

# CHAPTER 2.0 EXISTING CONDITIONS

Documentation of the existing conditions is based on field visits to the site, and a review of previous planning efforts and resource studies for the area. Information gathered on the site was previously documented in a Visual Assessment report (DOWL 2003) and a Hydrology, Wetlands, and Wildlife Habitat Report (DOWL 2004). The information in this plan relies on these earlier documents but has been updated where possible.

## Visual Assessment

The Visual Assessment document (May 2003) addressed the developed western portion of the site and only part of the master plan area east of Bragaw Street (Figure 2). In addition to documenting the existing natural resources and human environment of the area, it identified the significant site features for various areas. The positive visual attributes in the foreground areas included landscape buffers, wetlands, undeveloped forest, trails and educational signs along the trails. The positive visual attributes in the background included the forested areas to the south and the distant views of the mountains to the east.

## Topography

The topography of this site is relatively flat. Traveling from the eastern end of the site to the western end, there is an 80-foot elevation change, and from the north to the south there is an elevation change from 0 to 30 feet (Figure 3). Just outside the project boundaries, the topography to the south and east begins to change rapidly. First dropping in elevation due to the presence of the north and south forks of Campbell Creek, the land then quickly rises into low foothills and then into the Chugach Mountains.

From a master planning perspective, the generally level topography of the site indicates that drainage and erosion problems will not be of great concern. However, a lack of topographical change leaves little opportunity for using natural landforms and elevation changes as a means of defining development areas within the site.



Figure 2: Original Site

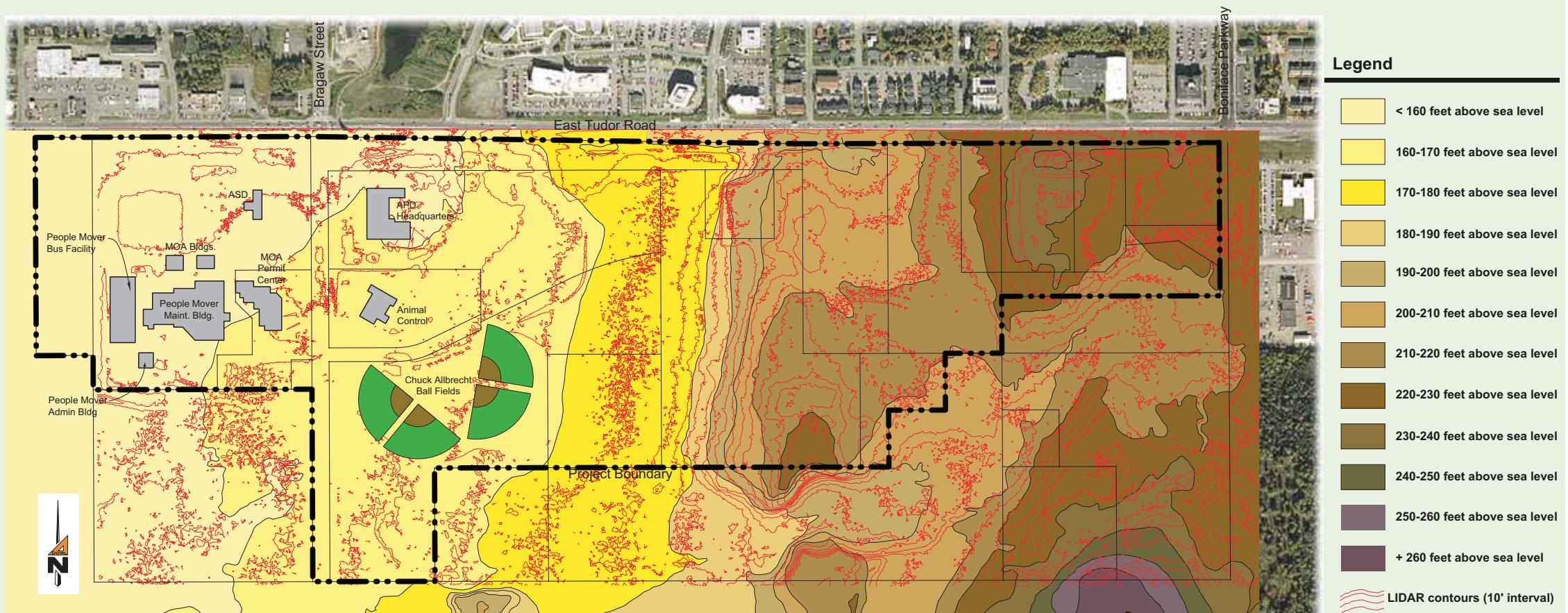


Figure 3: Expanded Site with Topography and LIDAR Data

# CHAPTER 2.1 GEOLOGY AND SOILS

Information from the Natural Resources Conservation Service's (NRCS) *Soil Survey of Anchorage Area, Alaska* indicates that the project site's surficial geology is largely composed of coarse-grained alluvial deposits in abandoned channels and stream terraces. However, the eastern portion of the site contains an area of mixed-coarse and fine-grained glacial and/or marine deposits. This type of deposit is typically laid down in elongated hills.

The project site contains nine different soil types (Figure 4). The soils range in character from Kashwitna-Kichatna complex, a soil generally well suited to land use and development, to Doroshin Peat, a soil type with a limited ability due to its high water table, organic material, and frost action, characteristics that result in significantly higher development costs. Table 2.1 lists the soil types found within the project site and their characteristics.

In terms of land use and future development possibilities, a significant portion of the site's soils have already been urbanized, particularly on the western side. The undeveloped area east of the existing APD headquarters is largely composed of soils that are severely wet and prone to frost action. Future development scenarios should recognize and consider this factor.

Soil Name and Map Key	Shallow excavations	Dwellings, no basements	Dwellings, with basements	Small Commercial buildings	Local roads and streets
Cryothents and Urban Land: 406/407	Very limited: Cutbanks cave; depth to dense layer; content of large stones	Somewhat limited: large stones	Somewhat limited: large stones	Somewhat limited: large stones	Somewhat limited: Frost action; content of large stones
Doroshin Peat: 417	Very limited: Depth to saturated zone; cutbanks cave; content of organic matter	Very limited: High water table; organic material; subsidence	Very limited: High water table; organic material; subsidence	Very limited: High water table; organic material; subsidence	Very limited: Depth to saturated zone; frost action; subsidence
Jacobsen-Disappear-Doroshin complex: 425	Very limited: Ponding; depth to saturated zone; content of organic matter; cutbanks cave	Very limited: Ponding; subsidence; high water table; organic material	Very limited: Ponding; subsidence; high water table	Very limited: Ponding; subsidence; high water table; organic material	Very limited: Ponding; depth to saturated zone; subsidence; frost action
Kashwitna-Kichatna complex: 431/432	Very limited: Cutbanks cave; slope	Not to Somewhat limited: slope	Not to Somewhat limited: slope	Not/Somewhat/Very limited: slope	Not/Somewhat/Very limited: slope; frost action
Moose River-Niklason complex: 437/438	Very limited: Depth to saturated zone; cutbanks cave; flooding	Very limited: Flooding; high water table	Very limited: Flooding; high water table	Very limited: Flooding; high water table	Very limited: Depth to saturated zone; frost action; flooding
Pioneer Peak silt loam: 441	Very limited: Depth to saturated zone; cutbanks cave	Somewhat limited: High water table	Very limited: High water table	Somewhat limited: High water table; slope	Somewhat limited: Depth to saturated zone; frost action

Table 2.1: Soil Types



Figure 4: Soils Information



# CHAPTER 2.2 HYDROLOGY, WETLANDS AND WILDLIFE HABITAT

Although the master plan area contains no lakes or creeks, the north and south forks of Campbell Creek flow just to the south of the area, before converging about a half mile to the west. Both University Lake and Mosquito Lake lie about a mile to the north. Class A, B, and C wetlands exist on the project site (Figure 5). The Class A wetlands are located along the southern border of the project site, primarily along the Campbell Creek floodplain, southwest of the Chuck Albrecht Ball Fields, and south of the State of Alaska Food Safety and Health Laboratories.

The 1974 FNPB Master Development Plan states that there is an abundance of wildlife in the Campbell Tract including moose, muskrat, mink, beaver, and anadromous fish in both forks of the Campbell Creek. The moose are particularly prevalent during the winter because of the available food supply. The vicinity of streams is the preferred habitat of muskrat, mink, and beaver. There is waterfowl nesting and feeding habitat along the North Fork Campbell Creek.

In 1983 Hogan and Tande published a study entitled *Vegetation Types and Bird Use of Anchorage Wetlands* in which 11 wetlands in the Anchorage Bowl were surveyed. None of the surveyed wetlands were located within the project site, but two nearby wetlands were studied: the eastern portion of the Tudor Road Bog wetlands area near Stuckagain Heights Road (now Campbell Airstrip Road) and the North Fork Campbell Creek wetlands. At the Tudor Road Bog, 14 bird species were recorded and 21 species were recorded at the North Fork Campbell Creek wetlands.

The Tudor Road Bog had a high average density even though no birds were observed during the spring migration survey date. Hogan and Tande concluded this absence was due to the lingering ice and snow still covering the vegetation. Thirteen species were observed during breeding season, and it is possible that all were breeding in this location. The report assumes that the breeding season's highest density species were likely visitors from their preferred habitat in the spruce and birch forest edge (redpolls, juncos, white-winged crossbills, and ruby-crowned kinglets). Density was high during the fall migration survey as compared to other surveyed wetlands. Hogan and Tande conclude that this was mostly due to migrating black-capped chickadees, boreal chickadees, juncos, and redpolls.



Figure 5: Hydrology and Wetlands

The North Fork Campbell Creek wetland had fewer than two birds per hectare (ha). During spring migration, four species were recorded; these were mallards, green-winged teals, yellow-rumped warblers, and black-capped chickadees. During breeding season, mallard and wigeon nests were spotted as were a brood of green-winged teals. A number of species were recorded during the breeding season: pintails, wigeon, lesser yellowlegs, least sandpipers, common snipe, alder flycatchers, violet-green swallows, ruby-crowned kinglets, robins, song sparrows, dark-eyed juncos, rusty blackbirds, white-winged crossbills, and pine siskins. The fall season survey recorded three species: white-crowned sparrows, belted kingfishers, and gray jays.

Regarding mammalian habitat, Hogan and Tande recommend that the winter moose browse of the Tudor Road Bog wetlands be maintained. This was the only location "with extensive willow vegetation types offering moose preferred winter browse not common elsewhere" (p.102).

To add to the baseline data gathered in Hogan and Tande's *Vegetation Types and Bird Use of Anchorage Wetlands*, the U.S. Fish and Wildlife Service conducted a follow up study of six Anchorage wetlands and their associated bird habitat. The Tudor Road Bog was among those wetlands studied. Three bird censuses were conducted on all 12 acres of the Tudor Road Bog during the spring and summer of 1988. A total of 13 species were observed during the census period. These included waterfowl, shorebird, and passerine species: mallard, common snipe, alder flycatcher, ruby-crowned kinglet, American robin, water pipit, orange-crowned warbler, yellow-rumped warbler, Lincoln's sparrow, white-crowned sparrow, dark-eyed junco, common redpoll, and pine siskin. The mean bird population density of the Tudor Road Bog measured 7.32 birds/ha and bird species diversity was 2.02. In August 2004, a Hydrology, Wetlands, and Wildlife Habitat report was completed for the 3500 Tudor Road Master Plan area (DOWL 2004). The report provided updated information on the following: water table, drainage patterns,

hydrology and wetlands, LIDAR (Light Detection And Ranging) data and topography, and test boring location maps. This document provides a summary of all the available background information regarding the hydrology, wetlands, and wildlife habitat of the 3500 Tudor Road Master Plan area. After meeting with the regulatory agencies, this document was intended to provide the necessary information to determine the extent and value of these environmental resources.

Subsequent meetings with the MOA hydrologist and the regulatory agencies determined that the current wetlands to the north of the proposed 48th Avenue extension do not provide a substantial amount of water to the wetlands to the south. With the LRTP recommending the extension of 48th Avenue through this area, it was determined that the hydrologic value of these wetlands would be limited functionally. The wetlands would possibly dry out and would have little value in cleansing water before it reaches



Class A wetlands to the south. It was determined that the focus should be on preserving as much wetland and open space as possible on the south side of the proposed 48th Avenue extension. The control of the quality and quantity of runoff on the north side of the 48th Avenue extension should be addressed through the development of sedimentation basins that can detain, treat, and distribute the flow of water back to the wetlands. The recommendations section of this master plan outlines these requirements in more detail.

#### Wildlife Habitat

The Alaska Department of Fish and Game (ADF&G) reviewed the development concept plans that showed areas suitable for development and areas proposed for open space. The ADF&G did not have any documented information on wildlife migration routes or browsing patterns. The experience of the state biologists is that moose and bear activity are prevalent in the project site with bear concentrated primarily along Campbell Creek.

It was noted in a meeting with state biologists that bear and moose frequent the Class B wetlands to the east and west of the substation. The wetlands to the west of the substation are known as a rutting area for moose. In addition, black and brown bears have been seen extensively using the Campbell Creek corridor and these wetland areas. The biologists noted that bear and moose are frequently found in the neighborhoods to the north of Tudor Road and that moose and bear would likely continue to move between the Campbell Creek corridor and the areas north of Tudor Road regardless of whether large development barriers were created or if open space corridors were preserved.



1. Salmon in Campbell Creek



2. Bear



3. Rabbit tracks



4. Interpretive signage on the Campbell Creek Trail



5. Moose



# CHAPTER 2.3

## VEGETATION

The portion of the master plan area that lies west of Bragaw Street is largely developed and void of natural vegetation. There are mature and well-maintained landscape areas with large spruce and birch trees as well as assorted shrubs and turf areas. There is a small area of naturalized vegetation along the southwest corner of the Tudor Road and Bragaw Street intersection. A vegetated buffer also runs along the western side of Bragaw and can be characterized as a mixed upland forest. Unfortunately, this vegetated buffer shares space with overhead utility lines and poor maintenance practices have resulted in the shearing and topping of trees growing beneath the lines. Low-lying and wet, the vegetation in this area does not appear to be thriving. The existing landscape should be maintained and incorporated into any future development. There may be an opportunity to use the low-lying corner of Bragaw Street and Tudor Road as a storm water storage and biological treatment area.

The portion of the project site lying east of Bragaw is only partially developed with the APD headquarters facility, ball fields and Animal Control on the west end, Chugach Electric Association, Inc. (CEA) in the center and lab facilities at the northeast end. A 120-foot, vegetated buffer strip travels along the northern border of the project site adjacent to the Tudor Road corridor. This vegetated buffer can be characterized as a mixed upland forest of spruce, birch, cottonwood, and alder. East of the APD is a mostly low-lying sparsely forested area, which is the beginning of the Class B wetlands area. Aerial photography indicates a large upland mixed forested area, running in a north/south direction, exists between the two Class B wetlands on the site. This change in vegetation is likely due to the presence of glacial moraine deposits mentioned earlier in the geography discussion. The CEA substation is located on the north end of the ridge.



6. Weeping Birch on northwest portion of the site



8. Landscape along southwestern boundary



9. Topped trees along Bragaw Street



7. Birch trees at edge of black spruce forest east of APD Headquarters Facility



10. Black spruce forest east of APD Headquarters Facility

# CHAPTER 2.4 EXISTING LAND USES

The 3500 Tudor Road Master Plan area is located in a PLI zoning district. This zoning district was established for “areas of significant public open space, major public and quasi-public institutional uses and activities, and land reserves for which a specific use or activity is not yet identified” (AMC 21.40-4). As illustrated in Figure 6, the area currently includes the following buildings and uses: the APD headquarters building as well as one new police vehicle lot and two impound vehicle lots; People Mover public transit administration building and parking and maintenance garages; the MOA Risk Management Department; the MOA Permit Center and facility maintenance building; the Anchorage School District (ASD) school bus parking, bus fueling, maintenance garage, and support buildings; the Animal Control facility; the Chuck Albrecht Softball Complex; the CEA Substation; the State of Alaska Department of Transportation and Public Facilities (DOT&PF) Maintenance Facilities; the State of Alaska Food Safety and Health Laboratories; and the Tozier Track. All of these existing uses are acceptable within the PLI zoning district as either permitted principal uses, permitted accessory uses, or conditional uses.

The area also contains important recreation trails including the Campbell Creek Trail, the Tour of Anchorage Trail, and multiple mushing trails.

Existing land use to the west of the master plan area consists of mixed densities of residential development, to the south are park and open space lands, to the east are institutional uses, and to the north are a mix of land uses including commercial, institutional, and residential.

Anchorage 2020, the comprehensive plan for the Anchorage Bowl, does not specifically address the 3500 Tudor Road Master Plan area. A Generalized Land Use Plan Map has been developed to assist in implementation of the Anchorage 2020 comprehensive plan and has received concept approval from the Anchorage Assembly. The Land Use Plan Map designates the 3500 Tudor Road Master Plan area east of Bragaw as Community Facility and the portion west of Bragaw as Community Facility and Special Study Area. This land use plan map designation includes specific land use designations for Schools and Community Institutional, Major Institutional, and Public Utility/Facility. The master plan area is currently classified

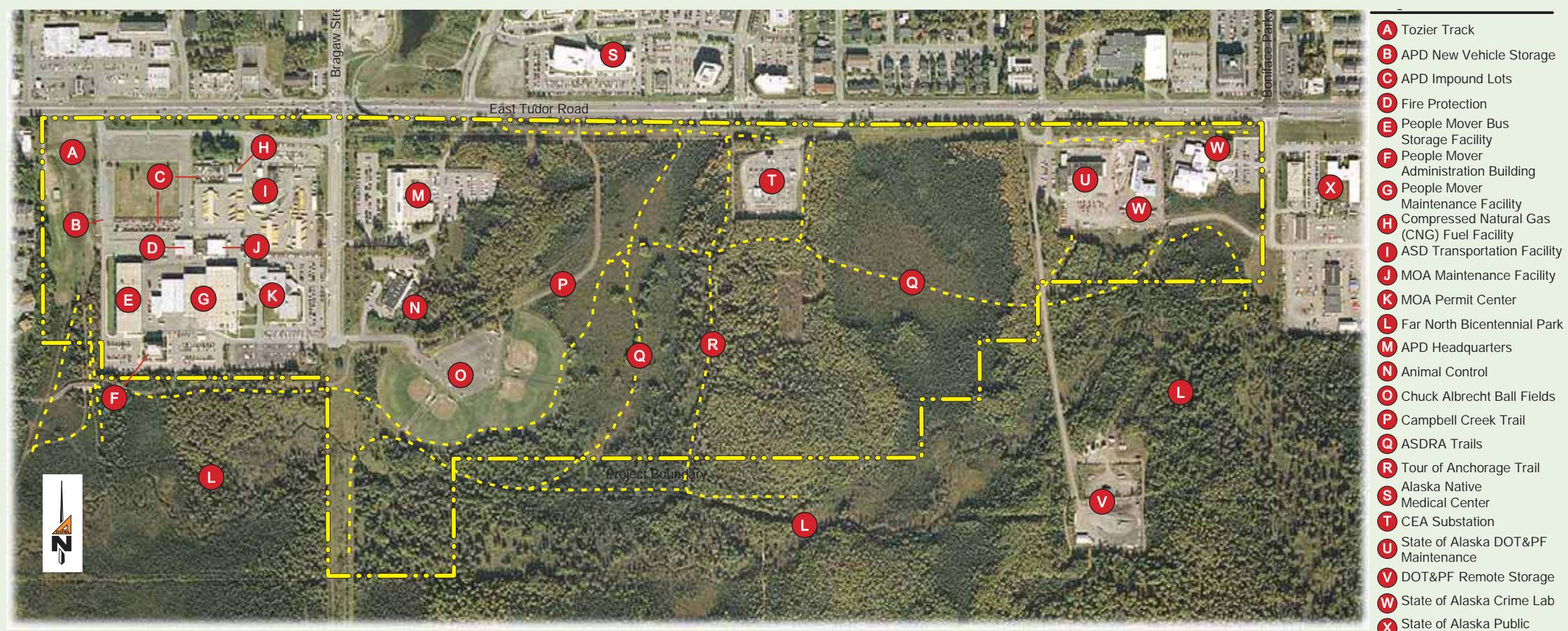


Figure 6: Existing Development

as Schools and Community Institutional which reflects a lower density of public facility development. If a higher density of public facility development is anticipated north of 48<sup>th</sup> Avenue, it may be prudent to change the Land Use Plan Map designation to Major Institutional. These land use designations correspond to the existing PLI zoning category.

As discussed previously, three land use plans have addressed this area to date: the 1974 FNPB Master Development Plan, the 1985 Updated FNPB Master Plan, and the 1986 Tudor Road PLI Plan. This update takes into account the policies of the earlier plans, the policies established in Anchorage 2020 and the LRTP, development that has occurred in the area to date, and the current development pressures for public facilities development within the master plan area. Similar to the 1986 plan, this master plan identifies development areas, open space areas, road and trail corridors, and design guidelines intended to result in a quality development that is

compatible with the natural resources and recreational uses of the FNPB to the south of the master plan area. Once adopted by the Anchorage Assembly, this plan will be incorporated as an element of Anchorage 2020.



# CHAPTER 2.5 UTILITIES AND EASEMENTS

Sewer, water, gas, electrical, and telephone utilities currently exist within the developed areas of the master plan area (Figure 7). The undeveloped central portion of the master plan area is not currently served by any utilities. Sewer lines enter the master plan area from Tudor Road and serve all the existing buildings on the West side of Bragaw Street and the facilities at the east end of the area near Boniface Parkway. The sewer lines along Bragaw Street serve the limited development to the east of Bragaw Street (APD, Animal Control, and Chuck Albrecht Fields). Water is provided to the developed areas on the west end from Tudor Road and Bragaw Street. The facilities near Boniface Parkway are served from water lines in the Tudor Road corridor.

The main storm drain for the area runs along the Tudor Road corridor. Additional storm drain systems in the western portion of the master plan area include one along Bragaw Street, one that collects storm water from the developed area west of Bragaw Street, and one that collects storm water from APD and Animal Control. The storm drain system that serves APD and Animal Control connects into the storm drain on Bragaw Street. The storm drain on Bragaw Street and the storm drain system west of Bragaw Street connect into the main storm drain along Tudor Road (Figure 7).

Existing easements within the master plan area include: gas, water, electrical, telecommunication, general utility, fire hydrant, sanitary sewer, public use, storm drain, trail, buffer landscape, and greenbelt easements. Figure 8 illustrates the location, orientation, and extent of these easements.

A landscape greenbelt easement was established along the south side of Tudor Road during platting of this area. Although the area does contain electric utilities which require some clearing on an ongoing basis, the area also contains trails and low vegetation that serves as open space and buffering.

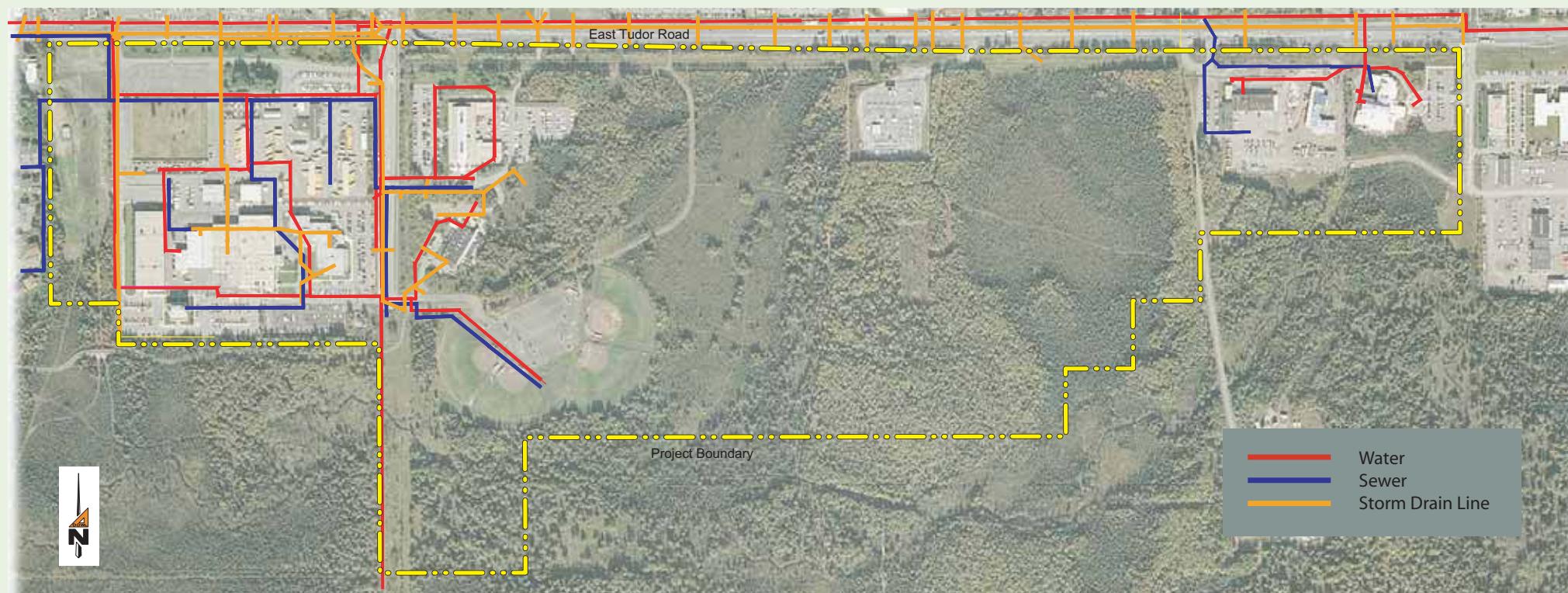


Figure 7: Existing Utilities

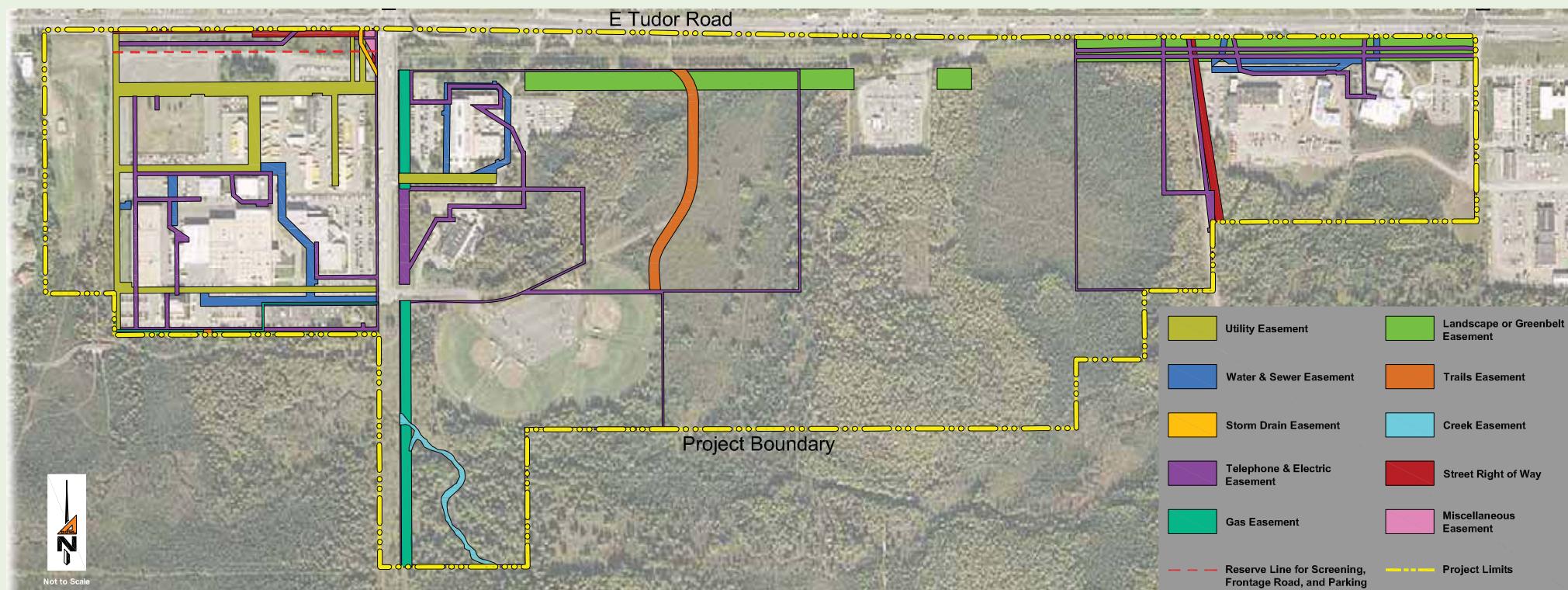


Figure 8: Existing Easements



# CHAPTER 2.6 EXISTING CIRCULATION AND PARKING

The master plan area consists of two parts with Bragaw Street as the dividing line. This analysis will look at the access and circulation for each part separately. For convenience, the master plan area west of Bragaw Street will be called the West Side, and the master plan area east of Bragaw Street will be called the East Side (Figure 9).

## Vehicle Access to the Site

**Traffic Flow to the West Side** – Vehicle access to the West Side uses either Tudor Road (45,000+ Average Daily Traffic (ADT) and 45 miles per hour posted speed) or Bragaw Street (2,000+ ADT with 35 mph posted speed). Tudor Road is a four-lane Major Arterial and Bragaw Street in this area is a four-lane Minor Arterial as shown on the Official Streets and Highways Plan (OSHP). Bragaw Street is currently being extended, with construction to be completed in October 2007, to the south to Abbott Loop Road. The projected volumes for the Abbott Loop Road Extension from the proposed Dowling Road connection are 27,900 ADT with a 45 mph posted speed. These 2025 projections assume the proposed extension of 48<sup>th</sup> Avenue.

Eastbound traffic on Tudor Road can access the West Side through a right-turn-in/right-turn-out curb cut at the northwest corner of the parcel (Figure 10). Vehicles from all other areas must use the Tudor Road and Bragaw Street signalized intersection for access to Bragaw Street and then into the site. The Tudor Road and Bragaw Street intersection operates at level of service (LOS) E during peak hours. The DOT&PF recently completed a project to expand an eastbound/southbound turn lane to help with traffic flow at this intersection. The adopted LRTP justifies the need to reduce the traffic congestion at the Tudor Road and Bragaw Street intersection with the extension of 48<sup>th</sup> Avenue from Bragaw Street to Boniface Parkway.

**Traffic Flow to the East Side** – Vehicle access to the East Side uses the curb-cut on Bragaw Street, shared by the APD and the Animal Control facility. This curb-cut serves an internal road that accesses the west, south, and east sides of the APD facility and Animal Control. There is also a short extension of 48<sup>th</sup> Avenue to the east from Bragaw Street that provides access to the Chuck Albrecht ballfields. The CEA electric substation and the DOT&PF maintenance facility have access drives from Tudor Road. The APD also has an exit only access onto Tudor



Figure 9: Access to East and West Side Areas

Road. Access to the State of Alaska Food Safety and Health Laboratories is from the Boniface Parkway extension south of Tudor Road.

The LRTP recommends the extension of 48<sup>th</sup> Avenue from Bragaw Street to the east where it is envisioned to intersect with Boniface Parkway and Tudor Road. This will provide for much greater access into the East Side of the master plan area. A planned connection from the future 48<sup>th</sup> Avenue extension to Tudor Road near the CEA substation (Tudor Centre Drive), will provide another access point for the East Side.

## Vehicle Access from the Site

**Traffic Flow from the West Side** – Through the internal site roadways, vehicles can leave the West Side going eastbound by using the right-turn out only curb-cut to Tudor Road at the northwest corner of the area. Vehicles wanting to go westbound or northbound must first use the internal roadways to gain access to Bragaw Street and then to the congested signalized intersection at Tudor Road and Bragaw Street.

**Traffic flow from the East Side** – Vehicles leaving the East Side can exit via the joint curb-cut on Bragaw Street, gaining access to the Tudor Road and Bragaw Street

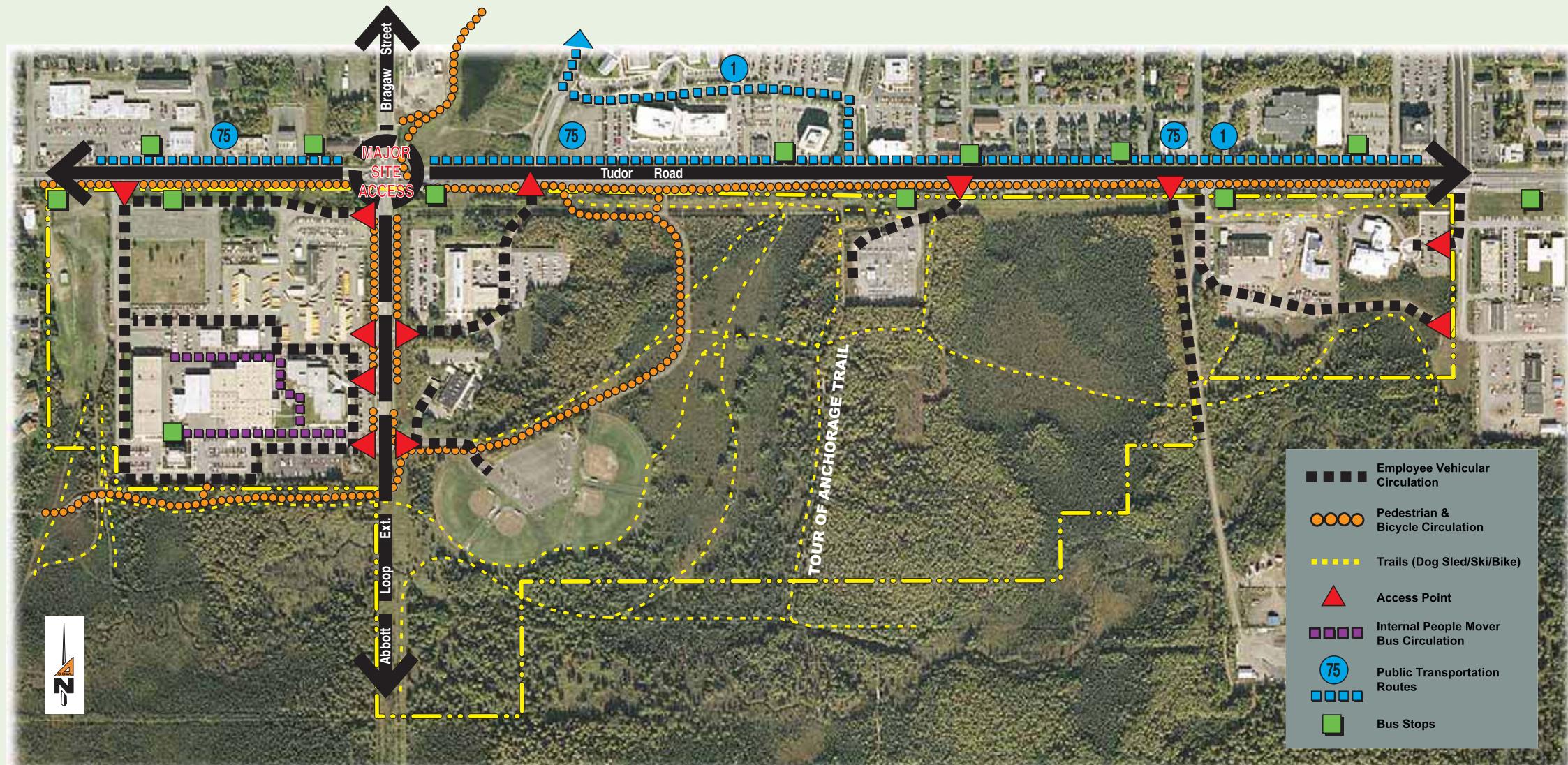


Figure 10: Existing Circulation



intersection. Under current conditions, the rear of the APD facility is designated for employee vehicle parking only. This rear area does have a right-turn out only curb cut to Tudor Road signed for employee use only. The CEA Substation and the DOT&PF Maintenance Facility both have access drives out to Tudor Road. The State Food Safety and Health Laboratories have an access road off Boniface Parkway, south of Tudor Road. With the extensions of Abbott Loop Road, 48<sup>th</sup> Avenue, and Tudor Centre Drive, access into and out of the site will change. A new traffic signal is planned for the intersection of 48<sup>th</sup> Avenue and Bragaw Street. This will affect the traffic flow for both the East and West Sides, providing a controlled intersection for access into and out of these sites.

#### **Internal Vehicle Access within the Site**

**Traffic flow within the West Side** – The internal roadway system provides connections between the various facilities and access to Tudor Road and Bragaw Street. Each of the existing building tenants has little interaction with the others so internal site travel is at a minimum. Some additional internal traffic is generated due to the eastbound traffic backup on Tudor Road during the afternoon rush hour. When this occurs, ASD and People Mover buses, Permit Center employees and even APD police vehicles sometimes use the northerly frontage road (paralleling Tudor Road to the south) or the southerly ring road (south of the People Mover Facility and then heading north to Tudor Road) to bypass the traffic backup at the Tudor Road and Bragaw Street intersection. While this marginally reduces the traffic on Tudor Road, it also impacts any future designs for this area. The People Mover buses use a circuitous route to gain access from Tudor Road to the bus storage facility. With the expansion of the Permit Center and its associated parking, this bus routing and safety has been impacted. Any future redevelopment of this area should consider a more direct routing for People Mover bus access to the bus storage facility.

The ASD also plays a key role in the internal vehicle access on the West Side. Their current transportation facility on the West Side is used as a major transfer location for transferring students from one bus to another. The ASD has 121 buses on 90 different routes coming and going from this site everyday. The transfer of students at this location occurs during the morning and afternoon peak traffic hours.

This compounds the traffic issues in the area and should be considered during future development or redevelopment.

**Traffic flow within the East Side** – The APD site design is such that the employee parking and the visitor parking are separate areas within the site. This one road, which appears adequate at this time, serves all of the parking areas as well as access to the APD facility and the Animal Control facility. With individual access points for the CEA Substation, the DOT&PF Maintenance Facility, and the State Food Safety and Health Laboratories, these facilities have adequate circulation.

#### **Existing Public Transportation**

**Description/Analysis of Existing Public Transportation**  
**Public Transportation** - The West Side of the master plan area falls within the Transit Focus Area identified for priority service through the LRTP. The current bus service includes two routes along Tudor Road with hourly off-peak and half-hourly peak hour service. There is no bus service on Bragaw Street south of Tudor Road at this time. The Tudor Road routes are described below.

**Route #75-Tudor** – This route travels along C Street, Tudor Road and Muldoon Road, providing service between downtown Anchorage and the north Muldoon area. The route has bus stops located on both sides of Tudor Road at 1) Dale Street, 2) Florina Street and 3) Bragaw Street. Approximately 50 riders of Route #75 use the Tudor Road bus stops adjacent to the master plan area daily.

**Route #1 - Cross Town Route.** The Cross Town route travels between the Muldoon Transfer Center and Dimond Transit Center via Baxter Road, Tudor Road, Tudor Centre Drive, the Alaska Native Medical Center, UAA, Providence Hospital, Lake Otis Parkway, and Dimond Boulevard. Twenty-two (22) passengers alight or board on Route #1 along Tudor Road between Tudor Centre Drive and Boniface Parkway.

#### **Alternative Transportation**

##### **Pedestrian/Bicycle Access and Trails**

Access to the West Side of the project site on Tudor Road for pedestrians and bicycles is via a 5-foot-plus-wide sidewalk in front of the dog mushing tract and a 9-foot-wide trail along the northern border of the West and East Sides. There is a bus pullout on Tudor Road about 300 feet east of the northwest corner of the West Side, with an 8-foot-wide trail connection south into the West Side. There is also a 5-foot-wide sidewalk on the west side of Bragaw Street south of Tudor Road that has Americans with Disabilities Act (ADA)-accessible ramps at the intersections. The Campbell Creek Trail (10-foot plus width) runs along the southern boundary of the West Side and then turns north, passing through the East Side just south of the Animal Control facility. This trail connects with the trail along the south side of Tudor Road which can be used to access the curved bridge at Tudor Road and Bragaw Street. The Campbell Creek Trail has connections into the West Side at Bragaw Street and southeast of the Transit Administration building. This trail provides an opportunity for a bus-to-bicycle connection for employees of the 3500 Tudor Road Master Plan area. Employees can take transit routes #1 or #2 along Lake Otis Parkway, connect to the Campbell Creek Trail on Lake Otis, and bicycle down the trail to this area.

Along with the pedestrian/bicycle access routes, existing trails running through the East Side of the area make valuable connections to a larger regional trail system. These trails make important links from the trails in FNBP and the BLM Campbell Tract to trail systems north of Tudor Road (the Chester Creek Trail system and the University trail systems) and to the west along the Campbell Creek greenbelt and trail. The Tour of Anchorage (TOA) Trail and the Campbell Creek Trail both connect into the curved bridge overpass at the Tudor Road/Bragaw Street intersection. These important trails, along with the variety of dog mushing trails in the area, must be considered during site development and these links need to be maintained. As development occurs, these trails may move or alignments may change; however, the character and integrity of these trails needs to remain intact. Therefore, careful consideration needs to be taken during planning and development to preserve these connections and the character of the existing trails.

