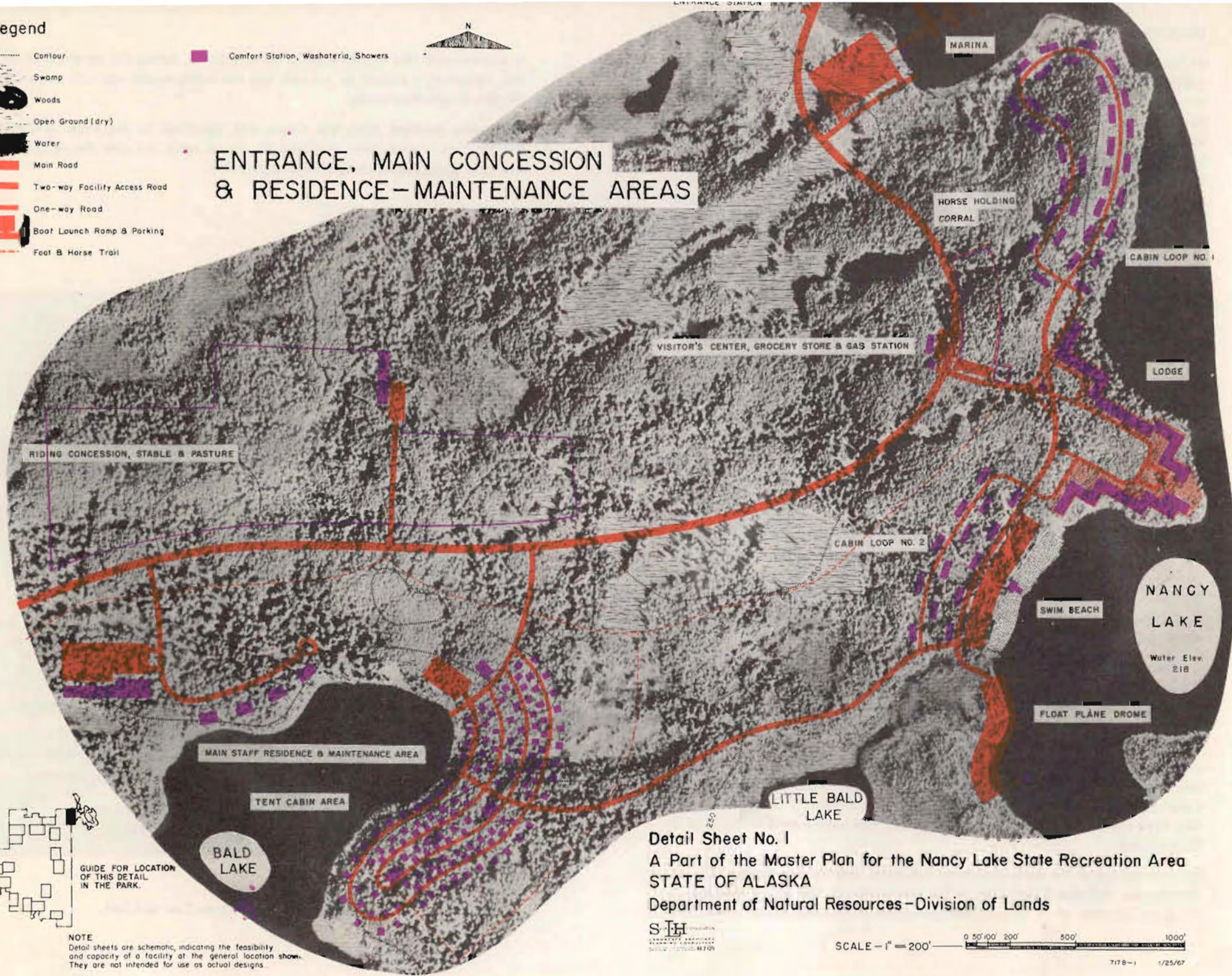
Legend

-  Contour
-  Swamp
-  Woods
-  Open Ground (dry)
-  Water
-  Main Road
-  Two-way Facility Access Road
-  One-way Road
-  Boat Launch Ramp & Parking
-  Foot & Horse Trail

 Comfort Station, Washateria, Showers



ENTRANCE, MAIN CONCESSION & RESIDENCE-MAINTENANCE AREAS



GUIDE FOR LOCATION OF THIS DETAIL IN THE PARK.

NOTE
Detail sheets are schematic, indicating the feasibility and capacity of a facility at the general location shown. They are not intended for use as actual designs.

Detail Sheet No. 1
A Part of the Master Plan for the Nancy Lake State Recreation Area
STATE OF ALASKA
Department of Natural Resources - Division of Lands



SCALE - 1" = 200'

ENTRANCE, MAIN CONCESSION COMPLEX AND RESIDENCE --
MAINTENANCE AREAS

CONCESSION COMPLEX INCLUDES:

Lodge -- two story, garden level on the inside court -- ground level lake side, motel type with balconies on the second floor lake side. Includes restaurant and heated swim pool on view terrace at point of peninsula. Capacity-up to 160 units.

Cabin Loops -- Housekeeping, vacation type. Units staggered horizontally as well as vertically up slope facing lake so all units have lake view. Capacity -- Loop No. 1, up to 100 units -- Loop No. 2, up to 40 units.

Tent Cabin Area -- Low cost, housekeeping, vacation type. Units staggered horizontally as well as vertically up slope for view of Bald Lake. Capacity -- up to 150 units. Includes three washateria-shower-comfort station buildings.

Marina -- To provide lease boat slips for owners of private cabins (outside the park boundary) on Nancy Lake; rental boats for park day users and tenants of lodge, cabin areas, tent cabins and campgrounds. Should be designed to expand parallel with growth of lodging facilities, providing one boat for every 4 lodge or cabin units. Would include rental of tackle and sale of boot gas and bait. Capacity -- approximately 150 boats. An adjunct to the marina would be a separate pier at the lodge where the concessionaire would birth a large, sight seeing cruiser and where casual, stop in traffic could tie up for use of the restaurant. Another adjunct would be a launch ramp immediately adjacent for day use booters and for removing or launching marina boats.

Riding Concession -- This is in two parts -- a stable building with large pasture on odor free distance from all other facilities and a holding corral on the main road near the lodge. The latter is intended to put the horses on view to encourage their rental. The holding corral location is a design feature - the necessary clearing serving as open foreground for a view of the lodge from the main entrance road. A further purpose of the holding corral is to bring to the lodge-cabin area horses that have been reserved for organized group rides etc. Horses could be rented at the main stable also.

Float Plane Drome -- The drome would be used mostly by lodge or cabin renters who would fly rather than drive to Nancy Lake. It might also be used by golfers, by fishermen who would rent a boat or have one in the marina or by charter pilots to put down occasional fishing or vacation parties originating at distant points. Marina type slips off a shore embankment would be provided and airplane gas sold. The drome is located at the opposite end of the Concession Complex from the marina so there is as much separation as can be had between boats and planes. Like the marina, the drome should grow with demand.

Gas Station - Grocery Store -- For all park users. The grocery store would cater to the needs of campers, travelers, picnickers and vacationers - featuring cook-out type groceries, charcoal briquettes, and firewood, insecticides and first aid materials.

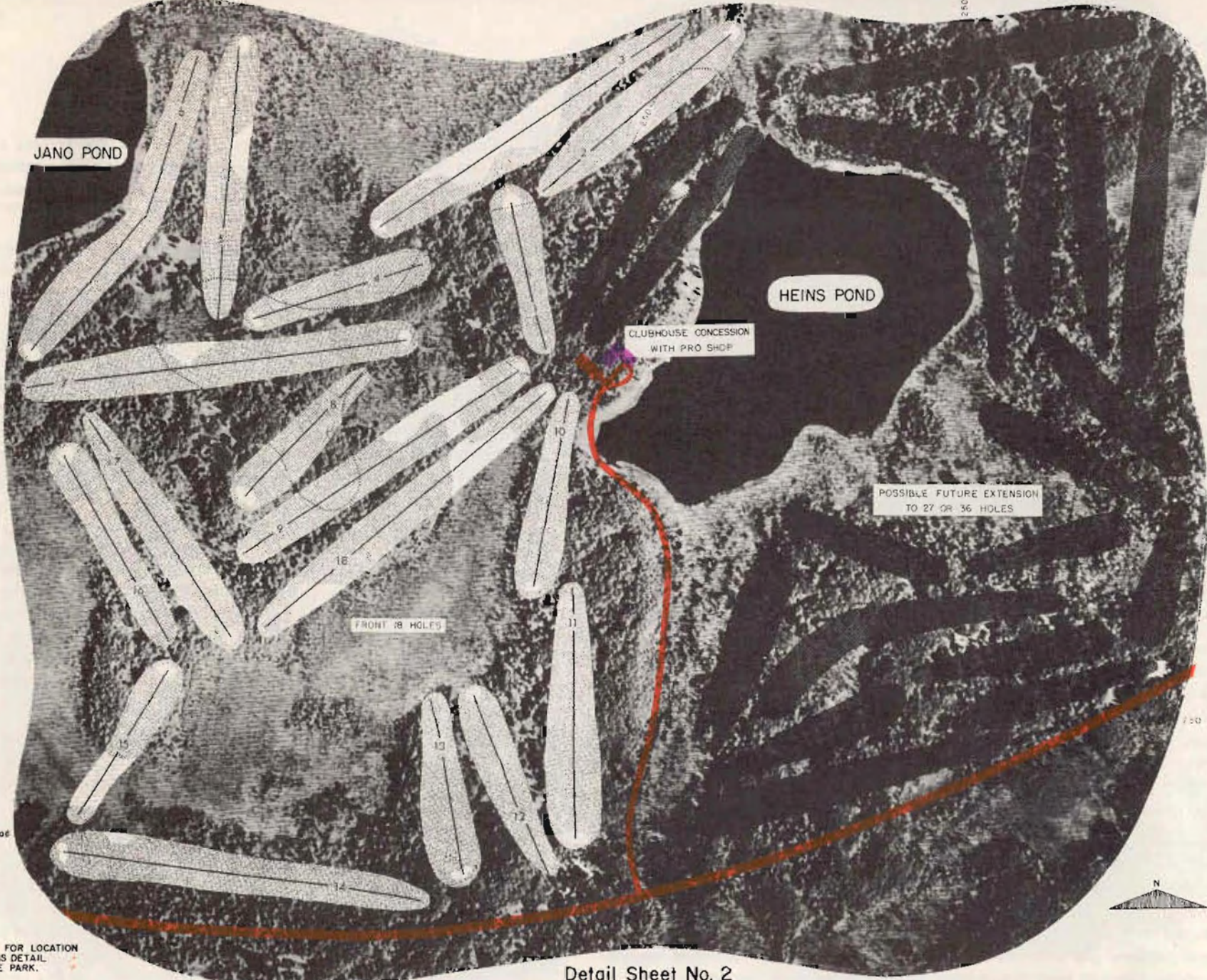
Swim Beach -- The unlimited swimming potential of the park presents a problem since it is hoped that it will not be necessary to set up formal, supervised, swimming beaches on all the lakes where use areas have been located. Not only are proper beaches with bathhouses expensive but the drowning hazard, especially on large open water, is very real. Very close supervision becomes necessary - a further expense. To avoid such a scotteration of beaches, a very large beach is planned at Nancy Lake. 600 feet long and 75 feet deep, it would accommodate all swimmers. A small bothhouse to include a refreshment stand, is proposed in connection with the beach. The bathhouse would accommodate day users. Lodge, cabin or campground occupants would change in their lodgings, a further advantage in locating the major swimming facility at Nancy Lake proper.

ENTRANCE AND RESIDENCE -- MAINTENANCE FACILITIES INCLUDE:

Entrance Station -- Since a fee (see page 63) will be charged for use of the park, this small facility, located on the entrance road at the boundary, will function as a toll gate. It will serve also as an assignment center for campsites, specifying space according to whether the camper is traveling with a tent, trailer or camper. In this respect the entrance station will avoid having an attendant and/or bulletin board assignment arrangement at each campground. For further detail on the Entrance Station see page 64.

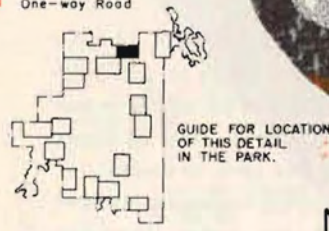
Visitor Center -- The Visitor's Center will serve two purposes. It will contain the Administrative Office of the park (see page 65) and will serve as the central public contact and information point. It should contain a small exhibit room to serve as a minor nature interpretive center. The Center is located adjacent the gas station and grocery store so as to form a complex where all the **business** of the park would be conducted.

Residence - Maintenance Area -- A park the size of Nancy Lake is a 24 hour operation. Emergencies of many kinds may arise from forest fires to lost children. Certain key personnel must therefore be available at all times, in fact park supervisors and rangers are generally considered to be on duty 24 hours per day. Residences for certain of the personnel, in the park, are essential. The Maintenance Area would house the tools and equipment necessary to keep the many facilities repaired and in operating order. For further detail see page 65.



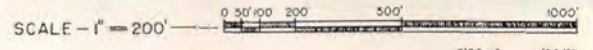
Legend

- Contour
- Swamp
- Woods
- Open Ground (dry)
- Water
- Main Road
- Two-way Facility Access Road
- One-way Road



NANCY LAKE GOLF COURSE

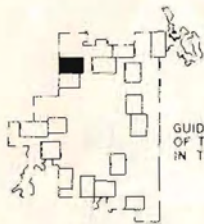
Detail Sheet No. 2
 A Part of the Master Plan for the Nancy Lake State Recreation Area
 STATE OF ALASKA
 Department of Natural Resources - Division of Lands



NOTE
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





NANCY LAKE GOLF COURSE

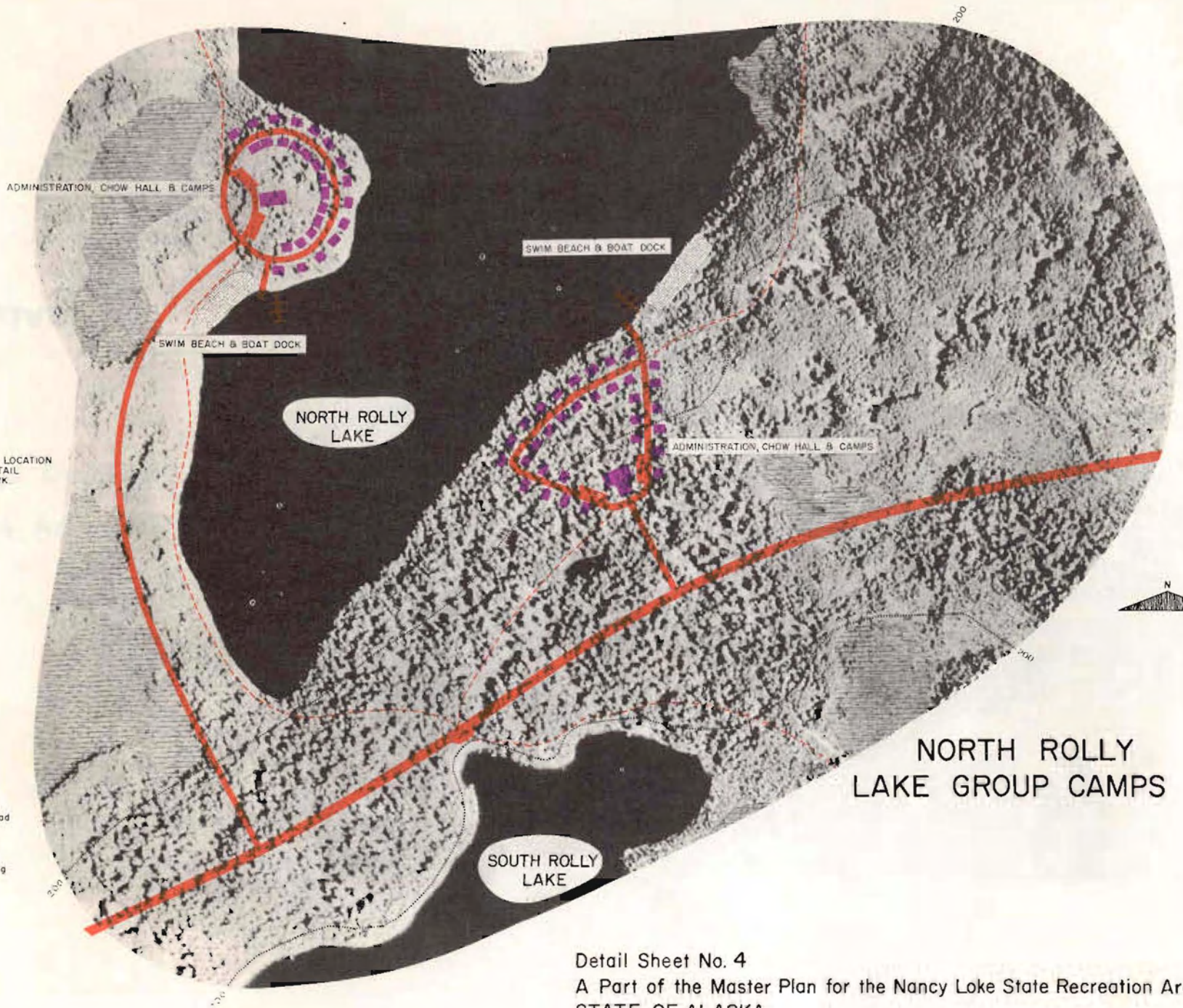
Since the main users of the golf course will be lodge and cabin tenants (other than day users from the Region of Service), it would be desirable to locate the course close to the lodge and cabin areas. However, such proximity is not any more essential for the golf course than for any other facility since practically 100% of Nancy Lake users will have arrived by car and will have cars available to drive to any facility in the park. An option existed of locating the course adjacent the main entrance road in the area west of the lodge. It would then have usurped the area where the horse stable concession is now located (See page 34). This "closer to the lodge" location was rejected for two reasons. First, it would have resulted in a highly "groomed" effect at the entrance to the park - an esthetic impact felt to be not in keeping with the natural scene to be maintained elsewhere. Second, the location selected permits design of the course around two small lakes (Jano and Heins ponds) (none available on the other location) and also provides an excellent, high location for the clubhouse that would result in a fine view south over the park. The course as shown is laid out so that the final rounds of a round of 27 or a round of 36 overlap. In other words holes 27 and 36, 26 and 35, and 25 and 34 are the same.



GUIDE FOR LOCATION
OF THIS DETAIL
IN THE PARK.

Legend

-  Contour
-  Swamp
-  Woods
-  Open Ground (dry)
-  Water
-  Main Road
-  Two-way Facility Access Road
-  One-way Road
-  Boat Launch Ramp & Parking
-  Foot & Horse Trail



**NORTH ROLLY
LAKE GROUP CAMPS**



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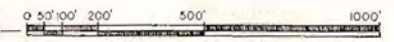
Detail Sheet No. 4

A Part of the Master Plan for the Nancy Lake State Recreation Area
STATE OF ALASKA

Department of Natural Resources - Division of Lands



SCALE - 1" = 200'



GROUP CAMPS

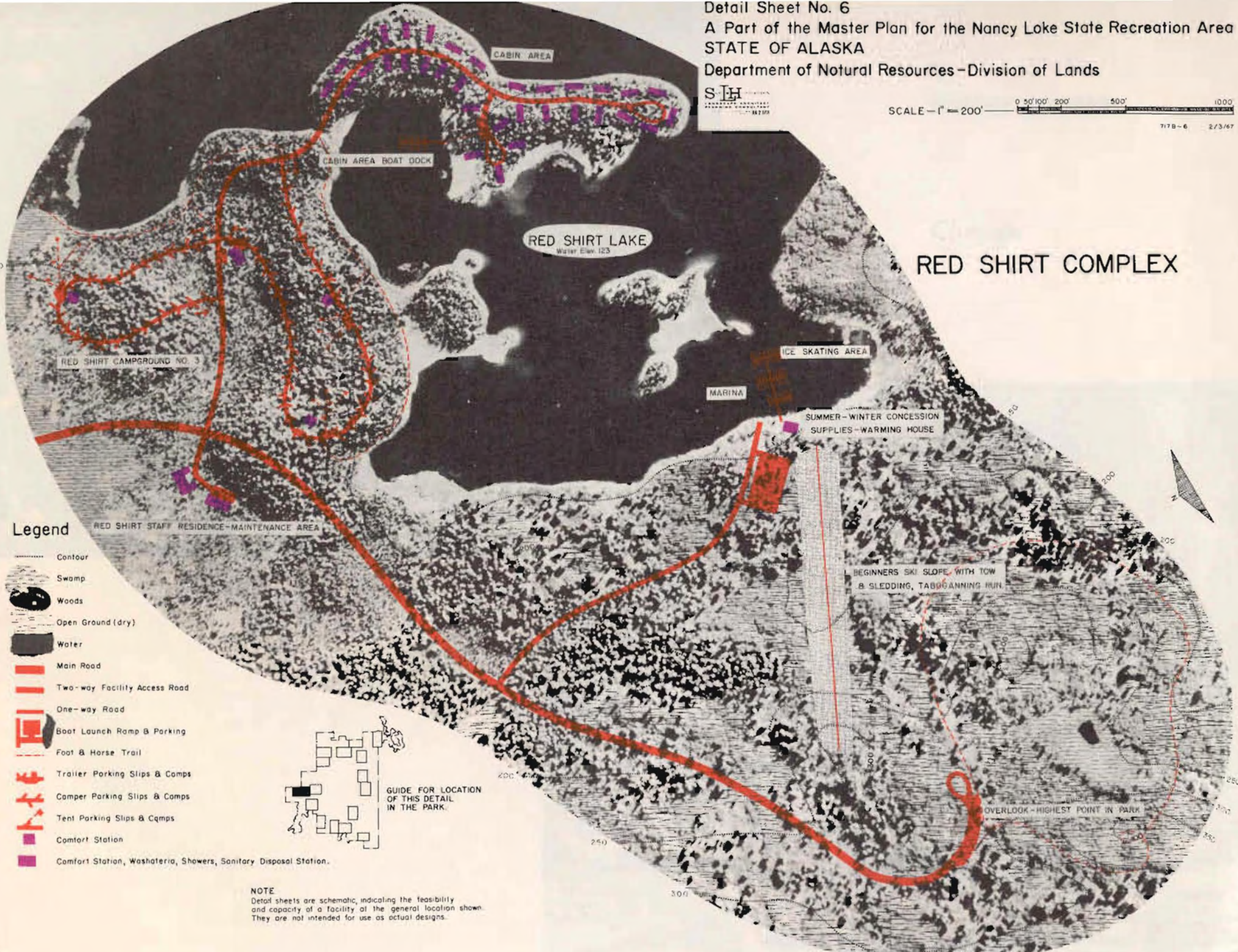
The two group camps shown on the detail opposite are schematic, as are all the details. However, the location shown for the use would be excellent. First, the site is away from general public use areas and the group campers could monopolize the northwest corner of the park without interference. In this location about 4 miles of foot-horse trail and 3 miles of canoe trail could be allocated exclusively to Graup Camp use. Also the camps would be convenient to the large, interior, quiet area and could use it for hiking, riding or nature study also. Second, an entire lake, North Rolly, which is rated Number 1 as to fishery quality, is assigned to the group camps, assuring unhindered use for boating, swimming and fishing.

It is recommended that the development responsibility of the State be limited to site development, e.g., access roads, water wells, sewage disposal and trail construction while the user groups would have responsibility for the buildings, boat docks and swim beaches etc.



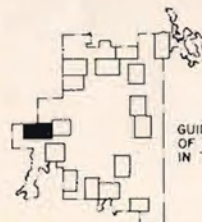
SCALE - 1" = 200' 0 50' 100' 200' 500' 1000'

717B-6 2/3/67



Legend

- Contour
- Swamp
- Woods
- Open Ground (dry)
- Water
- Main Road
- Two-way Facility Access Road
- One-way Road
- Boat Launch Ramp & Parking
- Foot & Horse Trail
- Trailer Parking Slips & Camps
- Camper Parking Slips & Camps
- Tent Parking Slips & Camps
- Comfort Station
- Comfort Station, Washateria, Showers, Sanitary Disposal Station.



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RED SHIRT COMPLEX

Red Shirt, the largest lake in the park, will compete with Nancy Lake as an attraction to boaters, fishermen and all other park users. In addition, the slopes above its west shore are ideally suited for winter sports use. For these reasons development on Red Shirt is relatively intense including, in addition to the facilities shown on the detail opposite, two campgrounds on the easterly shore. The cabin area, the marina and the staff residence - maintenance area would function the same as equivalent facilities on Nancy Lake described on page 34. However only one staff residence and a minor maintenance facility are planned at Red Shirt Lake. Concession facilities would be the cabin area; marina; winter sports hill including beginners ski school and the summer-winter refreshment concession serving both the marina and winter sports hill.

Also, this area would serve as the central point for snowmobile trail rides and races in the winter with the concessionaire having the machines available for rental.

It will be most important economically for the concessionaire that all the activity possible be generated during the winter. It is important therefore to maintain the main loop road open beyond the Red Shirt Spur - for casual 'driving for pleasure' as well as the other winter activities.

The spur road that serves all the shoreside and winter facilities continues on up this considerable height, terminating in a parking area from which a trail leads to the highest point in the park. This will serve as an ideal viewpoint since vegetation is low and scattered over the entire slope - an additional reason it is suited to winter sports use - less clearing will be required.



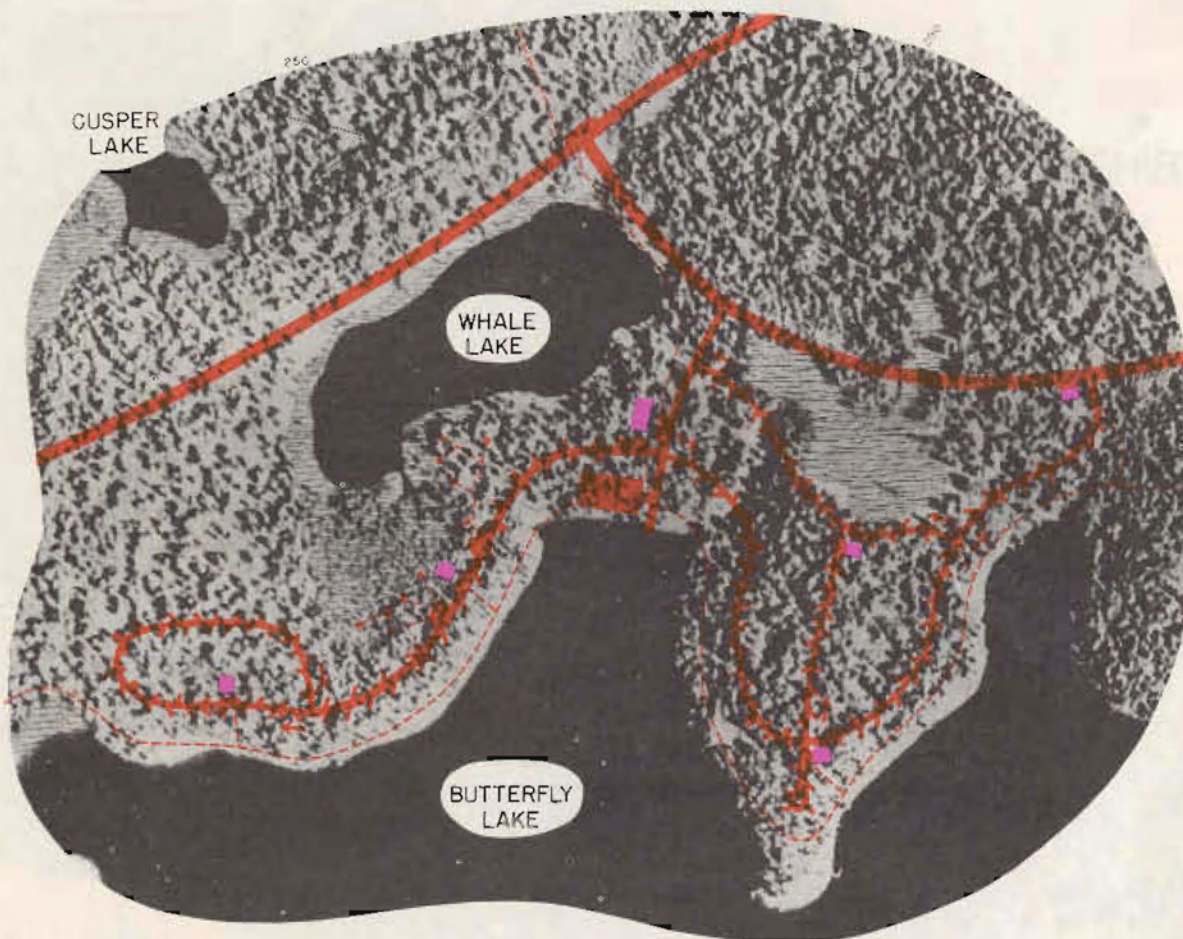
GUIDE FOR LOCATION OF THIS DETAIL IN THE PARK.

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Legend

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-  Tent Parking Slips & Camps
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-  Comfort Station, Washateria, Showers, Sanitary Disposal Station




**BUTTERFLY LAKE
CAMPGROUND**

Detail Sheet No. II
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SCALE - 1" = 200'



This campground will provide campsites in a proportion of 50% trailers and 50% single vehicles – e.g. pickup type campers, tent campers, car campers, station wagons. The report Alaska Campers, 1964, proportioned campers into 16% trailer, 35.8% campers, 17.4% tents and 30.8% car. The same report states that 40% of non residents were traveling in campers. The proportion of trailer type parking slips was increased over that found by Alaska Campers for two reasons. First, Nancy Lake will attract a large number of campers trailing boats for fishing, general boating or water skiing. The boat trailer will have to be accommodated. Second, the number of camping trailers is increasing year by year. Careful analysis of the records of the Entrance Station will reveal, as time goes on and the park develops, quite precisely the number of spaces required for the various camping rigs.

The campgrounds are designed on a one way loop system with a minimum of two way road. This enables a wide distribution of campsites with parking immediately adjacent. All parking would be back-in for ease of unloading and because all pickup camper doors are at the rear. All sites would be equipped with a table-bench combination, a trash receptacle and a prefabricated steel fire-place. A small number of off-the-road tent sites would be provided for those persons who wish on increased degree of privacy. Since more and more trailers are being equipped with sanitary facilities, **the tent and car units would be located nearest the comfort stations.** Though the usual standard is that comfort stations be located not over 300 feet from campsites, it is believed this standard has been outmoded by the increasingly modern sanitary equipment of trailers and campers and, for that matter, portable toilets for tents. In addition to comfort stations which would be equipped with flush toilets and urinals **only**, the campgrounds would have a central sanitary facility that would constitute a comfort station **plus showers, coin operated laundromat and a sanitary disposal station** where campers and travelers would dump their waste storage tanks and take on a fresh supply of water.

Near each campground a boat launch ramp with parking area is planned. This parking area should be sized to park cars and boat trailers equal to 25% of the campground units plus one boat for every 20 acres of water in the particular lake. In the case of Red Shirt Lake (800 acres), for instance, this would work out to a total of 250 car trailer parking spaces at the three boat launch parking areas. Construction at some future time to provide scattered tie up points along the shore adjacent campsites may be demanded and possibly appear desirable. Dedicated fishermen and boaters who are camping may not wish to remove their boats from the water each day, which they will be required to do unless a pier or tie up point on the shore is provided. Scattered shore side piers or tie up points are not recommended however. Rather, campsites should be located at least 100 feet **back of the shore** so that a wide shoreline strip is available to all. A series of small piers or tieup points adjacent camps located close to the water's edge would of course become the private preserve of the adjacent camper as long as he occupied the campsite.

Average density, e.g. spacing of campsites in all campgrounds would be 75 feet. There would be no attempt to maintain this distance as an exact figure. It would vary with the vegetation as that foliage could be utilized for screening one site from another, or with the topography, or alignment of the roadway so that each campsite had a high degree of privacy.

Tap water would be available at comfort stations and a small fire ring for informal gatherings might be located at these central points. Electric outlets would be provided at **designated** trailer and camper spaces.

Tabulation of Campgrounds with number of campsites.

South Rolly Lake250	Butterfly Lake270
Red Shirt No. 1240	*Lynx Lake No. 1300
*Red Shirt No. 2465	Lynx Lake No. 2 90
Red Shirt No. 3135	

1750 total

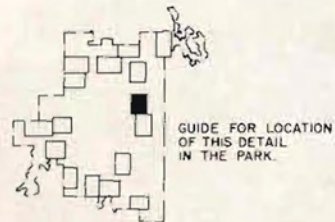
*Streamside as well as lakeshore.



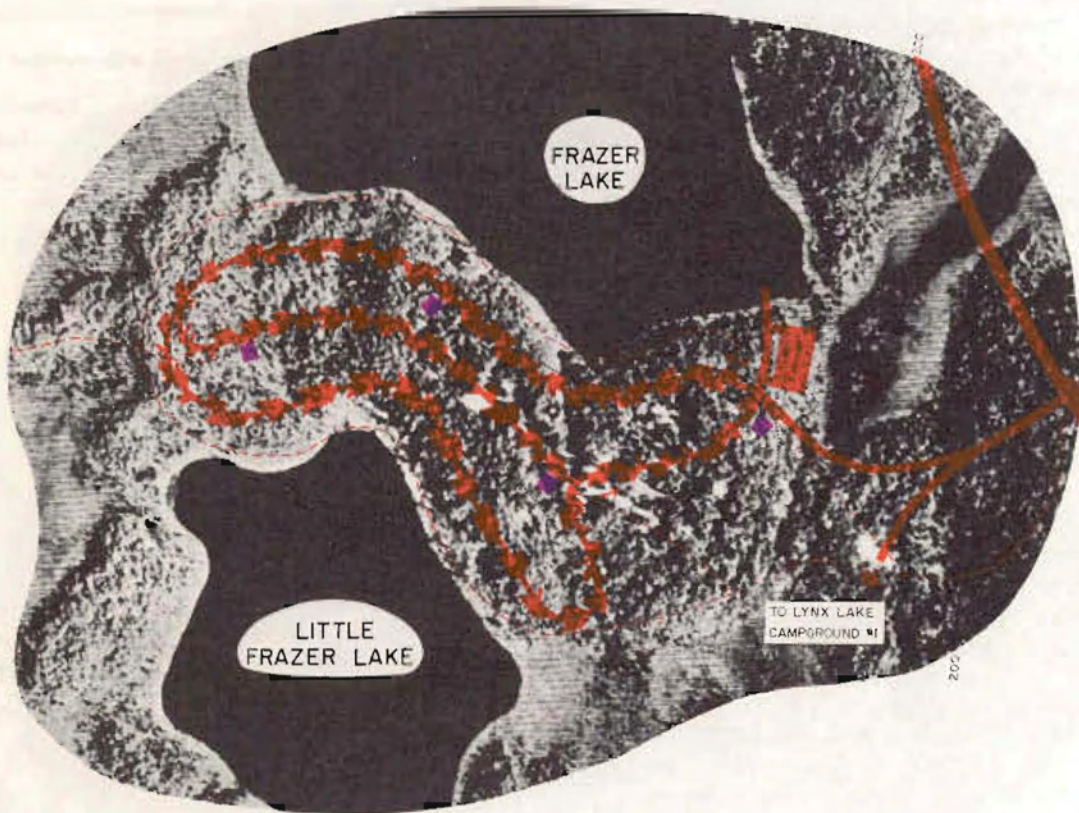
State Bird - Willow Ptarmigan - A Nancy Lake Resident

Legend

-  Contour
-  Swamp
-  Woods
-  Open Ground (dry)
-  Water
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-  Two-way Facility Access Road
-  One-way Road
-  Boat Launch Ramp & Parking
-  Foot & Horse Trail
-  Picnic Unit Parking Slips
-  Comfort Station



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**FRAZER LAKES
PICNIC GROUND**

Detail Sheet No. 15
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SCALE - 1" = 200'

TYPICAL PICNIC GROUND

Picnic grounds would follow the same development pattern as campgrounds, e.g., one way loops whenever possible. However, picnic sites would generally be clustered in groups of five or six in areas where underbrush and some trees would be selectively removed. An uncleared area would then be left for screen privacy and another cluster developed. This pattern of development would result in a feeling of privacy because only a few neighbors would be seen. Parking slips would be grouped in direct convenient relation to the cluster with the individual picnic tables located as much as 100 feet from the road. An occasional single or group of two and three units should be included as terrain and vegetation permit. Average density, e.g., spacing, of units throughout the picnic ground would be 50 feet. As in the case of campsites, this would selectively vary according to the degree of privacy that could be secured through careful adaptation of site to vegetation, terrain, etc. Also, near comfort stations, special, large clusters should be constructed to serve church, lodge and other groups. Bus parking should be provided at this location. These clusters could vary upward to accommodate several hundred persons and would be made available only on a reservation basis. Portable tables could be used to supplement a minimal permanent installation. Each picnic unit would include a table-bench combination, charcoal brazier and trash disposal unit. As in the case of the campgrounds, lake frontage would not be infringed on for the benefit of individual picnickers. Trails along the lake shore, originating at each comfort station would lead off to hiking trails and thence into the "quiet" area of the park. Some picnic areas would be equipped with launch ramps, others not, since many picnickers would not also be fishing or boating. Parking should be provided in a ratio of 1-1/4 cars to each picnic unit since many families will picnic together utilizing more than one car and an occasional picnicker will be towing a boat trailer. In calculating the capacity of launch-ramp parking areas, it was assumed that every tenth picnicker would be towing a boat.

Tabulation of picnic grounds with number of units

Rhein-Milo Lakes . . . . .	.730	Buckley Lakes . . . . .	.200
Phoebe Lake . . . . .	.340	Frazer Lakes . . . . .	.370
Heart Lake . . . . .	.490	Milo Lakes . . . . .	.370
Skeetno Lake . . . . .	.400		
			2900 total