

MUNICIPALITY OF ANCHORAGE PLANNING DEPARTMENT PLANNING STAFF ANALYSIS

DATE: May 8, 2018

APPLICANT: Anchorage Parks and Recreation Department

REQUEST: Case 201-0052: Approval of the Chester Creek Urban Singletrack Trail Project

LOCATION: Various lots owned by the Municipality within the existing Chester Creek Greenbelt between Valley of the Moon Park and Goose Lake Park

SITE ADDRESS: N/A

COMMUNITY COUNCILS: Airport Heights, North Star, Rogers Park, South Addition, University Area

TAX PARCEL NOS: 002-182-14-000; 002-182-18-000; 002-181-04-000; 002-171-01-000; 002-171-02-000; 002-204-24-000; 002-204-17-000; 002-204-16-000; 002-202-27-000; 002-202-26-000; 002-202-25-000; 002-202-24-000; 002-202-23-000; 002-202-22-000; 002-202-02-000; 003-162-06-000; 003-162-14-000; 003-171-02-000; 004-151-01-000; 004-162-42-000; 004-161-04-000; 004-171-01-000

ATTACHMENTS:

1. Concept Map
2. Application
3. Departmental Comments

RECOMMENDATION SUMMARY: APPROVAL with conditions.

SITE:

Acres: 258.88 acres

Vegetation: Mix of parkland vegetation

Zoning: PLIp, R-3, R-1

Topography: Follows the drainage and topography of the Campbell Creek Greenbelt

Existing Use: Park

COMPREHENSIVE PLAN:

Classification: Parks or Natural Areas per the *2040 Anchorage Land Use Plan Map*.

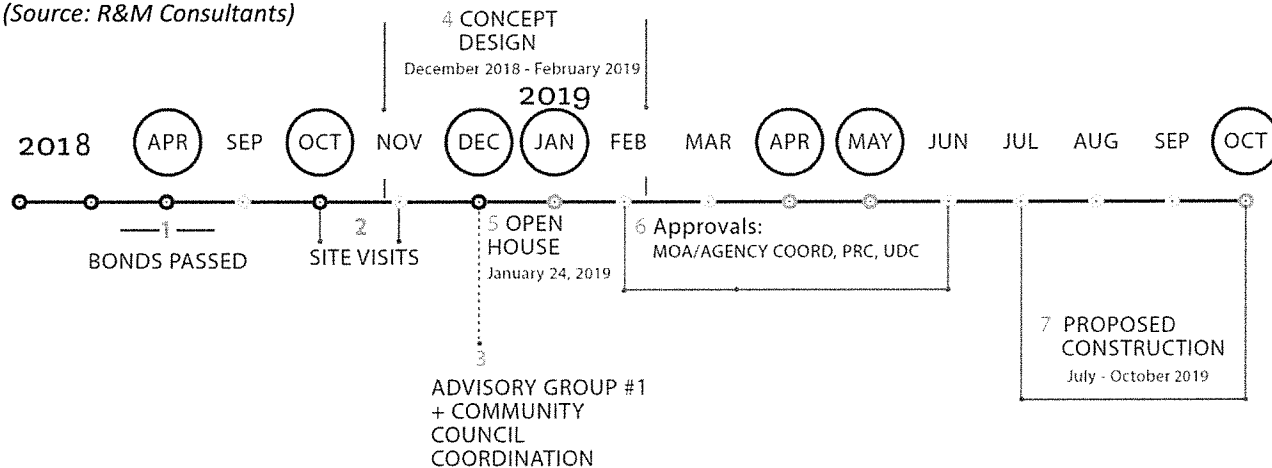
PROPOSAL

The Municipality of Anchorage Parks & Recreation Department (PRD) is proposing to use a \$150,000 Municipal Park Bond to construct approximately 2.5 miles of unpaved, urban multi-use singletrack trails within the existing Chester Creek Greenbelt between Valley of the Moon Park and Goose Lake Park. These trails would intersect with the existing paved Chester Creek Trail at numerous points, and sometimes travel directly parallel to it. Existing social trail alignments are anticipated to be used as the basis for all of the trails proposed as part of this project, and no intersections with Municipality of Anchorage or Alaska Department of Transportation & Public Facilities road rights-of-way are planned.

PRD seeks Urban Design Commission approval to begin phase 1 construction in July 2019 (see timeline below), following a wide-ranging public involvement process that began in December 2018 and is documented in the application. Concept maps of the trail segments anticipated for phase 1 and subsequent phases are also provided in the application.

Chester Creek Singletrack Project Timeline

(Source: R&M Consultants)

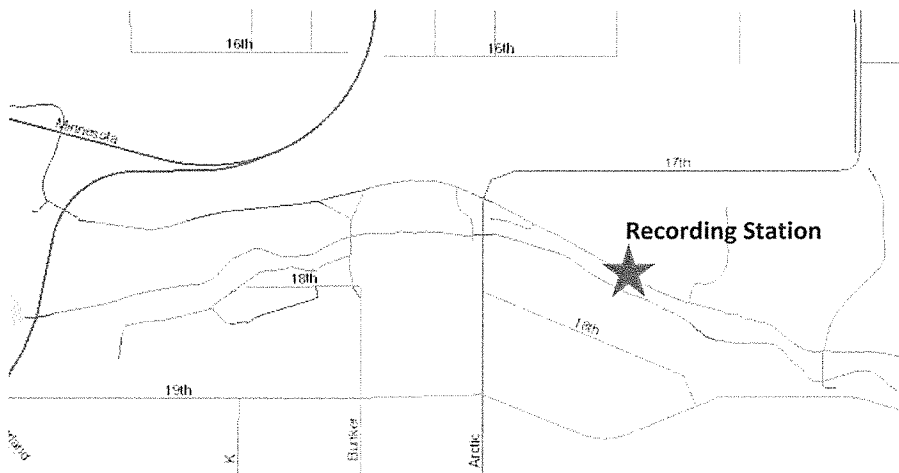


EXISTING CONDITIONS

The Chester Creek Trail is a paved, urban multi-use trail with high volumes of bicycle and pedestrian traffic that regularly exceeds an average of 1,000 users per day in the summer season. The Data Section of the Municipality's Traffic Department records non-motorized volumes for bicycle and pedestrian traffic on the Chester Creek Trail. Those volumes are included below for recording stations within the area covered by the Chester Creek Urban Singletrack Project. Given the heavy use and urban location of the Chester Creek Trail, the trails proposed in this project may require special attention to trail user volumes and potential conflicts at intersections.

The Chester Creek greenbelt was also a traditional Dena'ina hunting, fishing, and camping area through at least 1911. A Dena'ina village with cabins and houses also existed in the greenbelt as late as 1927. As such, historic and cultural resources may be found in the project area. The Municipality is in consultation with the Native Village of Eklutna and the Historic Preservation Commission to identify appropriate strategies to mitigate potential impacts to those resources.

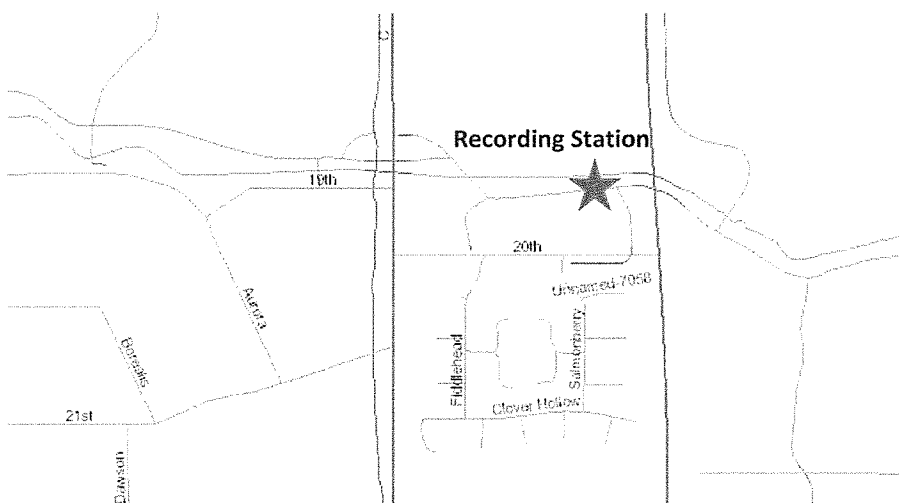
Non-motorized Volumes (Valley of the Moon Park)



YEAR	AADT (Annual Average Daily Traffic)
2018	588
2017	589
2016	636

Month (2017)	MADT (Monthly Average Daily Traffic)
Jan	347
Feb	353
Mar	349
Apr	440
May	1135
Jun	1227
Jul	1046
Aug	764
Sep	561
Oct	378
Nov	252
Dec	210

Non-motorized Volumes (Charles Smith Memorial Park)



YEAR	AADT (Annual Average Daily Traffic)
2018	557
2017	572
2016	616

Month (2017)	MADT (Monthly Average Daily Traffic)
Jan	315
Feb	328
Mar	308
Apr	411
May	1036
Jun	1099
Jul	1106
Aug	779
Sep	604
Oct	442
Nov	240
Dec	193

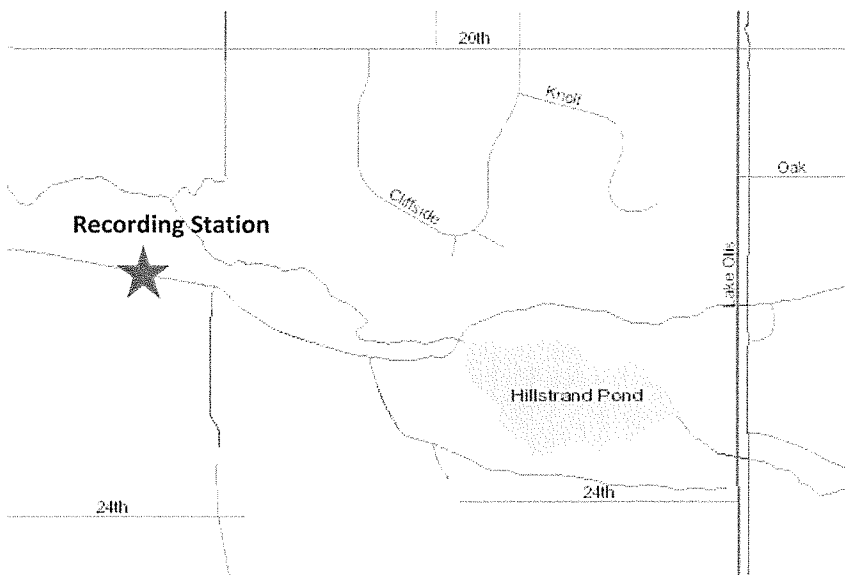
Non-motorized Volume (Mulcahy Park)



YEAR	AADT (Annual Average Daily Traffic)
2018	520
2017	525
2016	575

Month (2017)	MADT (Monthly Average Daily Traffic)
Jan	317
Feb	336
Mar	301
Apr	380
May	965
Jun	933
Jul	973
Aug	727
Sep	543
Oct	381
Nov	243
Dec	196

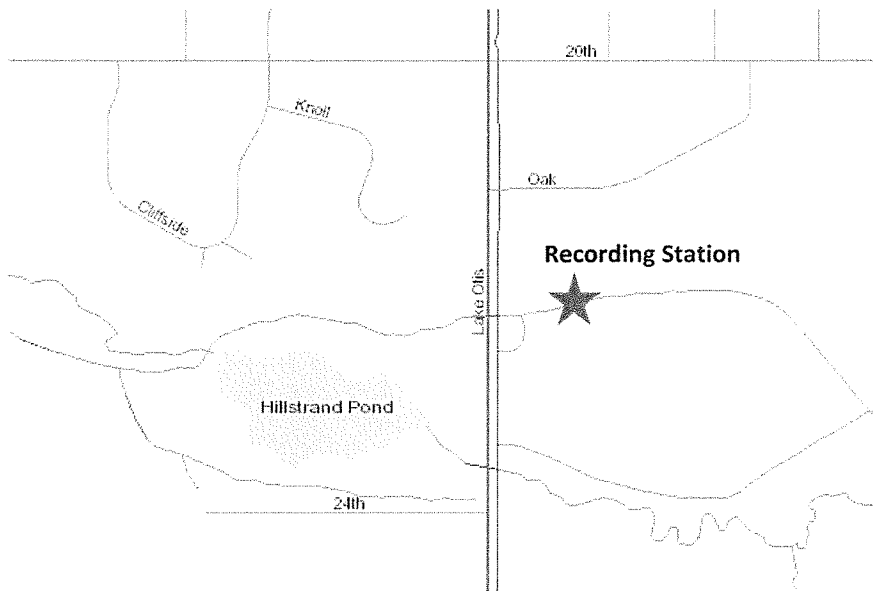
Non-motorized Volume (Eastchester Park)



YEAR	AADT (Annual Average Daily Traffic)
2018	504
2017	565
2016	578

Month (2017)	MADT (Monthly Average Daily Traffic)
Jan	329
Feb	346
Mar	354
Apr	666
May	1038
Jun	912
Jul	953
Aug	734
Sep	567
Oct	394
Nov	267
Dec	215

Non-motorized Volume (Davenport Fields)



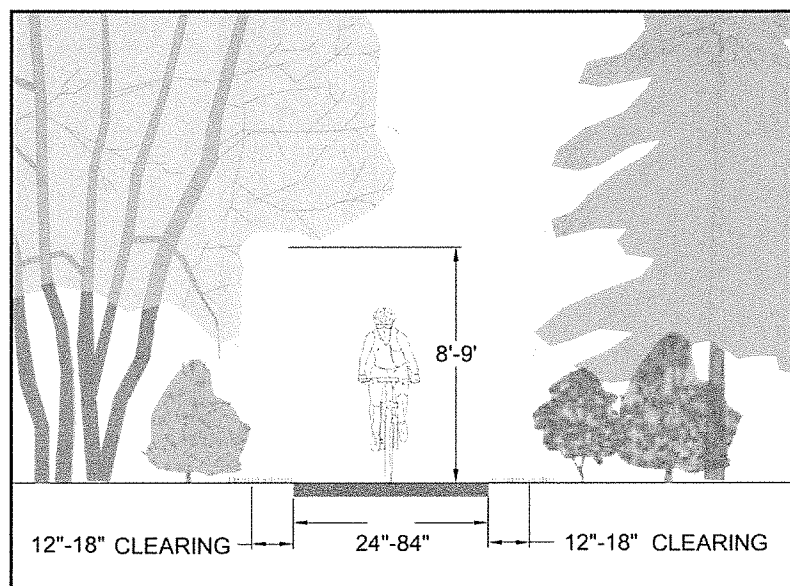
YEAR	AADT (Annual Average Daily Traffic)
2018	512
2017	503
2016	558

Month (2017)	MADT (Monthly Average Daily Traffic)
Jan	238
Feb	318
Mar	389
Apr	416
May	887
Jun	840
Jul	833
Aug	684
Sep	527
Oct	383
Nov	296
Dec	230

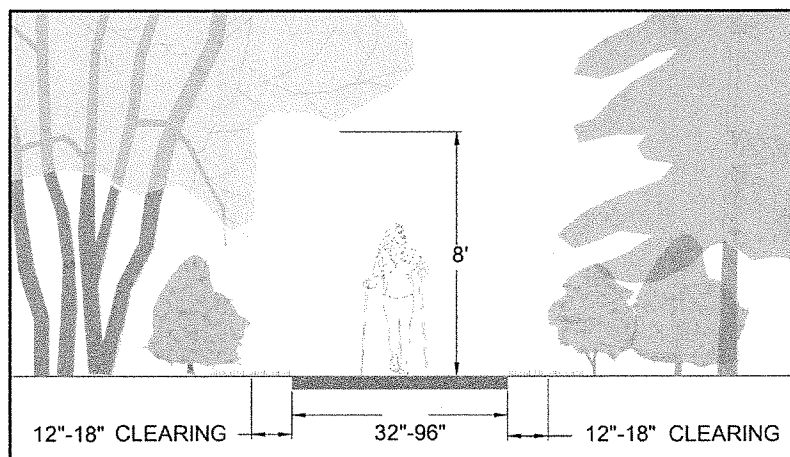
PROPOSED DESIGN STANDARDS

A singletrack trail is typically a narrow trail used for recreational mountain biking. However, the “urban singletrack” trails in this project are in fact intended to serve as urban multi-use trails that will accommodate bi-directional travel for all non-motorized users. As such, they are proposed to be wider and smoother than traditional singletrack trails with grades of less than 12%. The proposed typical trail cross-section provided below cites a tread width¹ range of 2 feet to 7 feet, with a clear zone on either side of between 2 and 2.5 feet. Given the urban context and multi-use focus of the trails in this project, PRD proposes the tread width to be at least 5 feet wide at all times.

Typical Cross-Section and Standards for of Proposed Trails



Designed Use		Trail Class 4
BICYCLE		
Design Tread Width	One Lane	24' – 48'
	Two Lane	60' – 84'
Design Surface	Type	Likely imported or stabilized tread. Few, if any, loose or soft surfaces.
	Obstacles	Smooth, few obstacles. 1 – 2" protrusions.
Design Grade*	Target Range (>90% of Trail)	< 6%
	Short Pitch Max (Up to 200' lengths)	10%
	Max Pitch Density***	< 3% of trail
Design Cross-Slope	Target Range	3% – 5%
	Maximum	
Design Clearing	Width	12' – 18" outside of tread edge.
	Height	8' - 9'
Design Turns	Radius	8' – 10'



Designed Use		Trail Class 4*
HIKER-PEDESTRIAN		
Design Tread Width		32' – 96'
Design Surface	Type	Imported materials or hardening is common.
	Obstacles	Smooth, few obstacles. Protrusions 2-3"; steps to 8".
Design Grade**	Target Range (>90% of Trail)	< 10%
	Short Pitch Max (Up to 200' lengths)	15%
	Max Pitch Density***	< 3% of trail
Design Cross-Slope	Target Range	3 – 7%
	Maximum	10%
Design Clearing	Width	12' – 18" outside of tread edge
	Height	8'
Design Turns	Radius	4' – 8'

¹ Usable width of trail excluding clearance zones.

These standards are based on the “Class 4” trail standard outlined in the 2011 *Far North Bicentennial Park Trails Plan*, which PRD is using in the absence of comprehensive unpaved trail standards in the Design Criteria Manual (DCM). The Non-motorized Coordinator has commented that “the petitioner’s intent to construct the proposed trail system using the 2011 Far North Bicentennial Park Design Standards is justified and will help with this project’s overall intent [of] having the trails wide enough for pedestrians or bicyclist to navigate safely while keeping tree clearing minimal.”

Based on the materials provided, intersections with the existing Chester Creek Trail are proposed to occur frequently. The documented high volumes of traffic on the Chester Creek Trail will make intersection treatments especially important, particularly since the proposed trail improvements can be expected to increase user volumes and could create new conflict points between different types of recreational uses. PRD has identified a range of possible intersection treatments and standards to mitigate these conflicts, but they have not shown which treatments will be used at which crossings. The maps provided in the application also do not clearly show where trail crossings or re-entry to the paved Chester Creek Trail will occur vs. where parallel alignments are proposed. For these reasons, a condition of approval is for PRD to work with the Non-motorized Coordinator on final trail alignments, crossings, and intersection treatments.

RELEVANT PLANS

1997 Areawide Trails Plan

The Areawide Trails Plan briefly discusses mountain biking by stating that they use unpaved trails often defined as unpaved “natural trails.” All of the proposed trails in this project would be classified as natural trails. The plan does not outline guidelines for the location or design of natural trails in the Anchorage Bowl, but this project is consistent with several of the plan’s objectives and policies:

- Objective 2.a – Consider trails to be integral to the Municipality of Anchorage transportation network.
- Objective 4.d – Provide trail lighting, except for natural trails.
- Policy Statement No. 2 – Trails shall be considered integral to the Municipality of Anchorage transportation network and shall be provided to encourage convenient, healthful means of transportation as an alternative to automobile use.
- Policy Statement No. 3 – The Municipality of Anchorage shall provide a wide range of trail opportunities to accommodate varying activities, abilities, and users.
- Policy Statement No. 4 – The trail system should be geographically distributed to provide safe and convenient access to a maximum number of municipal residents.
- Policy Statement No. 5 – Community involvement and input shall be actively solicited to ensure a responsive and representative trail program and to ensure that trails are sited to provide maximum user benefit with a minimum of community disturbance.

- Policy Statement No. 6 – The municipal park and greenbelt system should facilitate development of an integrated trail system where it is appropriate to provide trail linkages between neighborhoods, school and park sites, and major areas of public activity.
- Policy Statement No. 22 – Public partnerships with individuals or user groups for trail maintenance shall be encouraged to promote cost savings to the Municipality and to enhance public commitment to trails.

2006 Anchorage Bowl Park, Natural Resource, and Recreation Facility Plan

This plan, also known as the “Parks Plan,” designates most of the Chester Creek Greenbelt as Natural Resource Use Areas that are specifically identified as Preservation Areas and Conservation Areas (see map on the following page). Those areas are defined on page 66 of the plan and cited below:

Natural Resource Use Space

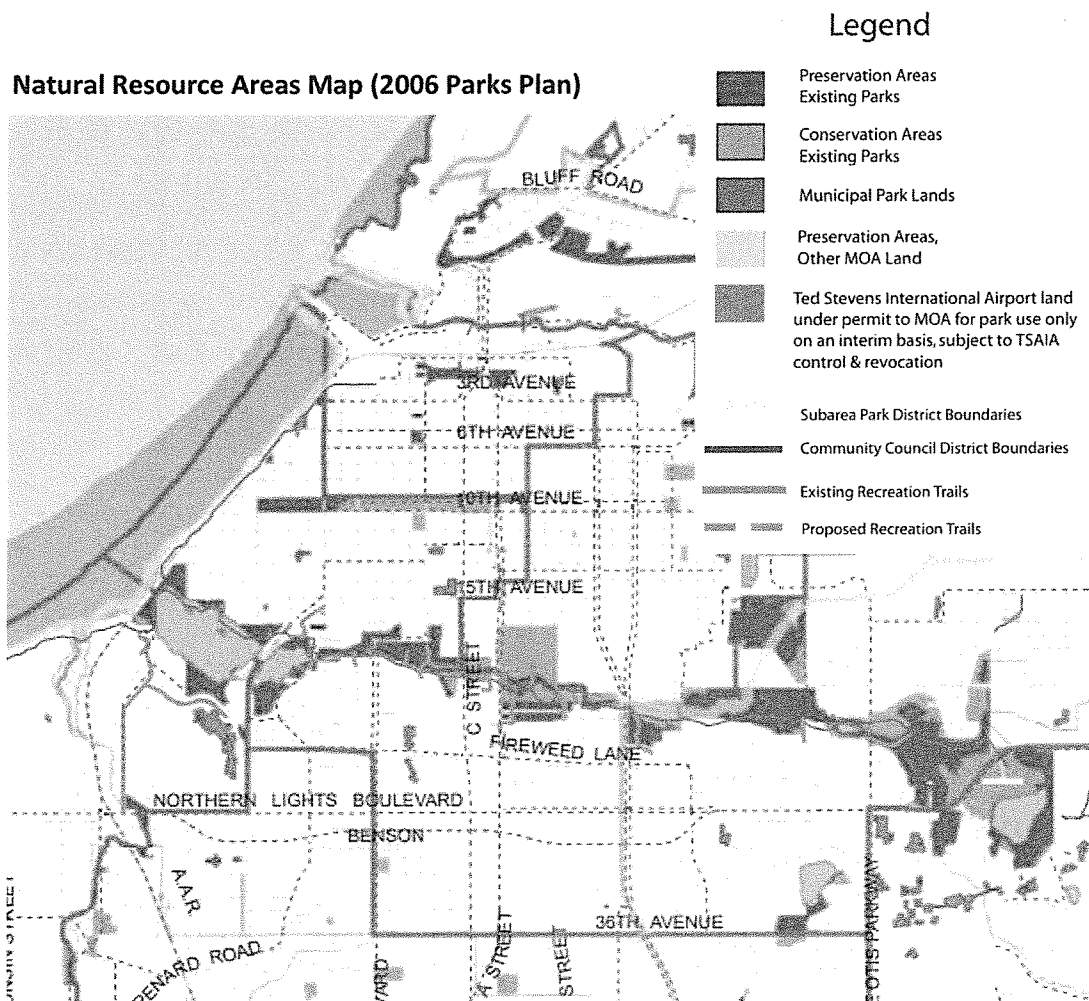
Natural Resource Use areas are lands set aside for preservation of significant natural resources, remnant landscapes, open space, and visual aesthetics or buffering. Natural Resource Use areas are divided into three categories, as follows:

- Natural Resource Preservation Land: Those areas that perform important environmental functions and have high ecological values. This includes streams, associated riparian zones and streambank setbacks, flood hazard areas, Class A and B wetlands, seismic hazard zones, steep slopes in excess of 15 percent, lands with conservation easements and other restrictions and any other lands determined to have unique or endangered habitat values. These lands should be permanently dedicated as Natural Resource Preservation Lands.
- Natural Resource Conservation Land: Those areas with significant natural vegetation, that perform storm water management, habitat, visual or noise buffer, or other natural function important to the community.

Based on the priorities for those lands identified in the table below, the proposed trails in the Chester Creek Urban Singletrack Trails Project appear to be mostly consistent with the Parks Plan, provided disturbance of the natural environment is minimal.

Standards for Preservation, Conservation, and Reserve Areas in the Parks Plan

Purpose	Function (Recreational Uses)	Managed Condition	Level-of-Service Factors
Conserve natural features of the land; retain and filter storm water; improve air quality; serve as buffers between incompatible land uses; lend definition to neighborhood areas; provide non-motorized links between residential areas, parks, and schools; protect wildlife and fish habitat; provide passive recreational opportunities.	Access, trails, nature appreciation, interpretation, and education; minimal resource impact; trail development and greenbelts as linkages for system; potential visitor attractions that focus on nature and interpretation	Access ways maintained, trailheads and trail maintenance, minimal formal areas, lighting (low level) where appropriate, minimal alterations to land; restoration of natural environment may be desirable with emphasis on use of native plant material.	Dictated by natural assets of land; No Standard; Distance Measure— 1 to 2 mile from home



TITLE 21 COMPLIANCE

21.05-1 *Table of Allowed Uses*

Trails are a form of active recreation, and “active recreation” is an activity specifically included in the “Park, Public or Private” use type. That use type is allowed in all zoning districts identified in 21.05.

21.07.060E.5 *Trails*

While it is not clear if the proposed trails will meet the standards for unpaved trails in the Design Criteria Manual (DCM) as required by this section, the Non-motorized Coordinator has expressed support for deviations that may occur given the more defined unpaved trail standards outlined in the 2011 *Far North Bicentennial Park Trails Plan*. The condition of approval for Non-motorized Coordinator review will help ensure the trails and intersections are constructed to design standards that are safe and accessible.

21.07.020 *Natural Resource Protection*

In their comments, Watershed Management Services (WMS) has stated that the proposed alignments are not detailed enough to determine flood hazard requirements per 21.07.020. A condition of approval is therefore recommended to resolve all alignments with WMS prior to construction to ensure mitigation of impacts to natural resources.

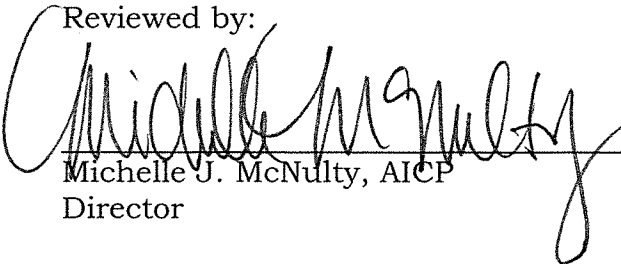
DEPARTMENT RECOMMENDATION

The Department recommends approval of the Chester Creek Urban Singletrack Trail Project.

This approval is subject to the petitioner's application, narrative, submittals, and the following plans on file at the Planning Department, except as modified by these conditions of approval:

1. Trails shall be designed for safe bi-directional travel for multiple uses in an urban context based on the "Class 4" trail standards contained in the 2011 *Far North Bicentennial Park Trails Plan*. Excluding clear zones, minimum trail widths shall be 5 feet, except in limited circumstances where a slightly narrower trail width may be necessary to negotiate topographical constraints or intersection approaches.
2. Prior to each phase of construction, resolve trail alignments, widths, intersection locations, and intersection treatments with Planning and the Non-motorized Coordinator.
3. Prior to each phase of trail construction, resolve trail alignments with Planning and Watershed Management Services to determine permitting and/or mitigation requirements pursuant to 21.07.020 *Natural Resource Protection*.
4. Resolve the following with the Alaska Department of Transportation & Public Facilities (DOT&PF):
 - a. Potential design accommodations for future widening of A & C Streets, specifically in regard to non-motorized facilities.
 - b. Possible DOT&PF reviews of final trail alignments.
 - c. The need for an OAR application and/or bridge design approval if any work takes place within DOT&PF right-of-way.
 - d. Applicable bridge setback and hydrology requirements.
 - e. Requirements for controlled access break requests.

Reviewed by:


Michelle J. McNulty, AICP
Director

Prepared by:


Collin Hodges
Senior Planner

CONCEPT MAP

LEGEND & CONSTRUCTABILITY RANKING

- Trail Types:**
 - Chester Creek Trail & Spurs
 - Chester Creek
 - Site Constraints
- CONSTRUCTABILITY**
 - Existing Social Trail
 - Existing Natural Trail
 - New Trail - Natural Surface
 - New Trail - Imported Fill Surface
- CHALLENGING IMPROVEMENTS**
 - Minor Improvements
 - Moderate Improvements
 - Challenging Improvements

Map Labels: VALLEY OF THE MOON PARK, E 1ST ST, H 1ST ST, WEST ST, E 20TH AVE SPUR, A ST, WEST ST, SPORTS COMPLEX SPUR, CHESTER CREEK SPORTS COMPLEX, 23RD AVE SPUR, CHESTER CREEK, JUNEAU ST SPUR, MAPLEWOOD AVE SPUR, E 24TH AVE SPUR, LAKE OTIS PKWY SPUR, HILLSTRAND POND, SITKA STREET PARK, WOODSIDE PARK, E 20TH AVE SPUR, CHESTER CREEK GREENBELT PARK, TIKISHIA PARK, E 20TH AVE SPUR, ARK OF ANCHORAGE, GOOSE LAKE, GOOSE LAKE PARK, NORTHERN LIGHTS BLVD SPUR, LAKE OTIS PKWY, PROVIDENCE HOSPITAL, ELMORE RD, BRAGAW ST, DEBARR RD, ALASKA REGIONAL HOSPITAL, 1 MILE, 0.75, 0.5, 0.25, 0.

APPLICATION

Application for Trail Review

Municipality of Anchorage
Planning Department
PO Box 196650
Anchorage, AK 99519-6650



PETITIONER (Project Manager)		PETITIONER REPRESENTATIVE (IF ANY - Consultant)	
Name (last name first) NevinsLavar, Maeve, MOA Parks & Recreation Department		Name (last name first) Le, Van, AICP, R&M Consultants, Inc.	
Mailing Address P.O. Box 196650, Anchorage, AK 99519		Mailing Address 9101 Vanguard Drive, Anchorage, AK 99507	
Contact Phone: Day: 907-343-4135	Night:	Contact Phone: Day: 907-646-9659	Night:
FAX:		FAX:	
E-mail: maeve.nevinslavar@anchorageak.gov		E-mail: vle@rmconsult.com	

PROJECT INFORMATION	
Project Name: Chester Creek Urban Singletrack Trail Project	MOA Project #:
Community Council(s): South Addition, North Star, Fairview, Rogers Park, Airport Heights, and University Area	
Project description (including location):	
The MOA Parks & Recreation Department is proposing to develop multi-use Urban Singletrack trails within the existing Chester Creek Greenbelt. The proposed trails will be along sections of the existing Chester Creek Trail, from Valley of the Moon Park to Goose Lake Park, and support beginner to intermediate skill level mountain biking as well as trail running, dog walking, and hiking. About 2.5-3 miles of multi-use singletrack is proposed for this section of the Chester Creek Greenbelt. Trial alignments follow those of existing social trails within the greenbelt; this project would bring those social trails into the MOA Parks & Recreation management program, improving user safety. Please see the attached narrative for more information.	

I hereby certify that (I am)(I have been authorized to act for) owner of the property described above and that I petition for a site plan review in conformance with Title 21 of the Anchorage Municipal, Code of Ordinances. I understand that payment of the application fee is nonrefundable and is to cover the costs associated with processing this application, and that it does not assure approval of the site plan. I also understand that assigned hearing dates are tentative and may have to be postponed by Planning Department staff, the Planning and Zoning Commission or Urban Design Commission for administrative reasons.

2/27/19	
Date	Signature (Agents must provide written proof of authorization)

Accepted by: 	Poster & Affidavit: N/A	Fee: \$3,965	Case Number: 2019-0052
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COMPREHENSIVE PLAN INFORMATIONAnchorage 2020 Urban/Rural Services: ☒ Urban ☐ Rural

Anchorage 2020 Major Elements – site is within or abuts:

- ☐ Major employment center ☒ Redevelopment/mixed use area ☐ Town center
☐ Neighborhood commercial center ☐ Industrial reserve
☒ Transit - supportive development corridor ☐ District/area plan area: _____

Chugiak-Eagle River Land Use Classification:

- ☐ Commercial ☐ Industrial ☐ Parks/open space ☐ Public lands/institutions ☐ Town center
☐ Transportation/community facility ☐ Alpine/slope affected ☐ Special study area ☐ Development reserve
☐ Residential at _____ dwelling units per acre ☐ Environmentally sensitive area

Girdwood- Turnagain Arm Land Use Classification

- ☐ Commercial ☐ Industrial ☐ Parks/open space ☐ Public lands/institutions ☐ Resort
☐ Transportation/community facility ☐ Alpine/slope affected ☐ Special study area ☐ Reserve
☐ Residential at _____ dwelling units per acre ☐ Mixed use ☐ Rural homestead

ENVIRONMENTAL INFORMATION (All or portion of site affected)

Wetland Classification:

- ☐ None ☐ "C" ☐ "B" ☒ "A"

Avalanche Zone:

- ☒ None ☐ Blue Zone ☐ Red Zone

Floodplain: *Varies throughout corridor*

- ☒ None ☒ 100 year ☒ 500 year

Seismic Zone (Harding/Lawson):

- ☐ "1" ☒ "2" ☒ "3" ☐ "4" ☐ "5"

RECENT REGULATORY INFORMATION (Events that have occurred in last 5 years for all or portion of site)☐ Rezoning - Case Number:☐ Preliminary Plat ☐ Final Plat - Case Number(s):☐ Conditional Use - Case Number(s):☐ Zoning variance - Case Number(s):☐ Land Use Enforcement Action for☐ Building or Land Use Permit for☐ Wetland permit: ☐ Army Corp of Engineers ☐ Municipality of Anchorage**APPLICATION REQUIREMENTS** (Only one copy of applicable items is required for initial submittal)

1 copy required:

- ☒ Signed application (original)
☒ Watershed sign off form, completed

35 copies required:

- ☐ Signed application (copies)
☐ Project narrative explaining:

- the project ● objectives ● schedule / construction phasing
 ● conformance to relevant plans ● public and agency outreach

☐ Trail plan and designs with level of detail sufficient for review, including but not limited to:

- trail alignments ● parking areas and vehicle circulation (if applicable)
 ● lighting ● distance from applicable stream setbacks ● signage & wayfinding
 ● demonstration of conformance to trail standards specified in Title 21, the *Areawide Trails Plan*, the *Design Criteria Manual*, and the *Municipality of Anchorage Standard Specifications*

(Additional information may be required.)

MUNICIPALITY OF ANCHORAGE
PARKS & RECREATION



February 11, 2019

RE: Chester Creek Urban Singletrack Trail

To Whom It May Concern:

This Letter Authorizes R&M Consultants, Inc. to represent the Municipality of Anchorage Parks and Recreation Department on the Chester Creek Urban Singletrack Trail Project for Municipal Planning and Permitting activities. If you have questions or concerns, please contact me at 907-343-4427 or at durandja@ci.anchorage.ak.us.

Josh Durand
Parks Superintendent

A handwritten signature in black ink, appearing to read "J Durand", written over a horizontal line.

Anchorage Parks and Recreation

MOA PARKS & RECREATION: CHESTER CREEK URBAN SINGLETRACK

Trail Site Plan Review under PLI-P Zoning Supplemental Application Information

Introduction

The Anchorage Parks and Recreation Department is working to develop multi-use urban singletrack (mountain biking) trails within the existing Chester Creek Greenbelt. The proposed trails will be along sections of the existing Chester Creek Trail, from Valley of the Moon Park to Goose Lake Park, and support beginner to intermediate skill level mountain biking as well as other uses such as trail running and dog walking. Trail alignments are largely based on existing social trails within the greenbelt and the proposed improvements to those trails include intersection treatments with the existing paved Chester Creek Trail. By formalizing existing social trails into urban singletrack, the trails will be brought into the Parks & Recreation maintenance and management system.

In 2016, local bike advocates initiated this project with a proposal to utilize existing social trails to develop an urban singletrack mountain bike trail along the Chester Creek Greenbelt trail corridor. Support for the concept was generated from neighboring North Star and Fairview Community Councils, and the Park and Recreation Commission (see attachment PRC 17-11, February 9, 2017). In April, 2018 Anchorage voters approved a \$150,000 Municipal Park Bond for the project planning, design and implementation.

The MOA Parks & Recreation Department is seeking approval from the Urban Design Commission for all proposed segments of the Chester Creek Urban Singletrack Trail project, from Valley of the Moon Park to Goose Lake Park.

Location

The proposed project is located within the Chester Creek Greenbelt between Valley of the Moon Park and Goose Lake Park, closely following the community council boundary lines between the following councils: South Addition, North Star, Fairview, Rogers Park, Airport Heights and University Area. The proposed trails are within an area approximately 3 miles long between Valley of the Moon and Goose Lake Parks. See Figure 1. Project Area & Proposed Trail Concept Map.

Zoning, Land Use, & Land Ownership

Zoning:

All proposed multi-use urban singletrack trails will be constructed within the existing Chester Creek Greenbelt, zoned PLI-P, Public Lands and Institutions Parks. The intent is to include major public and quasi-public civic, administrative and institutional uses and activities. The proposed trail additions are consistent with the PLI-P zoning district. See Figure 2. Chester Creek Zoning for corridor and adjacent zoning.

MOA PARKS & RECREATION: CHESTER CREEK URBAN SINGLETRACK

Trail Site Plan Review under PLI-P Zoning Supplemental Application Information

it connects. Parents will be able to walk, run or ride the trails while kids participate in organized sports at the Chester Creek Sports Complex, Davenport Fields, or Tikishla Park. Children can enjoy the trails by mountain biking, hiking and learning about the outdoors with their parents, then visit the playgrounds or nearby sports centers or local businesses, etc. Bicycle commuters, recreation riders, runners and hikers alike will have a secondary option for traveling the corridor when the paved pathway is crowded and congested, groomed for skiing, blocked by a moose or other wildlife, or when users want a more challenging experience on a dirt trail.

Project Details: Trail Plan & Design

Proposed Trail Alignment:

Approximately 2.5 miles of singletrack trail segments are proposed as an extension and alternative to the existing Chester Creek Trail from Valley of the Moon Park to Goose Lake Park. Most of the proposed singletrack trail segments would be improvements to existing social trails, using their current alignment. See [Figure 1. Project Area & Proposed Trail Concept Map](#) for proposed concept trail locations and [Figure 4. Chester Creek Urban Singletrack Proposed Trail Routes](#) for trail segment alignments.

Trail location and alignments were determined through on the ground investigation and GPS mapping of social trails walked by the project team. All proposed trails shown on [Figure 4. Chester Creek Urban Singletrack Proposed Trail Routes](#) are directly from the GPS data collected on site visits.

As these trails are existing social trails currently wide enough for pedestrian or bicycle navigation, tree clearing is anticipated to be minimal. Emphasis will be placed on tree preservation and vegetation clearing for safety.

Circulation and Intersections with Paved Chester Creek Trail:

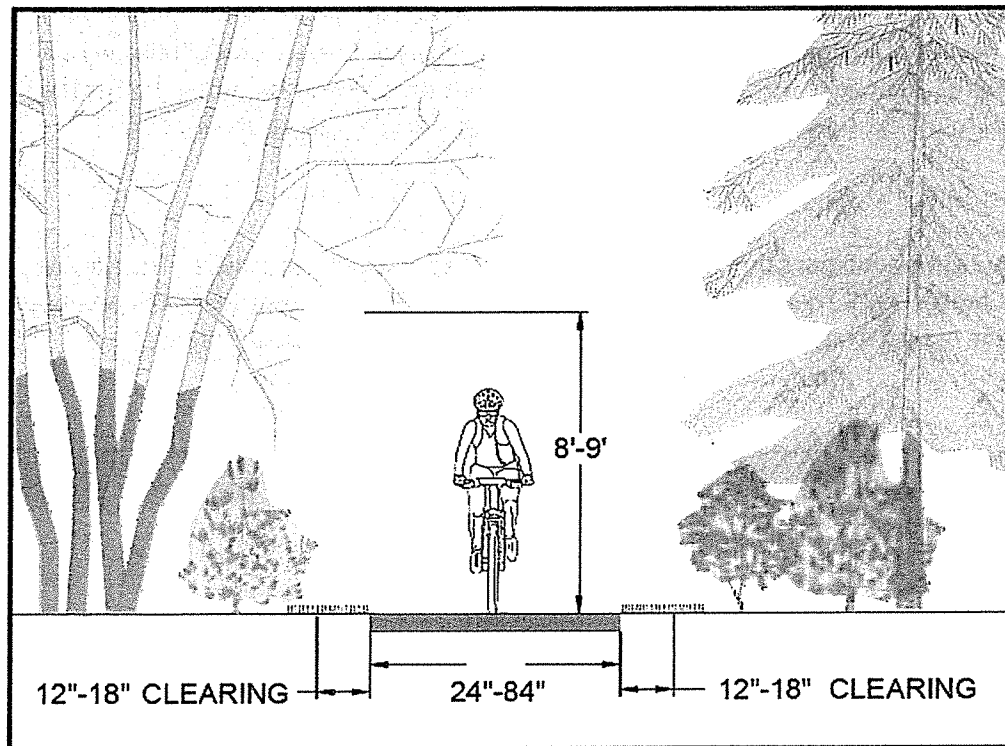
The proposed multi-use soft surface trails will improve intersections and the overall flow and safety of trails within the Chester Creek greenbelt. Circulation will be improved through the formalization, signage and management of singletrack trails by providing users more route options, especially in summer, as congestion has resulted in safety concerns by all types of trail users. Intersections with the paved Chester Creek Trail and the existing social trails are currently unmarked and unregulated. Improvements to the social trails and their intersections with the paved Chester Creek Trail will increase user safety on both trail types. Proposed design treatments for intersections include the following.

Intersection Treatments on Singletrack Trails:

- Narrow radius or decreasing radius turns (pinch points) to slow riders as they approach the intersection
- Grade Changes (uphill grade before approaching the trail) to slow riders and runners as they approach the intersection
- Clear sight lines at intersections
- Design trail with choke points (likely two close trees or fallen logs) to slow riders as they approach the intersection

MOA PARKS & RECREATION: CHESTER CREEK URBAN SINGLETRACK

Trail Site Plan Review under PLI-P Zoning Supplemental Application Information



The Areawide Trails Plan, adopted in 1997, does not identify design standards for singletrack or natural trails. Therefore, the proposed trails will meet the design precedent set by the 2011 Far North Bicentennial Park Trail Improvements Plan and the 2017 approved singletrack trails that were designed, built and maintained by Singletrack Advocates in Far North Bicentennial Park (MOA Current Planning Division Case No 2017-0119).

Signage & Wayfinding:

New and updated trail map kiosks and wayfinding signs are proposed with this project. Intersections will be marked with yield or stop signs for the singletrack at each crossing point and wayfinding will be located at major junctions.

Chester Creek & Stream Setbacks:

The proposed trails are within the Chester Creek Greenbelt and are varying distances from the creek. Existing soft surface social trails are an allowable use within the 25 foot stream setback from Chester Creek. This project proposes bringing those existing social trails into the MOA Parks & Recreation maintenance and management system, allowing for increased environmental protection and user safety through caretaking by the Parks & Recreation Department.

MOA PARKS & RECREATION: CHESTER CREEK URBAN SINGLETRACK

Trail Site Plan Review under PLI-P Zoning Supplemental Application Information

Outreach and Notifications Summary:

Date	Outreach	Outreach Objective
12/12/18	Advisory Group Meeting 1	Provide support and feedback to PRC and Project Team
12/29/2018	Postcard Mailer – Invite to Open House to 589 residents	Notification of Project, Open House and information on project website
12/20/18	Project Website from Anchorage Parks and Recreation Department: http://bit.ly/ccsingletrack	Project information, contact information, public engagement opportunities, background documents, Open House graphics including proposed route concept maps and boards
01/2019	Facebook Event Created and Advertisement push to over 14,000	Advertise upcoming Open House event; reached over 14,000
12/26/18	Federation of Community Councils E-Notice	Email invitation for Open House sent to full FCC contact list
1/7/2019	E-Newsletter to email list (356 emails)	Notification of Project, Open House and information on project website
1/14/19	Federation of Community Councils E-Notice #2	Email invitation for Open House sent to full FCC contact list
1/21/19	Reminder of Open House e-newsletter	Reminder of Open House
1/21/19	Anchorage Daily News story	“Proposed mountain bike trail in the Chester Creek greenbelt is seen as a crime deterrent” by Devin Kelley of ADN
1/24/19	Outdoor Explorer Interview on KSKA Alaska Public News Media with Host Lisa Keller	Christina Grande and Maeve NevinsLavtar provided an overview of the project’s origins, notification of open house
1/24/19	Open House with 110 people signing in	Proposed route review and feedback
1/24/19	Letter of Support from Alaska State Legislature Representatives received	Letter of support received by John Rodda, Director, Parks & Recreation Department signed by Senators Tom Begich and Elvi Gray Jackson, and Representatives Harriet Drummond, Andy Josephson, Geran Tarr, and Zach Fields
2/6/19	Anchorage Transportation Fair – fact sheet at three stations and two project team members in attendance answering questions	Provide project information to a wide audience and inform them of the upcoming opportunities to participate

MOA PARKS & RECREATION: CHESTER CREEK URBAN SINGLETRACK

Trail Site Plan Review under PLI-P Zoning Supplemental Application Information

Conformance with Adopted Plans & Policies

Anchorage 2020

The Anchorage 2020 Comprehensive Plan is a blueprint to guide development in the Anchorage Bowl through 2020 by identifying land use policies and specific action strategies to move towards accomplishing community defined goals and objectives. The proposed Chester Creek Urban Singletrack Trails project meeting or advances the follow goals, objectives, and policies of the Anchorage 2020 Comprehensive Plan:

- Land Use Goal – Transportation Choices: an efficient transportation system that offers affordable, viable choices among various modes of travel that serve all parts of the community.
- Design & Environment Goal –
 - Transportation Design and Maintenance: a safe, energy-efficient transportation system that is designed and maintained for year-round use and that respects the integrity of Anchorage’s natural and built northern environment.
 - Harmony with Nature: an urban place that develops in harmony with its natural setting and is mindful of its natural hazards
- Public Improvements & Services – Parks, Trails and Recreation: a sustainable and accessible system of recreational facilities, parks, trails, and open space that meets year-round neighborhood and community-wide needs
- Policy #38: Design, construct, and maintain roadways or rights-of-way to promote and enhance physical connectivity within and between neighborhoods
- Policy #45: Connect local activity centers, such as neighborhood schools and community centers with parks, sports fields, greenbelts, and trails where feasible

Areawide Trails Plan, 1997

The Areawide Trails Plan serves as an implementation tool for trail improvements and is a component of the Anchorage 2020 Comprehensive Plan. The Areawide Trails Plan has two focuses; the development of integrated trails serving multiple recreational users and the creation of a trail system that facilitates alternative modes of transportation.

The Plan identifies mountain biking as a popular form of trail use that provides good commuting and recreation possibilities. The proposed project meets or enhances the following goals and policies of the Areawide Trails Plan:

Goals:

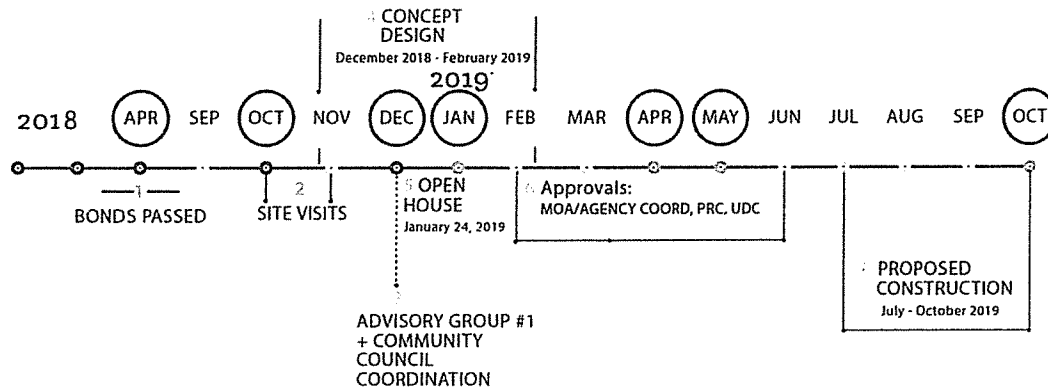
- Serves as a basic component of a comprehensive supplemental transportation system by all citizens;
- Strengthens the sense of community and neighborhood by linking neighborhoods and increasing the opportunity for people to interact;
- Provides recreation for people of all ages, abilities, and financial status;
- Provides new opportunities for outdoor education;
- Reduces crime by bringing responsible recreationalists into an area.

MOA PARKS & RECREATION: CHESTER CREEK URBAN SINGLETRACK

Trail Site Plan Review under PLI-P Zoning Supplemental Application Information

Schedule, Construction Phasing & Cost Estimates

Schedule



Phasing

Funding to construct all proposed segments of the urban singletrack trails is not currently available; therefore phasing of trail improvements is required. Figure 4. Chester Creek Urban Singletrack Trail Proposed Trail Routes shows the existing social trails identified for improvements to urban multi-use singletrack this upcoming 2019 construction season, Phase I of construction, in yellow solid lines.

Trails identified for Phase I development are the easiest, cheapest routes to construct while still maintaining logical connectivity throughout the corridor. MOA Parks & Recreation plans to use the Youth Employment in Parks to help construct the proposed improvements this summer. Future phase construction will depend on funding availability.

Cost Estimates

The 2018 Municipal Park Bond for \$150,000 for this project includes the planning and design of the full Chester Creek Singletrack Trails project, as well as funding for Phase I construction anticipated for the summer of 2019. The following construction cost estimates include materials, hand labor and machine labor estimates.

Phase I Trails (approximately 2.5 miles) = \$101,800.00

Future Phases = \$170,00.00

Trail segments identified for future phases are higher in cost as constructability becomes increasingly more difficult or expensive. Primarily, these trails will require fill to be brought in, may require culverts, a boardwalk or bridge.

Figure 1. Project Area & Proposed Trail Route Concept Map

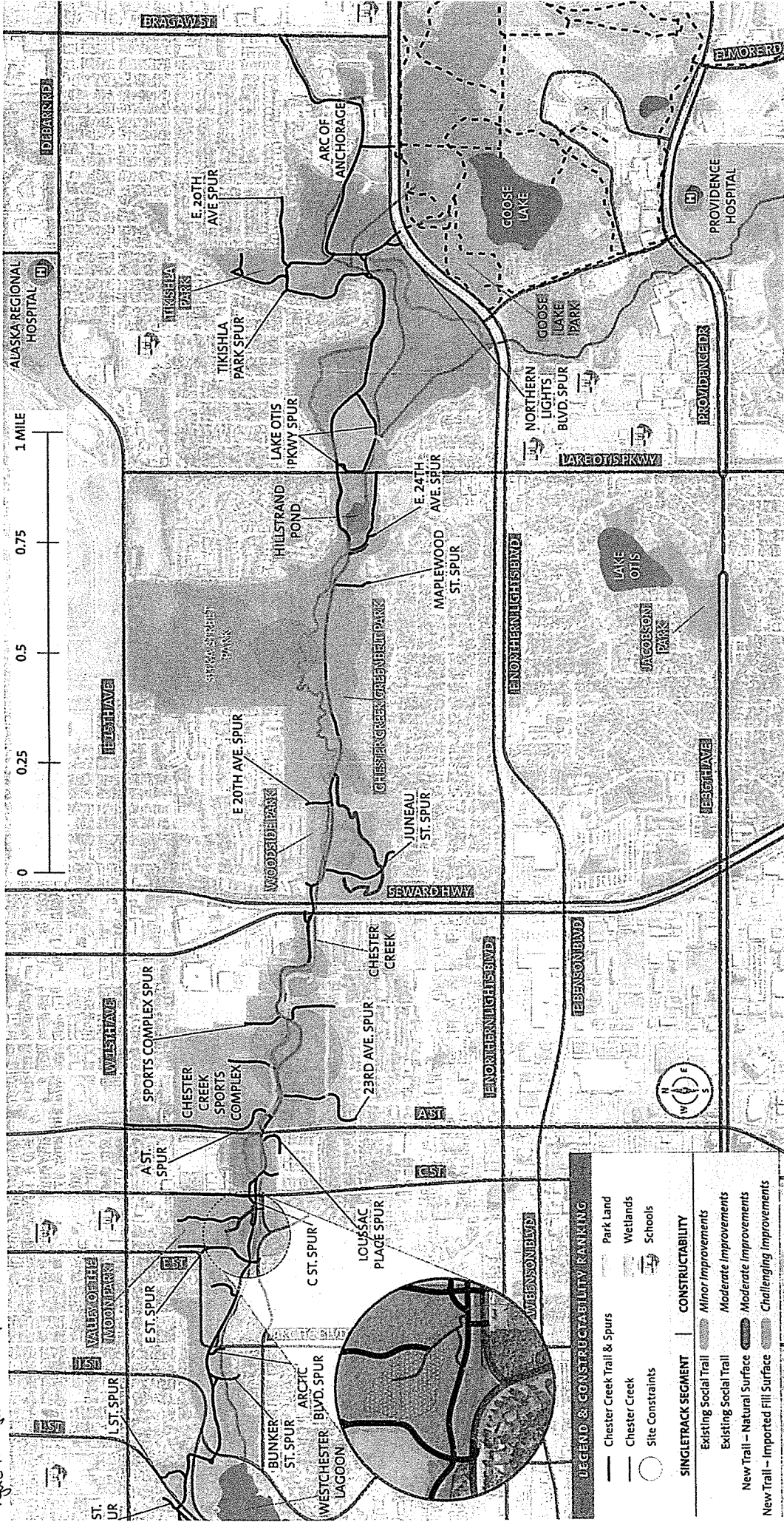
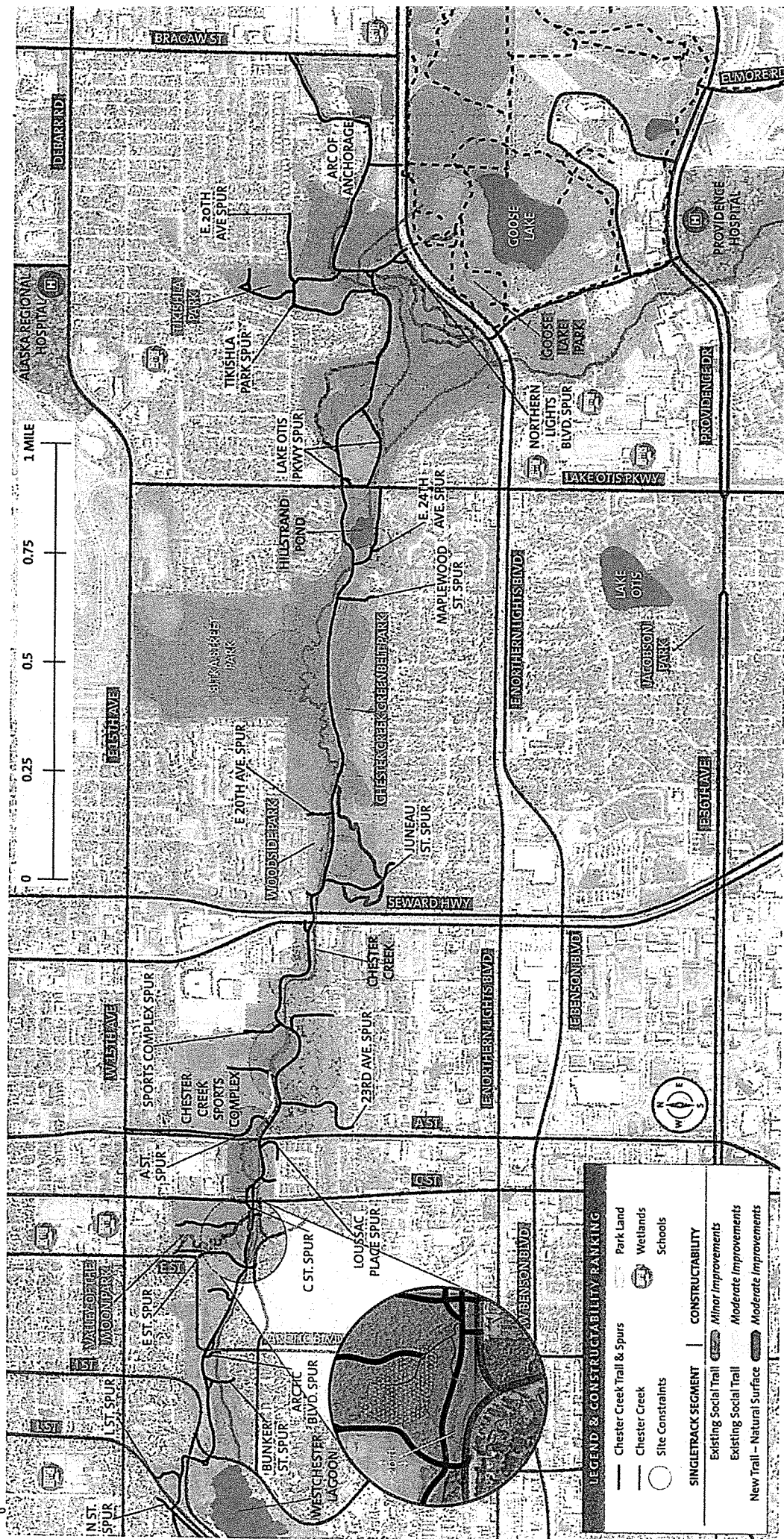


Figure 2. Phase 1 Summer 2019 Trail Route Construction Map



[illegible]

Figure 4. Anchorage 2040 Land Use, Chester Creek Corridor

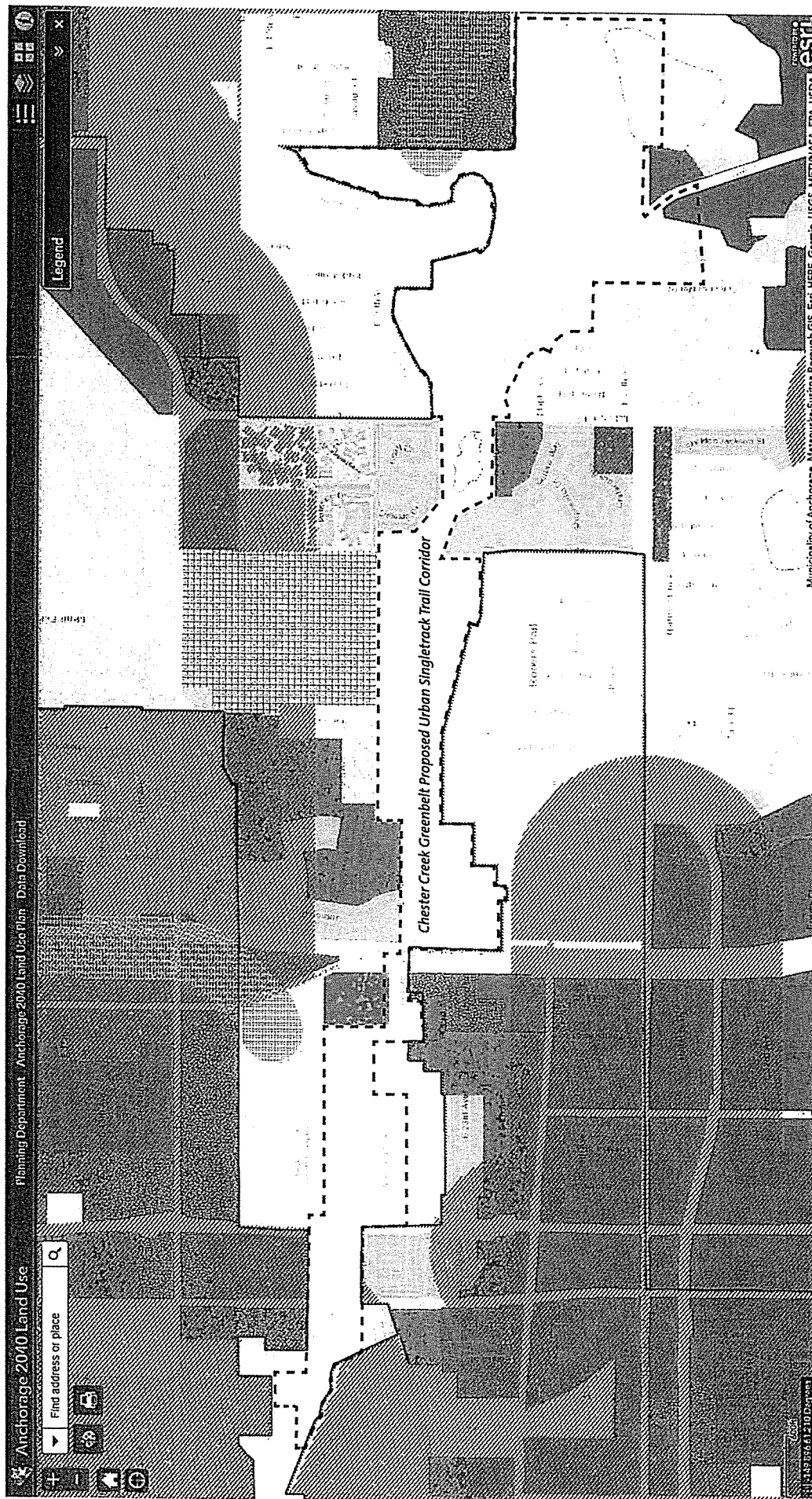
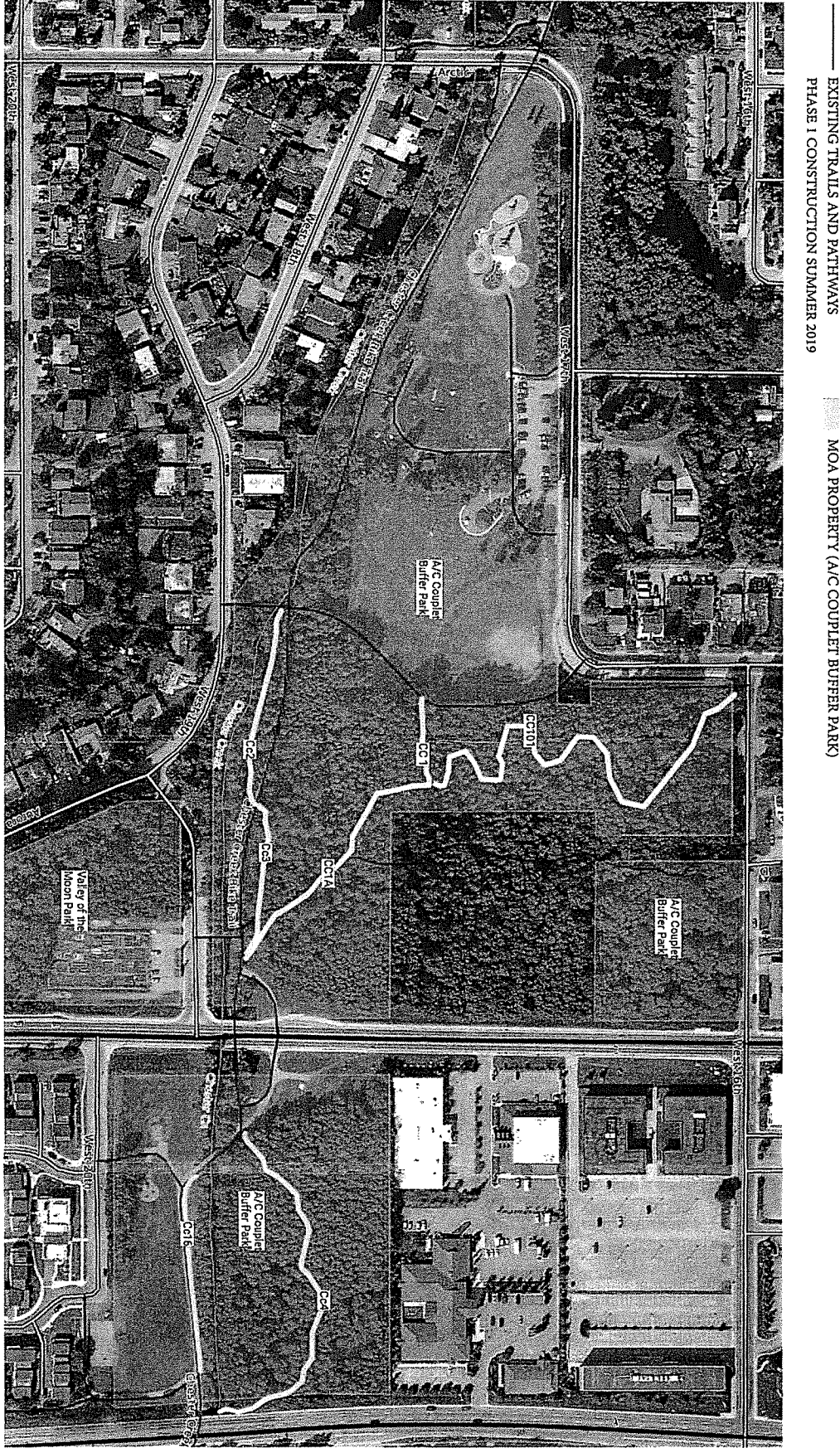


Figure 4. Chester Creek Urban Singletrack Proposed Trail Routes

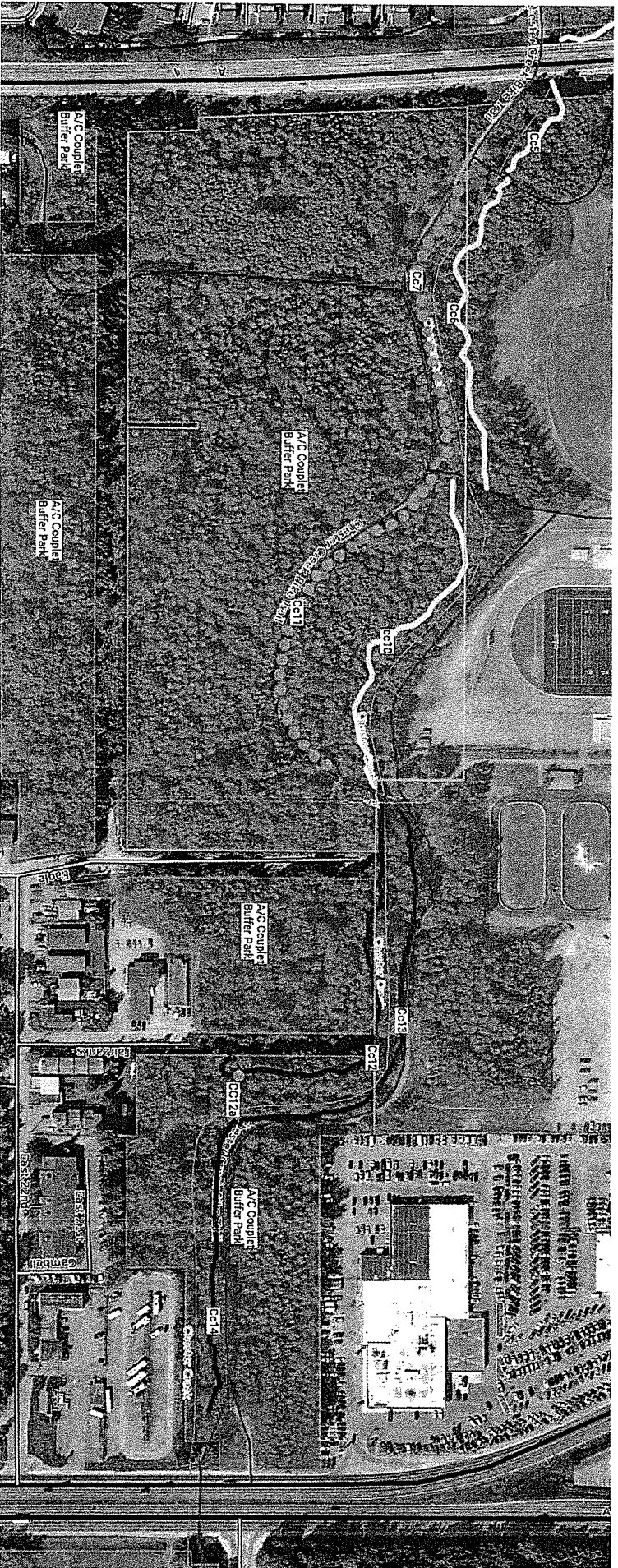
Trails show in the segments below are the proposed locations and alignments for the Chester Creek Urban Singletrack project, determined through on the ground investigation and GPS mapping of social trails walked by the project team. All proposed trails show below are directly from the GPS data collected on site visits. The segments will require phasing for construction; trails shown in yellow solid lines are trails identified for construction this upcoming summer of 2019. Trails shown in light blue, dark blue, and red dots are identified for future phasing as funding becomes available.

Segment 1. Valley of the Moon Park to A Street



Segment 2. A Street to Seward Hwy

- EXISTING TRAILS AND PATHWAYS
- PROPOSED TRAIL, PHASE 1
- CONSTRUCTION SUMMER 2019 - PRIORITY 1
- PROPOSED TRAIL, PHASE 2
- PROPOSED TRAIL, PHASE 3
- MOA PROPERTY (A/C COUPLET BUFFER PARK)



EXISTING TRAILS AND PATHWAYS

PROPOSED TRAIL PHASE 1

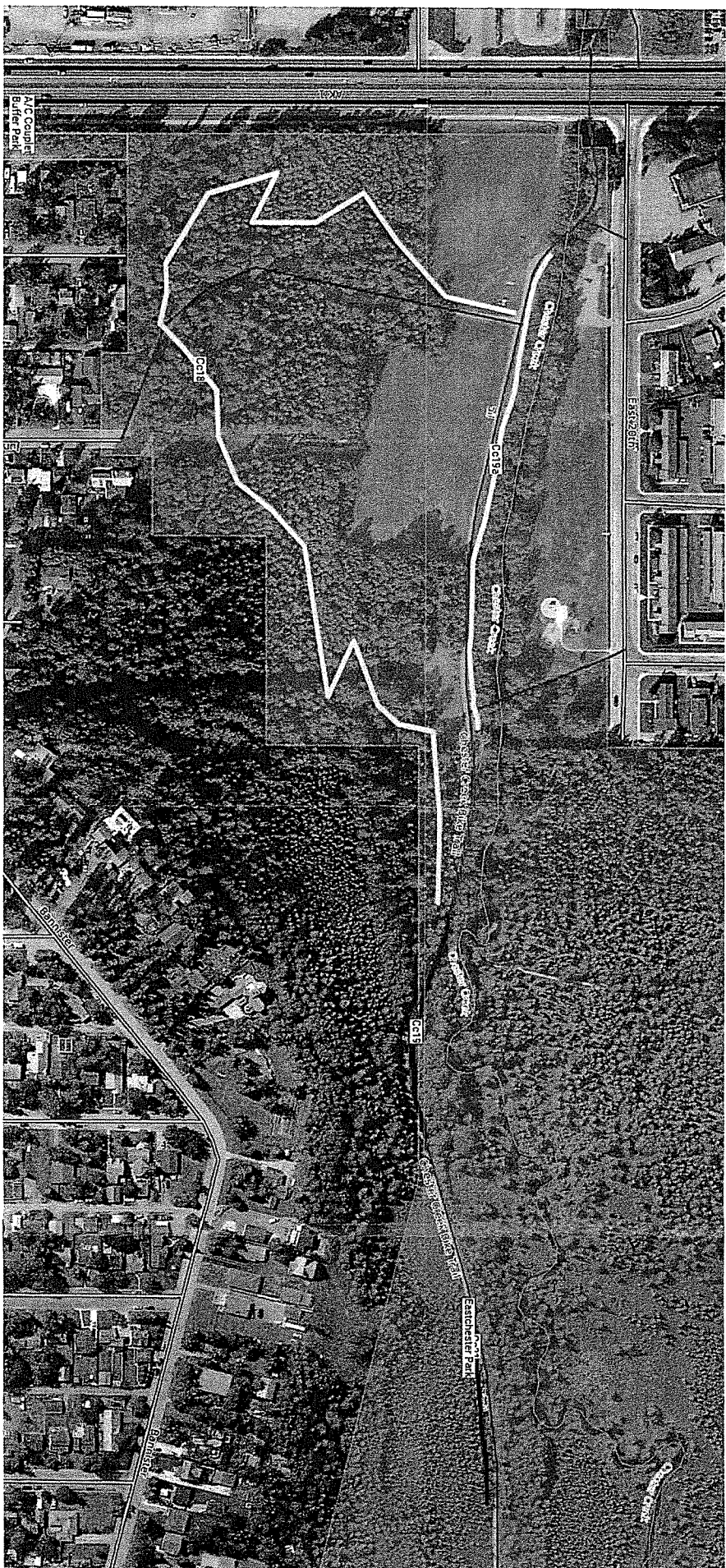
CONSTRUCTION SUMMER 2019 - PRIORITY 1

**PROPOSED TRAIL PHASE 1
CONSTRUCTION SUMMER 2019 - PRIORITY 1**

PROPOSED TRAIL
FUTURE PHASE - PRIORITY 2
PROPOSED TRAIL
FUTURE PHASE - PRIORITY 3

PROPOSED TRAIL
FUTURE PHASE - PRIORITY 3

MOA PROPERTY (A/C COUPLET BUFFER PARK)



Segment 4. Seward Hwy to Lake Otis Pkwy - East

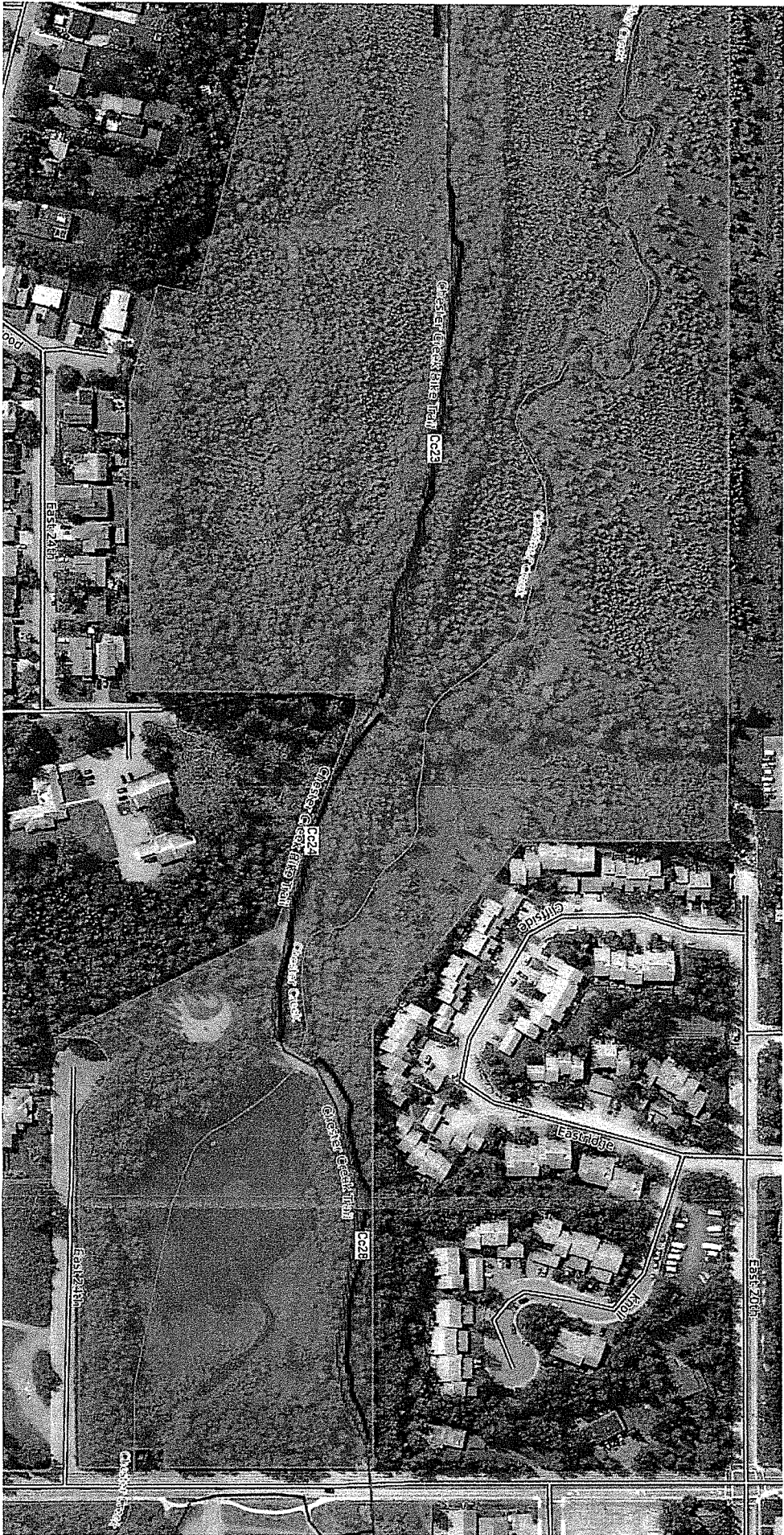
- EXISTING TRAILS AND PATHWAYS

PROPOSED TRAIL PHASE 1

CONSTRUCTION SUMMER 2019 - PRIORITY 1
- PROPOSED TRAIL

FUTURE PHASE - PRIORITY 2

FUTURE PHASE - PRIORITY 3
- MOA PROPERTY (A/C COUPLET BUFFER PARK)



EXISTING TRAILS AND PATHWAYS

PROPOSED TRAIL

PROPOSED TRAIL PHASE 1

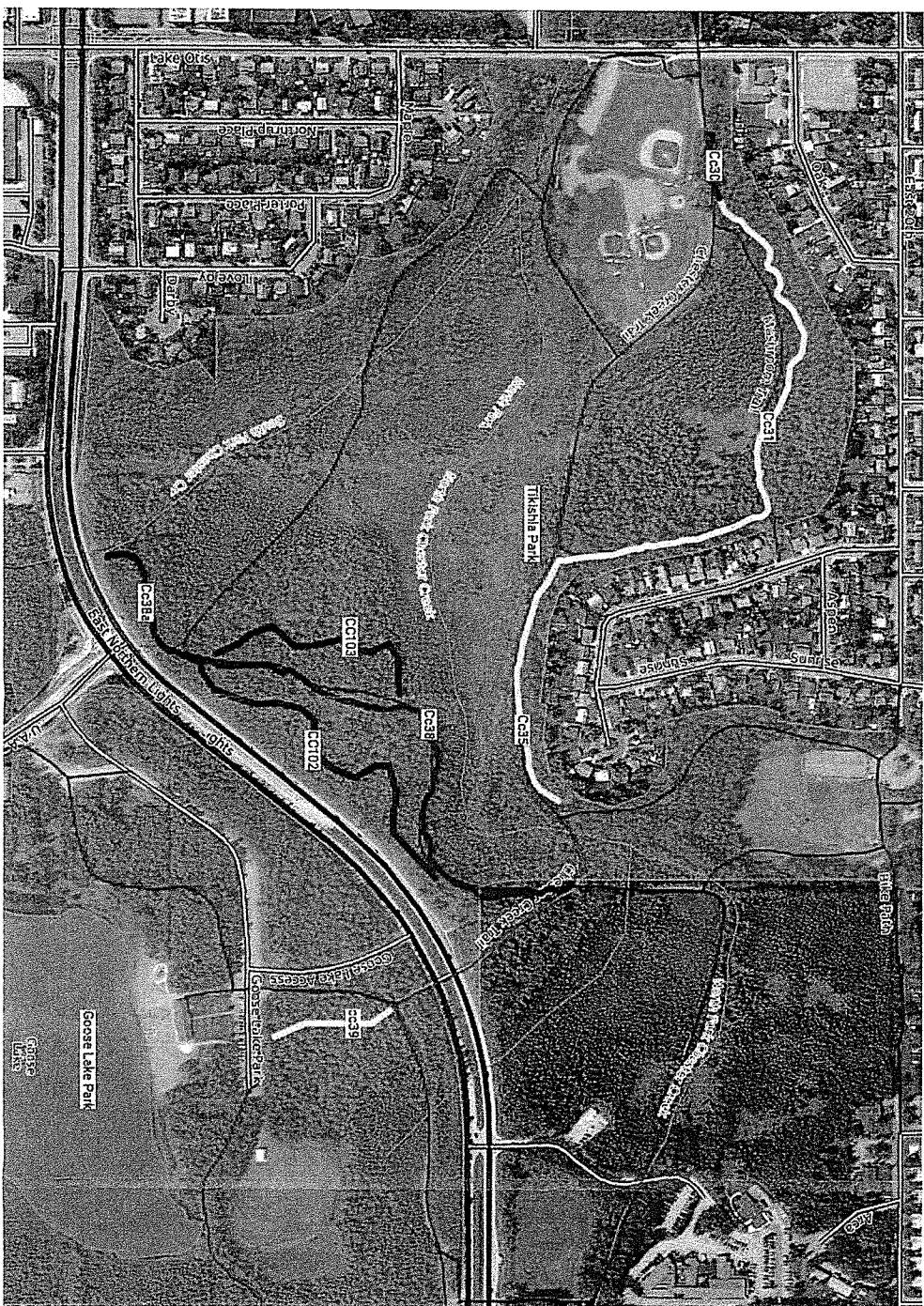
CONSTRUCTION SUMMER 2019 - PRIORITY 1

FUTURE PHASE - PRIORITY 2

PROPOSED TRAIL

FUTURE PHASE - PRIORITY 3

MOA PROPERTY (A/C COUPLET BUFFER PARK)



EXAMPLE FEATURES



"Guidelines for a Quality Trail Experience, 2017" By Bureau of Land Management and IMBA

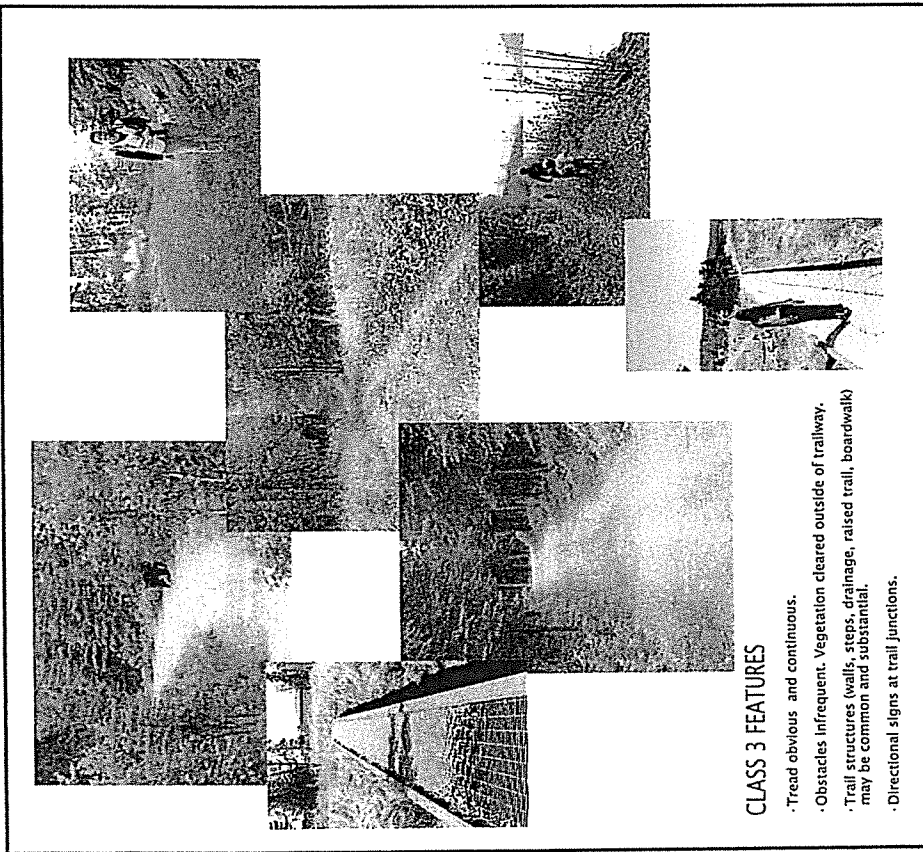


"Guidelines for a Quality Trail Experience, 2017" By Bureau of Land Management and IMBA

<http://bit.ly/ccsingletrack>

CHESTER CREEK SINGLE TRACK TRAIL

TRAIL CLASS 3



CLASS 3 FEATURES

- Tread obvious and continuous.
- Obstacles infrequent. Vegetation cleared outside of railway.
- Trail structures (walls, steps, drainage, raised trail, boardwalk) may be common and substantial.
- Directional signs at trail junctions.

ANCHORAGE

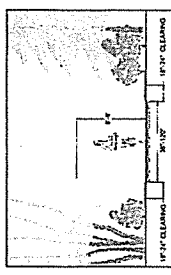
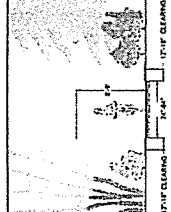
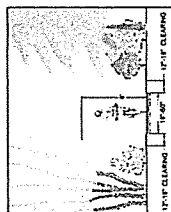
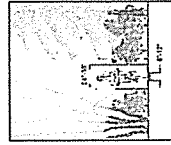


BICYCLE

Trail Design Parameters provide guidance for the assessment, survey and design, construction, repair and maintenance of trails, based on the Trail Class and Development of the trail. Exceptions and variance to these parameters can occur, however, when site-specific circumstances demand such exceptions.

Development	Trail Class 1	Trail Class 2	Trail Class 3	Trail Class 4	Trail Class 5
Design Trail Width	8' - 12'	12' - 24'	12' - 20'	24' - 40'	24' - 40'
Design Trail Surface	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Design Trail Slope	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Design Trail Grade	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Design Trail Cross-Section	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Design Trail Clearing	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Design Trail Structure	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable

* Cross sections should be based on width, topography, conditions, use, and other factors contributing to safety and trail use. Trail Class 5 is the most restrictive and Trail Class 1 is the least restrictive.



"FNPB Trail Improvements Plan, 2011" By Parks and Recreation and DOWL

EXAMPLE TRAIL TYPE FAR NORTH BICENTENNIAL PARK

<http://bit.ly/ccsingletrack>

TRAIL CLASS 3

CLASS 3 FEATURES

- Tread obvious and continuous.
- Obstacles infrequent. Vegetation cleared outside of railway.
- Trail structures (walls, steps, drainage, raised trail, boardwalk) may be common and substantial.
- Directional signs at trail junctions.

HIKER-PEDESTRIAN

Trail Design Parameters provide guidance for the assessment, survey and design, construction, repair and maintenance of trails, based on the Trail Class and Designated Use of the trail. Conditions and features of trail parameters are listed. Features with required dimensions are marked with an asterisk.

Trail Class	Trail Class 1	Trail Class 2	Trail Class 3	Trail Class 4	Trail Class 5
Design Trail Width	8' - 12'	8' - 12'	10' - 12'	12' - 14'	14' - 16'
Design Surface	Stable, compacted, smooth, continuous, and free of holes, ruts, and other obstructions. Minimum 10% slope to drainage.	Stable, compacted, smooth, continuous, and free of holes, ruts, and other obstructions. Minimum 10% slope to drainage.	Stable, compacted, smooth, continuous, and free of holes, ruts, and other obstructions. Minimum 10% slope to drainage.	Stable, compacted, smooth, continuous, and free of holes, ruts, and other obstructions. Minimum 10% slope to drainage.	Stable, compacted, smooth, continuous, and free of holes, ruts, and other obstructions. Minimum 10% slope to drainage.
Design Grade*	4-15%	4-15%	4-15%	4-15%	4-15%
Design Cross-Slope	1-2% (max)	1-2% (max)	1-2% (max)	1-2% (max)	1-2% (max)
Design Slope	1-2% (max)	1-2% (max)	1-2% (max)	1-2% (max)	1-2% (max)
Design Clearing	12' - 14' radius of trail	12' - 14' radius of trail	12' - 14' radius of trail	12' - 14' radius of trail	12' - 14' radius of trail
Design Turns	12' - 14'	12' - 14'	12' - 14'	12' - 14'	12' - 14'
Design Features	12' - 14'	12' - 14'	12' - 14'	12' - 14'	12' - 14'

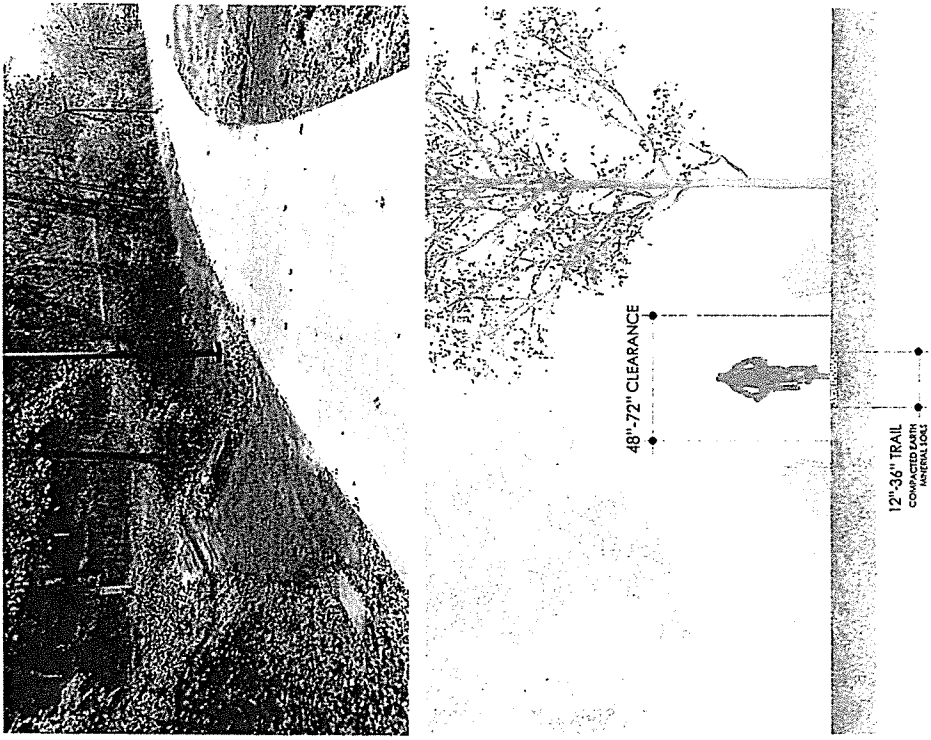
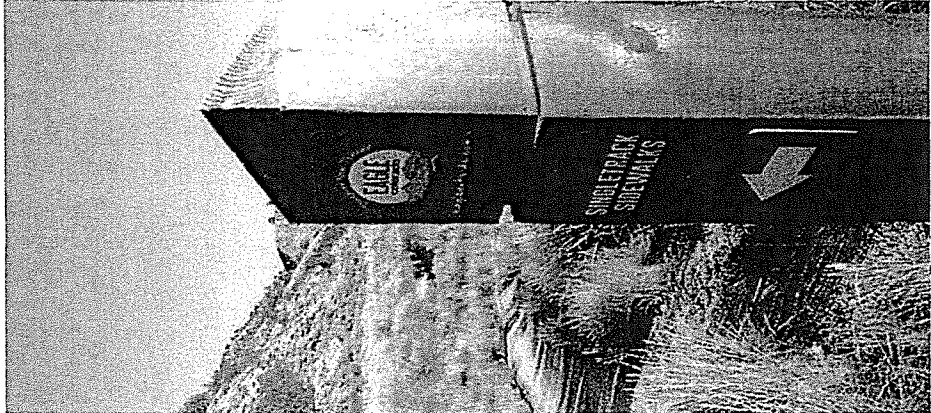
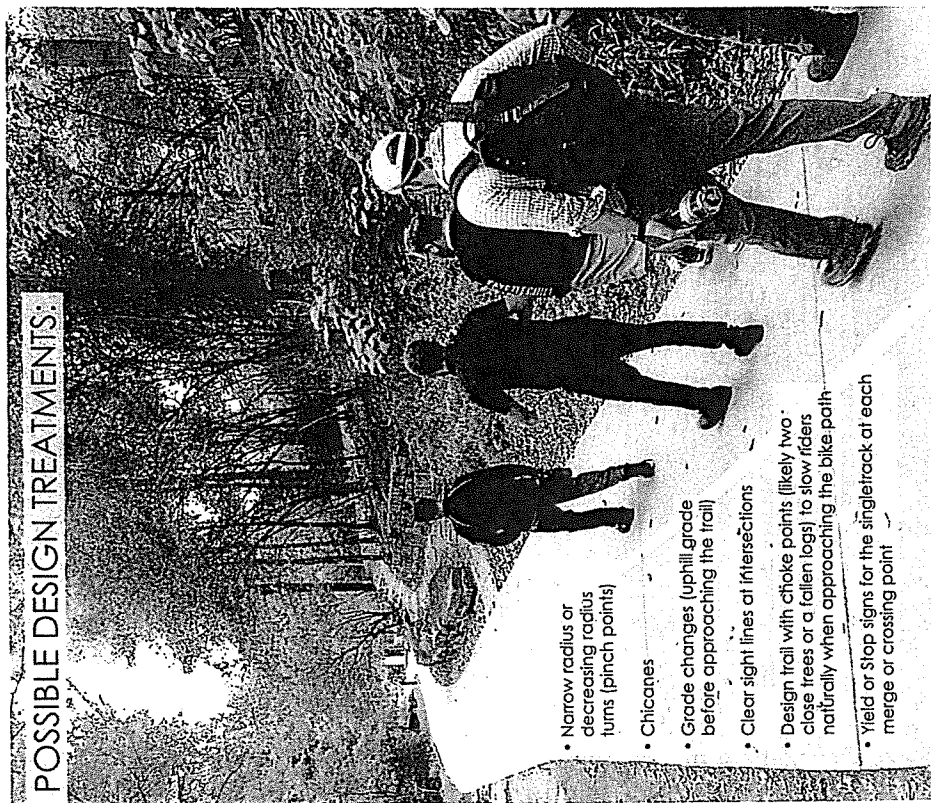
*FNPB Trail Improvements Plan, 2011" By Parks and Recreation and DOWL

EXAMPLE TRAIL TYPE

FAR NORTH BICENTENNIAL PARK

CHESTER CREEK SINGLE TRACK TRAIL

INTERSECTION SCENARIO EXAMPLE



<http://bit.ly/ccsingletrack>

ALASKA STATE LEGISLATURE



REPRESENTATIVE ZACK FIELDS

Fairview • South Addition • Government Hill • Downtown • Eastridge

January 24, 2019

John Rodda
Director, Parks and Recreation Department
P.O. Box 196650
Anchorage, AK 99519-6650

Dear Mr. Rodda,

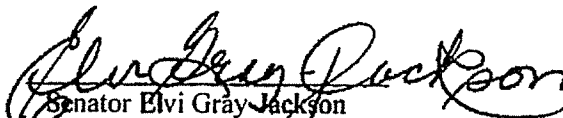
We are writing to express our support for the Chester Creek single track trail project that would enhance public safety and expand trail amenities between Valley of the Moon Park and the UAA/APU campus. This project was the product of Community Council discussions about improved public safety in the park corridor, and the need to get more law-abiding users in our greenbelt parks.

The more people who walk, bike, and ski in the trail corridor, the safer the corridor will be. This project certainly adds a valuable new trail amenity that would serve many Anchorage neighborhoods. This trail will add to the recreation value of our public lands, improving local quality of life. By attracting more trail users to the park corridor, this trail would be one part of a larger set of public safety reforms that are necessary to keep our parklands safe.

Thank you for working to move this project forward expeditiously.



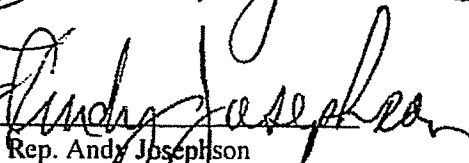
Senator Tom Begich
Senate Minority Leader



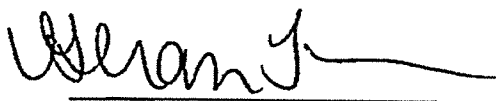
Senator Elvi Gray Jackson



Rep. Harriet Drummond



Rep. Andy Josephson



Rep. Geran Tarr



Rep. Zack Fields

January-May: State Capitol • Juneau, AK 99801-1182 • (907) 465-2647 • Fax (907) 465-3518
June-December: 1500 W. Benson Blvd. • Anchorage, AK 99503 • (907) 269-0106 • Fax (907) 269-0109
Rep.Zack.Fields@akleg.gov



**Municipality of Anchorage, Alaska
Parks & Recreation Commission**

632 W. 6th Avenue, Suite 630
P.O. Box 196650
Anchorage, AK 99519



PRC Resolution No. 2019-02

Proposed Development of "Singletrack" Trails in a Portion of the Chester Creek Greenbelt

WHEREAS, the Anchorage Parks and Recreation Commission serves in an advisory capacity to both the Mayor and the Assembly; and

WHEREAS, the Anchorage Parks and Recreation Commission has the responsibility and duty to provide for the long term vision of our park system by ensuring that a balance of parks, natural resources, and recreation facilities provides for the health, welfare, and safety of all residents of the Anchorage Bowl; and

WHEREAS, community members initiated an urban singletrack mountain bike trail project along Chester Creek greenbelt trail corridor in 2016 and gained support from North Star and Fairview Community Councils; and

WHEREAS, the Parks and Recreation Commission reviewed PRC 17-11 Chester Creek Single Track Trails at the February 9, 2017 meeting; and

WHEREAS, Anchorage voters approved a \$150,000 Municipal Park Bond for the planning, design and implementation of this project in April 2018; and

WHEREAS, the Anchorage has seen rapid growth in the mountain and fat bike communities since the first singletrack trail project nearly a decade ago; the increased popularity has resulted in heavy trail congestion; safety concerns with user conflicts on existing trails, and demand for new beginner trails in easily accessible locations; and

WHEREAS, the proposed urban singletrack in Chester Creek greenbelt from Valley of the Moon Park to Goose Lake Park will provide children and adults in neighboring communities who do not have access or the ability to drive a bike to singletrack at Far North Bicentennial Park, Hillside or Kincaid the opportunity to experience beginner singletrack from their door; creating a more inclusive and inviting recreation opportunity; and

WHEREAS, the Parks and Recreation Department proposes to provide new accessible recreation opportunities through the addition of singletrack trail options connecting with and adjacent to the popular paved Chester Creek Trail and by improving portions of the existing social trail network to improve safety of various multiuse groups; and

WHEREAS, the proposed urban singletrack segments are accessed from and in close proximity to the existing paved, lighted and highly used Chester Creek Trail, providing increased safety through visibility and expanding the active use area; bicycle commuters, recreation riders, runners and hikers alike will have a secondary option for traveling the corridor when the paved pathway is crowded, groomed for skiing, blocked by a moose, or when users want a more challenging experience; and

WHEREAS, the proposed plan includes the design and construction of trail segments to create a network of singletrack within the Chester Creek greenbelt: soft-surface, relatively narrow trails sustainably built

for two-way travel and multiple uses, including mountain biking and foot traffic, will be constructed primarily from the alignment and surface of existing social trails; and

WHEREAS, the proposed design features include improvements to the existing unmarked and unregulated intersections of social trails and the Chester Creek trail, including the use of signage, wayfinding, and sightline clearing; and

WHEREAS, the *Areawide Trails Plan* identifies mountain biking as a popular form of trail use that provides good commuting and recreation possibilities and a singletrack network in Chester Creek greenbelt is consistent with the goals and objectives identified in the Park Plan, Anchorage Pedestrian Plan, and the Anchorage Bicycle Plan; and

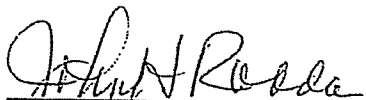
WHEREAS, the North Star and Fairview Community Councils and the participating public provided written support for this project and the Parks & Recreation Department supports the public process undertaken to develop the proposal;

NOW THEREFORE BE IT RESOLVED, that the Anchorage Parks & Recreation Commission supports the Park & Recreation Department's plan to design, construct, and maintain the Chester Creek Urban Singletrack Trails project that includes 2.5 miles of singletrack and trail improvements in the Chester Creek greenbelt from Valley of the Moon Park to Goose Lake Park.

PASSED AND APPROVED by the Anchorage Parks and Recreation Commission this 14th day of February 2019.


Chair
Parks and Recreation Commission

ATTEST:



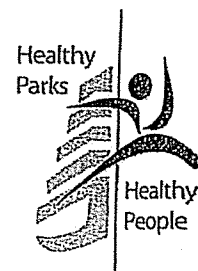
John Rodda, Director
Parks & Recreation Department



**MUNICIPALITY OF ANCHORAGE
PARKS AND RECREATION COMMISSION**

**MINUTES OF THE
REGULAR MEETING**

February 9, 2017



I. Call to Order

The February 9, 2017 meeting of the Anchorage Parks and Recreation Commission, held at Spenard Recreation Center, was called to order by Chair Jon Dyson at 6:00 p.m.

II. Roll Call

Roll call was taken by John Rodda, Director of Parks and Recreation.

Commissioners present:

Commissioner Jon Dyson
Commissioner Shannon Kuhn
Commissioner Michael McCambridge
Commissioner Eric Milliken
Commissioner Peter Murphy
Commissioner Richard T. Mystrom
Commissioner Alison Smith
Commissioner James Winchester

Commissioners absent/excused:

Commissioner Levi Robinson

A quorum was present.

Staff present:

John Rodda
Josh Durand
Tom Korosei
Maeve Nevins
Diana Cramer

III. Approval of Agenda

Upon motion duly made by Commissioner Murphy and seconded by Commissioner McCambridge, the Agenda for the February 9, 2017 meeting of the Anchorage Parks and Recreation Commission was unanimously approved.

IV. Approval of Minutes of Previous Meeting

Upon motion made by Commissioner Mystrom and seconded by Commissioner Murphy, the Minutes of the January 12, 2017 meeting of the Anchorage Parks and Recreation Commission were unanimously approved.

V. Director's Comments

John Rodda, Director, Parks and Recreation

A handout was provided to the Commissioners that contained an overview of bond items that will be on the ballot for the April 2017 Municipal Election. More information on the bond packet as it pertains to Parks and Recreation will be provided to the Commission at upcoming meetings between now and April.

Mr. Rodda provided the Commission with an update on the homeless camp cleanup campaign. A map, prepared using the results of the recent homeless census, showed the location of camps throughout the Anchorage area. Mr. Rodda specifically pointed out the areas in which the camps are concentrated. Efforts to address the problem by the Administration, Anchorage Police Department, Anchorage Parks and Recreation and other municipal entities and social services organizations are ongoing.

Mr. Rodda requested that Commissioners give staff an idea when they might be unable to attend meetings this year. Knowing in advance that there will be absences is helpful to staff in planning action items for the agenda.

VI. Election of Chair and Vice Chair

Election of Chair and Vice Chair for the Commission was held.

Jon Dyson was unanimously elected as Chair.

Alison Smith was unanimously elected as Vice Chair.

VII. Appearance Requests, Non-Agenda Items

Al Milspaugh, University Lake Area Community Council: Mr. Milspaugh spoke to the Commission about the need for park rangers or a similar program in our parks and to

make funding available to support the program. Director Rodda responded to Mr. Milsbaugh by explaining some of the issues involved in implementing a ranger program, not only funding, but enforcement, and recruitment and training of qualified officers. Ideally, Director Rodda believes the program should be a sub-unit of the Anchorage Police Department.

VIII. Anchorage Park Foundation Report

There was no Anchorage Park Foundation report.

IX. Action Items

- A. PRC 17-07: 2040 Land Use Plan Map**
(Resolution No. 2017-01)
Presented by Tom Korosei, Park Planner
and Tom Davis, Municipal Planner

Presentation

This item was introduced as an information item at the January 2017 meeting of the Parks and Recreation Commission. At that time, copies of the draft of the *Anchorage 2040 Land Use Plan (Public Hearing Draft)* were provided to Commissioners for review, as well as an overview of the Plan and items of particular relevance to parks and recreation issues.

The current draft, as presented at this meeting, incorporates comments made by Parks and Recreation staff and Commissioners on the previous draft including recommended expansion of the service area boundary.

The Department requests that the Commission adopt a resolution in support of the Plan. A draft resolution was provided to Commissioners.

Public Appearance Requests

(1) Cathy Gleason, Turnagain Community Council President. The Council provided a written handout with its comments on the Plan. The Council recommends adding an amendment stressing that Pt. Woronzof Park should be retained as a natural park open space and not included in land exchanges for possible airport expansion.

(2) Gloria Manni, West Anchorage Resident. Ms. Manni expressed the need for a connector trail between Fish Creek Trail and the Coastal Trail, and the need to

keep open spaces and green areas free from development. Mr. Durand explained the appropriateness of including this greenway on the overlay. A study is underway to determine the feasibility of obtaining rights-of-way from the Railroad and other stakeholders, and initial discussions have been favorable.

Discussion and Resolution

Commissioners, staff and Mr. Davis discussed the Plan at length, particularly the "overlay" depicting potential open space alternatives and potential airport growth alternatives. Mr. Davis explained that the meaning of the various designations on the overlay and how they relate to parks.

Several commissioners expressed concern about the inclusion of Pt. Woronzof Park as a "potential airport growth alternative" in the Plan and discussed inclusion of an amendment stressing the Commission's position that Pt. Woronzof Park is dedicated and as such should be retained as natural, open space and not included in any land exchange for potential airport expansion. A motion to amend was made by Commissioner Murphy, seconded by Commissioner McCambridge, and approved by Commissioner on a vote of 7 to 1, with Commissioner Winchester opposing (see voting record after Resolution text).

Upon motion made by Commissioner McCambridge and seconded by Commissioner Smith, Resolution No. 2017-01 A Resolution Recommending Approval of the Public Hearing Draft, *Anchorage 2040 Land Use Plan*, as amended, was approved on a vote of 7 to 1, with Commissioner Winchester opposing (see voting record after Resolution text). The amendment is contained in Paragraph B of the Resolution. The text of the Resolution follows.

Commissioner Winchester stated his reasons for opposing the amendment to the Resolution, and the Resolution itself, are that this appears to be a Draft of the Plan, that it is important to keep the Planning and Zoning Commission schedule, and that opportunities for Commissioners to comment and/or revisit the Plan will present themselves in the future.

Resolution No. 2017-01
A RESOLUTION RECOMMENDING APPROVAL OF THE PUBLIC HEARING DRAFT
Anchorage 2040 Land Use Plan

WHEREAS, the Anchorage Parks and Recreation Commission serves in an advisory capacity to both the Mayor and the Assembly, having the responsibility to advise the Mayor, Anchorage Assembly, Planning and Zoning Commission, and other municipal entities on matters of park, recreation facilities, and open space management and administration; and

WHEREAS, the Anchorage Parks and Recreation Commission has the responsibility and duty to provide for the long term vision of our park system by ensuring that a balance of parks, natural resources, and recreation facilities provides for the health, welfare, and safety of all residents of the Anchorage Bowl; and

WHEREAS, a typical city comprehensive plan incorporates a land use plan map; and

WHEREAS, the land use plan map for the Anchorage Bowl is more than 34 years old and it has become necessary for the Municipality to produce an updated, comprehensive Land Use Plan Map that integrates neighborhood plans and functional plans, including the *Anchorage Bowl Park, Natural Resource, and Recreational Facility Plan*, on a Bowl-wide basis; and,

WHEREAS, that updated, comprehensive Land Use Plan Map would incorporate and reflect current development trends, updated projections, and future public lands and facility needs; and

WHEREAS, adequate public infrastructure, parks, open space, and compatible development are integral to land use planning and together help determine Anchorage's quality of life; and

WHEREAS, the municipal Planning Department produced a Community Discussion Draft Anchorage Bowl Land Use Plan Map for public comment in February 2016, which included several elements of interest to and relevant for the Parks and Recreation Commission, including recommendations for design and compatibility standards that address urban design features; and

WHEREAS, the Parks and Recreation Department staff and Parks and Recreation Commission reviewed the Community Discussion Draft, and provided comments to the Planning Department; and

WHEREAS, the Planning Department then produced a Public Hearing Draft Anchorage 2040 Land Use Map for public comment in September 2016, which included modifications and incorporated additional text based on comments from the earlier Community Discussion Draft, including those from the Parks and Recreation Department; and

WHEREAS, the Parks and Recreation Commission has reviewed the September 2016 Public Hearing Draft Anchorage 2040 Land Use Plan; now, therefore,

BE IT RESOLVED by the Anchorage Parks and Recreation Commission:

A. The Commission makes the following findings of fact:

1. The Anchorage 2040 Land Use Plan is an essential element of the Comprehensive Plan and is intended to guide land use and development standards for the next 25 years.

2. The Plan includes consideration of park features and incorporates implementation action items intended to ensure that these are factored into future infrastructure needs.

B. The Commission recommends that the September 2016 Public Hearing Draft Anchorage 2040 Land Use Plan be approved by the Planning and Zoning Commission and adopted by the Anchorage Assembly as an element to the Comprehensive Plan, with the following:

1. The Parks and Recreation Commission recommends removal of the designated potential future airport growth alternative and continues to support Point Woronzof Park as dedicated park land.

2. The Parks and Recreation Commission recommends that the Real Estate Department review the land acquisition and preparation language on page 52 of the Public Hearing Draft, for accuracy, clarity, and consistency with the Municipality's real estate programs and capabilities.

PASSED AND APPROVED by the Anchorage Parks and Recreation Commission this 9th day of February 2017.

Voting record, Resolution 17-01

Amendment to Resolution 17-01, passed 7-1

Yea: Commissioners Dyson, Kuhn, McCambridge, Milliken, Murphy, Mystrom and Smith

Nay: Commissioner Winchester

Abstained: None

Resolution 17-01, as amended, passed 7-1

Yea: Commissioners Dyson, Kuhn, McCambridge, Milliken, Murphy, Mystrom and Smith

Nay: Commissioner Winchester

B. PRC 17-08: AWWU Reservoir 6 Drainage Improvements-Hillside/Far North Bicentennial Park

(Resolution No. 2017-02)

Presented by Tom Korosej, Park Planner,

Mark Queen, AWWU and Dan Kirsch, PTS Engineering

Presentation

Details of Anchorage Water and Wastewater Utility's (AWWU) Reservoir 6 Drainage Improvements project was presented to the Commission as an information item at the January 2017 meeting. A resolution supporting the project is now requested.

AWWU is preparing to construct a berm along the westerly boundary of Hillside Park, and extending into Far North Bicentennial Park, just north of Trailside Elementary School. The proposed berm will upgrade an existing trail along the top. The purpose of the project is to prevent potential flooding of adjoining property. The project has been planned so as to minimize disturbance of vegetation and impacts to the area, and restoration and revegetation of areas that are disturbed. AWWU has obtained public support from local residents and from Abbott Loop Community Council and Far North Bicentennial Park Users Group. As proposed, the trail would be gravel and approximately 5 feet wide – similar to a Class 3 or Class 4 trail described in the *Trail Improvements Plan*. Only the section of the trail that is part of AWWU's improvement project would be improved at this time. The Department currently has no plans or funds to full upgrade the trail.

The Department requests that the Commission approve a resolution in support of the project proposed by AWWU as part of its Reservoir 6 Drainage Improvements Project.

Public Appearance Requests

Marilyn Houser, Anchorage resident, expressed her concerns about the impact of this project on park land and the importance minimizing those impacts, and revegetating and restoring land that is disturbed by the project.

Discussion and Resolution

After discussion, and upon motion duly made by Commissioner Winchester and seconded by Commissioner Mystrom, Resolution No. 2017-02 Request for Approval of Proposed Trail Improvements as Part of Proposed Reservoir 6 Drainage Improvements, Hillside Park/Far North Bicentennial Park, was unanimously approved as follows:

**Resolution No. 2017-02
REQUEST FOR APPROVAL OF PROPOSED TRAIL IMPROVEMENTS AS PART OF
PROPOSED RESERVOIR 6 DRAINAGE IMPROVEMENTS, HILLSIDE PARK/FAR
NORTH BICENTENNIAL PARK**

WHEREAS, the Anchorage Parks and Recreation Commission serves in an advisory capacity to both the Mayor and the Assembly; and

WHEREAS, the Anchorage Parks and Recreation Commission has the responsibility and duty to provide for the long term vision of our park system by ensuring that a balance of parks, natural resources, and recreation facilities provides for the health, welfare, and safety of all residents of the Anchorage Bowl; and

WHEREAS, the Anchorage Water and Wastewater Utility is proposing improvements to the drainage system for municipal Reservoir 6 (Service High), which system is also used by Trailside Elementary School and discharges water into Hillside Park; and

WHEREAS, proposed drainage improvements include construction of an earthen berm to control potential surface water flooding in the event of emergency draining of Reservoir 6; and

WHEREAS, the berm as proposed would coincide with a portion of an existing, informal, neighborhood trail that is not managed by the Municipality and is not identified for improvement as part of the *Far North Bicentennial Park Trails Improvement Plan* (2011); and

WHEREAS, the design and construction of the berm may include reconstruction of the informal trail using standards similar to Class 3 or 4 as described in the *Trails Plan*; and

WHEREAS, the Far North Bicentennial Park Users Group and Abbott Loop Community Council at their respective meetings in January 2017, as well as park area residents previously, have considered the AWWU drainage improvement plans including proposed trail improvements; and

WHEREAS, the above mentioned groups generally support the plans and in particular support proposed trail improvements; now, therefore,

BE IT RESOLVED, that the Anchorage Parks and Recreation Commission supports in principle the improvement and maintenance of the subject informal "non-managed" trail within Hillside Park and Far North Bicentennial Park, and supports construction of a portion of the trail as part of AWWU drainage improvements, to connect the Sahalee Subdivision and Trailside Elementary School area to the Homestead Trail.

PASSED AND APPROVED by the Anchorage Parks and Recreation Commission this 9th day of February 2017.

Voting record, Resolution 17-02

Resolution 17-02, unanimously approved

Yea: Commissioners Dyson, Kuhn, McCambridge, Milliken, Murphy,
Mystrom, Smith and Winchester

Nay: None

Abstained: None

C. PRC 17-09: Benches at Mile 2.2 Coastal Trail

(Resolution No. 17-03)

Presented by Maeve Nevins, Park Planner and
Chad Taylor, Intrinsic Designs

Presentation

This project was presented last month to the Commission as "Benches for All" and is an Anchorage Park Foundation Challenge Grant. Since last month's presentation, the project has changed in that instead of including three sites for benches, the focus will be on one location – Mile 2.2 Coastal Trail. Mr. Taylor provided details about the planning

and design of the benches. The Coastal Trail is one of Anchorage's favorite public assets. This site along the trail has beautiful views of the Coastline. The project will transform this small and often over-looked spot on the trail into an attractive gathering and resting site. The project has the support of the Turnagain Community Council.

The Department recommends that the Commission pass a resolution supporting this project.

Public Appearance Requests

Cathy Gleason, Turnagain Community Council President. Turnagain Community Council fully supports this project and requests that the Commission pass a resolution supporting the project.

Discussion and Resolution

After discussion, and upon motion duly made by Commissioner Murphy and seconded by Commissioner Smith, Resolution No. 2017-03 Benches at Mile 2.2 Coastal Trail was unanimously approved as follows:

**Resolution No. 2017-03
BENCHES AT MILE 2.2 COASTAL TRAIL**

WHEREAS, the Anchorage Parks and Recreation Commission serves in an advisory capacity to both the Mayor and the Assembly; and

WHEREAS, the *Anchorage Bowl Park, Natural Resource, and Recreation Facility Plan* recommends maintenance of existing facilities; and

WHEREAS, the Anchorage Parks and Recreation Commission has the responsibility and duty to provide for the long term vision of our park system by ensuring that a balance of parks, natural resources, and recreation facilities provides for the health, welfare, and safety of all residents of the Anchorage Bowl; and

WHEREAS, the Tony Knowles Coastal Trail Bench project rehabilitates and updates an existing park asset to meet current codes and standards for accessibility; and

WHEREAS, the Anchorage Parks and Recreation Department partnered with local Project Champions, Turnagain Community Council, and the Anchorage Park Foundation, to identify and prioritize desired design and preferred location for the *Benches for All* Challenge Grant Project; and

WHEREAS, the accessible bench and bike rack system would be a valuable asset to the community and enhance the Coastal Trail for place-making and increase appreciation for natural resource values of the trail, in particular the flora, fauna, streams, wildlife and ecosystems by providing an improved observation area; now, therefore,

BE IT RESOLVED, that the Anchorage Parks and Recreation Commission approves in the proposed plan for the Coastal Trail Benches at mile 2.2 project generally as proposed.

PASSED AND APPROVED by the Anchorage Parks and Recreation Commission this 9th day of February 9, 2017.

Voting record, Resolution 17-03

Resolution 17-03, unanimously approved

Yea: Commissioners Dyson, Kuhn, McCambridge, Milliken, Murphy, Mystrom, Smith and Winchester

Nay: None

Abstained: None

D. PRC 17-10 Coastal Trail – Audubon Wayside Improvements

(Resolution No. 2017-04)

Presented by Tom Korosei, Park Planner

Presentation

The Great Land Trust, with the support of the Anchorage Audubon Society, proposes to upgrade a portion of the Tony Knowles Coastal Trail. Specifically, a turnout/viewpoint located at approximately Mile 0.4, just west of the Alaska Railroad on Railroad property. There is now a park bench at the turnout. The upgrades would enlarge the turnout to create more space for trail users and include an additional bench. Turnagain Community Council reviewed the project and recommended inclusion of a bike rack and

trash receptacle. Background information, project plans and designs were provided to Commissioners. The project requires approval from the Alaska Railroad.

The Department believes the improvements would improve safety and enhance the quality of this section of the trail, and recommends the Commission pass a resolution in favor of this project.

Public Appearance Requests

Cathy Gleason, Turnagain Community Council President. Turnagain Community Council supports this project and has passed a resolution to be approved at the February 2017 special meeting.

Pat Pourchot, Great Land Trust. Mr. Pourchot stated that tentative approval from the Alaska Railroad has been received, but there is still a complete process to go through. Project design has been completed by Dwayne Adams, and construction planning is underway. From a safety perspective, because the current wayside is so small people taking photographs or just stopping to enjoy the view often block the trail. Enlarging and improving the wayside will move those people off the trail and out of the way of bicycle and other trail traffic. He personally believes this is a very good project for the community.

Discussion and Resolution

After discussion, and upon motion duly made by Commissioner Murphy and seconded by Commission Smith, Resolution No. 2017-04 Approval of Proposed Improvements to Tony Knowles Coastal Trail Turnout/Viewpoint at Milepost 0.4 was unanimously approved as follows:

**Resolution No. 2017-04
Approval of Proposed Improvements to Tony Knowles Coastal Trail
Turnout/Viewpoint at Milepost 0.4**

WHEREAS, the Anchorage Parks and Recreation Commission serves in an advisory capacity to both the Mayor and the Assembly; and

WHEREAS, the Anchorage Parks and Recreation Commission has the responsibility and duty to provide for the long term vision of our park system by ensuring that a balance of parks, natural resources, and recreation facilities provides for the health, welfare, and safety of all residents of the Anchorage Bowl; and

WHEREAS, the Great Land Trust with support of the Audubon Society proposes improvements to a feature of the Tony Knowles Coastal Trail; and

WHEREAS, the affected portion of the Coastal Trail is located on Alaska Railroad (ARRC) property and the project is subject to ARRC approval; and

WHEREAS, the proposed improvements would enhance a well-used scenic overlook, originally built about 1986, by providing an expanded area with a suitable platform for sightseeing and birdwatching by visitors and residents and would enhance views to the shoreline and its biological resources currently obscured by vegetation; and

WHEREAS, the project would help address current safety issues between Tony Knowles Coastal Trail through-traffic and wayside users and would allow expansion of the width of the Tony Knowles Coastal Trail in the future; and

WHEREAS, on January 12, 2017, the Turnagain Community Council considered the project and with recommendations gave its unanimous support; now, therefore,

BE IT RESOLVED: The Parks and Recreation Commission approves the improvements, generally as proposed, to the Tony Knowles Coastal Trail turnout/viewpoint at Milepost 0.4, with recommendations of the Turnagain Community Council, subject to obtaining required permits.

PASSED AND APPROVED by the Anchorage Parks and Recreation Commission this 9th day of February 2017.

Voting record, Resolution 17-04

Resolution 17-04, unanimously approved

Yea: Commissioners Dyson, Kuhn, McCambridge, Milliken, Murphy,
Mystrom, Smith and Winchester

Nay: None

Abstained: None

X. Information Items

A. PRC 17-11 Chester Creek Single Track Trails

Presented by Josh Durand, Park Superintendent,
Zack Fields and Christina Grande

Residents from the South Addition and Fairview communities, along with the Single Track Advocates, have approached Parks and Recreation with the idea of creating single track trails that flank the Chester Creek Trail. Single tracks have become very popular in Anchorage. The idea is to provide single track trails in areas that are more centrally located than those at Kincaid and Far North Bicentennial Park. Also, the single track trails would bring more positive activity into the area and hopefully discourage negative activities and make the area less welcoming for illegal camping --- a "take back our park" idea. By having single track trails for bikers and dog walkers to use, congestion on the main trail should be reduced. It is anticipated the project will be done in phases.

The Department has concerns about safety. Essentially these trails will be built in areas of high density, unsavory activity and illegal camping. Inviting people out into these areas is not a responsible thing to do until such time as the illegal camping problem is resolved. The Department would also like to see the two-way single track trails, wider than the one-way trails that were built at Kincaid. The Department has requested a comprehensive plan from the proponents and when that is in place, the plan will be brought back to the Commission for updates and final review before construction begins.

B. PRC 17-12 Hostetler Park Memorial Beautification

Presented by: Paula Bradison, Victims for Justice
Peter Briggs, Landscape Architect

Victims for Justice is a local nonprofit organization that provides assistance for victims of violent crimes. This organization proposes to improve and upgrade Hostetler Park, where the Victims for Justice Memorial is located, by improving accessibility, parking, landscaping, and lighting, and to make the park a safe and peaceful place for people to visit the memorial year round. Support from Anchorage Downtown Rotary and Anchorage Park Foundation, as well as private sector supporters, should ensure that the project is sufficiently funded. As the plan develops, it will be brought back to the Commission for updates and final review before construction begins.

XI. Commissioner Comments

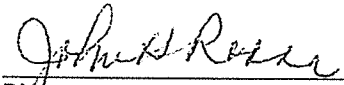
Commissioner Murphy inquired whether it would be beneficial for the Commission to address the park ranger issue directly with the Assembly. Mr. Durand responded that the Department has already had a great deal of discussion with the Assembly and the Administration about the best way to implement a ranger program. There is one idea of starting a "Park Ambassador" program, which ambassadors would educate park users and contact police if needed. It is felt that the ranger program would need to be part of the Anchorage Police Department.

XII. Upcoming Meeting

The next regular meeting of the Parks and Recreation Commission is scheduled for 6:00 p.m., March 9, 2017, at Spenard Recreation Center.

XIII. Adjournment

Upon motion duly made by Commissioner Murphy, seconded by Commissioner Winchester, and unanimously approved, the meeting adjourned at 8:30 p.m.

MINUTES APPROVED this <u>9th</u> day of <u>March</u> , 2017:	
 Chair Parks & Recreation Commission	 Director Parks & Recreation

Fairview Community Council Resolution 2016-09

Whereas, the Fairview Community Council supports comprehensive actions and policies to promote public safety in our community, including Anchorage's greenbelts; and

Whereas, the Fairview Community Council recognizes and applauds the expanded, coherent approach of the municipality to address homelessness, vagrancy, and related public safety issues in greenbelts; and

Whereas, sustainability of such policies is both a challenge and a necessity, and sustainability is only possible with strong community engagement and participation; and

Whereas, evidence from many cities including Anchorage suggests that higher levels of park use by law-abiding citizens discourages criminal activity; and

Whereas, trails enhance property values, the appeal of a community, and quality of life for all Anchorage residents, but particularly those neighborhoods adjacent to such trails; and

Whereas, a large network of informal or social trails already exists throughout the Chester Creek greenbelt; and

Whereas, single track, non-motorized trails are growing in popularity in Anchorage, and are widely recognized as a community asset when they are formalized and expanded;

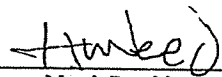
Therefore be it resolved, the Fairview Community Council supports designation, more regular maintenance, signage, and associated infrastructure for non-motorized single track trails in the Chester Creek trail corridor, recognizing that formalizing those trails will enhance property values and quality of life while contributing to much broader efforts to enhance public safety in our community.

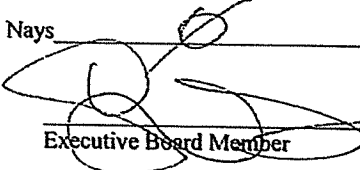
West of New Seward Highway

Approved on October 13, 2016

Ayes unanimous

Nays 0


Harry Need, President


Executive Board Member

North Star Community Council Resolution

Whereas, the North Star Community Council supports comprehensive actions and policies to promote public safety in our community, including in Anchorage's greenbelts; and

Whereas, the North Star Community Council recognizes and applauds the expanded, coherent approach of the municipality to address homelessness, vagrancy, and related public safety issues in greenbelts; and

Whereas, sustainability of such policies is both a challenge and a necessity, and sustainability is only possible with strong community engagement and participation; and

Whereas, evidence from many cities including Anchorage suggests that higher levels of park use by law-abiding citizens discourages criminal activity; and

Whereas, trails enhance property values, the appeal of a community, and quality of life for all Anchorage residents, but particularly those adjacent to such trails; and

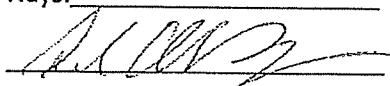
Whereas, single track, non-motorized trails for walking and biking are growing in popularity in Anchorage, and are widely recognized as a community asset when they are formalized and expanded; and

Therefore be it resolved, the North Star Community Council supports designation, more regular maintenance, signage, and associated infrastructure for non-motorized single track trails in the Chester Creek trail corridor, recognizing that formalizing those trails will enhance property values and quality of life while contributing to much broader efforts to enhance public safety in our community.

Approved on December 14, 2016

Ayes: Unanimous

Nays: _____


Samuel Moore, President

12/14/16

Chester Creek Single Track Trail Project

PUBLIC OPEN HOUSE

Thursday, January 24, 2019

6:00 PM – 8:00 PM

Speedway Cycles, 1231 W Northern Lights Blvd

Attendance: 111 people signed in



PROJECT TEAM

Maeve Nevins-Lavter, Project Manager, MOA Parks & Rec

Brad Muir, Natural Resources Manager, MOA Parks & Rec

Michelle Fehribach, Community Engagement Coordinator, MOA Parks & Rec

Van Le, AICP, Planner & Outreach Lead, R&M Consultants, Inc.

Taryn Oleson, Planner & Outreach, R&M Consultants, Inc.

John Underwood, Expert Trail Builder, Happy Trails

ATTACHMENTS

1. Fact Sheet
2. Proposed Single Track Trail Map
3. Display Information Boards
4. Comment Forms
5. Meeting Sign In

OVERVIEW

The public open house for the Chester Creek Single Track Trail Project was held on Thursday, January 24th at Speedway Cycles on the main store floor. Bikes had been cleared from the area, allowing for gathering and free movement throughout the space. A sign in table was placed near the door, where Taryn Oleson greeted attendees as they arrived and provided a brief overview of the project and the request for feedback on the proposed trail concepts. The meeting was open house style with members of the project team available to answer any questions and hear feedback from attendees.

Four informative boards on example trail features, trail types and intersection scenarios were stationed on easels around the room. A large map of the project corridor showing the proposed single track trail segments, color coded by constructability, was placed on a table in the center of the room and a second copy of the same map was mounted on an easel on the side of the room. Sticky note pads, pens and comment forms were placed around the maps encouraging attendees to leave geographic comments. A table dedicated for writing comments was available at the back of the room, a TV displayed two videos of urban single track examples, and pizza and light refreshments were provided.

Chester Creek Single Track Trail Project

SUMMARY

Attendees and commenters overwhelmingly support the proposed integration of single track trails into the Chester Creek Greenbelt between Valley of the Moon Park and Goose Lake Park. Discussions on what Class level the trails should be built at proved a point of contention; some attendees want the trails to remain narrow social trails to maintain the 'in the woods' feeling while others support the trails being wide enough for multi-use two way passing. Beginner to intermediate skill level is preferred by most attendees with an expressed desire for the development of skill loops in spurs off the main single track areas. Concerns were voiced over the illegal camps in the greenbelt and how these trails may or may not impact the people who inhabit them.

Written Comments:

Trail Use:

Current Use:

- I use this trail frequently in the summer months and a little in winter.
- I am a mountain biker, fat biker, runner, dog walker and skier.
- Please ensure the trails are open and welcoming spaces for kids and families.
- I use the Chester Creek Trail for bike commuting, walking, skiing and teaching my daughters how to bicycle.
- I am a runner and cyclist – existing social trails add variety and fun to my runs and rides along the main paved trail, and if they were improved and added to they would be even better and see more use and enjoyment by more people.

Future Use/Planning for Single Track Use:

- Chester Creek Trail is a highly used multi-use trail and any alternative routes/trails could potentially alleviate multi-use traffic crowds. It would also provide trails for people that live in the area to share with their children.
- The proposed trails will likely be used for more than cycling – winter time running options become very limited in Anchorage for those seeking off-trail, hard packed and natural setting running as most options are either groomed for skiing only or are snowed over – do expect runners to be drawn to these routes as the fat bikes keep it groomed! Design criteria and clearing width could be adjusted to account for this
- Design needs to keep in mind that many walkers, runners and dog walkers use these trails now and will use anything out there in the future so design the trails will all uses in mind. This means not expert terrain and skills areas on main route. Just simple Class 2 trails, slightly better for biking than what exists now.
- Single track serves a different purpose than the existing multi-use paved trail. The paved trail is for everyone and serves as the fastest way to get to a location without driving, single track is intended for mountain bikers out to have fun. It would be sad to see this effort try to make it easy for all users and duplicate the paved path.

Chester Creek Single Track Trail Project

- Accessible single track right in town would give every rider a chance at real trail riding
- Trails right next to the paved pathway doesn't make sense for bikers but would work for runners
- I am only somewhat supportive of this proposal and ONLY if it's multi-use – open to runners, etc, as well as bikes – if people want to ride mountain bikes fast they should go to the existing Hillside etc. trails.

Safety:

- I would love to feel safe along the Chester Creek Trail and I currently do not. I won't use it to run or bike alone right now and hope there is a comprehensive plan to curb homeless camps and to patrol the area
- Proposed trails would improve the safety of the main trail by expanding the area along the trail that receives frequent use by the public.

Trail Features:

Skill Level:

- Want to see a mix of beginner and intermediate trails and maybe some skills work areas.
 - Like the idea to make trails fairly technical, so kids in the area can practice, but not too difficult/dangerous, just not plain dirt trails.
- Love the idea of Skills Loops!
- Implement skill building bicycle trails throughout the entire corridor
- Skills terrain should only be on offshoots or spurs and minimal at that
- I support adding technical sections and incorporating hills wherever possible since it's otherwise a mostly flat stretch. Improving existing social trails so wet ground doesn't get destroyed would be important.
- Tikishla Park area is prime for a skills trail
 - Would like to see a skills course in the chunk of land south of Tikishla Park ballfields and where the ball fields currently are
- Should be slow speeds and no trick logs, jumps, etc. to entice more extreme riding.

Trail Class:

- Please make the trails usable year-round so they need to be wide enough for people to pass each other. Class 3?
- Keep the footprint of the existing social trails near Tikishla Park small (Trail Class 1 or 2).
- Keep the single track trails between Goose Lake and Lake Otis Class 2 trails.
- Class is too big (proposed class 3) – keep it small and limit the amount of tree clearing, maintain the "out-in-the-woods" feeling
- Sitka Street Park area could use a good Class 3 loop
- Put in a Class 1 single track between Woodside Park and Sitka Street Park on the north side of the creek

Trail Design/Features:

Chester Creek Single Track Trail Project

- Suggest directional trails that split and rejoin for one-directional to reduce conflicts and increase mileage.
- We need an entry level pump track between C and A Streets that's accessible from Fairview as well. We should encourage the kids to practice their skills in a pump track so this project serves them as well.
- Build some jumps!
- Spread play features along the trail corridor, don't duplicate the amazing experiences available at Kincaid, Hillside and Bicentennial Park
 - Play session areas between Hillstrand Pond and Goose Lake Park and around Woodside Park. Skills feature near Valley of the Moon park
- Utilize as many hills as possible and provide access points from neighborhoods.
- For these to be a true draw to mountain bikers, the trails will need bragging features like berms, bridges, whoops, etc.
- Have a boardwalk with raised platform for ornithology and astronomy in the middle of Sitka Street Park area, the trails are already roughed in places.

Intersections and Safety:

- Intersections with the paved trail and the sections of single track are of concern for general safety – they will have to be well marked and the public educated on the right-of-ways etc.
 - Side trails must yield or stop when they merge with the main Chester Creek Trail.
- Minimize single track trail crossing/weaving in and out of paved trail, especially in busy areas such as Valley of the Moon Park
- Maybe trail phones would increase safety?
- Trees grow back – cut them all down where needed as safety and sightlines are important
- Agree with the plan to NOT cut down trees for the new trails (unless they are an invasive species) but clearing of brush is important so runner/rider don't scare the moose

Trail Alignments/Locations:

Extensions and Connections:

- Consider Loop Trail in undeveloped parkland adjacent to Norther Lights across from Goose Lake
- Let's take the trail in Valley of the Moon from 16th and E intersection directly through the woods to the pedestrian bridge across the creek.
- Please develop single track system from existing walking trails at Valley of the Moon Park – easy construction (not wetlands and it's flat)
- Recommend extending trail to Spenard Road and install a pocket park at the former Frisbee golf course area. There is already a social trail between Valley of the Moon Park and Spenard Road tunnel – this would allow for complete connectivity as best as possible for single track along Chester Creek, and connect the new Spenard Bike Lane and Midtown to the single track.

Chester Creek Single Track Trail Project

- At the existing trail west of Hillstrand Pond and east of Woodside Park, I recommend NOT spending money on a parallel trail or new trail through the woods. The forest is very boggy and wet and would require a lot of fill – save the effort for areas with more potentially interesting terrain.
- The forested slope north of Rogers Park (between Maplewood Spur and Seward Hwy), all the way to Seward Highway could have potential for fun and interesting terrain and trails.
- I can see this trail being extended along the Coastal Trail, through Earthquake Park and continuing to the Kincaid STA Trails.
- Connect the existing trail on the west side of the North Fork of Chester Creek near Sitka Street Park (which now runs on the west side of Sitka Street) this would require a bridge across the creek. This connection would enhance public safety and public use of Sitka Street Park and the Chester Creek Greenbelt south of the park
- Old Rondy Sled Trail (winter only) parallels the existing paved trail to the north of the trail, south of the creek, south of Sitka Street Park – brush and it's good to go in winter.
- Senior Center trail off Karluk/20th Spur could be connected to Old Rondy trail with a bridge (area is wet)
- 20th Street corridor needs a bridge at east end and brushing but it's pretty easy to get to year round.

Routing:

- I strongly support the development of multi-use/mountain bike trails adjacent to the existing paved trails
- I strongly support routing the trails through “traditional camp areas” – if trail routes avoid “traditional camp areas” the problem of environmental degradation and unsavory encounters will persist. Improvement to the trails without disturbing the camps would make them more appealing to the homeless population. Perhaps building a pump trail in each “traditional camp area” would be the best idea. The more engaging the trail design, the more likely the trail will incur more users and hopefully deter camping and other unsavory activities.
- I support routing trails through the camp areas – I am concerned about the increasing trash from camps along this stretch. If we route the trails to avoid the camps we effectively condone the camps and it will continue to be a problem. Of course solutions to the homeless issue should be addressed, but we need to reclaim the parks for safe recreation.

Prioritization:

- Don't waste money bringing in fill to go through wetlands. If an area isn't conducive to single track just let people continue to use the paved trail. Boardwalks would be better than fill.
- Given the limited budget, I think the most important goal is to provide lots of good tie-ins to neighborhoods.
- With limited funds, don't just duplicate existing paved trail (such as trail segment between Woodside Park/Seward Hwy and Hillstrand Pond (largely wetland area).
- Connect the new trails to neighborhood roads as much as possible – easy of accessibility for all

Chester Creek Single Track Trail Project

- Better to use combo of existing paved trail with some dirt trail than tear up existing wetlands and natural areas for another trail.
- There are many trails cut through the woods already and I think maximizing those first and then focusing on where new trail connections can be made would be awesome.
- Suggest focusing efforts on two or three “seasonable” areas with optional skill-building features.

Illegal Camps:

- Concern about how you will keep homeless from accosting riders along more remote sections?
- I’m concerned that without a comprehensive plan to address the homelessness, the trails won’t be enough to activate the spaces. For example, a short section south of the sports complex, right along the creek, used to be very frequently used. Now it’s all but posted to the camps there.
- As far as the homeless goes: my observations is a lot of these people are choosing to live like this. There are many of these people that are dangerous and we need to take back our lovely trail system
- This feels guised as a ploy to move homeless camps out of the greenbelt – but hopefully not at the expense of cyclist safety. How will the city handle this conflicts?
- I am always a proponent of programs that expand access to bike trails, but over the development of this program I have been shocked at the vitriol I have seen towards displaced citizens from an otherwise friendly and inclusive cycling community. I worry that this program will not only serve to further displace Anchorage residents without prospect of addressing the issue of homelessness. Again, I love the prospect of being able to ride single track across the city, I would love to see efforts to support affordable housing, mental health and substance abuse rehabilitation programs.
- It would be great to see an effort made to accommodate the homeless. Donation to low income housing, or real effort to help the homeless.
- What will happen to the people who currently reside in camps along these routes? It seems like the Muni is using us (cyclists and trail users) as a veiled tool of displacement. For the record, I am pro-trail development, but the idea of pushing the camps out for our entertainment (via new trails) irks me. I don’t know what the budget is for this, but I feel that money would be better spend in our social service programs.

Statements of Concern or Outstanding Questions:

- Will the trails be lit for safety? Who will patrol, who will maintain? Some of the trails in the video look pretty overused.
- Project is a great idea with one serious concern: intersections with the paved trail and the sections of single track.
 - The existing trail is a well-used trail for all types of people from kids learning to ride a bike to the elderly walking the corridor. There are many other areas of town for

Chester Creek Single Track Trail Project

technical trails and even intermediate level single track like Kincaid's STA. If single tracks are put into Chester Creek it should be very easy and not attract speedy and technical riders. Otherwise I don't think it will be safe and will contribute to the already existing perception that serious bikers are taking over the trails and parks.

Statements of Support:

- I am in full support of this project.
- Even small sections of fun single track add a lot of interest, variety and challenge to a run or ride along the trail and could turn what could otherwise be a somewhat boring trip into an exciting urban adventure.
- More positive uses will only help this troubled part of town.
- Consider it an excellent way to ACTIVATE the area for use by the entire community.
- Thank you for initiating this tremendously positive recreational and community building project.
- Chester Creek Trail system is one of the jewels of Anchorage; anything that can promote a healthy lifestyle and encourages people to exercise is beneficial to everyone.
- Overall love the idea of more single track in neighborhoods; it would be great to not have to drive to get to bike trails.
- Single track would add fun elements to the parks used by families, increases use that would discourage chop shop operations that thrive in the woods now, make another path for bike commuters, dog walkers would love it (would be a great addition to the dog park at Valley of the Moon), reduces litter, needles, etc. that is there now and would overall be a fun addition to Anchorage!
- Great concept overall and will be great for bikes, runners and walkers alike.
- As someone who lives close to the project corridor and uses the paved trail system often, I'm very excited about this idea.
- The proposed trails are really exciting.
- Totally supportive of this project, appreciate the early efforts to engage the public for input and ideas. There is a very large constituency of people who tend to be dependable voters who are very enthusiastic and supportive of this project.
- I grew up riding and building social trails around Chester Creek – thank you for working on actual single track trails!
- Improved trails for biking, hiking, and skiing improves the quality of life in Anchorage. It promotes healthy and civic discourse by bringing people together with a shared common interest. We need these trails.
- I support all of the trails you can build – please make sure we can feel safe using them!
- I've been commuting by bike along the Chester Creek Trail for more than 15 years – I've been chased, yelled at, threatened and pushed, I've had knives brandished and garbage thrown at me by people marginalized by our society. I've ridden by MOUNDS of trash. These new trails won't solve the issues that plague these people, but these trails WILL help prevent these camps from becoming a permanent fixture along Chester Creek.
- Whatever is done will be positive for our city.

Chester Creek Single Track Trail Project

- Looking forward to helping build this great trail system
- This project is a fantastic idea. A parallel trail to Chester Creek connecting neighborhoods will give many mid-level adventurous residents a quality mountain biking experience. This will also be good for businesses and tourism, giving visitors a place to ride without having to figure out how to get to Hillside or Kincaid.
- This trail project is a wonderful idea and will only add to the incredible active outdoor lifestyles of Anchorage citizens. Hopefully the city will have many volunteer trail building days to get the users involved and create a sense of ownership and appreciation for the work it takes to build a trail.
- This would help develop the future of our city – schools could benefit from these trails and offer outdoor PE classes, our youth and our future will benefit.
- I wholeheartedly support the efforts being made to increase the number of safe trails available for Anchorage residents to use.

Map Comments:

Geographic Comments:

- Bring the trail to Spenard and build pocket park in former Frisbee golf course
- In segment just west of C street to Valley of the Moon, stay on north side of trail to minimize traffic crossing busy section of paved trail
- Old paved trail between Westchester Lagoon and the Bunker St Spur on the south side of the creek is deteriorating and unmaintained – turn it into single track too
- Focus between Valley of the Moon to Gambell Street for improvements
- Tons of walking trails north of Valley of the Moon between E Street and C Street – would love single track system for kids and a diagonal southeast route
- Connect Sitka Park to single track system
- Connect the 16th and E intersection directly to the pedestrian bridge between C St and the C St. Spur
- Existing social trail south of Chester Creek Trail at the C St Spur is already too close to the creek
- Build entry level pump track for kids near the Chester Creek Sports Complex, between C Street and the complex
- Would be fun to have more hills like the slope near the 23rd Ave Spur
- Increased traffic on the 23rd Ave Spur multi-use trail would be great
- Use more of the space around the Juneau Spur, south of Woodside Park, and the area not currently labeled as park property (proposed New Trail-natural surface trail in the area) – there are good hills and could connect a beginner loop to neighborhood, encouraging more use
 - Support the development of the existing social trail, moderate improvements shown between the 23rd Ave Spur and the Eagle Street Spur
 - Excellent terrain for a trail, now completely unused

Chester Creek Single Track Trail Project

- Add pump track between Seward Hwy and Juneau St Spur
- Follow AWWU Sewer ROW south of the E 20th Ave Spur
- Senior Center Trail Spur running east could connect to Old Rony cut on south side of the creek
- Spur loop around/through Sitka Street Park!
 - Build class 3 Sitka Loop with raised platform in the middle for nature education, enjoyment and astronomy
- Add connection across Chester Creek to Sitka Park on the east side, west of Hillstrand Pond
- At light pole IZO on Chester Creek Trail, south of Sitka Street Park, there is a trail through the woods to the creek where the population of illegal campers use both sides of the creek but prefer the north side.
- Old Fur Roundy Sled Trail is north of paved Chester Creek Trail and south of the creek, south of Sitka Street Park. Easy winter use if brushed.
- Update/fix bridge off Sitka Street into Sitka Street Park. Create/widen path around the perimeter of Sitka Street Park and possibly build/extend boardwalk for birders and astronomers – no lights please
- Leave existing social trail north of Lake Otis Spur as is/Class 2 as it's a fun single track
- Trails south of Chester Creek Trail between Lake Otis and Goose Lake should have skill loops/skills park that come off the main single track trail – add a teeter totter
- Would love a small loop through the woods between Goose Lake Parking lot and Northern Lights
 - Keep existing social trails in this area as class 2
- Trail shown as existing social trail, moderate improvements, on the south west of the greenbelt between Lake Otis and creek undercrossing of Northern Lights is fun in the winter and if improved would be fun in the summer too
 - Keep this trail class 2 – both minor improvements and moderate improvement social trails between Lake Otis and Goose Lake
 - Keep this area as winter biking only
- Bridge work on Bumstead is needed
- Very heavy dog-walk users between Tikishla Park, Goose Lake, and Lake Otis
- Any "improvements" in the Natural Resource areas of Tikishla Park must be consistent with the park's Master Plan. New skills trails are not.
- Add pump track around the perimeter of Tikishla (between the Tikishla Park Spur and the E 20th Ave Spur connections to the main Chester Creek Trail)
- Existing Chester Creek Trail connection shown on map from Nichols St, north of Community Park Loop, to Bragaw St "doesn't exist here – verify connector and the potential for a connector to Russian Jack Springs Park"

General Comments:

- New trail should be multi-use
- Plans should show where bridges are needed
- More trail less tents
- I like clear bike trails with no violence – I've been scared using the trail

Chester Creek Single Track Trail Project

- If waterbodies or wetlands cannot be avoided, use the opportunity to install environmental education infrastructure
- Make sure that you cut a narrow path only- no more than 4'
- Route improved new trails through camp areas to discourage camping in park
- Innetube skinny bridges over wetlands to build trail connections
- Suggest directional east and west trails that split off and rejoin for uni-direction trail – better flow, reduce conflicts
- Winter only single track use on trails proposed on wetlands

DRAFT

WMS Archive File Name: _____

WMS WATERCOURSE MAPPING SUMMARY

Per the requirements for watercourse verification outlined in Project Management and Engineering Operating Policy and Procedure #8 and Planning Department Operating Policy and Procedure #1 (effective June 18, 2007), MOA Watershed Management Services has inspected the following location for the presence or absence of stream channels or other watercourses, as defined in Anchorage Municipal Code (21.35).

- Project Case Number or Subdivision Name: Chester Creek Greenbelt
- Project Location, Tax ID, or Legal Description: Chester Creek Greenbelt from Valley of the Moon Park (1890 C St.) to Goose Lake Park (3811 AAA Dr.)
- Project Area (if different from the entire parcel or subdivision): MOA owned parcels in Chester Creek Greenbelt

In accordance with the requirements and methods identified, WMS verifies that this parcel, project area, or application:

_____ **DOES NOT** contain stream channels and/or drainageways, as identified in WMS field or archival mapping information.*

X _____ **DOES** contain stream channels and/or drainageways **AND** these are located and identified on submittal documents in general congruence with WMS field and archival mapping information.
*New or additional mapping **IS NOT REQUIRED**.**

_____ Contains stream channels and/or drainageways **BUT** one or more streams or other watercourses:

- are **NOT** shown on submittal documents, or
- are **NOT** depicted adequately on submittal documents for verification, or
- are **NOT** located or identified on submittal documents in general congruence with WMS field and archival mapping information.

*New or additional mapping **IS REQUIRED** and must be re-submitted for further review and verification.**

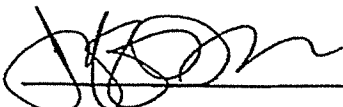
_____ Presence of stream channels and/or drainageways is unknown **AND** field verification is not possible at this time. WMS will verify as soon as conditions and prioritized resources allow.

* Streams omitted in error by WMS or others remain subject to MOA Code and must be shown in new mapping upon identification of the error.

ADDITIONAL INFORMATION:

☐ Y	☐ N	WMS written drainage recommendations are available.	☐ Preliminary	☐ Final
☐ Y	☐ N	WMS written field inspection report or map is available.	☐ Preliminary	☐ Final
☐ Y	☐ N	Field flagging and/or map-grade GPS data is available.		

Inspection Certified By:



Date:

2/22/19

DEPARTMENTAL COMMENTS



THE STATE
of **ALASKA**
GOVERNOR MICHAEL J. DUNLEAVY

Department of Transportation and
Public Facilities

Program Development and Statewide Planning
Anchorage Field Office

4111 Aviation Avenue
P.O. Box 196900
Anchorage, AK 99519-6900
Main number: 907-269-0520
Fax number: 907-269-0521
Website: dot.state.ak.us

April 10, 2019

David Whitfield, Senior Planner
MOA, Community Development Department
Planning Division
P.O. Box 196650
Anchorage, Alaska 99519-6650

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APR 10 2019

PLANNING DEPARTMENT

RE: MOA Zoning Review

Dear Mr. Whitfield:

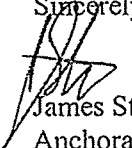
The Alaska Department of Transportation and Public Facilities (DOT&PF), Central Region Planning Field Office has no comments on the following zoning cases:

- 2019-0055: 3211 Denali Street
- 2019-0056: 2800 O'Malley Road

The DOT&PF Central Region Zoning and Platting Review Committee has comments on the following zoning cases:

- 2019-0047: Debora Subdivision, Block D, Tract D1
 - ADA ramps require permanent interest and construction of a fully compliant ramp on the northeast corner of Old Glenn Highway and North Juanita Loop.
 - Plan to use DOT&PF or MOA ADA checklists when designing ramp.
- 2019-0052: Trail Review of the Chester Creek Urban Singletrack Trail Project
 - All work that impedes on DOT&PF Right of Ways will require an OAR application.
 - Design will be subject to DOT&PF review.
 - Design will have bridge setback and hydrology requirements. Recommend coordination with applicable DOT&PF sections.
 - DOT&PF Bridge Design approval of any new structures in ROW is required.
 - Controlled Access Break request required.
 - Design must accommodate for future widening of A & C Streets, specifically in regards to non-motorized facilities.

Sincerely,


James Starzec
Anchorage Area Planner

Cc: Tucker Hurn, Right of Way Agent, Right of Way, DOT&PF
Scott Thomas, P.E., Regional Traffic Engineer, Traffic Safety and Utilities, DOT&PF
Jim Amundsen, P.E., Highway Design Group Chief, DOT&PF
Paul Janke, P.E., Regional Hydrologist, Hydrology DOT&PF



MUNICIPALITY OF ANCHORAGE

Anchorage Health Department



Anchorage
Health
Department

Date: April 10, 2019

To: Planning Department, Current Planning Division

Thru: *CL* Christy Lawton, Public Health Division Manager

From: *JN* Janine Nesheim, Environmental Sanitarian III

PLANNING DEPARTMENT

Subject: Comments Regarding CUP 2019-0052, NevinsLavtar, Maeve, MOA Parks & Recreation Department, Trail Review of the Chester Creek Urban Singletrack Trail Project for Development of multi-use Urban Singletrack Trails within the existing Chester Creek Greenbelt from Valley of the Moon Park to Goose Lake Park

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APR 10 2019

No Comment.

MUNICIPALITY OF ANCHORAGE



Development Services Department

Private Development Section

Mayor Ethan Berkowitz

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APR 09 2019

MEMORANDUM

PLANNING DEPARTMENT

Comments to Urban Design Commission Applications/Petitions

DATE: April 9, 2019
TO: Dave Whitfield, Planning Section Supervisor
FROM: Brandon Telford, Private Development Plan Review Engineer
SUBJECT: Comments for Urban Design Commission
Public Hearing date: May 8, 2019

Case 2019-0052 – Trail Review of the Chester Creek Urban Singletrack Trail Project for development of multi-use Urban Singletrack trails within the existing Chester Creek Greenbelt from Valley of the Moon Park to Goose Lake Park.

Department Recommendations:

Private Development has no comment on the Trail Review.

MEMORANDUM

DATE: March 28, 2019

TO: Dave Whitfield, Planning Manager, Planning Section, Planning Division

FROM: Paul Hatcher, Engineering Technician III, Planning Section, AWWU 

RE: Zoning Case Comments

Hearing date: May 8, 2019

Agency Comments due: April 10, 2019

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AWWU has reviewed the materials and has the following comments. PLANNING DEPARTMENT

2019-0052 CHESTER CREEK TRAIL, Trail Review of the Chester Creek Urban Single-track Trail Project for development of multi-use Urban Single-track Trails within the existing Chester Creek Greenbelt from Valley of the Moon Park to Goose Lake Park, Grid N/A

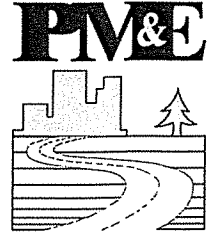
1. AWWU water and sanitary sewer are in the area.
2. AWWU has no objection to this trail review.

If you have any questions pertaining to public water or sewer, please call 564-2721 or send an e-mail to paul.hatcher@awwu.biz





Municipality of Anchorage
Project Management and Engineering
MEMORANDUM



DATE: March 28, 2019

RECEIVED

To: Dave Whitfield

MAR 28 2019

FROM: Steven Ellis

PLANNING DEPARTMENT

SUBJECT: Comments from Watershed Management Services.

Watershed Management Services (WMS) has the following comments for the May 8, 2019 Urban Design Commission hearing.

2019-0052, Review of the Chester Creek Urban Single Track Project. WMS has the following comments.

The plans provided are not drawn to the detail necessary to make a definitive decision for the exact flood hazard requirements. It is safe to say a Flood Hazard Permit will be required for some areas of the proposed trails. When MOA Parks and Recreation has more detailed plans they are encouraged to use the flood hazard maps at <http://anchoragestormwater.com>, confirm what portions of the project are in the mapped flood plain, and then consult with Watershed Management Services for flood hazard permitting requirements.