

Application for Major Site Plan Review

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



PETITIONER*		PETITIONER REPRESENTATIVE (if any)	
Name (last name first)	MOA Project Management & Engineering	Name (last name first)	Huddle AK - Baranko, Lucille
Mailing Address	4700 Elmore Road	Mailing Address	605 W 2nd Ave
	Anchorage, AK 99507		Anchorage, AK 99501

*Report additional petitioners or disclose other co-owners on supplemental form. Failure to divulge other beneficial interest owners may delay processing of this application.

PROPERTY INFORMATION			
Property Tax # (000-000-00-000): 014-641-01-000, 041-061-05-000			
Site Street Address: Far North Bicentennial Park, 9001 Basher Drive, Anchorage AK 99507			
Current legal description: (use additional sheet if necessary) T12N R3W SEC 12 N2NE4, T12N R2W SEC 7			
Zoning: PLI, WS	Acreage: 1.7	Grid #: SW2241/42	Underlying plat #:

SITE PLAN APPROVAL REQUESTED	
Use: Parking Lot - Trailhead	
☒ New SPR	☐ Amendment to approved site plan Original Case #:

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 major 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.

Lucille Baranko

Signature ☐ Owner ☒ Representative (Agents must provide written proof of authorization)

Date

Lucille Baranko, July 16, 2026

Print Name

Accepted by: <i>Paul Hartzel</i>	Poster & Affidavit: 1+1	Fee: \$5,105.00	Case Number: 2026-009	Meeting Date: <i>P20:</i> 09/14/2026
-------------------------------------	----------------------------	--------------------	--------------------------	---

COMPREHENSIVE PLAN INFORMATION**Improvement Area (per AMC 21.08.050B.):** ☐ Class A ☒ Class B**Anchorage 2040 Land Use Designation(s):**

- | | | |
|---|--|--|
| ☐ Large Lot Residential | ☐ Single and Two-family Residential | ☐ Compact Mixed Residential – low |
| ☐ Compact Mixed Residential–Medium | ☐ Urban Residential – High | ☐ Neighborhood Center |
| ☐ Town Center | ☐ Regional Commercial Center | ☐ City Center |
| ☐ Commercial Corridor | ☐ Main Street Corridor | ☒ Open Space |
| ☐ Facilities and Institutions | ☐ Industrial | |

Anchorage 2040 Growth Supporting Features:

- | | |
|---|---|
| ☐ Transit-supportive Development | ☐ Residential Mixed-use Development |
| ☐ Greenway-supported Development | ☐ Traditional Neighborhood Development |

Chugiak-Eagle River Land Use Classification:

- | | | | |
|---|--|---|--|
| ☐ Commercial | ☐ Industrial | ☐ Parks | ☐ Community Facility |
| ☐ Town Center | ☐ Transportation facility | ☐ Special study area | ☐ Development reserve |
| ☐ Residential at _____ dwelling units per acre | | | |

Girdwood- Turnagain Arm Land Use Classification:

- | | | | |
|---|--|---|--|
| ☐ Commercial | ☐ Industrial | ☐ Parks/open space | ☐ Public lands/institutions |
| ☐ Resort | ☐ Transportation facility | ☐ Special study area | ☐ Reserve |
| ☐ Commercial/Residential | ☐ Commercial Recreation | | |
| ☐ Residential at _____ dwelling units per acre | | | |

Neighborhood, District or Other Area-Specific Plan: Listed on a separate sheet**ENVIRONMENTAL INFORMATION** (All or portion of site affected)

- | | | | | |
|--------------------------------|---------------------------------------|---------------------------------|--------------------------------|---|
| Wetland Classification: | ☒ None | ☐ "C" | ☐ "B" | ☐ "A" |
| Avalanche Zone: | ☒ None | ☐ Blue Zone | ☐ Red Zone | |
| Floodplain: | ☒ None | ☐ 100 year | ☐ 500 year | |
| Seismic Zone (Harding/Lawson): | ☒ "1" | ☐ "2" | ☐ "3" | ☐ "4" ☐ "5" |

- | | |
|--|---|
| ☐ Steep Slope > _____ % | ☐ Riparian Stream Setback Area |
|--|---|

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 Corps 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
☒ 8 1/2" by 11" copy of site plan/building plans submittal

14 copies required:

- ☒ Signed application (copies)
☒ Project narrative explaining:
 ☒ the project ☒ planning objectives
 ☒ addressing the site plan review criteria on page 3 of this application
☒ Site plan to scale depicting, with dimensions:
 ☒ building footprints ☒ parking areas ☒ vehicle circulation and driveways
 ☒ pedestrian facilities ☐ lighting ☒ grading
 ☒ landscaping ☒ loading facilities ☒ freestanding sign location(s)
 ☐ required open space ☒ drainage ☒ snow storage area or alternative strategy
 ☒ trash receptacle location and screening detail ☐ fences
 ☐ significant natural features ☒ easements ☒ project location
☒ Building plans to scale depicting, with dimensions:
 ☒ building elevations ☒ floor plans ☐ exterior colors and textures
☐ Assembly Ordinance enacting zoning special limitations, if applicable
☒ Summary of community meeting(s)

(Additional information may be required.)

GENERAL SITE PLAN REVIEW STANDARDS (AMC 21.03.180F.)

The Urban Design Commission or the Planning and Zoning Commission shall review the proposed site plan governed by the general site plan approval criteria for consistency with conformity to the requirements of this title, and the effects of the proposal on the area surrounding the site. Each standard must have a response in as much detail as it takes to explain how your project satisfies the standard. The burden of proof rests with you.

1. The site plan is consistent with any previously approved subdivision plat, planned development master plan, or any other precedent plan or land use approval;
2. The site plan complies with all applicable development and design standards set forth in this title, including but not limited to the provisions in chapter 21.04, *Zoning Districts*, chapter 21.05, *Use Regulations*, chapter 21.06, *Dimensional Standards and Measurements*, and chapter 21.07, *Development and Design Standards*;
3. The site plan addresses any significant adverse impacts that can reasonably be anticipated to result from the use, by mitigating or offsetting those impacts to the maximum extent feasible; and
4. The development proposed in the site plan is consistent with the goals, objectives, and policies of the comprehensive plan.

SPECIAL LIMITATION STANDARDS (if applicable)

The applicable commission shall review the proposed site plan governed by special limitation for consistency with the special limitations, goals, policies and land use designations of the comprehensive development plan and other municipal plans adopted by the assembly, conformity to the requirements of this title, and the effects of the proposal on the area surrounding the site. Each special limitation standard must have a response in as much detail as it takes to explain how your project satisfies the standard. The burden of proof rests with you.

APPLICATION FOR MAJOR SITE PLAN REVIEW

BASHER TRAILHEAD PARKING LOT PROJECT

Planning & Zoning Commission
July 2, 2026



Project Representatives:

Lucy Baranko, PLA
Public Engagement Specialist
Huddle AK
907-215-8516

Melinda Kohlhaas, PE
Director, Project Management and Engineering
Municipality of Anchorage
907-343-8110



Attachments

- A. Letter of Authorization
- B. Watershed Sign-off Form
- C. Project Narrative
- D. General Site Plan Review Standards
- E. Public Involvement Summary
- F. Community Meeting Summary
- G. Chugach State Park Access Plan
- H. Zoning Map
- I. Parcel Map
- J. Existing Conditions
- K. 35% Design Concepts
- L. Community Support
 - Parks and Recreation Commission - Letter of Support
- M. Basher Trailhead Parking Expansion
 - Revised 65% Draft
 - 3D Rendering

A. Letter of Authorization



Mayor Suzanne LaFrance
Municipality of Anchorage
Project Management and Engineering

May 13, 2026

Municipality of Anchorage
Planning Department
4700 Elmore Road
Anchorage, Alaska 99507

RE: Agency Authorization - Application for Major Site Plan Review
PM&E Project 25-05
Basher Trailhead Parking Lot Expansion

To Whom it May Concern:

I hereby authorize Huddle AK, through our Project Management firm, PTS, Inc., to act as Public Work Department representative regarding the required application for the Basher Trailhead Parking Lot Expansion, in Anchorage, AK. If you have any questions or concerns, please contact the Project Manager, Dan Kirsch, PTS, Inc., at 907-230-7953.

Sincerely,

Melinda T. Kohlhaas

Melinda Kohlhaas, PE
Director, Project Management and Engineering



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Natural Resources
DIVISION OF PARKS AND OUTDOOR RECREATION
CHUGACH REGION

18620 Seward Highway
Anchorage, AK 99516
CSP HQ Ph: (907) 345-5014

July 16, 2026

Municipality of Anchorage
Planning Department
4700 Elmore Road
Anchorage, Alaska 99507

RE: Agency Authorization – Application for Major Site Plan Review
PM&E Project 25-05
Basher Trailhead Parking Lot Expansion

The Alaska Department of Natural Resources, Division of Parks and Outdoor Recreation, authorizes Huddle AK, on behalf of PTS, Inc., to prepare, submit, and pursue the municipal land-use applications required for the Basher Trailhead Parking Lot Expansion, including Major Site Plan Review and related Planning and Zoning Commission proceedings.

This authorization allows the municipal review and permitting process to proceed. It does not constitute final approval of construction, funding, or any additional State authorization. All work on State land remains subject to applicable laws, regulations, permit conditions, and Department approvals.

Questions may be directed to me at 907-269-8715 or justin.dipaola-allen@alaska.gov.

Sincerely,

Justin DiPaola-Allen

Justin DiPaola-Allen | Chugach Region
Park Superintendent
Department of Natural Resources
Division of Parks and Outdoor Recreation
907.269.8715
Justin.dipaola-allen@alaska.gov

B. Watershed Sign-off Form

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: Basher Trailhead Parking Lot
- Project Location, Tax ID, or Legal Description: Tax ID: 014-641-01-000, 041-061-05-000
Legal Description: T12N R3W SEC N2NE4, T12N RSW SEC 7
- Project Area (if different from the entire parcel or subdivision): See attached

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

X

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

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:

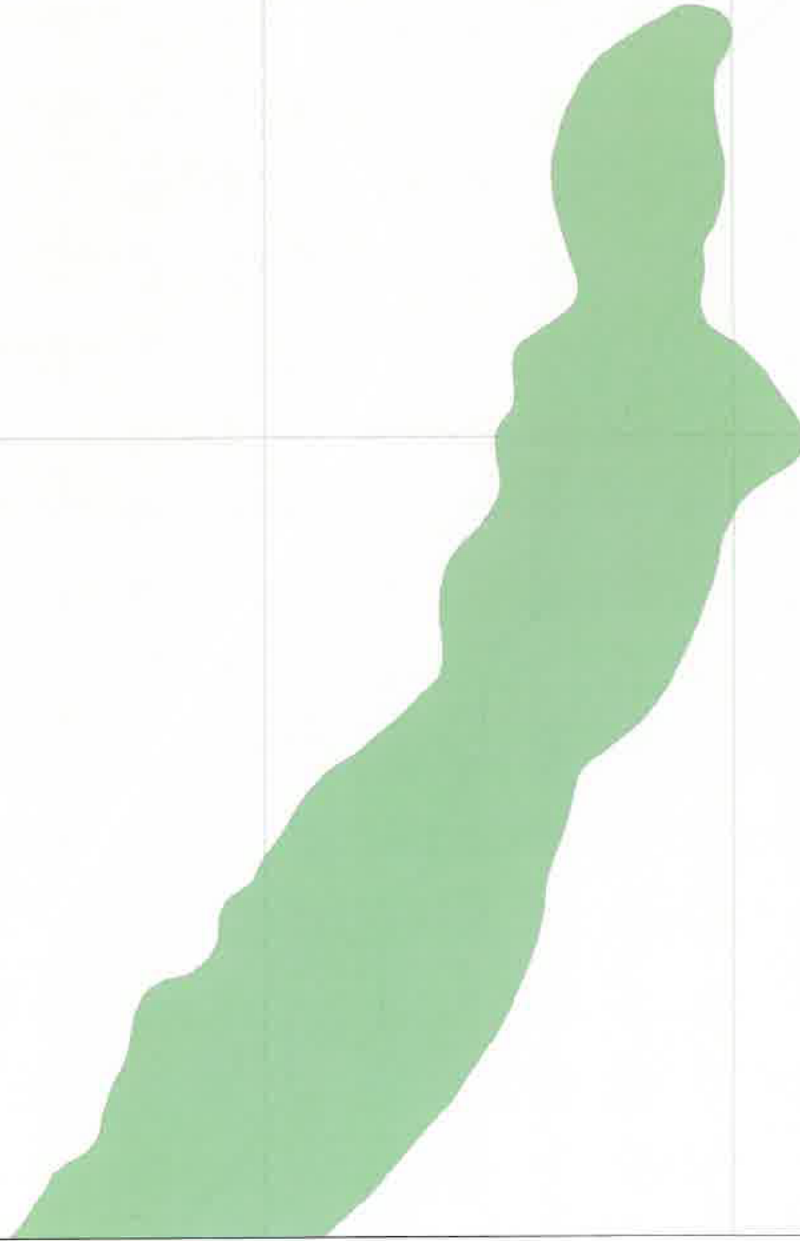
- | | | |
|---|--|---|
| ☐ Y ☐ N | WMS written drainage recommendations are available. | ☐ Preliminary ☐ Final |
| ☐ Y ☐ N | WMS written field inspection report or map is available. | ☐ Preliminary ☐ Final |
| ☐ Y ☐ N | Field flagging and/or map-grade GPS data is available. | |

Inspection Certified By:

Date:



6/23/26

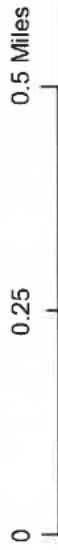


Basher Project Area

 Basher Project Area

Wetlands Designation

 A - High Valuation



C. Project Narrative

Project Narrative

INTRODUCTION

The Municipality of Anchorage Project Management and Engineering Department, in coordination with the Anchorage Parks & Recreation Department, is advancing the Basher Trailhead Parking Lot Improvements Project to address long-standing safety, access, and capacity challenges at this important access point into Chugach State Park.

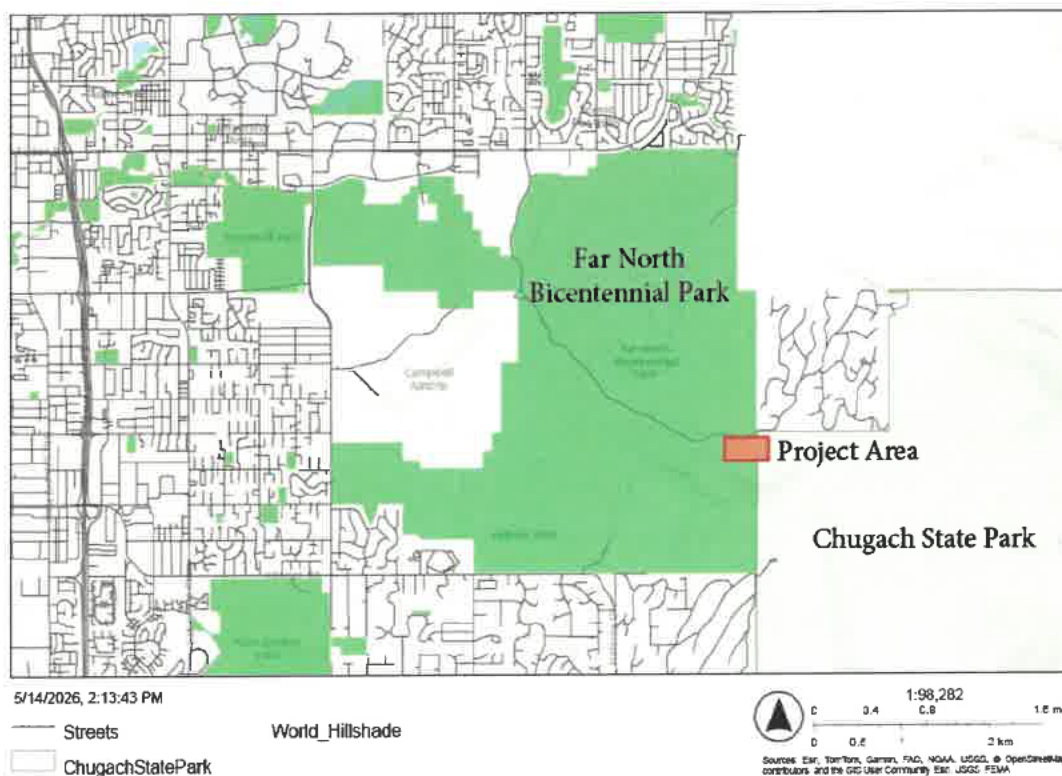
Basher Trailhead serves hikers, runners, dog walkers, skiers, winter bikers, and other year-round users accessing destinations such as Wolverine Bowl, Near Point, and the Far North Bicentennial trail system. The existing parking lot accommodates approximately 16 vehicles and routinely fills during peak periods. When full, vehicles park along Campbell Airstrip Road and Basher Drive, creating safety concerns related to congestion, limited sight distance, winter road conditions, and restricted emergency access.

The purpose of this project is to improve public safety, reduce roadside parking conflicts, and provide organized, long-term trailhead access that serves both neighborhood residents and regional users.

CURRENT LEGAL DESCRIPTION

T12N R3W SEC 12 N2NE4, T12N R2W SEC 7

SITE LOCATION MAP



PROJECT BACKGROUND/SCOPE

Basher Trailhead is located at the terminus of Campbell Airstrip Road at Basher Drive and functions as a key regional access point to Chugach State Park for East Anchorage. Campbell Airstrip Road/Basher Drive is the only access route for both trail users and residents of the Stuckagain Heights neighborhood, making roadway safety and traffic operations a central project consideration.

The current parking configuration is constrained by topography, wetlands, and limited sight distance. Winter conditions further reduce usable parking due to snow storage and icing, contributing to overflow along the roadway. Community members and emergency responders have consistently raised concerns about congestion and vehicle conflicts along this narrow corridor.

The Chugach State Park Access Plan identifies Basher Drive as a regional vehicular access point and recommends enlargement and enhancement of the trailhead to the largest size reasonably feasible to capture the majority of park use outside the immediate neighborhood (Attachment D).

In April 2025, Anchorage voters approved Proposition 9, authorizing funding to complete the design of the Basher Trailhead Parking Lot improvements. This design work was funded through the Chugach State Park Service Area (CASA) bond, which allocated \$300,000. An additional \$1.65 million was included on the April 2026 CASA Bond; this was also voter-approved. This funding will be allocated for construction phase services, an extension of the Lost Cabin Trail. An annual amount of \$75k for annual operations and maintenance costs was also voter-approved.

PROPOSED IMPROVEMENTS

The proposed improvements would take place in Far North Bicentennial Park, adjacent to Chugach State Park, and in Chugach State Park (pending agreement with DNR). The preferred alignment carried forward from the 35% design review is Concept B - Perpendicular Alignment (Attachment H). This concept was selected based on a comprehensive evaluation of site constraints, including grading, driveway sight distance, drainage, snow storage, and construction cost.

The Perpendicular Alignment:

- Improves driveway geometry and sight distance for safer access
- Better balances cut and fill
- Enhances drainage performance
- Provides more effective snow storage capacity
- Provides more visibility from the road for improved safety
- Reduces overall construction cost
- Creates a safer and more functional connection to the trail system

The 65% Design proposed a parking layout refinement from 60 (as shown in the 35% Design Concept) to 45 parking spaces, including 4 ADA-Accessible spaces. This reduction directly responded to community feedback received during the 35% Design Concept phase, which expressed concerns about project scale, neighborhood compatibility, and traffic impacts.

The project team has since revised the 65% Design to now include 52 parking spaces, including 6 ADA-Accessible spaces, and a loading zone. The Revised 65% Design layout balances the need to improve safety and reduce roadside parking while remaining sensitive to community context and site constraints.

These modifications maintain flexibility for future opportunities while keeping the project within budget, with only a slight increase to the overall parking lot footprint.

The Revised 65% Design includes:

- A paved parking lot with 52 spaces, including 6 ADA-accessible spaces, and a loading zone
- A relocated driveway with a landing to improve ingress/egress safety and sight distance
- A trail connection to the existing Chugach State Park trail system (pending DNR approval)
- A vaulted restroom
- Trailhead signage and bike racks
- A bench
- Bear-resistant dog waste receptacles
- An entrance gate to support site management
- Appropriately designed snow storage location for effective drainage

A gate is proposed as part of the overall management strategy to address operational concerns as they might arise; however, long-term management responsibilities are still to be determined.

Electrical service for lighting and webcams was evaluated but is not included due to cost constraints. Extending power to the site would significantly impact the available construction budget. The design may include conduit to allow for future electrical installation if additional funding becomes available.

FUNDING SOURCES

The project is funded through the Chugach State Park Access Service Area (CASA) bond.

- 2025 CASA bond (voter-approved) - \$300,000 for design services
- 2026 CASA bond (voter-approved)
 - \$1.5 million is proposed for construction services.
 - \$150,000 for trail improvements to the Lost Cabin Trail
 - \$75,000 annually for 20 years has been identified for ongoing maintenance.

Construction funding was approved on the April 2026 bond; the project is anticipated to be bid later in 2026 or early 2027, with construction beginning in Spring 2027.

TIMELINE & COMMUNITY ENGAGEMENT

November 2025 - Project Launch & Early Coordination - Launch of project webpage and installation of trailhead signage

- **November 12, 2025** - Public Involvement Plan finalized
- **November 13, 2025** - Basher Community Council Meeting #1
 - Project introduction and data gathering
- **November 18, 2025** - DNR Kick-off Meeting
 - Participants included MOA Parks & Recreation, DNR Alaska State Parks

December 2025 - Community Engagement & Data Collection

- **December 4, 2025** - Community Stakeholder Meeting #1
 - Kick-off meeting and community data gathering
- **November 12, 2025** - Agency Stakeholder Meeting
 - Participants included MOA Parks & Recreation, DNR Alaska State Parks, MOA Traffic, APD, AFD, CEA, PM&E, and BLM
- **December 15, 2025** - Far North Bicentennial/Campbell Tract User Group Meeting
- **December 17, 2025 - January 16, 2026** - Community Survey Open

January 2026 - Survey Analysis & Design Development

- Survey data analysis and compilation, ongoing agency coordination, development of 35% Design Concepts

February 2026 - 35% Design Review & Public Comment

- **February 11, 2026** - Community Stakeholder Meeting #2
 - 35% Design Review and community feedback
- **February 12, 2026** - Basher Community Council Meeting #2
 - 35% Design Review and community feedback
- **February 12 - February 26, 2026** - Public Comment Period 35% Design Concept

April 2026 - 65% Design Review

- **March 26 - April 24, 2026** - Public Comment Period 65% Design
- **April 9, 2026** - Parks & Recreation Commission Meeting - 65% Design Review
 - Requested/received Resolution of Support
- **May 14, 2026** - Basher Community Council Meeting

Attachment C - Narrative

- **June 11, 2026** - Parks & Recreation Commission Meeting - Revised 65% Design Review
 - Requested/received Resolution of Support
- **June 24, 2026** - Virtual Community Meeting - Presentation of the Revised 65% Design

D. General Site Plan Review Standards

General Site Plan Review Standards (AMC 21.03.180F)

1. The site plan is consistent with any previously approved subdivision plat, planned development master plan, or any other precedent plan or land use approval;

The Basher Trailhead Parking Lot project is consistent with the plans as described below.

Anchorage 2040

The Basher Trailhead parking lot site is identified as Open Spaces, Park or Natural Area, which includes existing and planned municipal open spaces for active and passive outdoor recreation needs, conservation of natural areas and greenbelts, and trail connections. Ancillary uses, like a parking lot, are permissible with the Open Spaces, Parks or Natural Area designation. The project's site plan is consistent with its land use designation in the Anchorage 2040 Land Use Plan.

The goals and policies of the Anchorage 2040 plan focus on improving park and trail access, which align with the Basher Trailhead Parking Lot project objectives.

Anchorage Bowl Park, Natural Resources, and Recreation Facility Plan

Although the Basher Trailhead is not mentioned specifically in the Anchorage Bowl Park, Natural Resources, and Recreation Facility Plan, it is within Far North Bicentennial Park. The plan identifies Far North Bicentennial Park as a Community Use area, which means it serves the recreation needs of a large section of the community. The plan's management for Community Use areas recommends formal parking, restroom and support facilities, and recommends connecting Community Use areas to the larger trail network to improve transportation and connectivity.

The Anchorage Bowl Park, Natural Resources, and Recreation Facility Plan includes strategies to continue upgrades to trailheads at Far North Bicentennial Park, as well as improving community access to the park, including upgrades to Campbell Airstrip Road. Additionally, this plan identifies the importance of improved access to Chugach State Park through enhanced trailhead access. This project's expanded parking area, trailhead bulletin board, bike rack, and restroom amenities align with the plan's Community Use area recommendations and Far North Bicentennial Park trailhead access improvements.

Anchorage Climate Access Plan

The Anchorage Climate Access Plan identifies the importance of prioritizing and conserving green spaces in transportation, development, and planning projects equitably across Anchorage and ensuring a culture of flexible and diverse outdoor recreation accessible to all Anchorage residents. The Basher Trailhead Parking Project meets this plan's intent by providing greater access to Chugach State Park and looking to reduce car travel with bike parking and the potential for future transit access.

AMATS Non-Motorized Plan

The NMP provides pedestrian and bicycle improvement guidance for the AMATS Metropolitan Planning Area, which includes the Basher Trailhead Parking Lot project area. The plan identifies connectivity among recreational areas, including parks, as a primary focus with the objective of providing safer bicycle and pedestrian connections to parks and recreation areas. The Basher Trailhead Parking Lot Project meets the intent of this plan, with bicycle parking and opportunity for future transit use at the trailhead.

Chugach Access Plan

While the Chugach Access Plan was never formally adopted, it is still a relevant technical document that can help inform planning and access regarding Chugach State Park. The plan's recommendation for the Basher Drive Trailhead states, "Enlarge and enhance the trailhead and parking area to the largest size that is reasonably feasible in the area to capture the majority of park use outside of the Stuckagain Heights neighborhood. The area needs better site design and improved trails, an orientation kiosk, and toilet." The Basher Trailhead Parking Lot project is consistent with this recommendation, with increased parking, trail improvements, restroom and trail signage.

Chugach State Park Management Plan

The Chugach State Park Management Plan identifies an access goal to enhance and secure public access to Chugach State Park and recommends that Basher Trailhead be expanded and redesigned to better accommodate parking with new facilities, including latrines and a trailhead kiosk. The Basher Trailhead Parking Lot project is consistent with this goal and recommendation, with its expanded parking lot capacity and added trailhead signage and restroom.

East Anchorage District Plan

The project location is not included in the East Anchorage District Plan; however, its vision and objectives were considered, as this project will have an impact on the surrounding areas. The EADP identifies an opportunity to increase access to natural spaces and provide alternative transportation, including transit and bicycle options. The Basher Trailhead Parking Lot Project is consistent with that intent, with the inclusion of a bike rack and loading zone that can be used for transit.

Far North Bicentennial Park Master Plan

The Far North Bicentennial Park Master Plan study area includes the location of the Basher Trailhead Parking Lot project, and while there is no formal recognition of the Basher Trailhead in the plan, this project aims to align with the objectives and purpose of this plan. The FBNP Master Plan identifies the desire for additional access from East Anchorage into Chugach State Park, and this project meets that intent.

Long-Range Transportation Strategy

While the Long-Range Transportation Strategy does not include specifics related to the Basher Trailhead, this project looks to align with the plan's goals and objectives related to transportation. The LRTS goals include building infrastructure that is consistent with mode share targets, and this project includes bike racks to encourage bicycle transportation to the trailhead as well as planning for a loading zone that can be used for transit.

Recreational Trails Plan

The Recreational Trails Plan is a guide for trail management, maintenance, and development and includes recommended projects for implementation. The plan recommends the Chugach State Park Connections Improvement project, which proposes coordination with landowners, recreational land managers, and municipal departments to implement CASA projects for expanded access to Chugach State Park in areas and on trails in Stuckagain Heights. This project aligns with that proposed recommendation through increased access to Chugach State Park through a CASA project, including stakeholder and agency partnerships.

Wetlands Management Plan

The Wetlands Management Plan includes management strategies, enforceable and administrative policies for this site, which states: *"Wetlands within Far North Bicentennial Park shall be preserved with minor park/recreational improvements allowed, but limited to non-fill activities if practicable. Waterways leading into the "A" wetlands shall be maintained. Maintain a 100-foot setback from anadromous fish bearing waterbodies; allow cross-drainage between wetlands"*.

This project is located on two parcels, one of which (T12N R3W SEC 12 N2NE4) includes wetland site #48 with a Wetland classification of 'A- High Valuation', due to its proximity to Campbell Creek and is identified in Anchorage Wetlands Map 72. The proposed parking lot, restroom, bicycle parking, and lot facilities are located over 1000' from the MOA-mapped Class A wetland boundary, and there is no fill, grading, or encroachment into the wetland proposed. The site plan will reduce any potential impact to local hydrology and waterways.

The Basher Trailhead Project Parking Project meets this plan's guidelines regarding waterway and wetland management.

2. The site plan complies with all applicable development and design standards set forth in this title, including but not limited to the provisions in chapter 21.04, *Zoning Districts*, chapter 21.05, *Use Regulations*, chapter 21.06, *Dimensional Standards and Measurements*, and chapter 21.07, *Development and Design Standards*

This project is in compliance with Title 21 requirements as outlined below, with italicized text directly from Title 21.

21.04 Zoning Districts

The Basher Trailhead Parking Lot is zoned as PLI, Public Lands and Institutions District, and WS, Watershed District. The PLI zoning states that this district includes major public and quasi-public civic, administrative, and institutional uses and activities.

The WS district is to preserve and protect the potable water reserves available to the municipality in the Chugach Range, and agricultural, residential, commercial, industrial, or other urban land uses are incompatible with the concept of watershed conservation.

This project is compatible with the zoning district uses.

21.05 Use Regulations

Per 21.05.040, the Basher Trailhead Parking Lot project use is categorized as a Park, Public or Private under Parks and Open Areas, under Community Use, per the definition below.

21.05.040.G. Parks and Open Areas

This category includes uses of land focusing on natural areas, large areas consisting mostly of vegetative landscaping or outdoor recreation, community gardens, or public squares. Such lands tend to have few structures. Accessory uses may include clubhouses, playgrounds, maintenance facilities, concessions, caretaker's quarters, and parking. Specific use types include:

2. Park, Public or Private

Definition: An area that is predominantly open space, reserved for and designed to be used principally for active and/or passive recreation, and/or to serve ecological and aesthetic functions; any area designated as park by the assembly.

The project use is permitted under PLI and WS District under Table 21.05-1, Community Uses.

The project use falls under a use-specific standard in the Anchorage Bowl as a development project; see description below.

21.05.040.G.2.ii

All development projects costing more than \$1,000,000 or disturbing more than one acre of land and in parks classified by the Anchorage Bowl Park, Natural Resource, and Recreation Facility Plan as community use area, special use area, or natural resource use area (over 30 acres) shall be approved by major site plan review in accordance with 21.03.180D. For the purposes of this subsection, vegetation removal for public safety, natural resource protection and enhancement (such as invasive species removal and reforestation), ecosystem health, and general routine maintenance is not considered land disturbance.

This project, located in Far North Bicentennial Park, is part of a Community Use Area in the Anchorage Bowl Park, Natural Resource, and Recreation Facility Plan and therefore complies with the process for the major site plan review.

21.06 Dimensional Standards and Measurements

The Basher Trailhead Parking Lot project complies with all dimensional standards and measurements outlined in Table 21.06.020 for PLI and WS Districts.

21.07 Development and Design Standards

The Basher Trailhead Parking Lot includes a parcel within the WS district, and per 21.04.04,

All uses of land within the watershed district permitted by Table 21.05-1 shall be subject to the provisions of section 21.07.040, Drainage, Storm Water Treatment, Erosion Control, and Prohibited Discharges.

21.07.040, Drainage, Storm Water Treatment, Erosion Control, and Prohibited Discharges

To comply with AMC 21.07.040, a Stormwater Pollution Prevention Plan will be prepared for this project.

The parking lot design and on-site drainage facilities comply with the Anchorage Stormwater Manual.

The design team is working directly with Watershed Management, Building Safety, and relevant municipal departments on this project to ensure compliance.

21.07.06.E Standards for Pedestrian Facilities

This section ensures that trails meet specific design requirements while ensuring user safety and connectivity. This project's trails are compliant with section 21.07.06.E.5 regarding trail design and connections.

21.08.080 Landscaping, Screening, and Fences

This section is intended to ensure that existing vegetation and new vegetation are integrated into the development. The Basher Trailhead Parking Lot project is compliant with the parking lot landscape requirements per Table 21.07-1: Landscaping Specifications and Table 21.07-2: Minimum Site Perimeter Landscaping by abutting district or street.

21.07.090 Off-Street Parking and Loading

This section establishes safe and efficient parking facility design. Basher Trailhead Parking Lot project includes a paved parking lot with 52 spaces, 6 of which are ADA-accessible spaces, designed to expand access to Chugach State Park and ensure safe parking conditions.

Per section 21.07.090.D Parking Lot Layout and Design Plan, this project complies with all the parking facility layout, circulation, and design plan requirements.

21.07.090H Parking and Loading Facility Design Standards

The project's site plan includes a driveway profile which complies with all driveway design and dimension standards, sight distance and circulation requirements per Section 21.09.090H.11.

The site's parking spaces are 9 feet wide with 24 feet wide aisles, in accordance with standard angled parking sizes as per Table 21.07-6: Parking Angle, Stall and Aisle Dimension.

21.07.090J Accessible Parking Spaces

Six accessible parking spaces, with two that are van-accessible, are provided in accordance with the design criteria in Table 21.07-7: Accessible Parking Spaces.

21.07.090K Bicycle Parking Spaces

Three bicycle parking spaces are provided with bike racks, exceeding the two minimum bicycle parking requirements, according to the design criteria table 21.07-8: Bicycle Parking Spaces Required.

21.07.100 Exterior Lighting

Lighting is not included in this project.

3. The site plan addresses any significant adverse impacts that can reasonably be anticipated to result from the use, by mitigating or offsetting those impacts to the maximum extent feasible.

The Basher Trailhead Parking Lot site plan elements, including drainage and snow storage, have been accommodated for, and the landscape design is consistent with the area, while providing safe sight lines and visibility to the site.

This project will increase parking and access, and use of Chugach State Park, notably for the trails accessible from Basher Trailhead. Accessible parking and bike parking are provided, as well as space for future transit use.

To help mitigate potential trail degradation and environmental impacts, the Chugach Park Fund has trail improvements along the Lost Cabin Trail and Wolverine Trail scheduled for Summer 2026. The plan has been evaluated and designed to be compliant with municipal codes and plans while providing improved recreational access for the community.

4. The development proposed in the site plan is consistent with the goals, objectives, and policies of the comprehensive plan.

The development for this site plan is to increase recreational access for Anchorage residents, which is very much aligned with the goals, objectives, and policies of the comprehensive plan as described below.

Goal 8: Open Space and Greenways, *“Anchorage maintains, improves, and strategically expands parks, greenbelts, riparian corridors, and trail corridors to enhance land values, public access, neighborhoods, and mixed-use centers”*

LUP 8.1 Policy *“Ensure all neighborhoods and communities have access to nearby parks and recreational opportunities that support well-being”*

Goal 8 and LUP 8.1 are directly aligned with the Basher Trailhead Parking Lot site plan objectives, which aim to increase access to Chugach State Park. An expanded parking lot, with bicycle parking and the potential for future transit use, will enhance recreational opportunities for Anchorage communities.

E. Public Involvement Summary

Public Involvement Summary

The project has followed a structured public involvement process designed to engage residents, trail users, agency partners, and community organizations. Outreach efforts have included:

1. A dedicated webpage, online updates, e-newsletters, and social media outreach
2. Trailhead signage with QR codes to the project webpage and community survey
3. A Community-wide Online Survey (408 responses)
4. Two (2) Community Stakeholder meetings
5. One (1) Agency Stakeholder Meeting with MOA, State Parks, Traffic, Fire, and Utilities
6. One (1) Presentation to the Far North Bicentennial/Campbell Tract User Group
7. Three (3) Presentations to the Basher Community Council
8. A formal 35% & 65% Design Public Comment Period
9. Two (2) Presentations and Resolutions of Support from the Parks & Recreation Commission
10. One (1) Virtual Community Meeting

Community-wide Online Survey

A public community survey for the Basher Trailhead Parking Lot project was conducted between December 17, 2025, and January 16, 2026, to gather feedback from trail users, residents, and community stakeholders regarding existing parking lot conditions and future improvements. The online survey received 408 responses and identified key concerns related to limited parking capacity, roadway safety, sight distance, vehicle break-ins, winter maintenance, and trail connectivity. Respondents generally supported improvements to the trailhead parking lot and identified desired amenities, including trail information kiosks, restroom facilities, dog waste receptacles, lighting, and improved signage, while also emphasizing the importance of maintaining the area's natural character and minimizing environmental impacts. The survey summary is attached.

Community Stakeholder Meetings

Community stakeholder meetings for the Basher Trailhead Parking Lot project were conducted in December 2025 and February 2026. These meetings were organized by Huddle, PTS, and the Municipality of Anchorage Parks & Recreation to gather feedback from agency representatives, community organizations, trail users, adjacent residents, and recreation stakeholders regarding the proposed trailhead parking lot improvements. Meeting summaries for both stakeholder meetings are attached.

Community Stakeholder Meeting #1 - Existing Conditions & Opportunities

December 4, 2025 - Russian Jack Springs Park Chalet

The first stakeholder meeting focused on introducing the project, reviewing the preliminary parking lot concept, and identifying existing issues and opportunities associated with the Basher Trailhead area. Attendees represented a broad range of interests, including Chugach State Park,

Attachment E - Public Involvement Summary

community councils, trail advocacy groups, neighborhood patrol representatives, adjacent residents, and outdoor recreation organizations.

Project representatives reviewed the proposed project scope, funding considerations, and anticipated schedule. Participants shared experiences related to current trailhead conditions and discussed concerns about safety, parking overflow, roadside congestion, drainage, and trail connectivity. Existing parking demand was identified as a significant issue, with attendees noting that the current lot accommodates approximately 20 vehicles. In comparison, peak demand can reach 50-60 vehicles, resulting in overflow parking along the roadway.

Stakeholders identified several recurring concerns related to the existing trailhead conditions, including:

- Unsafe roadside parking and poor sightlines
- Snow berms and icy roadway conditions
- Car break-ins and illegal dumping
- Limited trailhead visibility from the roadway
- Drainage and erosion concerns
- Lack of adequate trailhead amenities and traffic management infrastructure

Participants also discussed opportunities for the future parking lot design and amenities.

Suggestions included:

- Improved lighting and security measures
- Trailhead kiosks and signage
- Bike racks and shuttle/drop-off accommodations
- Safer roadway pull-offs and traffic circulation
- Parking lot visibility from the roadway
- Trail connectivity improvements and wayfinding enhancements

The meeting concluded with a review of the draft public survey and a discussion of upcoming outreach efforts, including a future stakeholder meeting and the distribution of the public survey.

Community Stakeholder Meeting #2 - 35% Concept Design Review

February 11, 2026 - Russian Jack Springs Park Chalet

The second stakeholder meeting focused on reviewing community survey findings and presenting two preliminary 35% parking lot design concepts for public feedback. Attendees again included representatives from Chugach State Park, community patrol groups, nearby residents, community councils, and agency partners.

The project team shared highlights from the public survey, including information regarding trail use patterns, desired amenities, and concerns related to safety, snow management, traffic, and long-term maintenance. Two conceptual parking lot layouts were presented and discussed in detail.

Attachment E - Public Involvement Summary

Discussion topics included parking lot size, ADA accessibility requirements, drainage design, grading, roadway access, snow storage, and environmental disturbance. Project representatives explained that the proposed concepts included approximately 60 parking spaces and 5 ADA spaces to accommodate future demand and reduce roadside parking impacts.

Stakeholders provided detailed feedback regarding both design alternatives. Key themes included:

- Concerns regarding overnight use and late-night activity
- Visibility and safety associated with longer driveway access
- Snow clearing and long-term maintenance considerations
- Potential erosion and drainage issues
- Desire for gated access and active management
- Safety concerns related to existing trail crossings and roadway visibility
- Winter driving conditions and roadway grades near the entrance

Agency representatives and project consultants discussed how grading, drainage, and traffic circulation would be addressed in future design phases and noted that a gate would be incorporated into the final design for management purposes.

The meeting concluded with information regarding the online public comment form, upcoming community council presentations, and the anticipated 65% design review with the Parks and Recreation Commission.

Agency Stakeholder Meeting

An agency stakeholder meeting for the Basher Trailhead Parking Lot project was held in December 2025 with representatives from MOA Parks & Recreation, Alaska State Parks, Public Works, Chugach Electric, emergency services, and project consultants. Discussion topics included parking lot size and amenities, trail connectivity, lighting, restrooms, maintenance responsibilities, roadway safety, snow management, and long-term operations. Agency feedback helped guide the preliminary 35% design, including recommendations for approximately 60 parking spaces, lighting, trailhead signage, restroom facilities, and future trail connections. The summary of the agency meeting is attached.

Far North Bicentennial/Campbell Tract User Group Meeting

A project presentation for the Basher Trailhead Parking Lot project was shared with the Far North Bicentennial/Campbell Tract User Group in December 2025. The meeting provided an overview of the project background, funding, goals, preliminary concepts, and project schedule. Participants were invited to share feedback regarding existing trailhead conditions, parking and safety concerns, desired amenities, and opportunities for improving trail access and overall functionality for park users and the surrounding community.

Basher Community Council Meetings

Project updates for the Basher Trailhead Parking Lot project were presented at Basher Community Council meetings in November 2025, February, and May 2026. Discussions focused on project

Attachment E - Public Involvement Summary

funding, parking lot size and location, roadway safety, winter maintenance, visibility, trail connections, long-term maintenance responsibilities, and the preliminary 35% parking lot concepts. Community members provided feedback regarding traffic impacts, lighting, snow storage, crime prevention, and overall parking capacity, helping inform the ongoing design and public engagement process. Summaries of the community council meetings are attached.

Public Comment

At 35% Design and 65% Design, there was a formal public comment period. The 35% Design was open for public comment from February 12, 2026, to February 26, 2026. The 65% Design was open for public comment from March 26, 2026, to April 24, 2026. For each comment period, the comments were distilled into a comment response summary, which is attached here.

Parks & Recreation Commission

The Basher Trailhead Parking Lot project was presented to the Parks and Recreation Commission in April 2026 for review of the 65% design concept and consideration of a resolution of support. The project team shared updates on the design process, community outreach, survey findings, and stakeholder feedback that informed the proposed parking lot layout and amenities. Discussion topics included parking capacity, snow storage, drainage, roadway visibility, future expansion potential, trail connectivity, and public safety concerns. Following public comment and Commission discussion, the Parks and Recreation Commission approved Resolution 2026-02 in support of the project.

The Revised 65% Design was presented to the Parks & Recreation Commission on Thursday, June 11, 2026. This presentation highlighted the proposed change to 52 parking spaces, with 6 ADA parking spaces, and a loading zone.

Virtual Community Meeting

The Revised 65% Design was presented at a Virtual Community Meeting on June 24, 2026, from 5:30 pm- 6:30 pm to inform community members, residents, and property owners in the surrounding area about the details of the proposed development and application. Mailers were sent out on June 3, 2026, to 103 addresses, which included 2500 ft radius from the parking lot, including 55 parcels, community councils, and local government representatives.

The meeting included a presentation about the project updates and revised design and provided time for questions and comments from attendees. The meeting summary is attached.



Basher Trailhead Parking Lot Survey Summary Report

January 2026

Project Overview

In April 2025, Anchorage voters approved Proposition 9, authorizing funding to complete the design of the Basher Trailhead Parking Lot improvements. This design work is funded through the Chugach State Park Service Area (CASA) bond, which allocated \$300,000 for the project.

Planned improvements include the development of a new, expanded trailhead parking lot on Municipal property near the existing lot, along with connections to the existing trail system. The Basher Trailhead Parking Lot project seeks to address these concerns by improving access, capacity, safety, and overall functionality for the community and park visitors.

Survey Summary

A public survey for trail users, residents, and other stakeholders was released on Wednesday, December 17th, 2025, to gather input on existing Basher Trailhead parking lot conditions and preferences for future design and amenities. The survey was conducted online via SurveyMonkey, remained open for 31 days, and closed on Friday, January 16th, 2026. A total of 408 responses were collected.

Survey Objective

The survey was designed to collect public input on the existing trailhead parking lot conditions and to gather recommendations to help inform future site design and amenities.

The survey included 18 total questions, consisting of multiple-choice questions, checkbox selections, and open-ended responses for detailed feedback.

Methodology

The survey was available on the project website and distributed on social media, through an e-newsletter, and on trailhead signs with a QR code.

General Impressions Summary

The overall impression of the Basher Trailhead Parking Lot project was positive regarding the upgrades and potential amenities at the new parking lot, with concerns raised about safety, access, trail connections, overuse, and maintenance. Complete survey results are included at the end of this summary report.

Demographics

Respondents represented a broad age range, from 18 to 65+, with 11% aged 25–34, 24% aged 35–44, 24% aged 45–54, 17% aged 55–64, and 22% aged 65 or older.

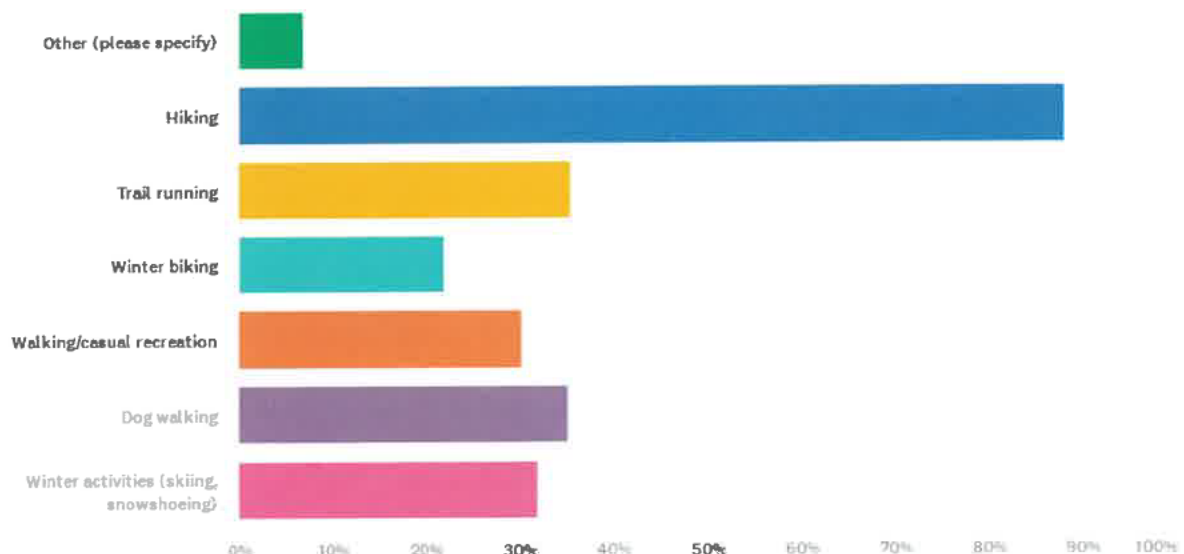
The majority of the survey respondents live in East Anchorage (39%) or elsewhere in Anchorage (43%), and 13% are Basher neighborhood residents.

Trailhead Use

Over half of the respondents, 53%, use the Trailhead a few times a year, with 24% of them using it 1–2 times per month. 70% of survey respondents use the Trailhead year-round, including winter. Most survey respondents visit the trailhead in the Afternoon (78%), with Morning (51%) and Evening (38%) following in visitation.

Most responders use the trailhead for Hiking (88%), along with Trail running (35%), Dog walking (35%), Winter activities (32%), and Walking/casual recreation (30%). Open-ended responses (7%) included summer & winter biking, aurora viewing, birding, and berry picking.

Q2 What activities do you typically use the Basher Trailhead for? (Select all that apply)

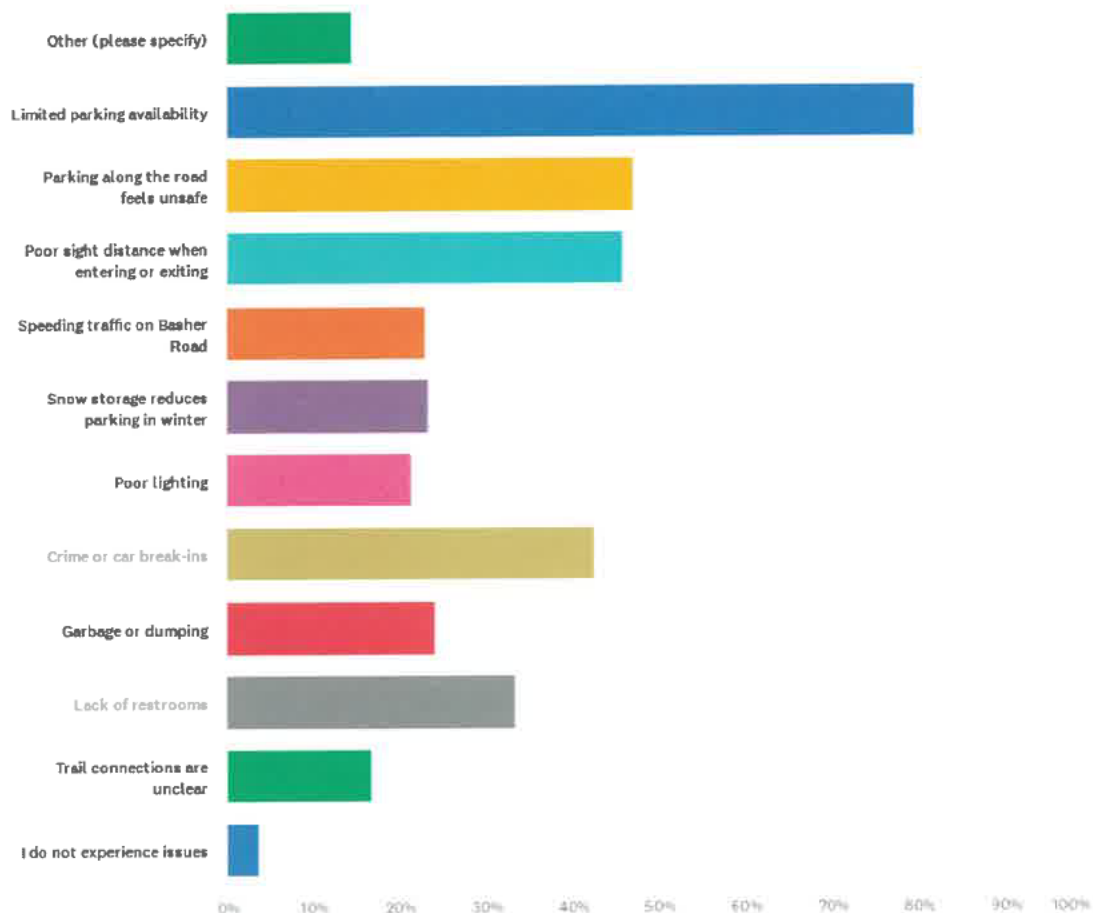


Current Challenges

When asked about challenges at the existing trailhead parking lot, respondents identified their key concerns as Limited parking availability (70%), Parking along the road feels unsafe (47%), Poor sight distance when entering or exiting (46%), and Crime or car break-ins (43%).

Other issues included Lack of restrooms (33%), Garbage or dumping (24%), Poor lighting (21%), Snow storage reducing winter capacity (23%), Speeding traffic on Basher Road (23%), Trail connections are unclear (17%), Other (15%). 4% of survey respondents stated they do not experience issues. Specific comments included concerns about potholes, winter conditions, road safety, crime concerns, and no trash cans.

Q4 When parking at the Basher Trailhead Parking Lot, what challenges do you experience? (Select all that apply)



HUDDLE

When asked about parking along the road due to a lack of space in the lot:

- 30% said they sometimes park along the road
- 11% said they often park along the road
- 57% said they never or rarely park along the road

Perceived safety at the existing parking lot is mixed:

- 40% feel somewhat or very safe
- 32% feel neutral
- 28% feel somewhat or very unsafe

Parking Lot Capacity

Current opinions on parking capacity are mixed among respondents when asked about the number of vehicles parked in the area during peak times on weekends and evenings. 23% see 5-10 vehicles, 28% see 10-15, 15% see 15-20, 9% see More than 20, and 3% see Fewer than 5, and 23% are Not sure.

When asked about future parking lot capacity, the results were varied with 31% of respondents favoring 20-30 spaces, 28% favoring 30-40 spaces, 12% favoring 40-60 spaces, 7% favoring 60-80 spaces, and 22% are Not sure.

Design

When asked to identify the most important safety improvements for a new parking lot, respondents prioritized:

1. Safer entrance/exit with better sight distance (64%)
2. Reduced roadside parking (56%)
3. Clear signage and visibility from the road (48%)
4. Winter maintenance considerations (40%)
5. Lighting (29%)
6. One-way traffic flow (11%)

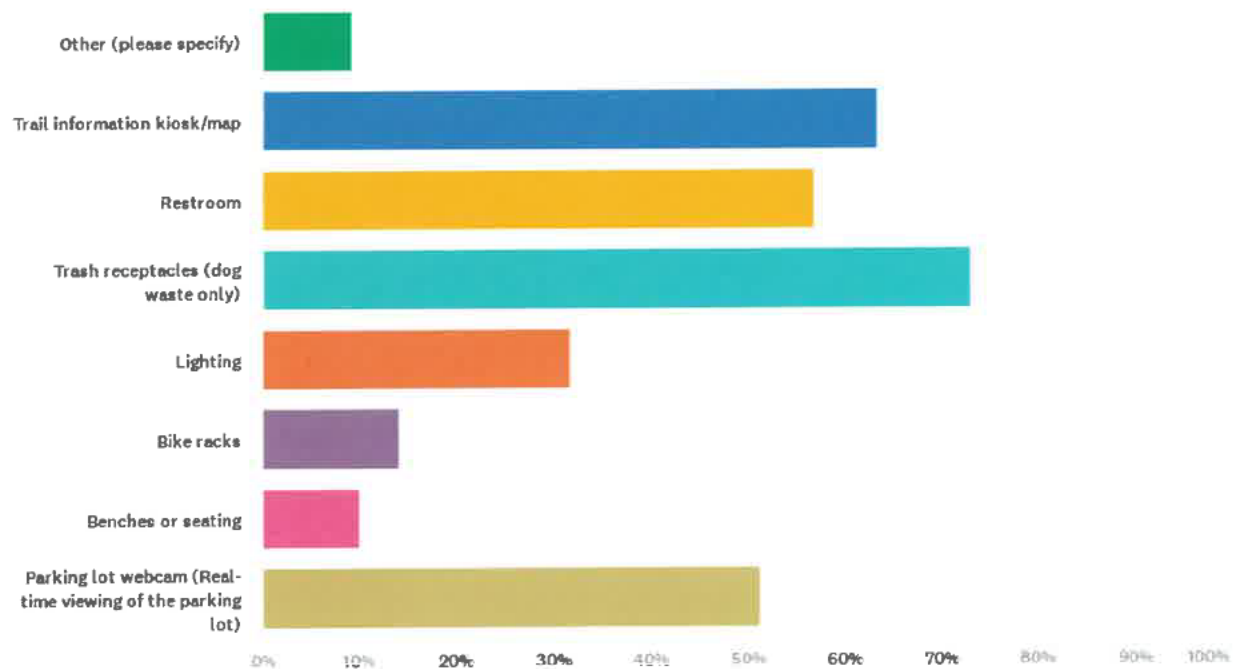
Visibility of the parking lot from the road was generally supported with 71% of respondents saying it is Very or Somewhat important, 20% saying it was Not at all important, and 9% being Not sure.

Amenities

Regarding the potential amenities at the new parking lot, the highest preferred ones included Trash receptacles (dog waste only) (73%), Trail information kiosk/map (64%), Restroom (57%), and Parking lot webcam (Real-time viewing of the parking lot) (51%).

Other amenities selected included Lighting (32%), Bike racks (14%), Benches of seating (10%), and Other (9%). Some of the specific comments mentioned a need for safety patrols and surveillance, transit services, trash receptacles, and no amenities.

Q11 Which amenities would you like to see at the new Basher Trailhead? (Select up to 5)



Lighting generated varied opinions, with 26% of respondents preferring No lighting at the new parking lot, 20% preferred Lighting focused only on parking and entry/exit areas, and 47% preferred 'Limited, low-impact/dark sky lighting'.

Many respondents emphasized the importance of preserving dark skies and northern lights viewing, noting that parking lot lighting could negatively affect both the natural environment and the character of the area.

Key Themes

134 respondents included additional concerns that the survey didn't address, and 115 respondents shared additional comments and suggestions for the parking lot. Common themes included:

- **Safety and security:** Strong concern about vehicle break-ins and requests for cameras, patrols, and prevention-based design solutions
- **Overdevelopment:** Concern towards a large or heavily developed parking lot that could increase crowds and degrade nearby trails
- **Trail access and maintenance:** Desire for improved trail connections, clearer signage, and coordination between parking capacity and trail sustainability
- **Alternative access:** Interest in transit, biking, and non-vehicle access to reduce reliance on parking expansion
- **Neighborhood and environmental impacts:** Concerns about traffic, wildlife, light pollution, and preservation of the area's natural character

Overall, the survey results indicate strong public support for improving the Basher Trailhead Parking Lot, particularly to address safety issues, limited capacity, and maintenance concerns while maintaining a scale and design that is sensitive to surrounding trails and the adjacent neighborhood.

Basher Trailhead Parking Lot

Community Stakeholder Meeting #1 Summary

Date and Time: Thursday, December 4, 2025, at 6:00 pm

Location: Russian Jack Springs Park Chalet

Attendees:

- Dean Karcz, Dan Kirsch (PTS)
- Bradley Muir (MOA, P&R)
- Lucy Baranko, Renée Eddy Harvey (Huddle)
- Ellis Tyndall, Bill Britt (Chugach State Park Citizens Advisory Board)
- Tony Wade (DNR)
- Keith Wilson (Chugach State Park)
- Alexa Dobson (Bike Anchorage)
- Randy Bjorgan (Alaska Outdoor Access Alliance)
- Bella Biendini (ADN)
- Diane Schenker (Basher Community Patrol)
- Bruce Talbot (Basher resident)
- Dirk Sission (Basher CC)
- Yarrow Silvers (Assembly)
- Karen Bronga (Scenic Foothills CC)
- Chris Beck (CASA Advisory Board)
- Steve Callaghan (University Area CC)

Agenda:

- Introductions
- Meeting Purpose
- Project Background & Scope
- Project Schedule
- Community Feedback
- Next steps

Summary

This was the first community stakeholder meeting for the Basher Trailhead Parking Lot project, led by Huddle, PTS, and MOA. The attendees represent various community groups and others.

Lucy Baranko from Huddle started off with an overview of the project and its schedule, along with the current process and how this stakeholder meeting can help inform the project design. There were some initial clarification questions about the funding for the project, its timeline, and cost estimate moving forward.

Lucy shared a map of the preliminary concept design of the parking lot, and attendees had an opportunity to share their experiences using the current lot, roads, and nearby trails. Attendees were encouraged to share the existing issues, many of which focused on safety, garbage, visibility, and trail connectivity. They also voiced their thoughts on the opportunities for the new parking lot and what amenities they would like to see, which included lighting, a trail kiosk, a bike rack, traffic safety, and trash facilities.

The meeting ended with Lucy sharing the survey draft, asking for feedback. She encouraged the attendees to stay involved and gave the date for the next stakeholder meeting on **Tuesday, February 10, 2025.**

General Discussion

- A recent state bill passed to allow state easements for CASA projects- can this be confirmed?
- Heard that the proposed \$1.5 million is intended for roadside trails.
- A separate bond includes funds to connect existing trails to the parking lot.
- If \$1.5 million is already allocated for the next bond, will the project fit within that amount?
- Strong desire for project success; it should demonstrate that bonds and MOA collaboration can improve conditions.
- Basher Community Council endorsed Basher as a main trail access point in 2010; it was contentious at the time due to traffic concerns.
- The original parking lot was bulldozed over wetlands, and its current steep surrounding limits potential new parking lot sites
- Current Basher community members unanimously support the new parking lot.
- Alaska Trails plans to improve the Wolverine Bowl and Lost Cabin trails next summer, but the improvements will not reach the parking lot.
- The one mile of trail on state land is narrow and not amenable to increased traffic.
- What is the current overflow at the existing parking lot?
 - o Basher Patrol reports peak overflow of 30 cars parked along the road.
- The existing lot accommodates around 20 vehicles, plus pull-outs, but total demand can reach 50–60 cars.
- Parking issues worsen during early spring due to snow berms and snowy conditions.
- A nearby trailhead past Near Point has 5 spaces and JBER parking.

New Parking Lot Comments and Questions

- What is happening to the old trailhead parking lot?
- What is the total project cost estimate?
- How many spaces will be included in the new parking lot?
- Can the new parking lot be built on the existing one?
- Could the new lot be on both Municipal and State land? Could it be built on Chugach Electric land?
- What are the design standards for state and municipal trailhead parking?
- Will the new lot be paved? If not, it should be sloped to prevent water drainage issues.
- The access road was originally a tank trail, not built for current traffic; there is no shoulder.
- Is a restroom required once the lot reaches a certain capacity? (State clarified that a restroom is required when there is a fee for parking)
- Could the parking lot be placed under the powerline corridor, closer to the current trailhead, and discourage roadside parking?
- The Basher community would like 25–30 parking spaces.

Current Issues

- A significant amount of garbage, though less human waste compared to other trailheads.
- 90–95% of users drive uphill; exiting the lot means turning against traffic.
- Suggestion: connect new and existing lots for a one-way traffic flow.

- High number of car break-ins at the current lot.
- Evening non-trail use includes trash dumping and drug activity.
- Speeding over snow berms, poor sightlines, and icy and steep conditions creates hazards.

Opportunities

- Improve visibility and safety via lighting and security cameras.
- The Basher community is generally opposed to lighting, but if there's money for it and it can be done in a low-impact way, that is preferred.
- A trail kiosk and signage would be great.
- Parking lot location should remain visible from the road; avoid hiding behind high berms.
- Provide space to accommodate larger shuttles or drop-offs.
- Include a safe pull-off area from the road.
- There is interest in adding a bike rack.
- When sharing the survey, include the mile point or a map, as many people don't know the exact trailhead location.
- The current map is missing mountain bike trails that cross the road and will likely continue developing downhill.

Next Steps

- Agency stakeholder meeting is December 12, 2025, and these comments and questions will be shared there
- Community survey will be conducted in mid-December and will remain open for a month to gather public feedback and suggestions for the new parking lot
- Next community stakeholder meeting is Tuesday, February 10, 2026, which will include 35% designs

Basher Trailhead Parking Lot

Community Stakeholder Meeting #2 Summary

Date and Time: Wednesday, February 11, 2026, at 6:00 pm

Location: Russian Jack Springs Park Chalet

Attendees:

- Dan Kirsch (PTS)
- Melanie Hess (MOA, P&R)
- Lucy Baranko, Renée Eddy Harvey (Huddle)
- Bill Britt (Chugach State Park Citizens Advisory Board)
- Tony Wade, Rys Miranda (DNR)
- Justin DiPaola-Allen (Chugach State Park)
- Diane Schenker (Basher Community Patrol)
- Robin Dublin (Basher resident)
- Bruce Talbot (Basher resident)
- Casey Durand (Anchorage resident)
- Steve Callaghan (University Area CC)

Agenda:

- Introductions
- Meeting Purpose
- Project Background & Scope
- Project Schedule
- Community Survey Takeaways
- Design Concept Review
- Next steps

Summary

This was the second community stakeholder meeting for the Basher Trailhead Parking Lot project, led by Huddle, PTS, and MOA. The attendees represent various community groups and others.

Lucy Baranko from Huddle began with an overview of the project, its updates, and schedule. Lucy reviewed some highlights from the community survey, focusing on trail uses, current challenges, and prioritized amenities.

Lucy then shared the two 35% concept designs of the parking lot, and attendees had an opportunity to provide feedback and ask questions about the design. Lucy reviewed the design and amenities elements of the two options. Many brought up issues with safety, snow storage, ground disturbance, and traffic. Dan Kirsch, the engineer from PTS, and Justin DiPaola-Allen, the superintendent of Chugach State Park, along with Lucy, answered the questions about design, construction, access, and other concerns.

The meeting ended with Lucy sharing the comment form, asking for direct feedback. The online comment form will be available this week, and she encouraged the attendees to stay involved.

Concept Design Feedback Parking Lot Comments and Questions

General Discussion

- Q: How was the size of the parking lot determined?
A: While the community survey had mixed suggestions for the parking lot, these preliminary designs show 60 parking spaces and 5 ADA spaces. This was decided in consultation with MOA, State Parks, and PTS, to ensure that parking lot capacity was designed for future use, to accommodate greater visitation, and to limit increased roadside parking.
- Q: Why are there so many ADA parking spots?
A: That is determined by code and public parking requirements.
- Q: Will the landscape areas in the parking lot be used for storm drainage or snow?
A: Snow will be pushed to the edge, and there will be drainage into ditches and down the hill.
- Comment: This area has serious erosion issues; the drainage ditches must be designed to accommodate that.

Concept A and Concept B Discussion

- Q: How does Concept B have a less total disturbed area than Concept A?
A: Mostly, it's due to the road elevation and how much cut and material removal would need to happen. Concept A would require more material excavation, whereas Concept B would require less excavation, and less material would need to be brought in. Concept B is also less expensive and has a better view.
- Comment: Concept B looks like it could be more of a risk for overnight parking, litter, and reduced visibility with snow and its general placement.
- Q: What is the length of the driveway on Concept B?
A: About 230 feet from the road.
- Comment: The neighborhood is worried about traffic and late-night use of the parking lot; there should be a gate.
A: A gate will be included in the design for management purposes.
- Comment: Concept B looks like it would use more asphalt and require more snow clearing. Long-term, it seems like the maintenance of this lot would be more expensive than Concept A.

Safety Discussion

- Comment: It would be good to have a gate where you could exit at any time, so cars don't get stuck in the parking lot overnight.
- Comment: Including a restroom could be worse for safety concerns, allowing people to hide.

- Comment from Justin DiPaola-Allen: At the Upper Huffman parking lot, there was a problem with parties and late-night access, but State Parks was able to coordinate with the community to manage the gate there, as Parks has limited resources. And with consistent use and people knowing that there is limited access, the problems have been reduced. Ideally, State Parks would have more active management.
- Comment: There is concern about the long driveway for Concept B, as community patrol members would feel less safe.
- Comment: The current trail, where it crosses the road, is very unsafe and shouldn't be part of the new design. Visibility for cars coming up to that hill is very dangerous.
A: Lots of bikers use this trail and will continue to use the connection along the road, which is safer than biking down through the parking lot, then back up the road to the trail connection.
- Comment: The long driveway for Concept B on a grade could also be bad in the winter with ice and potential glaciation.
- Comment: The parking lot driveway should be at the same level as the road so there's no slope where the entrance meets the road.
A: The design will show a 60' landing at 2% grade where the driveway will meet the roadway.
- Q: Will the drainage and runoff go down the driveway?
A: The driveway is uphill and level, so any water runoff should go down the hill.

Next Steps

- The Basher Community Council meeting is on February 12, 2026, 35% concept review
- Online public comment form is available [here](#) until February 26, 2026
- Parks and Recreation Commission meeting is March 12, 2026, for the 65% Design Review

Basher Trailhead Parking Lot

Agency Stakeholder Meeting

December 12, 2025, 1:00 PM – 2:00 PM

Meeting Notes

Attendees: Lucy Baranko, Renée Eddy Harvey (Huddle), Dan Karcz, Dean Kirsch (PTS), Roy Pace (EDC), Taylor Keegan, Bradley Muir (MOA P&R), Justin Dipaola-Allen, Rys Miranda, Tony Wade (Alaska State Parks), Kent Kohlhasse (Public Works), Melinda Kohlhaas (PM&E), Peyton Reid (CEA), Bradley Coy (MOA Traffic), Brian Murphy (AFD), Stolf Short (BLM)

General Discussion

- Updates from PTS on the project schedule- have completed the design survey and are working on getting Geotech started.
- Assuming the bond passes, what would \$1.5 million include for this lot? What are the upper limits, in terms of amenities and size, that could be accommodated?
 - o The 1.5 million includes all aspects of the construction, including admin, planning, and fees- the actual construction is within that.
 - o Looking at 60 spaces with basic amenities
- As the CASA bond is funded by Anchorage voters, it's important to consider all stakeholders when determining the needs of the community.
- What is the capacity and conditions of the trails? Can they support more people? Would they need more maintenance and capital improvements before we start adding more trail users?
 - o It's much easier to build and maintain trails than to build a parking lot- don't limit the parking lot size to accommodate the current trails.
 - o There is also 150k on the bond in the spring (which is part of the proposition for the 1.5 million construction phasing) to provide trail connections to the new parking lot to the Lost Cabin trails.
 - o Leftover money from that bund could be used for the existing trail projects
 - o PTS would handle that project and get people from the new parking lot to the new trail, if the bond passes.
- Would there be a street crossing included that connects to the other trails?

Amenities

- Cameras: Would cameras be for surveillance or for public information on parking capacity and conditions?
 - o Likely to be modeled after the Glen Alps camera for condition report, the State Park does not have the capacity for surveillance. Noted that Glen Alps

- does not have a lot of crime, but there is a year-round camp host there, and crowds.
 - If a camera is included, you need a hardline telephone connection. Glen Alps has one through Starlink, not ACS, which has been unreliable.
 - The camera is not high-resolution, just a snapshot every couple of minutes of the parking lot.
- Lighting: If there's lighting, where will the power line be?
 - Could the parking lot have conduits for power in the future?
 - MOA P&R has found that lighting deters crimes and supports it. This project could model their lighting at the University Lake Park as a precedent. Open to discussion if the community does not want lighting.
 - Chugach Electric: Depending on needs, we could do a line extension from our electricity provider on Basher, with single-phased service. 1000ft away, PTS could confirm online on the exact placement.
 - The MOA would be responsible for maintaining that 1000 ft.
 - Alternate idea to have a load center and trench under the parking lot, but PTS would recommend a transformer. Worth evaluating.
 - PTS will include lighting in the 35% design
- Restrooms
 - AK statute requires that if the state parks sign an MOU, there needs to be a restroom.
 - State parks do not have the operating budget for a non-permanent toilet, but they do have the capacity to pump and clean a permanent one
 - Prefer a CXT design, same as other state park sites, a single toilet.
- Who makes the amenities and design decisions?
- Maintenance: And once amenities are planned and built, who will maintain the amenities?
 - MOA will make the final decisions
 - MOU is still in progress, and there will be a future meeting in January with stakeholders to discuss that
 - State parks are prepared to maintain a standard trailhead, with a kiosk, CXTS maintenance, snow plowing, but not paying monthly electric bills or repairs.
 - Fee station would be a day-use parking pass.
- Trash Cans
 - State parks cannot handle full trash services, and that could cause bear issues.
 - Does support dog waste receptacles.

- Parking Lot Design
 - o Thinking about circulation- one driveway? Two? Think about plowing.
 - o Existing trailhead will need to be rehabbed back to its natural condition.
 - o One in/out entrance exits make it easier for management.
 - o No island, parking pumpers, think about snow storage.
 - o The parking lot will be paved.
- Thinking about site distance observation, PTS is mindful of that.
- Traffic will think about future crossing on the road.
- The preliminary design will include 60 spots with a preliminary lighting plan, which will consist of one restroom, kiosks, and signs.

Next Steps:

- Community Survey to go out the week of 12/15/26
- Next Community Stakeholder meeting is 2/10/26
- MOU process will begin in early January
- The 35% design will be ready for review in early February



December 2025

Dear FNBP/CT Users,

MOA and BLM will be having the January Far North Bicentennial/Campbell Tract User Group meeting. **We will be meeting virtually via Microsoft Teams on Monday, December 15th, 6:00pm – 7:00pm.**

▪ **News & Discussion from the BLM Campbell Tract and MOA Parks and Recreation:**

Events

- The Frosty Bottom Fat Bike Race will take place on January 10th.
- Fur Rondy Sled Dog Races February 26 - 28
- The Iditarod Ceremonial Start will take place on March 7th
- The Tour of Anchorage Ski & Fat Bike Race will take place on March 8th

Updates and New Items

FNBP and BLM CT

- Winter Sled Dog Only trails will be in use when snow levels allow
 - Additional Dog Sled Only trail signs will go out

MOA P&R

- **Presentation – Basher Parking Lot – Lucy Baranko from HUDDLE will present on the new parking lot and trailhead**
- FLAP Grant Update – North Gasline and Bridge and Boardwalks Construction and Trail planned for 2027
- Temporary Bridge on North Gasline Trail
- Alaska Trails Challenge Grant – 2025 Youth Employment in Parks (YEP) trail improvements near North Bivouac TH and Campbell Airstrip Trailhead
- Campbell Airstrip Road Fuels Reduction completed in summer 2025
- NSAA Trails are currently ski only
- Hilltop Ski Area is open for winter!
- Community Wildfire Protection Plan (CWPP) is adopted by the Municipality of Anchorage

BLM

- Trail work on Fox Run & Speedway - Work included improvements to trail tread, removing and/ or armoring roots, improving drainage, installing orientation signs, and the reconstruction of the boardwalk on Speedway.
- New Maps - BLM recently updated the Campbell Tract map.
- The Friends of Campbell Tract (formerly known as the Friends of the Campbell Creek Science Center) had a great kickoff event this summer.
- National Public Lands Day - BLM hosted a variety of volunteer projects including native tree planting and restoration projects, and trail maintenance on Birch Knob and Old Rondy.
- Firewood - The hazard tree removal project has concluded and all firewood has been given to the public.

Updates from User Groups: Open Floor

Additional

- Please report any illegal camps, illegal trail construction, or any other illegal activity in the parks. Use the webpage [#ANCWorks!](#) to report illegal camps. Or contact the BLM Anchorage Field Office at blm_ak_afo_general_delivery@blm.gov or (907) 267-1246 to report illegal activity.
- Dogs on leash
- **Special Events** –Events on MOA and or BLM trails must be permitted. **All Races, events, activities** on MOA or BLM lands require a permit application and review. Organizations are reminded to submit their proposals well in advance for consideration and potential approval of proposed activities. MOA permitted events within Far North Bicentennial Park:
 - Please note that some events may be canceled due to weather:
 - **Please Contact Ben Rausche at 343-4040 or the BLM to acquire necessary permits.**

The next meeting will be scheduled in the near future. If you have any questions, please call or e-mail us at:

Brad Muir	343- 4287	MuirBH@muni.org
Stolf Short	267-1208	sshort@blm.gov
Spencer Gunter	267-1482	sgunter@blm.gov

Thank you!

Basher Trailhead Parking Area

Basher Community Council Meeting #1 Summary

Thursday, November 14, 2025

7:00 pm – 9:00 pm

Zoom

Project Team Attendees: Dean Karcz & Dan Kirsch – PTS, Brad Muir – MOA Parks and Rec, Lucy Baranko- Huddle, Justin Dipaola-Allen – Chugach State Park Superintendent, 28 members of the Basher Community Council

Introductions + Project Introductions

Dean Karcz (PTS) opened by thanking the Basher Community Council and introducing the project team. He then provided an overview of the Basher Trailhead Project, explaining the roles of the project team: PM&E for municipal project management, PTS for design and construction administration, and Huddle for public involvement, outreach, and conceptual design guidance.

Dean summarized the project background, noting that the Chugach State Park Service Area (CASA) bond allocated \$300,000 in 2025 for trailhead design, with \$1.5 million proposed for construction in the 2026 CASA bond, pending voter approval. He also updated the council on the work completed so far, including the project kick-off with MOA and State Parks, the survey work conducted by PTS, and the geotechnical investigations by Shannon & Wilson. He then introduced Lucy Baranko with Huddle to review the public engagement aspect of the project.

Lucy Baranko (Huddle) then introduced Brad Muir, the Natural Resource Manager with MOA Parks & Recreation, and Justin Dipaola-Allen, the Superintendent of Chugach State Park, who were also in attendance.

Lucy reviewed the public involvement approach, emphasizing outreach tools such as the project webpage, trailhead signage, and the upcoming community survey. She gave an overview of the planned agency and stakeholder meetings that will shape the 35% and 65% design concepts. She also walked attendees through the upcoming schedule, which included stakeholder meetings in December and February, as well as a community survey to be distributed, gathering feedback on existing trailhead conditions, user needs, and amenity priorities. The Parks & Recreation Commission 65% design review is scheduled for March 12, 2025, and anticipated construction is planned for summer 2026.

Lucy closed the presentation by outlining the next steps: kicking off agency coordination, advancing public engagement activities, and preparing design materials for review. She thanked the community for their participation and encouraged them to stay involved throughout the design process. She then asked if the council had any questions or comments.

Below is a summary of the questions and comments received.

Council Questions and Comments

Funding & Bond Priorities

- Community members discussed current funding efforts, noting that Assembly Member George Martinez is moving the project up on the 2026 bond list for the full \$1.5 million construction request. The mayor's initial proposal of \$750,000 is expected to be amended to the full amount.
- Attendees noted that bond approval will ultimately depend on voter support.
- The council also passed Resolution 2025-03, formally supporting the Basher Trailhead Parking Expansion Project and adding Bruce Talbot and Diane Schenker as representatives.

Safety, Road Access & Parking Feasibility

- Residents expressed significant concern regarding the safety of the existing entrance and exit along Basher Road, particularly given steep grades and limited sight distance. It was suggested to evaluate using the existing parking area as an entrance and design the lot to be a loop with the exit at a location with better sight distance along Campbell Airstrip Road.
- Questions were raised about whether the proposed parking location is fixed. PTS clarified that the location is still under evaluation, and the MOA Traffic Department will be a key partner in identifying the safest driveway configuration.
- One community member suggested expanding parking to the North and South Bivouac areas, which are flatter but would require a 15–20 minute walk.
- Another suggestion for the parking area location was under the CEA powerlines, as the area is a large flat area and would be closest to the Chugach State Park boundary and existing trails.
- Winter conditions were discussed, particularly the lack of adequate parking due to snow storage within the current parking lot and along the road.
- It was asked how large the proposed parking area will be. The future number of parking spaces has not yet been determined and will be shaped by public input.

Site Considerations, Easements & Maintenance

- The project team reported that survey work includes the existing parking area, the powerline corridor, and land west of the powerline.
- CEA is a key stakeholder; while they have not issued a definitive position, there has been no "hard no" regarding development near their easement.
- Questions were raised regarding lighting, signage, and other trailhead amenities that may be incorporated into the design.
- One council member asked whether there is dedicated funding or a long-term plan for ongoing maintenance of the trailhead facilities and noted that maintenance and patrol responsibilities should be clearly defined as the project moves forward. Huddle explained that there will be an MOU in place between MOA Parks & Recreation and DNR Parks for the operations and maintenance of the trailhead.

Community Coordination & Communication

- Council members requested that information continue to be shared with the Basher Community Patrol. Diane Schenker is the point of contact.
- Attendees recommended that project updates, including the upcoming community survey, be sent to Dirk Sisson.

Basher Trailhead Parking Lot

Basher Community Council General Meeting

Date and Time: Thursday, February 12, 2026, at 7:00 pm

Location: Scenic Foothills Elementary School

Project Team Attendance:

- Lucy Baranko (Huddle)
- Dan Kirsch (PTS)
- Melanie Hess (MOA, P&R)

Community Comments Summary

Lucy Baranko from Huddle began with an overview of the project, its updates, and schedule. Lucy reviewed some highlights from the community survey, focusing on trail uses, current challenges, and prioritized amenities.

Lucy then shared the two 35% concept designs of the parking lot, and attendees had an opportunity to provide feedback and ask questions about the design. Lucy reviewed the design and amenities elements of the two options.

Questions were generally reserved for the end of the presentation and summarized below.

Lucy shared the comment form, asking for direct feedback. Business cards were left for contact information about the project.

Concept Design Feedback Parking Lot Comments and Questions

General Discussion

- Q: Question about the parking lot grade of Concept A being lower than the roadway – will it be similar to the South Bivouac trailhead lot?
A: The driveways were designed to provide a relatively level “landing” zone at the interface with the road for safety and visibility of traffic.
- Q: What is the size of the parking lot development? Concerns about the size and footprint of the proposed parking concepts (for clarity and understanding the scale of impact).
A: Provided approximate dimensions on the fly based on scaled presentation images.
- Comment: Bike trail crossing the road is dangerous
- Q: Why is the number of parking spaces much higher than what was indicated as a preference in the community survey?
A: Management decision between State Parks and Municipality is best suited for the next 20 years, and the desire not to under-design the space.

- Comment: Will the speed limit signs be set to 25 mph near the parking lot, as in the existing situation? This resident does not want to have to slow down prior to where the road grade increases. Concerns of not making it up the hill during snowy, icy conditions.
- Comment: Community is very sensitive to visibility in the parking area and crime. Please increase visibility of the lot from the road.
- Q: Will the connecting trail have ADA accessible grades?
A: ADA Access will be considered in trail routing, and grades up to 8% can be included with the appropriate use and spacing of landings, referenced Glen Alps trail as an example of gravel trail class 4 or 5.
- Q: Have you considered future parking lot expansion, should it be determined that additional spaces are needed, for example, 150 spaces?
A: It hasn't been considered at this time.
- Q: This doesn't seem like enough restrooms for the size of the parking lot.
A: State Parks requires a restroom where there is a fee station, and feels one restroom will be enough.
- Q: What can those who think this is a bad idea do?
A: The project has only been funded through design and will be on the bond in the April election.
- Q: What kind of trash collection will be included?
A: Dog waste receptacle only
- Q: Have you considered moving snow storage to the other end, so that it doesn't create a berm that will block visibility to the parking lot (CONCEPT B)?
A: Will look further at snow storage options
- Comment: The number of parking spaces is too high.
- Comment/Questions: Have you considered that this will make traffic on the road worse than current?

Other Comments:

Yarrow Silvers was thanked by a community member for her efforts in ensuring the funding for the construction of the Basher Parking lot was on the ballot. In her response, she mentioned an S-version that was pushed through to add \$75,000 for maintenance of the Basher Parking Lot.

Yarrow: Asked about solar lights, since lighting is too expensive for the project budget.

Basher Trailhead Parking Lot

Basher Community Council General Meeting

Date and Time: Thursday, May 14, 2026, at 7:00 pm

Location: Zoom

Project Team Attendance:

- Lucy Baranko (Huddle)
- Dan Kirsch (PTS)

Basher Community Council Members Attendance: 32 participants

Project Update

Lucy gave a small presentation to the Basher Community Council on Thursday, May 14, 2026, at 8:15 pm via Zoom. She thanked the council for inviting Huddle to give a brief update on the project. She summarized the most recent project milestones, including the Parks and Recreation Commission on Thursday, April 9th. Comments for the 65% Design Review officially closed on Friday, April 24, 2026, and thanked everyone who shared feedback and participated in the review process.

Based on public comments and stakeholder input, the project team is updating the proposed design to increase parking lot capacity to 52 spaces. The revised plan also includes a flexible-use area that may support a campground host, vendors, transit drop-off, or emergency response functions as needed.

These modifications maintain flexibility for future opportunities while keeping the project within budget, with only a slight increase to the overall parking lot footprint.

Updated Project Schedule

- **June 11** – Updated design presented to the Parks and Recreation Commission
- **August 10** – Project presented to the Planning and Zoning Commission

Due to the design updates, construction is now anticipated to begin in **Spring 2027**, pending approval by the Parks and Recreation and Planning and Zoning commissions.

For additional project information and to sign up for project notifications, visit the project website:

<https://www.muni.org/Departments/parks/Pages/BasherTrailhead.aspx>

Lucy again thanked the community council for their time and asked if anyone had questions.

Community Comments Summary

Ted Trueblood- Serves as the Chair on the Board of Supervisors for the LRSA, they maintain 2.1 miles of Campbell Airstrip Road. This project will impact the road they maintain. It could impact the drainage where the road connects. The culvert on the 65% Design is too far back from the existing ditch, and they have concerns that it will cause improper drainage, affecting the roadway.

He requests coordination with the design team on the timing of the construction with annual road maintenance; several large road projects are scheduled for this year. He would like to know how to coordinate work on the road with project construction. The road is susceptible to frost heaving and potholing, and he wouldn't want the construction project to damage work done by the LRSA.

- The project team will be in touch with the LRSA coordination.

Diane Schenker – Why does the project need to go before the Planning and Zoning Commission?

- Title 21 states any project over 1 million dollars or over 1.0 acres in size requires a Major Site Plan Review by the Planning and Zoning Commission.

Diane Schenker – Because the parking area is being increased to 52 spaces, does this trigger a traffic study report to be conducted? When she met with the traffic department, they indicated a traffic study would be required if there were over 100 trips per day.

Lucy- I would need to check with MOA Traffic

Diane Schenker – Are you taking any more comments?

- The comment period has closed, and the project team is not taking any additional comments regarding the 65% Design. The community can submit comments during the PRC and PZC. If the community would like to submit comments and questions to the project webpage, the project team will consider these; however, the formal comment period is now closed.

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

April 2026 - Update

No.	Category	Subcategory	Comment	Comment Response
1	Amenities	<i>Bike Rack</i>	Consider more secure bicycle parking options, such as bike lockers or enclosed racks, in addition to standard bike racks, to address community safety concerns. Consider working with Sportworks for the bike racks, with potential for newer, more secure bike parking or lockers	The project team has been working with project partners on a pilot for installing bike lockers.
2	Amenities	<i>Cameras</i>	Include cameras for monitoring illegal parking	The current plan does not include a webcam. An electrical connection would be approximately 2000' and cost nearly half the proposed \$1.5 million for the budget.
3	Amenities	<i>Fee station</i>	Include a fee station.	Currently, there is funding in the bond to pay for yearly maintenance at this time; no fee station is proposed.
4	Amenities	<i>Gate</i>	The gate is unnecessary and dangerous given late-night trail users. It will limit trail access. Please do not install a gate.	A gate will be installed for management purposes. The management of the gate has not been decided.
5	Amenities	<i>Gate</i>	Include a gate for the parking lot, even if it is not closed nightly	A gate will be installed for management purposes. The management of the gate has not been decided.
6	Amenities	<i>Gate</i>	A gate should only be included if emergency access is possible	The project team has consulted with APD and AFD, and emergency access would not be restricted if a gate were installed.

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

April 2026 - Update

7	Amenities	<i>Kiosk</i>	Support for the trail information kiosk	The current plan includes a trail information kiosk.
8	Amenities	<i>Lighting</i>	Include night sky or motion-activated lighting for improved safety and reduced crime, and year-round use. Any lighting should be low-facing to preserve the dark skies. Consider solar power if needed.	The current plan does not include lighting. An electrical connection would be approximately 2000' and cost nearly half the proposed \$1.5 million for the budget.
9	Amenities	<i>Lighting</i>	Do not include lighting as it will impact the property owners nearby and increase light pollution.	The current plan does not include lighting. An electrical connection would be approximately 2000' and cost nearly half the proposed \$1.5 million for the budget.
10	Amenities	<i>Restroom</i>	Do not include a restroom, as that will increase safety issues, wildlife concerns, and maintenance needs	The project team will consider this.
11	Amenities	<i>Restroom</i>	Include two restrooms, as one will not be adequate for future use	The current plan proposes one restroom, which is consistent with a parking area of this size.
12	Amenities	<i>Restroom</i>	Support for the restroom, as sanitation access is a matter of basic dignity and is particularly important for families, older adults, and visitors traveling longer distances. Well-designed and maintained restroom facilities are a standard amenity at major trailheads and contribute to a more welcoming and functional public space.	The current plan proposes one restroom.
13	Amenities	<i>Trash</i>	Increased parking capacity will lead to more trash. Bear-resistant garbage containers or a dumpster are needed to allow volunteers to help Municipal employees keep areas clean and lower the risk of bears.	A trash receptacle is proposed and would be bear-proof.

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

April 2026 - Update

14	Amenities	<i>Cell Tower</i>	A cell tower should be added for improved cell service, communication, and safety needs.	The inclusion of a cell tower is outside the scope of this project.
15	Cost & Funding	<i>Cost Overrun</i>	Is a cost overrun anticipated if Concept A is selected?	Yes, if Concept A were selected, it would cause a cost overrun. This design would require a large excavation, and the material would have to be hauled off-site, increasing the costs of the project.
16	Cost & Funding	<i>Cost Savings</i>	How would the excess/savings from the \$1.5 million budget be redirected if Concept B were to be implemented? Recommend reallocating the cost savings to another recreation project.	If there are cost savings from the project, PM&E would decide what it would be used on.
17	Cost & Funding	<i>Fee Station</i>	The fee station should pay for the parking lot and road maintenance.	Currently, the bond includes funding for annual maintenance; no fee station is proposed.
18	Cost & Funding	<i>Fee Station</i>	If municipal taxpayers are paying for the construction of the parking lot and ten years of maintenance with the bond, it is not reasonable to have a fee station for State Parks.	Currently, the bond includes funding for annual maintenance; no fee station is proposed.
19	Cost & Funding	<i>Maintenance Concerns</i>	The long driveway for Concept B will lead to increased maintenance costs over time	The length of the driveway allows for a better design, balancing the cut and fill of the project. All factors are being considered regarding the design and maintenance of the facility.
20	Cost & Funding	<i>Maintenance Concerns</i>	An increased parking lot will lead to increased construction and maintenance costs.	All factors are being considered regarding the design and maintenance of the facility.
21	Cost & Funding	<i>Road Maintenance</i>	Are any budget increases planned to address increased costs to the Basher LRSA or State Parks caused by increased road and trail traffic?	Not at this time.

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

April 2026 - Update

22	Crime & Safety	<i>Safety Concerns</i>	Increased use will lead to increases in potential fire, dumping, and crime.	Thank you for your comment.
23	Crime & Safety	<i>Safety Concerns</i>	Concept B should not be considered due to safety risks and poor visibility from the long driveway and snow storage location. The long driveway limiting road visibility will also lead to increased crime.	Concept B would have better visibility than concept A, as it would be about level with the roadway. Concept A would be built into the hillside, therefore having less visibility from the road. Snow storage solutions are being reconsidered for Concept B to increase visibility from the roadway.
24	Crime & Safety	<i>Safety Concerns</i>	The design chosen for the parking lot should be the one that ensures safety for the park users and the nearby residents of the Basher/Stuckagain neighborhood.	The design team is considering all safety factors in the design of the trailhead.
25	Crime & Safety	<i>Safety Concerns</i>	Consider having Anchorage Parks and Recreation solicit a summer VIP host for the Basher parking area to improve safety and manage gate operations.	The design team has considered this option; however, the lack of power and water makes this unfeasible.
26	Design & Layout	<i>ADA Spaces</i>	The number of ADA parking spots seems disproportionate to use, given the steepness of the terrain the trail serves, and should be decreased. Are the number of ADA accessible spots required by law in an area with no ADA accessible trails?	The design of the parking area must follow Title 21 design requirements.
27	Design & Layout	<i>Concept B</i>	Would Concept B be cheaper if the driveway connected to the north end of the parking lot?	The proposed driveway location provides optimal sight distance in either direction for the safety of entering and exiting the parking area. Moving the driveway to the north would reduce the sight distance in either direction.
28	Design & Layout	<i>Concept B</i>	What are the grades for the parking lot and driveway for Concept B?	2-3%.

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

April 2026 - Update

29	Design & Layout	<i>Concept B</i>	What is the total paved area for each concept?	The parking lot is now 45 spaces. Paved area ~2200 SY.
30	Design & Layout	<i>Concept B</i>	Can Concept B be modified so that the snow storage area is located to the left of the driveway or at the far end of the driveway, rather than between the parking lot and Campbell Airstrip Road?	Snow storage solutions are being reconsidered for Concept B to increase visibility from the roadway.
31	Design & Layout	<i>Concept B</i>	Concept B is considerably more constructible due to the reduced amount of earthwork required in the steep terrain at this site	Correct, Concept B balances the cut and fill of the site to reduce the amount of off-hauling of material excavated, therefore reducing the costs.
32	Design & Layout	<i>Concept B</i>	Preference for Concept B due to 5% grade trail connection	The reduced grade of the trail is preferred.
33	Crime & Safety	<i>Design Suggestion</i>	Consider raising the parking lot to the level of the road with fill to improve visibility and safety	Concept B raises the parking area level with the roadway for improved visibility.
34	Design & Layout	<i>Design Suggestion</i>	A separate entrance and exit could improve road access	A separate entrance and exit is not recommended as the road profile does not allow for two locations with good sight distance. The driveway location was chosen for optimal sight distance in either direction for improved safety when entering and exiting.
35	Design & Layout	<i>Design Suggestion</i>	Keep the existing parking lot and put a gravel 30-spot parking lot at the bottom of the hill.	The design team is evaluating alternative locations for additional future parking areas.
36	Design & Layout	<i>Design Suggestion</i>	Add topography and cut and fill lines to the design concepts	This will be shown at the 65% Design level.

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

April 2026 - Update

37	Design & Layout	<i>Design Suggestion</i>	Include a non-parking spot where the trail connection joins the parking lot.	This will be shown in the 65% Design.
38	Design & Layout	<i>Design Suggestion</i>	Concern about the area surrounded by higher elevations, which may lead to standing water in the parking spaces during breakup and the rainy season	The design team is taking into consideration drainage and grading of the parking area to reduce standing water during breakup. Drainage will be collected via ditches and routed away from the site.
39	Design & Layout	<i>Design Suggestion</i>	Ensure proper grading and drainage with culverts to allow all meltwater to run down the hill and not onto the road.	Ditches and culvert included in the plan to control runoff. Maintenance of the culvert will be important. See 65% grading plan.
40	Design & Layout	<i>Design Suggestion</i>	Both concept designs address concerns regarding traffic safety and road sightlines.	Both Concept A & B show the same driveway location, which is the optimal location for sight distance when entering and exiting the roadway.
41	Design & Layout	<i>Design Suggestion</i>	Support for the proposed size of the parking lot due to the expected park and trailhead increase with a new lot.	The Chugach State Park access plan recommends a parking lot size large, which is 40+ spaces. The parking area should be "enlarged to the largest size that is reasonably feasible".
42	Design & Layout	<i>Design Suggestion</i>	The trail crossing Basher Road is dangerous and should be rerouted. Instead, relocate a pedestrian and bicycle trail crossing near the new parking lot, instead of the existing one.	The project team is evaluating how to properly address the trail crossing location.
43	Design & Layout	<i>Design Suggestion</i>	Concepts A and B are the same option, with a different layout. Why aren't there additional alternatives that present meaningful differences with distinct pros and cons?	The project team presented the two most viable options for parking layout concepts.
44	Design & Layout	<i>Design Suggestion</i>	Has the Fire Department been consulted on this design plan?	Yes, the project team is working with the Anchorage Fire Department and the Wildfire Division regarding the design.

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

April 2026 - Update

45	Design & Layout	<i>Design Suggestion</i>	Ensure that berms along the road allow for visibility into the lots both in summer and winter.	The project team understands that visibility of the parking area is important for safety.
46	Design & Layout	<i>Design Suggestion</i>	Place boulders or other barriers around the parking lot to prevent vehicles from driving off the roadway.	The project team will take this into consideration.
47	Design & Layout	<i>Design Suggestion</i>	Ensure that the entrance/exit of the new lot is at the same level as the Campbell Airstrip Road to allow for improved visibility with snow berms.	The driveway will be at the same level as the roadway for improved entrance/exit, and snow storage locations are being considered for improved visibility and safety.
48	Design & Layout	<i>Design Suggestion</i>	The trail connecting the new lot to existing trails and through the existing trail should be gravel	The trail connection from the parking area to the existing trail network is being proposed as a class 4 gravel trail.
49	Design & Layout	<i>Design Suggestion</i>	Preference to square off the west side of the parking lot, like the east side. Would it be possible to remove the west landscape island to create a simpler plowing surface?	Per Title 21, landscaping areas are required; however, the design team is evaluating ways to improve the design to simplify plowing efforts.
50	Design & Layout	<i>Design Suggestion</i>	Add paving on the east side of the bike rack, so it's in line with the kiosk, and center the bike racks within to make extra space	The design team will consider this.
51	Design & Layout	<i>Design Suggestion</i>	Include space in the parking lot for a shuttle drop-off	The design team will consider this.
52	Design & Layout	<i>Design Suggestion</i>	Ensure that the parking lot's internal circulation prioritizes pedestrian safety.	The design team will consider this.

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

April 2026 - Update

53	Design & Layout	<i>Design Suggestion</i>	Incorporate clearly marked pedestrian pathways, traffic-calming measures, and strategies to minimize vehicle speeds within the parking lot to ensure safety for all users.	The design team will consider this.
54	Design & Layout	<i>Design Suggestion</i>	The cell phone data for the current parking lot may overcount actual trail use and parking demand, which could warrant a smaller parking lot.	The design team will consider this.
55	Design & Layout	<i>Lot Oversized</i>	The proposed parking lot size is too large. The current parking lot is rarely used in the winter, and 60 or even 30 spaces are unnecessary.	The design team will consider this.
56	Design & Layout	<i>Lot Oversized</i>	What was the basis for selecting 60 parking spaces?	The Chugach State Park access plan recommends a parking lot size large, which is 40+ spaces. The parking area should be "enlarged to the largest size that is reasonably feasible".
57	Design & Layout	<i>Lot Oversized</i>	Reduce parking lot size to 30 spaces.	The design team will consider this.
58	Design & Layout	<i>Lot Oversized</i>	The parking lot should be smaller, with no more than 40 spaces.	The design team will consider this.
59	Design & Layout	<i>Lot Oversized</i>	Considering Anchorage's population projections and survey responses indicating fewer than 20 vehicles at peak times, it is unclear what data support the need for 60 parking spaces.	The Basher Drive Trailhead serves as a primary access point to an extensive trail system with limited walk-in access and is anticipated to experience high peak demand. Multiple methods were used to estimate parking needs, including analysis of the 2020 census population within a 3-mile service area and comparisons to similar facilities, which suggest a demand for approximately 80 to 100 spaces. However, given that this is one of several access

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

April 2026 - Update

				points, a more conservative estimate of 60 spaces is proposed to appropriately right-size parking for the site.
60	Design & Layout	<i>Lot Oversized</i>	Support a smaller parking lot, given Anchorage's flat and aging population, the continued draw of better-developed nearby trailheads, and the unlikely increase in use sufficient to justify a 60-space lot.	The Basher Drive Trailhead serves as a primary access point to an extensive trail system with limited walk-in access and is anticipated to experience high peak demand. Multiple methods were used to estimate parking needs, including analysis of the 2020 census population within a 3-mile service area and comparisons to similar facilities, which suggest a demand for approximately 80 to 100 spaces. However, given that this is one of several access points, a more conservative estimate of 60 spaces is proposed to appropriately right-size parking for the site.
61	Design & Layout	<i>Trail Connections</i>	Future plans should look to put a trail from the North or South Bivouac trailhead to the Basher Trailhead. Include planning for a separated, paved, multi-use trail from South Bivouac that could tie into the Basher parking lot	The Recreational Trails Plan recommends a Campbell Airstrip Road Fire Break Trail. A trail connection to the North and South Bivouac Trailheads is not a part of this project scope.
62	Design & Layout	<i>Trail Connections</i>	Concept B will create winter biking shortcuts under the powerline, and a bypass south of the parking lot should be considered.	This comment will be shared with MOA Parks and Recreation. Creating winter bike routes is not a part of the project scope.
63	Design & Layout	<i>Trail Connections</i>	Does providing ADA parking also include designing ADA-compliant sections of trail to ensure meaningful access?	The trail connecting the parking area to the existing trail will be designed as a Trail Class 4 per the Alaska State Park Trails Management Handbook Table 3.1 - Hiker / Pedestrian Terra Trail Design Parameters and Table 3.3 - Bicycle Terra Trail Design Parameters.

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

April 2026 - Update

64	Design & Layout	<i>Trailhead Improvements</i>	This location should be reconsidered and instead expand the North and South Bivouac Trailheads parking lots. These parking lots have clearer sight-lines, better trail accessibility, and fewer geographic/topographic constraints than the Basher Trailhead Parking Lot.	The intention of the Chugach Access Service Area (CASA) is to provide improvements for access to Chugach State Park. Expanding the North and South Bivouac Trailheads is not a part of this scope.
65	Environmental Impact	<i>Design Suggestion</i>	What is the total area of disturbance for each concept?	Redesigned 45 space disturbed area = ~1.8 Ac Original 60 Space disturbed area = ~2 Ac
66	Environmental Impact	<i>Drainage Concerns</i>	Concern with potential runoff to the road. Once water is diverted away from the parking lot, what impact will it have on Campbell Airstrip Road?	None. Ditches and culvert included in the plan to control runoff. Maintenance of the culvert will be important. See 65% grading plan.
67	Environmental Impact	<i>Reduce tree clearing</i>	Minimize tree clearing around the south, north, and east ends of the lots.	The project team is evaluating designs to reduce the amount of impact on the landscape, including tree clearing.
68	Environmental Impact	<i>Revegetation</i>	The reclaimed old parking lot and areas around the new lot should be revegetated and reseeded. Avoid using non-native seed/seedling. Small trees to be cut down as part of the project should be moved to disturbed areas and watered for a few years with park bond maintenance funds to ensure survival.	The project team is currently planning to reclaim the existing parking areas with cleared and grubbed material from the project site.
69	Environmental Impact	<i>Trail Impacts</i>	Expanding parking without a comparable investment in the trail will lead to increased trail degradation due to higher use	The Chugach Park Fund has trail improvements along the Lost Cabin Trail scheduled for summer 2026.
70	Environmental Impact	<i>Wildlife Impacts</i>	Did project designers consult with the AK Dept of Fish & Game regarding the Basher Trailhead Parking lot being located within a wildlife corridor between Chugach State Park and Far North Bicentennial Park?	The project team did not previously consult with ADFG, but we will include them in the 65% plan distribution.

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

April 2026 - Update

71	General Comment	<i>Management</i>	The bond proposal includes \$75,000 for annual operating costs above the municipal tax cap, presumably to cover additional snow removal and garbage services to be provided by the Municipality. Does this indicate that a decision has been made for the Municipality, rather than the State of Alaska, to manage and maintain the new parking area?	Management of the parking area is being worked on by the departments.
72	General Comment	<i>Project Partners</i>	Look to partner with a trails organization, such as Alaska Trails, to complete trail work that ensures the best use of public funds.	Project partners are an important part of this project and will be considered.
73	General Comment	<i>Public Engagement</i>	The public process has been disingenuous and does not reflect the scale of the project.	The project team has clearly outlined the public process for this project. Including stakeholder meetings, attendance at Basher Community Council meetings, a project webpage, a stakeholder mailing list with up-to-date information, and a community survey.
74	General Comment	<i>Public Engagement</i>	All public comments should be posted on the project website.	This comment response summary will be posted to the project webpage.
75	General Support	<i>Project Support</i>	This is a great project to improve access to Chugach State Park from the east side of town.	The Basher Trailhead is the closest trailhead access into Chugach State Park for east Anchorage residents.
76	General Support	<i>Project Support</i>	The municipality is making an effort to improve access to the Chugach; the completed lot will be a great asset to the Anchorage community.	Thank you for your comment.

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

April 2026 - Update

77	General Support	<i>Project Support</i>	Appreciation that the Basher Trailhead Parking lot expansion is being considered on Municipal land under the guise of CASA. It will be a valuable asset for East Anchorage folks to access Chugach State Park and a positive step for our community. Thank you for your efforts in this design phase.	Thank you for your comment.
78	General Support	<i>Public Engagement</i>	The stakeholder meetings, community council presentations, and email communications have been well-organized, concise, and informative	Thank you for your comment.
79	Maintenance	<i>MOA should Maintain</i>	Maintenance should be handled by the municipality, as they already manage the North and South Bivouac parking areas and the BLM parking area. The MOA is better equipped and more responsive for dumping.	Management of the parking area is being worked on by the departments.
80	Maintenance	<i>Trail Maintenance</i>	Who would maintain the trail connection from the parking lot to the existing trail?	Maintenance of the trailhead and trail connecting to the existing Chugach State Park trail is still being discussed.
81	Safety & Crime	<i>Security</i>	The project does not address safety and crime. Concern about building a large, dark, unmonitored parking lot in a remote location. What are the security provisions for this larger lot?	Parking lot reduced to 45 spaces. A gate will be included.
82	Traffic	<i>Sight Lines</i>	What is the length of the sightlines from the driveway? There is concern about safe entrance, exit, and sightlines.	Sight Distance from proposed driveway: Uphill SD (East) = 393 FT Downhill SD (West) = 500 FT
83	Traffic	<i>Traffic Congestion</i>	The proposed parking lot size will significantly increase traffic congestion.	No comment.

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

April 2026 - Update

84	Traffic	<i>Traffic Speeds</i>	Will the 40MPH speed limit down the hill be reduced due to this driveway?	Not at this time. The MOA Traffic Department will review the plan and make a determination if they see fit.
85	Traffic & Access	<i>Crash Data</i>	To better understand safety conditions, is there crash data available for this area?	Since 2010, there have been 3 accident reports for this section of road: 2 vehicle-vehicle sideswipes and 1 vehicle-moose.
86	Traffic & Access	<i>Emergency Access</i>	The neighborhood will be negatively impacted by increased traffic, fire danger, and emergency access challenges.	No comment.
87	Traffic & Access	<i>Enforcement</i>	There is currently limited enforcement of towing along the road	No comment.
88	Traffic & Access	<i>Improved Access</i>	As designed, the trailhead parking will reduce or eliminate dangerous street parking and will move the vehicle entrance and exit to a safer location.	Correct, the goal of the project is to move the trailhead driveway to a safer location while also reducing roadside parking.
89	Traffic & Access	<i>No Road Parking</i>	Ensure no parking on the road if the parking lot is full of concrete barriers or other infrastructure	Additional No Parking signs will be installed.
90	Traffic & Access	<i>Parking Data</i>	Is it possible to obtain cell phone data showing visitor volume by time (including peak periods), duration of visits, and more precise location data (e.g., on the trails versus only in the parking area)?	No comment.
91	Traffic & Access	<i>Road Impacts</i>	An increase in parking capacity will lead to more wear and tear on a road already in need of repairs and improvements.	No comment.

Basher Trailhead Parking Lot - Comment Responses from the 35% Design Review

April 2026 - Update

92	Traffic & Access	<i>Sight Lines</i>	The proposed plans should show the road's downhill curve, verticality, and length of sidelines per MOA safety requirements	Sight Distance from proposed driveway: Uphill SD (East) = 393 FT Downhill SD (West) = 500 FT
93	Traffic & Access	<i>Signage</i>	Include only necessary signs	The project team is currently proposing only those signs necessary.
94	Traffic & Access	<i>Signage</i>	Install "No Parking" signs along the road now and implement stricter enforcement, including towing.	Additional No Parking signs will be installed.
95	Traffic & Access	<i>Traffic Impacts</i>	Campbell Airstrip Road cannot safely handle the traffic increase; consider including speed bumps or other traffic-slowing measures.	Improvements/study of Campbell Airstrip Road is not included in the project scope at this time.
96	Traffic & Access	<i>Traffic Study</i>	Has a road safety study been done on the road that includes car traffic, but also recreational and non-motorized use?	Improvements/study of Campbell Airstrip Road is not included in the project scope at this time.

Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

June 2026

No.	Category	Code	Coded Comment	Comment Summary	Response
1	Access	AA1	Support for more access to Chugach State Park	Basher Trailhead is an important access point to Chugach State Park. Anchorage residents must have access to the park.	Basher Trailhead is the closest trailhead access into Chugach State Park for east Anchorage residents, providing access for hikers, skiers, winter bikers, and year-round trail users heading toward destinations such as Wolverine Bowl, Near Point, and the Middle Fork Loop Trail
2	Access	AA2	Support for public transit access to the trailhead	Public transit or shuttle service to the Basher Trailhead would improve access for people without personal vehicles and potentially reduce parking demand at the trailhead.	The parking lot will include a flexible-use area that may support transit drop-off in the future. No transit service is currently planned as part of this project. However, Route 25 has 30-minute service 7 days a week to Campbell Airstrip Road and Tudor, which is 3.3 miles from the Basher Trailhead.
3	Access	AA3	Support for access for public health	Access to trails and Chugach State Park is important for physical health, mental health, recreation, and overall community well-being.	Basher Trailhead provides access to trails and recreation that offer opportunities for physical activity, mental wellness, and connection to nature.
4	Access	AA4	Support for road improvements	Roadway and infrastructure improvements along Campbell Airstrip Road and Basher Drive are needed to safely manage increased traffic and visitation from expanded trailhead access.	The project includes parking lot and access improvements intended to improve safety and traffic operations at the trailhead. Additional road improvements are outside of the project scope; however, areawide drainage functionality will be addressed, and project controls will be implemented to reduce impacts to Campbell Airstrip Road during construction in coordination with the Basher LRSA.
5	Access	AA5	Support for greater trail connectivity	Improved trail, bike, and pedestrian connections between Basher Trailhead, Bivouac Trailheads, and surrounding trail systems are needed to improve safety, circulation, and park access.	The project recognizes the recommendations of both the Far North Trails Plan and the Anchorage Recreational Trails Plan, which identify the importance of improved connectivity between the Basher Trailhead, Bivouac Trailheads, and the surrounding trail system. While these connections are supported and may be considered in future planning efforts, trail connections to the North and South Bivouac Trailheads are not

Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

June 2026

No.	Category	Code	Coded Comment	Comment Summary	Response
					included within the scope of the current Basher Trailhead Improvement Project.
6	Access	AA6	The Basher Community Patrol supports park access	The Basher Community Patrol provides volunteer support for public park access through trailhead patrols, litter cleanup, visitor assistance, and public safety efforts.	Thank you for the stewardship contributions provided by the Basher Community Patrol. Volunteer efforts supporting trailhead maintenance, visitor assistance, and public safety are valued and help enhance recreational experience for all users.
7	Access	AA7	Oppose roadside parking fines/tows	Roadside parking restrictions, fines, and towing will reduce public access if parking demand exceeds lot capacity. Roadside parking should remain available as overflow parking unless sufficient parking spaces are provided at the trailhead.	The proposed parking lot is intended to accommodate anticipated demand while improving safety, traffic circulation, and access to the trailhead. Decisions regarding traffic signage are being coordinated with MOA Traffic personnel, and decisions regarding roadside parking enforcement, towing, and fines are outside the scope of this project and will be determined by the appropriate agencies and Anchorage Municipal Code. The project team has also evaluated opportunities for future parking expansion should additional funding become available and should demonstrated demand warrant additional capacity.
8	Access	AA8	Oppose parking fees	Parking at the trailhead should remain free.	There are no plans to include a fee station at the trailhead at this time.
9	Access	AA9	Question about roadside parking	Are the "No Parking - Tow Away Zone" signs being considered, or is it already included in the plan?	The current plan includes roadside parking restriction signs per coordination with MOA Traffic personnel based on the fact that roadside parking leaving less than 20 feet of travel lane(s) is illegal according to the Anchorage Municipal Code.

Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

June 2026

No.	Category	Code	Coded Comment	Comment Summary	Response
10	Alternatives	A1	Support for Stuckagain Heights Trailhead to be improved	There should be improvements to the Stuckagain Heights Trailhead, including expanded parking and trail upgrades, which would help distribute recreation use and reduce impacts on Basher.	Funding for the Basher Trailhead Improvement Project was approved by voters through the Chugach Access Service Area (CASA). Improvements to the Stuckagain Heights Trailhead are not included within the scope of this project. However, CASA continues to identify and prioritize trailhead and access improvements throughout the service area. The CASA Advisory Committee periodically reviews and prioritizes potential projects for future bond consideration. More information is available at: https://www.muni.org/Departments/project_management/Pages/Chugach-State-Park-Access-Service-Area.aspx
11	Alternatives	A2	Support for Bivouac trailhead to be redeveloped	North and South Bivouac trailheads should be redeveloped and expanded instead of Basher because the area has flatter terrain, better visibility, and opportunities for improved amenities and parking capacity.	The current project focuses on addressing parking, safety, and access improvements at the Basher Trailhead. Improvements to the North and South Bivouac Trailheads are not included in the scope of this project. However, recommendations for these trailheads have been identified in the Far North Bicentennial Park Trail Improvement Plan (2011). Any future improvements at the Bivouac Trailheads would require separate planning, funding, and project development efforts.

Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

June 2026

No.	Category	Code	Coded Comment	Comment Summary	Response
12	Alternatives	A3	Project funds should be reallocated to access from Ram Valley	Project funding should be redirected to improve access to Chugach State Park through Ram Valley.	Improving access to Chugach State Park through Ram Valley is not within the scope of the Basher Trailhead Improvement Project. Funding for this project was approved by voters through the Chugach Access Service Area (CASA) specifically for improvements at the Basher Trailhead. Community interest in access improvements elsewhere within the service area can be considered through CASA's ongoing project development and prioritization process. The CASA Advisory Committee periodically reviews and prioritizes potential projects for future bond consideration. More information is available at: https://www.muni.org/Departments/project_management/Pages/Chugach-State-Park-Access-Service-Area.aspx
13	Alternatives	A4	Project funds should be reallocated to Rabbit Lake trailhead parking	Project funding should be redirected toward Rabbit Lake trailhead parking improvements.	Improvements to the Rabbit Lake Trailhead are not included in the scope of the Basher Trailhead Improvement Project. Funding for this project was voter-approved through the Chugach Access Service Area (CASA) for improvements at the Basher Trailhead. Future trailhead and access improvements elsewhere within the service area, including at Rabbit Lake, may be considered through CASA's project prioritization and funding process. The CASA Advisory Committee periodically reviews and prioritizes potential projects for future bond consideration. More information is available at: https://www.muni.org/Departments/project_management/Pages/Chugach-State-Park-Access-Service-Area.aspx

Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

June 2026

No.	Category	Code	Coded Comment	Comment Summary	Response
14	Alternatives	A5	Support for the Goldenview trailhead parking to be expanded	Project funding should be used to increase parking at both Basher and Goldenview trailheads.	Expanding parking at the Goldenview Trailhead is not included in the scope of the Basher Trailhead Improvement Project. Funding for this project was voter-approved through the Chugach Access Service Area (CASA) for improvements at the Basher Trailhead. Future trailhead and parking improvements elsewhere within the service area, including at Goldenview Trailhead, may be considered through CASA's project prioritization and funding process. The CASA Advisory Committee periodically reviews and prioritizes potential projects for future bond consideration. More information is available at: https://www.muni.org/Departments/project_management/Pages/Chugach-State-Park-Access-Service-Area.aspx
15	Alternatives	A6	Support for the UAA engineering design for the Rabbit Valley parking lot to be developed	The UAA engineering design concept for the Rabbit Creek/Rabbit Valley parking lot should be constructed.	The current project focuses on addressing parking at the Basher Trailhead; future improvements at other trailheads should be part of separate planning and funding efforts.
16	Alternatives	A7	Question about a Campbell Airstrip Trailhead parking lot expansion	Is it easier to expand the Campbell Airstrip Trailhead parking area and encourage ride-sharing up to Basher instead?	The current project focuses on addressing parking at the Basher Trailhead; future improvements at other trailheads should be part of separate planning and funding efforts.

Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

June 2026

No.	Category	Code	Coded Comment	Comment Summary	Response
17	Alternatives	A8	Question about retaining the existing parking lot	One stakeholder suggestion was to retain the existing parking lot but make entry "incoming only" and have an overflow lot where the current proposal has a pedestrian trail. Why was this alternative not considered?	The existing parking lot was not carried forward because it has limited sight distance and visibility for drivers, while the proposed location provides improved safety and operational functionality. Additionally, the area identified for the pedestrian trail is within the Chugach Electric easement, which limits the ability to construct a parking lot in that location.
18	Alternatives	A9	Question about a trail connection between the Bivouac and Basher parking lots	Adding a pedestrian/bike/ski trail between the Bivouac lots and Basher Trailhead would be cheaper than a new lot and would improve traffic safety by getting non-vehicle traffic off the most dangerous section of Campbell Airstrip Road, where vehicles pass walkers, bikers, and skiers on blind/steep curves with no shoulder. Why wasn't this alternative considered?	Trail connections to the North and South Bivouac Trailheads are not included in the scope of this project. However, recommendations for these trailheads have been identified in the Far North Bicentennial Park Trail Improvement Plan (2011) and the Recreational Trails Plan (2026). Any future improvements at the Bivouac Trailheads would require separate planning, funding, and project development efforts.
19	Amenities	AM1	Support for restrooms	It is great that restrooms are included at the trailhead.	The current plan includes restrooms at the trailhead.
20	Amenities	AM2	Support for lighting	Lighting should be included at the trailhead.	The current plan does not include lighting as it will not fit within the project budget.
21	Amenities	AM3	Support for the bike rack	The bike rack is a good addition for the trailhead.	The current plan includes bike racks at the trailhead.

Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

June 2026

No.	Category	Code	Coded Comment	Comment Summary	Response
22	Amenities	AM4	Concern about the gate	A gate should not be included and will negatively impact trail users. A gate could prohibit park users from getting their vehicle out of the lot. That will just drive people to park on the road again instead of using the new lot.	A gate will be installed for management purposes. Maintenance responsibility is being formalized by MOA and CASA.
23	Amenities	AM5	Question about gate access	Will the gate be locked or can they hikers activate the gate manually and let themselves and their cars out?	The management of the gate and parking area as a whole is being coordinated by MOA and CASA.
24	Amenities	AM6	Support for a bicycle repair station	A bicycle repair station should be included at the trailhead parking lot.	The project team will consider this.
25	Amenities	AM7	Support for trail kiosks	The parking lot should have kiosks with trail information and navigational detail, with conservation messaging.	Basic trail information signage will be included as part of this project.
26	Amenities	AM8	Question about restrooms	Why was wood frame toilet chosen instead of a concrete toilet?	The restroom was selected from the Alaska State Parks Design and Construction resources.
27	Amenities	AM9	Oppose lighting	The trailhead should not have lighting.	The current plan does not include lighting.
28	Amenities	AM10	Signage about recreating on military lands.	There could be signage in the Basher Trailhead area to inform those who may be recreating on military lands.	The project team intends to work with JBER regarding trail signage for those looking to recreate on adjacent military lands.

Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

June 2026

No.	Category	Code	Coded Comment	Comment Summary	Response
29	Amenities	AM11	Concern about restrooms	Restrooms can be concerning due to the potential for criminal activity, misuse, and ongoing maintenance and cleaning needs, especially in a more isolated location like Basher.	Public feedback consistently identified restroom facilities as a desired amenity. Operations and maintenance responsibilities will be addressed through the managing agency's normal maintenance procedures.
30	Amenities	AM12	Question about the gate option	Why is a manual gate included instead of an automated one?	The site will not have electrical service; an automated gate is not feasible; therefore, a manual gate is recommended. The management and operation of the gate, along with the overall parking area, will be coordinated by the Municipality of Anchorage (MOA) and CASA.
31	Cost	C1	Concern about project cost for Basher neighborhood	Increased traffic and maintenance demands will create additional financial burdens for Basher neighborhood residents with LRSA.	Ongoing operations and maintenance responsibilities will continue to be coordinated among the responsible agencies and stakeholders, including meetings with the Basher LRSA.
32	Cost	C2	Concern about project cost	Larger parking lot options will increase project costs, create budget issues, or delay construction.	All factors are being considered regarding the design and maintenance of the facility to stay within budget.
33	Cost	C3	Support for increased revenue from parking fees	Expanding parking with fee stations at each lot will further increase the popularity and use,	Currently, the bond includes funding for annual maintenance; no fee station is proposed.

Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

June 2026

No.	Category	Code	Coded Comment	Comment Summary	Response
				which will in turn increase revenue.	
34	Cost	C4	Support for phased expansion to reduce costs	Striping 15 more spots, should the demand be demonstrated, would be less expensive, and therefore a more responsible use of taxpayer money, than initiating a future parking lot expansion.	Based on community and agency feedback, the parking area has been expanded to 52 spaces + a 20'x30' flexible use/loading zone. Any additional increase in parking lot size is outside the current project budget. The project team has evaluated opportunities for future parking expansion to the west should additional funding become available and should demonstrated demand warrant additional capacity.
35	Cost	C5	Support for marketing on trail signage	The costs of trail "Respect and Preserve" signage should be done as a marketing opportunity for local businesses or groups to show their support for better trail use.	Signage content and design will be developed in accordance with applicable Municipal standards.
36	Cost	C6	Question about project cost	There has never been a project budget breakdown, precluding the ability for a cost/benefit analysis of one amenity or another. What if one of the lower cost alternatives were feasible so there could be overflow parking, improved road safety and electricity?	The primary purpose of the project is to provide safe and reliable access to the park through improved parking and site access. While cost is an important factor, alternatives were evaluated based on their ability to meet project goals, including access, safety, and operational needs. The proposed design was selected because it best addresses these objectives within the constraints of the site and budget.

Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

June 2026

No.	Category	Code	Coded Comment	Comment Summary	Response
37	Capacity Management	CM1	Concern about trail use with expanded parking	Expanding parking capacity can increase trail use beyond sustainable levels and worsen erosion, trail degradation, and environmental impacts.	The Chugach Park Fund has trail improvements along the Lost Cabin Trail scheduled for Summer 2026.
38	Capacity Management	CM2	Support for 45 or fewer parking spaces	The revised 45-space parking lot is a more appropriate and balanced size for the area, trail demand, and neighborhood conditions.	Based on community and agency feedback, the design was revised to increase the lot to 52 spaces + a designated flexible use/loading zone. The revised design balances anticipated parking demand, site constraints, environmental considerations, project budget, and operational flexibility.
39	Capacity Management	CM3	Support for 60 or more parking spaces	A larger parking lot, 60 to 100 spaces, is needed at the Basher Trailhead to meet current and future demand, improve park access, reduce roadside parking, and align with the project's original planning and demand estimates	Based on community and agency feedback, the design was revised to increase the lot to 52 spaces + a designated flexible use/loading zone. The revised design balances parking demand, site constraints, environmental considerations, project budget, and operational flexibility. Any additional increase in parking lot size is outside the current project budget.
40	Capacity Management	CM4	Support for an appropriate-sized parking lot	Build an appropriately sized parking lot at Basher Trailhead.	Based on community and agency feedback, the design was revised to increase the lot to 52 spaces + a designated flexible use/loading zone. The revised design balances anticipated parking demand, site constraints, environmental considerations, project budget, and operational flexibility.
41	Capacity Management	CM5	Support for less than 45 parking spaces	The project should be scaled down from 45 spaces.	Based on community and agency feedback, the design was revised to increase the lot to 52 spaces + a designated flexible use/loading zone. The revised design balances parking demand, site constraints, environmental considerations, project budget, and operational flexibility.

Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

June 2026

No.	Category	Code	Coded Comment	Comment Summary	Response
42	Capacity Management	CM6	Question about need for reduced parking capacity	Do those who support a 45-spot parking lot instead of a 60-spot parking lot believe that 15 spots in the original 60-spot design would generally go unused and are therefore extraneous? Or is the reduced lot size motivated by a desire to reduce use of the lot?	Commenters' motivation for requesting a smaller lot varies. The Revised 65% Draft includes 52 parking spaces + a designated flexible use/loading zone, reflecting consideration of public and stakeholder feedback, anticipated parking demand, site constraints, environmental considerations, and project costs.
43	Landscaping	L1	Concern about invasive species	Construction, landscaping, imported materials, and disturbed soils could introduce or spread invasive plant species. Stronger prevention, inspection, weed management, and long-term monitoring measures are needed throughout the project area.	The project will implement Best Management Practices to minimize the risk of introducing or spreading invasive species, including equipment cleaning, material inspection, weed management, and site monitoring. Where feasible, materials will be reused on-site to reduce hauling, limit disturbance, and minimize opportunities for invasive species transport and establishment.
44	Landscaping	L2	Support for native plant planting	Native vegetation and locally sourced plant species should be used in landscaping and restoration areas to improve habitat quality, maintain the natural character of the area, and restore disturbed areas after construction.	The project team will attempt to reuse existing vegetation mats salvaged from excavation areas and incorporate appropriate native, locally sourced plant materials where feasible. These measures can help retain the natural character of the area, support habitat restoration, and improve revegetation success following construction.

Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

June 2026

No.	Category	Code	Coded Comment	Comment Summary	Response
45	Maintenance	M1	Question about agency maintenance	Which agency will provide oversight and maintenance for this parking lot, including the restroom? Will this be daily/weekly?	Long-term management and maintenance responsibilities for the parking area and associated amenities, including the restroom, are still being coordinated. \$75,000 per year in CASA maintenance funding is in place. Maintenance responsibility will be provided via agreement between MOA and CASA. Maintenance activities, inspection schedules, and service frequencies will be determined as part of ongoing operations and maintenance planning prior to project implementation.
46	Maintenance	M2	Concern about snow removal	The snow should be plowed on the entrance to allow for vehicle access in the winter.	The intent is to maintain this parking area during the winter season to provide continued vehicle access and support year-round recreational use. Snow removal and maintenance activities will be coordinated as part of ongoing site operations.
47	Parking Lot Design	PLD1	Size of Parking stalls	Fewer spaces could allow for larger stalls, giving users more room to prepare gear.	Parking stalls will be designed in accordance with applicable parking design standards and are planned to be 9 feet wide by 20 feet long. These dimensions are intended to accommodate a range of vehicle types while providing adequate space for users to load and unload recreational equipment.
48	Parking Lot Design	PLD2	Concern about shuttle/bus space	The proposed shuttle or bus drop-off area will increase congestion and operational challenges on Campbell Airstrip Road, with roadway capacity, transit operations, and service challenges.	The proposed shuttle and bus drop-off area is intended to improve site circulation and provide a safe, designated location for passenger loading and unloading. Supporting transit and group transportation may reduce the number of individual vehicles accessing the site, helping to manage congestion and parking demand.

Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

June 2026

No.	Category	Code	Coded Comment	Comment Summary	Response
49	Parking Lot Design	PLD3	Support for shuttle/bus space	There should be sufficient space for a shuttle/bus drop-off irrespective of the number of parking spots.	The revised parking lot design includes a flexible-use area that can accommodate shuttle and bus drop-off activities independent of the individual parking spaces provided. This area is intended to support future transit service, group transportation, and passenger loading and unloading while maintaining efficient site circulation.
50	Parking Lot Design	PLD4	Support for future expansion	The parking lot should be designed to allow future expansion if recreation demand continues to increase over time.	The Revised 65% design includes 52 parking spaces based on public and stakeholder feedback, parking demand, site constraints, environmental considerations, and project costs. The project team has also considered a conceptual expansion area to the west of the proposed driveway if demand warrants and additional funding becomes available.
51	Parking Lot Design	PLD5	Concern about drainage	Drainage infrastructure, culverts, and stormwater flow should be carefully designed to prevent flooding, erosion, and roadway drainage problems near the parking lot entrance and surrounding area.	The design team is taking into consideration existing drainage patterns as well as drainage and grading of the new parking area to design additional ditches, culverts, and infiltration areas to control and route runoff.
52	Parking Lot Design	PLD6	Concern about the driveway	The driveway looks like it takes up space that could be used for parking.	The driveway location was selected to optimize sight distance for vehicles entering and exiting the site, improving overall safety along Campbell Airstrip Road. Its placement also supports setting parking lot elevation to best fit the existing topography, allow visibility from the road, and provide efficient traffic circulation within the parking area.
53	Parking Lot Design	PLD7	Designate parking spaces for emergency vehicles	One or two parking spaces should be designated for emergency vehicles.	The revised parking lot will include a flexible-use area that can support emergency response functions as needed.

Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

June 2026

No.	Category	Code	Coded Comment	Comment Summary	Response
54	Parking Lot Design	PLD8	Concern about the old parking lot	There may need to be a barrier, boulder, or ditch to keep vehicles from parking at the old parking lot.	The Revised 65% Draft reclaims the existing parking area and returns it to a more natural condition. Drainage and grading strategies will eliminate access. The need for additional measures, such as barriers or boulders, will also be evaluated during final design based on site conditions and management objectives.
55	Parking Lot Design	PLD9	Question about phased parking expansion based on demand	Has the project team considered paving an area sufficient for 60 vehicles, but leaving the final 15 spaces unpainted and used for snow storage or other uses, pending a demonstration of demand for parking?	The current design does not include constructing additional parking spaces that would remain unused until future demand is demonstrated, as this work would exceed the existing budget. The Revised 65% Draft provides 52 spaces that balance access needs, site constraints, environmental considerations, and project costs. The project team has also laid out a conceptual expansion area to the west of the proposed driveway if demand warrants and additional funding becomes available.
56	Parking Lot Design	PLD10	Question about parking stalls	Is there a standard size for parking spaces? The parking spaces appear unusually large, which may reduce the number of vehicles the lot can accommodate. Smaller standard-sized spaces could improve parking capacity.	Parking stalls will be designed in accordance with applicable parking design standards and are planned to be 9 feet wide by 20 feet long, which is a standard parking stall size. The stall dimensions were selected to accommodate a range of vehicle types and recreational users while maintaining safe vehicle circulation and efficient use of the site.
57	Planning	P1	Support for the Chugach State Park access plan	The project should align with the Chugach State Park Access Plan by providing parking capacity that is large enough to meet demonstrated recreation demand.	The Revised 65% Draft increases the lot to 52 spaces + a designated flexible use/loading zone and supports recreational access consistent with the goals of the Chugach State Park Access Plan while balancing parking demand, site constraints, environmental considerations, stakeholder feedback, and project costs. The project team has evaluated concepts for future parking expansion to the west should additional funding become available and should demonstrated demand warrant additional capacity.

Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

June 2026

No.	Category	Code	Coded Comment	Comment Summary	Response
58	Planning	P2	Support for the 2010 BAAC Resolution 1004	The project should follow the guidance in the 2010 BAAC Resolution 1004, which supported a smaller and more neighborhood-compatible parking lot size rather than the Chugach Access Plan.	The project team reviewed stakeholder input related to the 2010 BAAC Resolution 1004 as part of the design process. The Revised 65% Draft reflects a balanced approach that considers parking demand, public and stakeholder feedback, site constraints, environmental considerations, and project costs. The resulting 52-space design seeks to support recreational access while remaining responsive to community concerns regarding the scale of development.
59	Planning	P3	Concern about outdated planning documents	Chugach Park planning documents written over ten years ago were cited as justifying a larger parking lot, but no work was done (at least not in public) to analyze effects of changes since those plans were shaped.	The project considered relevant guidance from the Chugach State Park Access Plan because they continue to provide an established framework for managing access, recreation, and visitor use in the area. While some of these documents were developed more than ten years ago, the proposed parking improvements were also informed by current site conditions, observed parking demand, safety considerations, and coordination with project stakeholders and land managers. The project team recognizes that conditions and recreational use patterns may evolve over time. As part of the design process, current site conditions and operational needs were evaluated to ensure that the proposed improvements appropriately address existing access and parking challenges while remaining consistent with the broader goals identified in the planning documents.
60	Project Process	PR1	Request for traffic study	A formal traffic engineering and safety study should be completed before the project advances further.	Based on the scale and scope of the proposed improvements, a formal traffic engineering or safety study is not required by MOA for this project. Traffic circulation, site access, and safety considerations have been evaluated by the design team and MOA as part of the design process, and the proposed improvements are intended to support safe and efficient access to the site.

Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

June 2026

No.	Category	Code	Coded Comment	Comment Summary	Response
61	Project Process	PR2	Question about cell phone data	Can anonymized cell phone data, showing increased cell phones in the Basher Trailhead parking lot over the past several years, include dates and times?	The project team does not have access to anonymized cell phone location data and therefore cannot provide information regarding the number of devices, dates, or times associated with use of the Basher Trailhead parking area.
62	Project Process	PR3	Concern about lot size decision	Additional justification, data, and technical analysis are needed to explain how the proposed parking lot size was determined and whether projected parking demand supports the selected design.	The Basher Drive Trailhead serves as a primary access point for East Anchorage into Chugach State Park and is anticipated to experience periods of high demand. To inform the design, the project team, with the help of MOA Parks & Recreation, evaluated multiple factors, including CSP Access Plan, population data within the surrounding service area, comparisons to similar recreational facilities, site observations, public and stakeholder feedback, environmental considerations, site constraints, and project costs. While some analyses suggested demand could support a larger parking area, the Revised 65% Draft includes 52 parking spaces to balance access needs with community feedback and project budget. The project team has evaluated opportunities for future parking expansion to the west should additional funding become available and should demonstrated demand warrant additional capacity.
63	Project Process	PR4	Question about future expansion	What does "designed with future expansion in mind" mean?	"Designed with future expansion in mind" means the project team laid out a conceptual expansion area to the west of the proposed driveway to show feasibility to add parking if demand warrants and additional funding becomes available.
64	Project Process	PR5	Question about geotechnical engineer's involvement	Was the geotechnical engineers/investigator investigation completed? Was a report produced? If not, why not?	Yes. A geotechnical investigation was completed for the project, and a geotechnical report was prepared to document the findings and provide recommendations for design and construction. The report has been used to inform project development and engineering design. A copy of the report will be posted to the project webpage.

Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

June 2026

No.	Category	Code	Coded Comment	Comment Summary	Response
65	Project Process	PR6	Concern about parking lot management plan	The parking lot design should not be approved before the public has had a chance to see the management plan for the lot.	The project team recognizes the importance of clear operational policies for the parking area. The parking lot design establishes the physical improvements needed to address access, safety, and parking needs at the site, while the development of a parking management plan is a separate operational process that will be coordinated by the Municipality of Anchorage (MOA) and CASA.
66	Project Process	PR7	Question about parking lot management	Municipal Parks and Recreation does an outstanding job responding to litter/dumping in Bicentennial Park and has been tremendously helpful with bear and traffic safety issues but will not be responsible for managing this lot. Why is the entity that stakeholders value for its proven track record in managing Bicentennial Park eliminated as a potential manager for this lot?	Management responsibilities for the proposed parking area are being coordinated by the Municipality of Anchorage (MOA) and CASA based on land ownership, operational responsibilities, and the intended use of the facility. The designation of a management entity is an operational decision that is separate from the parking lot design process.
67	Public Process	PP1	Concern about bond accountability	The proposed 45-space parking lot does not align with the access improvements many voters expected when voting for the CASA bond. It is concerning that the project will not deliver the level of access envisioned with the bond and undermines	The project is being developed using funding approved through the Chugach Access Service Area (CASA) bond program. The Revised 65% design includes 52 spaces, a flexible use/loading zone, and improvements to trailhead access, safety, and visitor amenities that are consistent with the project scope approved through the bond process. The proposed design reflects consideration of public and stakeholder feedback, parking demand, site constraints, environmental considerations, and project costs. While some stakeholders have expressed support for a larger parking lot, current funding will not support it.

Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

June 2026

No.	Category	Code	Coded Comment	Comment Summary	Response
				confidence in future bond initiatives.	
68	Public Process	PP2	Concern about Assembly resolution	Assembly action on the project, before the public comment period closed, undermines the public process before completion of the public review process may circumvent the established public engagement process and occur before sufficient time and information are available to fully evaluate the issues.	The project team continued to collect and consider public comments throughout the project review process, regardless of Assembly action. Public input has informed project evaluation and design refinement. The public involvement process remained an important component of project development.
69	Public Process	PP3	Concern about project transparency	The planning process should be more transparent and responsive to the community to ensure a solution with broad support that achieves the desired results.	The project team has sought to maintain a transparent and inclusive public process through stakeholder meetings, attendance at Basher Community Council and Parks and Recreation Commission meetings, a project website, a stakeholder mailing list, and a community survey. Public comments have been documented, reviewed, and carefully considered by the project team and MOA Administration during project evaluation and design refinement. Public comments vary greatly in scope and cannot all be accommodated.

Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

June 2026

No.	Category	Code	Coded Comment	Comment Summary	Response
70	Public Process	PP4	Concern that 35% Design comment responses are insufficient	The comment summary from the 35% Design Review responses to #95-96 was "Not Included," #89 was "More signs," and #86-87 was "No Comment." These issues dealt with traffic conditions, off-the-road overflow parking, safety concerns, and emergency access. A "not included" or "no comment" response is insufficient.	The 35% Design Review Comment Response Summary was intended to summarize comments and their status at that stage of design, not to provide detailed responses to every issue raised. At the time, the project team was still evaluating many of the concerns received during the comment period. Issues related to traffic, overflow parking, safety, emergency access, and parking demand were considered during design development, discussed with the authorities having jurisdiction, and have been addressed in later project materials and design refinements.
71	Public Process	PP5	Concern about a disregard of public input	The proposed increase to 60 parking spaces disregards extensive public input favoring a smaller lot and undermines the transparency, trust, and legitimacy of the planning process.	The current design includes 52 parking spaces and reflects consideration of public and stakeholder feedback received throughout the project. The proposed parking lot balances community input, parking demand, site constraints, environmental considerations, and project costs. Some commenters want more spaces, some want less; everyone cannot be accommodated.
72	Public Process	PP6	Basher neighborhood has not received special preference	The Basher neighborhood has not been given any special preference; very few of the neighborhood requests are reflected in the 35% or 65% plan.	The project team considered input from a wide range of stakeholders, including nearby residents, trail users, agencies, and the broader community. The current design reflects consideration of public and stakeholder feedback, parking demand, site constraints, environmental considerations, and project costs. While not all requested changes were incorporated, community input informed project evaluation and design refinement throughout the process.

Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

June 2026

No.	Category	Code	Coded Comment	Comment Summary	Response
73	Public Process	PP7	Concern about Basher neighborhood influence	Project changes attributed to "community feedback" appear to have been disproportionately influenced by Hillside residents, reinforcing perceptions that other park users do not have an equal voice in decision-making.	The project team sought input from a broad range of stakeholders, including nearby residents, trail users, agencies, recreational organizations, and the general public. Design refinements were based on consideration of all feedback received, along with parking demand, site constraints, environmental considerations, and project costs. The project team did not assign greater weight to comments based solely on a stakeholder's place of residence.
74	Public Process	PP8	Request for public comments	Request for full comments made during the 35% and 65% design review period.	This comment response summary will be posted to the project webpage.
75	Public Process	PP9	Question about Community Council involvement	Have any other Community Councils (in particular, the Community Councils serving the areas that fund CASA projects) weighed in to support a reduction of the lot size?	The project team has not received official correspondence from any particular community council other than Basher. Generally, the project team does not track public comments by Community Council affiliation and therefore cannot determine whether comments supporting or opposing a reduction in parking lot size were submitted by members of specific Community Councils. Feedback was accepted from all interested stakeholders and considered as part of the project evaluation and design process.
76	Public Process	PP10	Concern about community input for CASA decisions	There have been worries since the inception of CASA about whether park users not living on the Hillside would have an equal voice in CASA decisions. This is an opportunity to address the concern in a way that puts it to rest rather than feed it.	The project team conducted outreach through multiple channels, including a project website, trailhead postings, social media, stakeholder meetings, community council coordination, and public comment periods. These efforts were intended to reach both nearby residents and trail users from across the community and provide all interested stakeholders with an opportunity to participate in the project review process.

Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

June 2026

No.	Category	Code	Coded Comment	Comment Summary	Response
77	Public Process	PP11	Concern about project timeline	There is a short comment period, and it should have been extended to after the Parks and Recreation Commission meeting.	The comment period for the 65% Design was extended to April 24, 2026, after the Parks and Recreation Commission meeting.
78	Public Process	PP12	Question about 65% design timeline	When was the 65% design posted publicly?	The 65% Design was posted on Thursday, March 26, 2026.
79	Public Process	PP13	Question about 65% design comments	When are comments due on the 65% design?	Comments were due on the 65% Design on Thursday, April 24, 2026.
80	Public Process	PP14	Concern about comment process	It appears more effective to communicate public comments outside of the "official" comment process.	The most effective way to provide comments will be using the online comment form, which can be found on the project webpage. https://www.muni.org/Departments/parks/Pages/BasherTrailhead.aspx
81	Public Process	PP15	Concern about disregard of the community survey	The survey results show users prefer a smaller parking lot than what is being proposed.	The community survey was considered as part of the design process, along with other factors such as parking demand, safety, site constraints, and operational needs. The proposed parking lot reflects a balance of public input and these project requirements to support safe and effective access to the area.

Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

June 2026

No.	Category	Code	Coded Comment	Comment Summary	Response
82	Safety	S1	Concern about emergency access	Emergency access could be negatively impacted if parking capacity is insufficient, leading to congestion, roadside parking, and reduced access to Chugach State Park during emergencies.	The proposed parking lot is expected to adequately meet anticipated demand and reduce the likelihood of overflow parking. In addition, emergency access routes will be maintained in accordance with applicable design standards and reviewed during final design to ensure emergency vehicles can safely access Chugach State Park and surrounding areas. The design will also incorporate flexible space that could be utilized for emergency staging and response operations if needed.
83	Safety	S2	Concern about wildfire evacuation impacts	How was wildfire evacuation considered in the determination of the proposed parking lot size, and what impact will the additional vehicles have during an emergency evacuation?	The project team recognizes the importance of emergency evacuation planning in the Basher area. The proposed parking lot expansion is intended to address existing parking and safety concerns, and discussions with wildfire response personnel indicate that the addition of approximately 52 parking spaces is not expected to adversely affect emergency evacuation operations. In fact, by providing designated parking, the project is expected to reduce the number of vehicles parked along the roadway during periods of high use, helping to minimize congestion that could otherwise impede emergency response operations or evacuations. The improved parking area may also support emergency response efforts by providing a staging area for responders and improving access to the site during an emergency.
84	Safety	S3	Concern about neighborhood impact	Increased parking and visitation could negatively affect the surrounding neighborhood through traffic, trash, crime, and road wear.	While increased visitation may result in additional activity in the area, the project is intended to accommodate existing and anticipated recreational demand in a more organized manner. Providing adequate parking can help reduce roadside parking, improve traffic circulation, and minimize impacts on adjacent neighborhoods. The Municipality and land managers will continue to monitor site conditions and address maintenance, traffic management, and public safety needs as part of ongoing operations.

Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

June 2026

No.	Category	Code	Coded Comment	Comment Summary	Response
85	Safety	S4	Concern about visibility/sight lines	Adequate sight lines and roadway visibility standards may not have been fully evaluated or achieved for the proposed parking lot location.	Sight distance and roadway visibility were key considerations in the development of the proposed access configuration. The driveway location was selected to provide optimal, code-compliant sight distance in both directions along Campbell Airstrip Road, supporting the safe entry and exit of vehicles. The proposed design meets applicable safety and roadway design requirements while providing efficient access to the parking area.
86	Safety	S5	Concern about pedestrian road crossing	The proposed pedestrian and trail crossings are unsafe due to blind curves, limited visibility, and vehicle traffic along Basher Road. The trail should be rerouted, and signage should be included.	The Revised 65% Draft eliminates the trail crossing at the current parking lot location, reducing potential conflicts between vehicles and pedestrians. The Department is evaluating alternative trail connection opportunities and signage as the project advances.
87	Safety	S6	Concern about roadside parking	Inadequate parking will lead to unsafe roadside parking, congestion, and emergency access issues.	The proposed parking lot is intended to accommodate anticipated demand and reduce the potential for roadside parking, congestion, and associated safety concerns. Emergency access, traffic circulation, and site operations were considered during design development, and the project team has evaluated the site for potential future expansion should additional parking capacity be needed.
88	Safety	S7	Question about crash data	Where did the online crash data come from, and could there be anything missing?	The crash data referenced in the analysis were obtained from the Municipality of Anchorage Traffic Engineering Department. Based on the information provided, three reported crashes occurred in the vicinity of the project area between 2010 and 2024. The project team relied on the data available from the Municipality and cannot determine whether any unreported incidents or crashes outside the available dataset were omitted.

Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

June 2026

No.	Category	Code	Coded Comment	Comment Summary	Response
89	Safety	S8	Question about safety studies	Were there safety studies done? If so, where are they? If not, why not?	Based on the scale and scope of the proposed improvements, a formal traffic engineering or safety study is not required by MOA for this project. Traffic circulation, site access, and safety considerations have been evaluated by the design team and MOA as part of the design process, and the proposed improvements are intended to support safe and efficient access to the site.
90	Safety	S9	Request about crash data	The crash data should be shared with the stakeholder team, as it doesn't look like there is much of a road safety issue that would be affected by changing the entry point of the parking lot or banning roadside parking.	Project information, including traffic and crash data, is available on the project website and has been shared with project stakeholders. Driveway distance requirements are not met at the current parking area but will be met with the new driveway location. Roadside parking that reduces the traveled way to under 20 feet in width is illegal per Anchorage Municipal Code.
91	Safety	S10	Concern about road visibility	The parking lot should be 100% visible from the road, including when snow berms pile up in the winter. Snow berms between the traffic and lot will impede visibility, and it is unclear how visible the lot will be.	The snow storage has been relocated to the back of the parking lot, away from the road to ensure better visibility of the lot.
92	Security/ Crime	SC1	Support for security cameras	Security cameras should be included in the parking lot to deter dumping; vehicle break-ins, and other crime.	The current project does not include security cameras due to inadequate budget to run power and data to the site.
93	Security/ Crime	SC2	Concern about parking lot visibility	The design should ensure the parking area is visible to reduce crime, vandalism and littering.	The proposed parking area is designed to maintain visibility from Campbell Airstrip Road, which may help discourage undesirable activities and improve user safety.

Basher Trailhead Parking Lot - Comment Responses from the 65% Design Review

June 2026

No.	Category	Code	Coded Comment	Comment Summary	Response
94	Security/ Crime	SC3	Concern about parking lot security	People park less at Basher and Bivouac trailheads due to fear of smashed windows. More infrastructure, legitimacy, and use will help.	The project is intended to improve trailhead visibility, safety, and access.
95	Security/ Crime	SC4	Question about parking lot security and enforcement	Will abandoned vehicles be towed in a timely manner? Will illegal campers be dispersed by police/rangers?	Abandoned vehicles and unauthorized camping are managed by the appropriate land management and law enforcement agencies. Enforcement actions are conducted in accordance with applicable regulations and available resources and are outside the scope of the proposed project.
96	Wildlife/Trash	WT1	Concern about bear attractants	Trash and dumping at the trailhead could attract bears and create safety risks for both wildlife and visitors.	The current design includes bear-resistant waste receptacles to help reduce wildlife attractants and promote proper waste disposal. These measures are intended to minimize the potential for human-wildlife conflicts and improve safety for both visitors and wildlife at the trailhead.
97	Wildlife/Trash	WT2	Concern about trash	Without a gate, no "no dumping" signage, no posted parking lot hours, no lighting or cameras, etc., there are no deterrents to dumping, which attracts bears.	The project includes a gate and bear-resistant waste receptacles to reduce wildlife attractants and encourage proper waste disposal. The proposed trailhead improvements are intended to provide a more organized and visible facility, while site management, maintenance, signage, and enforcement will continue to be addressed by the responsible agencies.

F. Community Meeting Summary

Basher Trailhead Parking Lot

Community Meeting

Date and Time: Wednesday, June 24, 2026, at 5:30pm-6:30pm

Location: Virtually on Teams

Project Team Attendance: Lucy Baranko, Renée Eddy Harvey (Huddle), Dan Kirsch (PTS), Brad Muir (MOA Parks & Recreation)

Meeting Summary

The Basher Trailhead Parking Lot project team presented their project process and Revised 65% Designs, along with comment feedback.

Lucy Baranko from Huddle began with an overview of the project, its schedule and a summary of the public engagement process. Lucy shared details about the design process, including the two 35% concept designs of the parking lot, the 65% concept design and the current Revised 65% design. She detailed the main public comments from the 65% Design and which issues and concerns were addressed in the Revised 65% Design. Graphics of the site topography, grading, and drainage, along with sight line changes were also presented.

Members of the public were able to ask questions and share comments about the project. The meeting had a total of 18 total attendees.

Comments and Questions

Q: What is the size of the parking lot?

A: The total paved area of the lot, including the driveway and all pavement is 0.7 acres. The total disturbed area of the site is 1.7 acre.

Q: How has the footprint changed since the second comment period?

A: The area footprint hasn't changed significantly since the 45-space design. That design had rounded edges, and the revised design has 7 additional spaces in that rounded space, which increased the paved area.

Q: Have you decided on the management services and how they will make decision on the flexible space?

A: The municipality is working on a management plan, but no decisions have been made to date.

Q: How did a shuttle bus and campground host become options for this parking lot?

A: That is a flexible space that can accommodate a variety of future uses. A shuttle bus or campground host is not necessarily going to happen, but the space is available if that's what is needed.

Q: Is the public able to view the raw comments submitted about the design?

A: Yes, that would be a formal request through the municipality.

Q: Why would it be a formal request?

A: For projects of this size, it can take time and effort to gather all the project comments. The municipality has formal request information on their website.

Q: Is all the comment data available? It's important for the public to know what the community has been asking and commenting about this project.

A: I would encourage you to look at the comment response summary and let us know if you need anything else.

Q: The current trail crossing at the top of the hill near the current parking lot does allow for winter bike riding. Is it possible to have the new trail crossing at the new parking lot entrance and move the pedestrian crossing sign down above and below the new parking lot? This could require a small new trail connection.

A: The project team did intentionally remove the trail connection by the powerline, due to sight distance concerns from the hill and to encourage people to move through the parking lot. The shoulder will be widened along the new driveway to the trailway. The project team is discussing other trail connections to replace this removal.

C: This revised design is a good compromise for all competing interests.

Q: There are 52 spaces and 6 ADA spaces, is that a total of 58?

A: There are 52 spaces in total, the 6 ADA spaces are included in the 52.

Q: What is the purpose of a campground host, if there is one?

A: That is a flexible space, and campground host is not planned for this site. However, a campground host can provide parking lot supervision if needed.

Q: Would the campground host be for RVs?

A: That hasn't been discussed in detail, it's for future consideration.

Q: Did the community request a campground host?

A: There was community concern about safety, and a campground host is a possible management tool for the parking lot.

Q: What is the purpose of the transit operations?

A: This is a flexible space, and transit has no plans to extend their services to the parking lot. However, it could be an option for future transit use, shuttle or tour dropping off space.

Q: What is a pet station?

A: A pet station is a post with pet relief bags and small trash can.

Q: Would it be the same one that the Bivouac parking lot has?

A: Yes, that parking lot also has a pet station.

C: There is concern that this project is turning a natural trailhead into a developed recreational site that will change the character of the area.

Q: Once this parking lot is built, will this be managed by DNR or MOA?

A: Right now, the management of the parking lot is being worked out. The CASA bond allocated the funds, which don't fall within DNR or MOA, so the management is being discussed with the agencies. The bond did allocate funds for maintenance, so that will be part of the management.

C: As adjacent neighbors- the project team has done a great job at revising the plan based on feedback. This design reflects the best interest in recreational and safe access to the park.

C: It is good that there will be a restroom and trash can for dog waste.

Q: The Basher community does a lot of trash removal and has concerns about late night criminal activities, how is that going to be addressed?

A: The project team has heard community concerns about trash and parking lot activity. With that, the project team is looking at installing a single bear-resistant trash can, but the decision hasn't been made.

Q: There have been concerns from the LRSA group about increased traffic and road maintenance, has that been addressed?

A: Yes, project team recently met with the LRSA board about this project about road maintenance and operations. While this project does not include road improvement funding, the project design will incorporate LRSA concerns regarding sight distance, drainage management, construction traffic and road impacts.

Q: Are there any additional road improvements scheduled, with the likely increase of bikers and drivers on the road?

A: Road improvements are not within this project's scope.

Q: Is there a timeline for knowing who will manage the project after the project is complete?

A: There is not a cut-off date for when this management plan will be complete, but it will be before the trailhead is open.

Q: Who requested the flexible space? Where did that come from?

A: The flexible space came as a response to the many suggestions and comments from agencies and stakeholders about potential use of the parking lot, including emergencies, trail building and transit. This space is not a reflection of one person asking for flexible space, but rather a management tool for future use.

Q: Is there a budget that shows the cost of all the project elements? It's difficult to assess the cost of all these different amenities.

A: The project engineers do the cost estimates and budgeting, but that information is not available to the public, because those elements are constantly changing as the design has changed. This parking lot, which is about trail access, will include all the amenities found at trailheads.

C: Management is critical to this project and should not be a last-minute decision, especially regarding restroom management. It is important for the Basher community to know who is going to be managing this parking lot.

A: The project team is aware that parking lot management is critical to the success of this project. However, as the project bond funds were allocated to CASA and not included within DNR or MOA Parks & Recreation management, it needs to be discussed. The parking lot will be built in Far North Bicentennial Park, but it will not necessarily be under Parks & Recreation management. Currently, MOA Public Works is figuring out the management, which includes a contract for maintenance. This is all part of the public process but just hasn't been formalized today.

Meeting Advertising

Mailing: A postcard invitation to the open house was sent via the USPS on June 2, 2026.

Web: The project website (<https://www.muni.org/Departments/parks/Pages/BasherTrailhead.aspx>) was updated with the open house information, including the date, time, and location on June 11, 2026.

Email: An e-newsletter about the public meeting was sent to the project email list on June 23, 2026.

Attachments

1. Meeting Mailer
2. Meeting E-newsletter



YOU'RE INVITED: Basher Trailhead Parking Lot VIRTUAL COMMUNITY MEETING

Join the Municipality of Anchorage (MOA) and project team for this virtual community meeting about the Basher Trailhead Parking Lot. Learn about the project updates, ask questions, and provide comments to the project team.

Project Background

In April 2025, Anchorage voters approved Proposition 9, authorizing funding to complete the design of the Basher Trailhead Parking Lot improvements. This design work was funded through the Chugach State Park Service Area (CASA) bond, which allocated \$300,000. An additional \$1.5 million on the 2026 CASA bond will fund construction phase services.

The planned improvements include developing a new, expanded trailhead parking lot on Municipal property near the existing parking area and connecting to the existing trail.

The Municipality will continue collaborating with Alaska State Parks, local agency partners, and community members to guide the design process and ensure that proposed improvements reflect community needs and priorities.

WHEN:

**June 24, 2026
5:30pm - 6:30pm**

WHERE: Virtual on Teams



SCAN QR CODE

<https://teams.microsoft.com/meet/213202770538820?p=KTbKOpFthIH39WSqnR>

Learn more about the project, sign up for email updates and submit comments at:

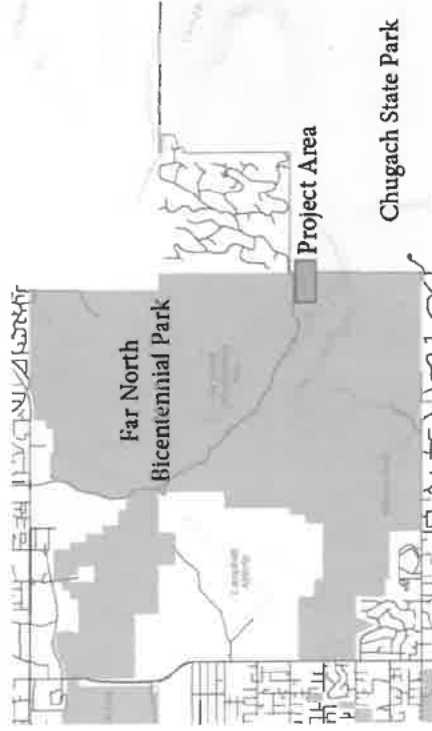
<https://www.muni.org/Departments/parks/Pages/BasherTrailhead.aspx>



Municipality of Anchorage
Project Management & Engineering
4700 Elmore Road
Anchorage, AK 99507



Project Area



Chugach State Park - Basher Trailhead:
9001 Basher Drive, Anchorage, AK 99507
Far North Bicentennial Park:
T12N R3W SEC 12 N2NE4, T12N R2W SEC 7

Basher Trailhead Parking Lot



PROJECT MANAGEMENT
PME
AN ENGINEERING

<https://www.muni.org/Departments/parks/Pages/BasherTrailhead.aspx>

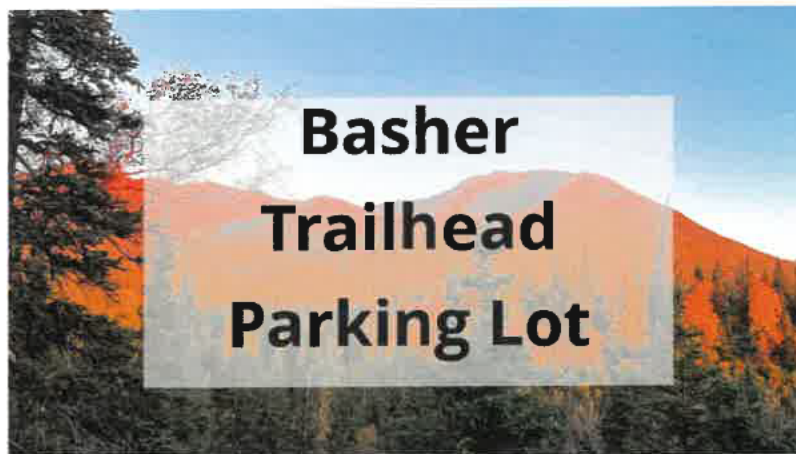
Basher Trailhead Parking Lot Community Meeting

From Huddle AK <lucy@huddleak.com>

Date Tue 6/23/2026 12:54 PM

To Renée Eddy Harvey <renee@huddleAK.com>

[View this email in your browser](#)



Virtual Community Meeting

Join the Municipality of Anchorage and project team for this virtual community meeting about the Basher Trailhead Parking Lot. Learn about the project updates, ask questions, and provide comments to the project team.

When: Wednesday, June 24, 2026

Time: 5:30pm - 6:30pm

Where: Virtual, [on Teams](#)

Link: <https://teams.microsoft.com/meet/213202770538820?p=KTbKOpFthIH39WSqnR>

Project Updates

The project team presented to the Revised 65% Design to the Parks and Recreation Commission on June 11, 2026 and received a resolution of support.

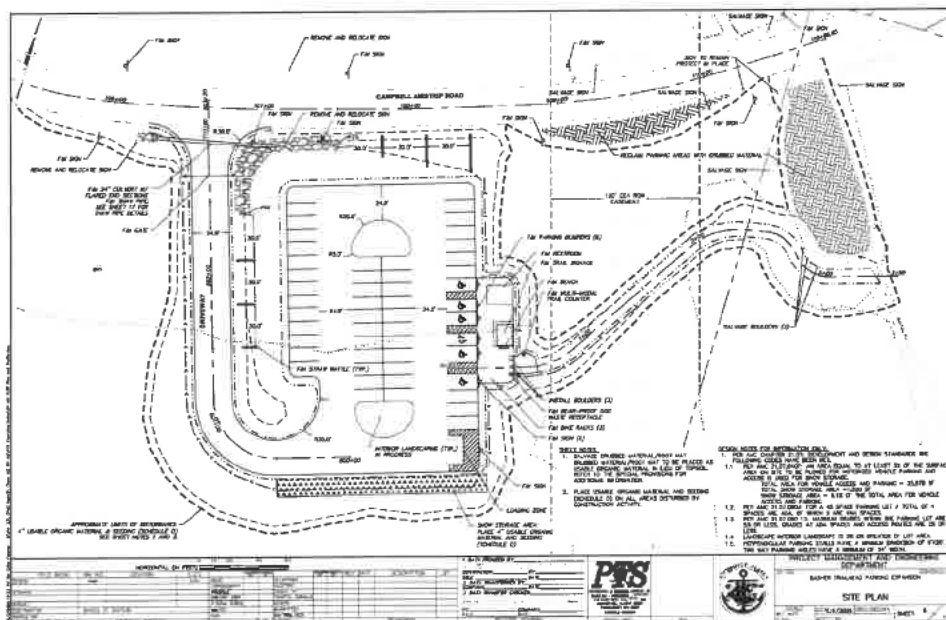
Additionally, comments for the 65% Design Review have officially closed. Thank you to everyone who shared feedback and participated in the review process. The comment review summary has been posted to the project website [here](#).

Revised 65% Design

The project team has refined the proposed parking lot capacity to 52 spaces. The updated concept also includes a flexible-use area that may support a campground host, vendors, transit drop-off, or emergency response functions as needed.

These modifications maintain flexibility for future opportunities while keeping the project within budget, with only a slight increase to the overall parking lot footprint.

The complete design plans are available on the project website [here](#).



Updated Schedule

September 14: Project will be presented to the Planning and Zoning Commission.

Due to the design updates, construction is now anticipated to begin in **Spring 2027**, pending approval from the Planning and Zoning commission.

Updated Project Timeline



Project Website

Copyright © 2026 Huddle AK, All rights reserved.

You are receiving this email because you opted in at a meeting or via our website.

Our mailing address is:

Huddle AK
605 W. 2nd Ave
Anchorage, AK 99501

Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe from this list](#).

G. Chugach State Park Access Plan

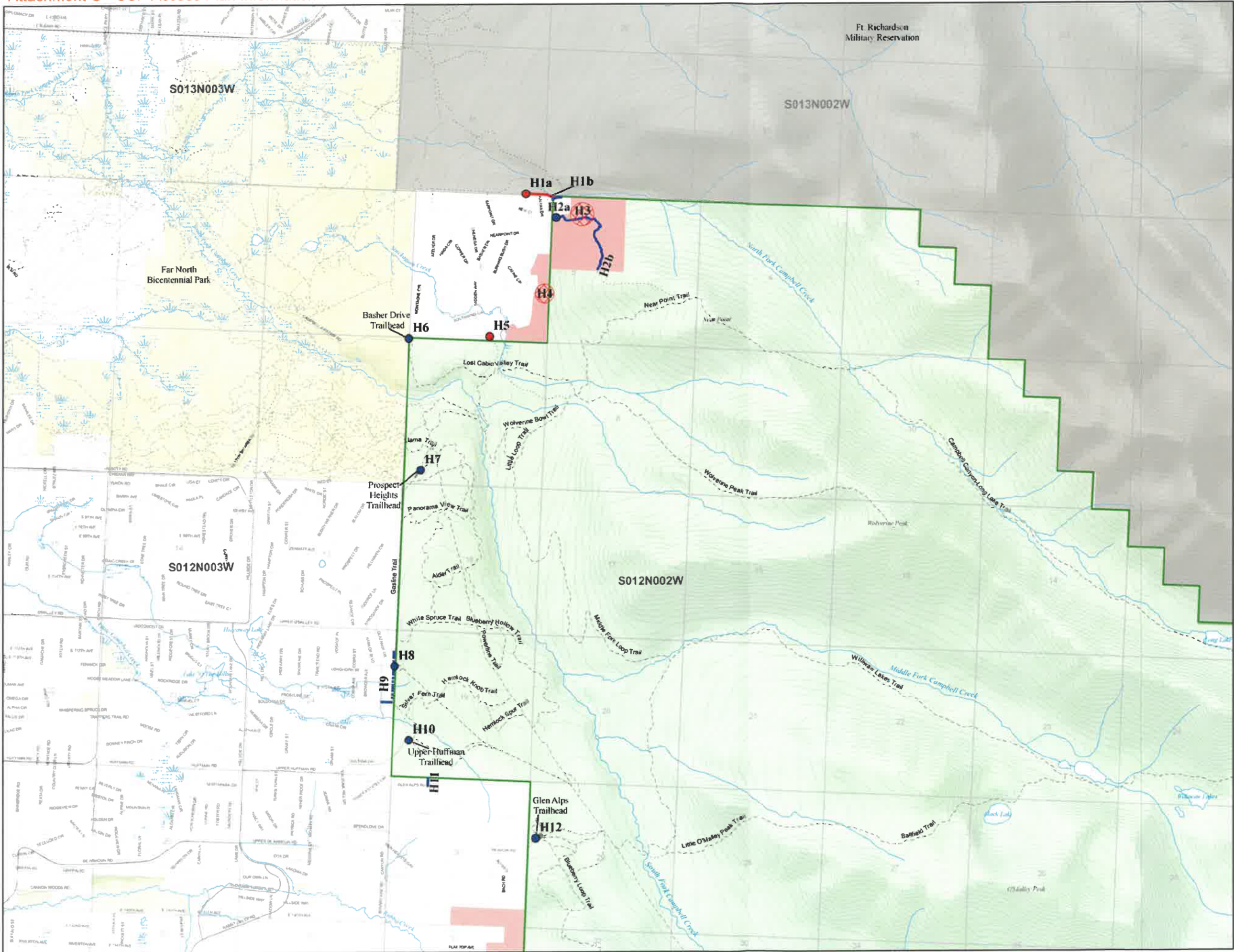
CHUGACH STATE PARK

Access Plan

Hillside

Unit

Map 6.6



- Access Point**
- Secured
 - Unsecured
- Pedestrian Access Corridor**
- Secured
 - Unsecured
- Road Access Corridor**
- Secured
 - Unsecured
- Area of High Suitability**
- Area of High Suitability
- Parcels of Opportunity**
- Parcels of Opportunity
- CSP Legal Boundary (AS41.21.121)**
- CSP Management Area
- Land Ownership**
- NALA Land
 - HLB Land
 - State Land
 - Private Parcels
 - MOA Park Land
 - Military Land
- Other Features**
- Trailway
 - Route or Trail Outside of CSP
 - Road
 - Contour Line 100ft Interval

0 0.25 0.5 1 1.5 Miles



This map is for graphic representation only and is intended to be used only for planning purposes. The Chugach State Park boundary and access as depicted on this map should not be construed as legally definitive boundaries and locations. Land status is generalized and the park boundary has not been surveyed. Source documents remain the official record.

Not all access represented on this map is reserved public access.

Projected Coordinate System
NAD 1983, UTM Zone 6 North



Access-Specific Recommendations

56

Terminology

Access entries in the plan are listed by the current status as either secured or unsecured.

Secured access entries are color coded on the maps in blue and refer to reserved public access areas or those areas that are legally secure by either acquisition, conservation easement, or other tools or agreements that provide for long term continued access by the public. **Unsecured** access entries are shown on the reference maps in red and refer to areas that are not legally reserved.

Three types of access categories describe the current conditions for an access entry:

Improved - Improved access describes areas that are developed with facilities such as parking, toilets, signage and interpretive displays. This type describes sites within the park boundary as well as secured¹ access outside of the park boundary.

Unimproved - Unimproved access describes areas that are not developed. This includes entry points with no signage or other formal designation. These are secured sites outside the park boundary or sites within the park boundary that are not developed.

Potential - Potential access describes unsecured sites outside the park boundary. Potential access will be primarily focused in areas identified as "Parcels of Opportunity".

Where an access site presents particular challenges or problems, it is noted as being **problematic** in the access field. These problems include the need for further attention, research or review related to legal descriptions or unsecured access issues, or for reasons associated with land or legal status. The notation of "problematic" will be used if necessary in conjunction with the category labels listed above. If an access label includes a "problematic" notation, an explanation will be given for applying the notation.

Two terms are used to describe the desired future type of access:

Pedestrian Access - This type of access describes entry points that do not or cannot accommodate parking facilities. These may include areas that are unimproved and not suitable for parking lot development as well as areas that may be secured with pedestrian easements. Since the only way of accessing them is by means other than a motorized vehicle, pedestrian access points are generally intended for local neighborhood use.

Vehicular Access - This type describes access areas that have parking associated with them. The parking can be characterized as a small pullout (approximately 2-6 cars), a small lot (approximately 10-20 cars), a medium lot (approximately 25-35 cars) or a large lot (approximately 40+ cars). Small pullouts and lots are generally intended for local use within

¹ Though the 'Improved' term is not applied to unsecured sites, an exception has been made to describe some developed trailheads on military lands that are not considered secured. This exception is made because the access points are improved but cannot be considered secure due to the uncertainty of the military's mission and continued permission to allow access.

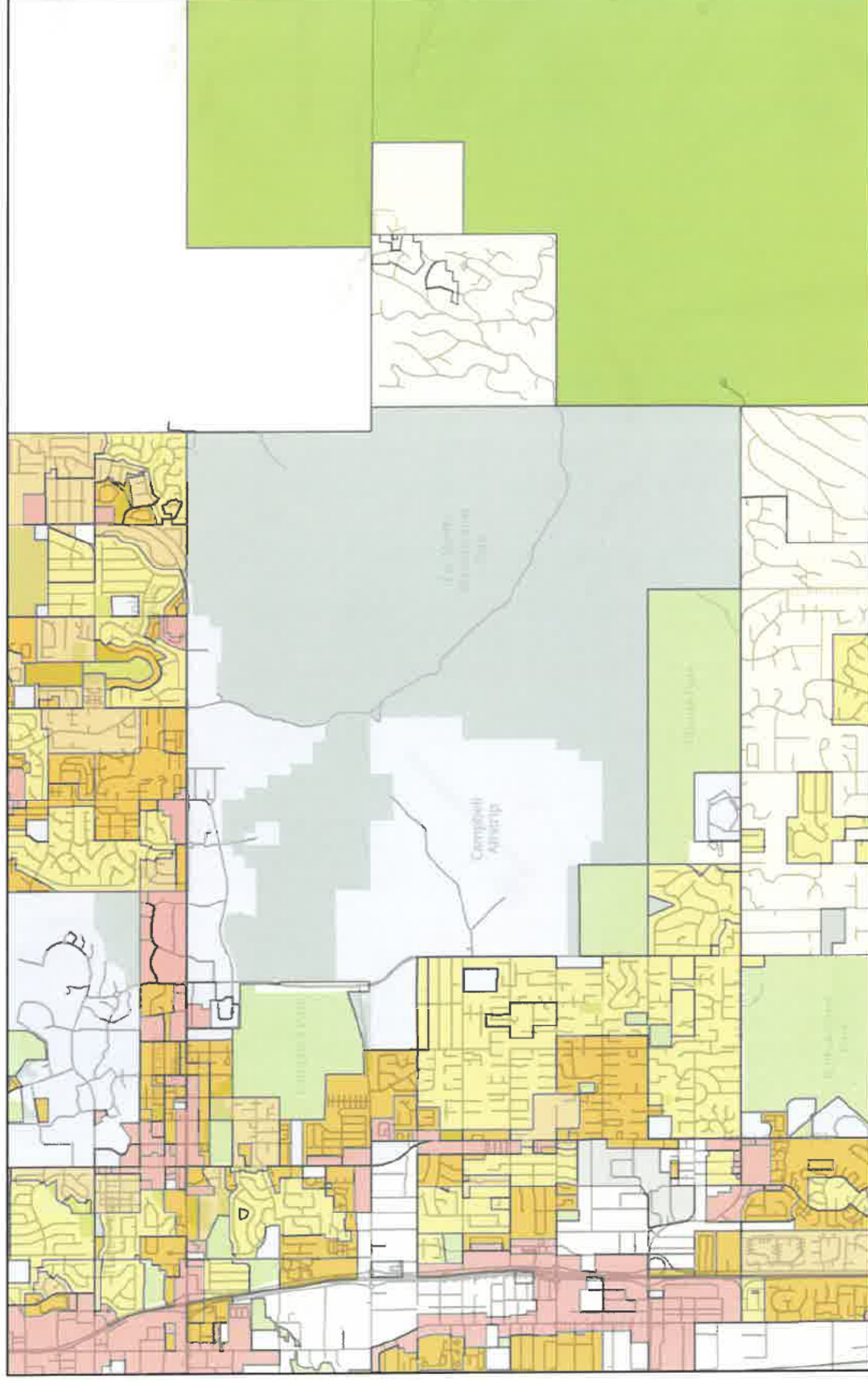
1 a neighborhood but do not preclude use by others. Medium and large lots are intended to
2 draw use from throughout a region. Large lots accommodate the most intensive type of use
3 and are generally associated with highly developed trailheads on state land.
4

5 **Parcels of Opportunity** - Parcels of Opportunity are highlighted in pink on maps and
6 represent areas where platted rights-of-way, easements, and/or acquisition from private
7 ownership are needed to provide future access to the park boundary. These parcels should be
8 monitored closely to assure that future park access is secured as development occurs.
9

10 **Areas of High Suitability** - Areas of High Suitability have been identified through analysis
11 to be the most suitable locations for potential future access within the Parcels of Opportunity.
12 The analysis included geographical information system modeling of wetland, slope and
13 avalanche data as well as consideration of existing trail networks and natural features of
14 interest that would cause or historically have received an access demand. These areas are
15 typically located where there is limited or nonexistent secured access to the park boundary.
16 Areas of High Suitability indicate where it is preferable to locate access due to factors such
17 as being within acceptable design slope, away from known avalanche paths/hazards and
18 known wetlands. They are noted on maps using a red hatched circle and are assigned an ID
19 that like the other access locations in the plan, references an access entry description in the
20 table summaries.
21
22

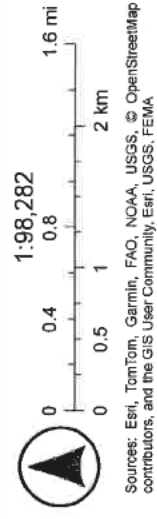
H. Zoning Map

ATTACHMENT H - ZONING MAP - BASHER TRAILHEAD PARKING LOT



5/14/2026, 4:39:19 PM

- Zoning Districts**
- ☐ Rural Residential
 - ☐ Single Family Residential
 - ☐ Two Family Residential
 - ☐ Multiple Family Residential
 - ☐ Commercial
 - ☐ Light Industrial
 - ☐ Heavy Industrial
- Public Lands and Institutions**
- ☐ Parks
 - ☐ Watershed
 - ☐ Transition
- Streets**
- ☐ ChugachStatePark
 - ☐ World_Hillshade



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, USGS, FEMA

I. Parcel Map

ATTACHMENT I - PARCEL MAP - BASHER TRAILHEAD PARKING LOT



5/14/2026, 4:48:38 PM

☐ Property Information
World_Hillshade



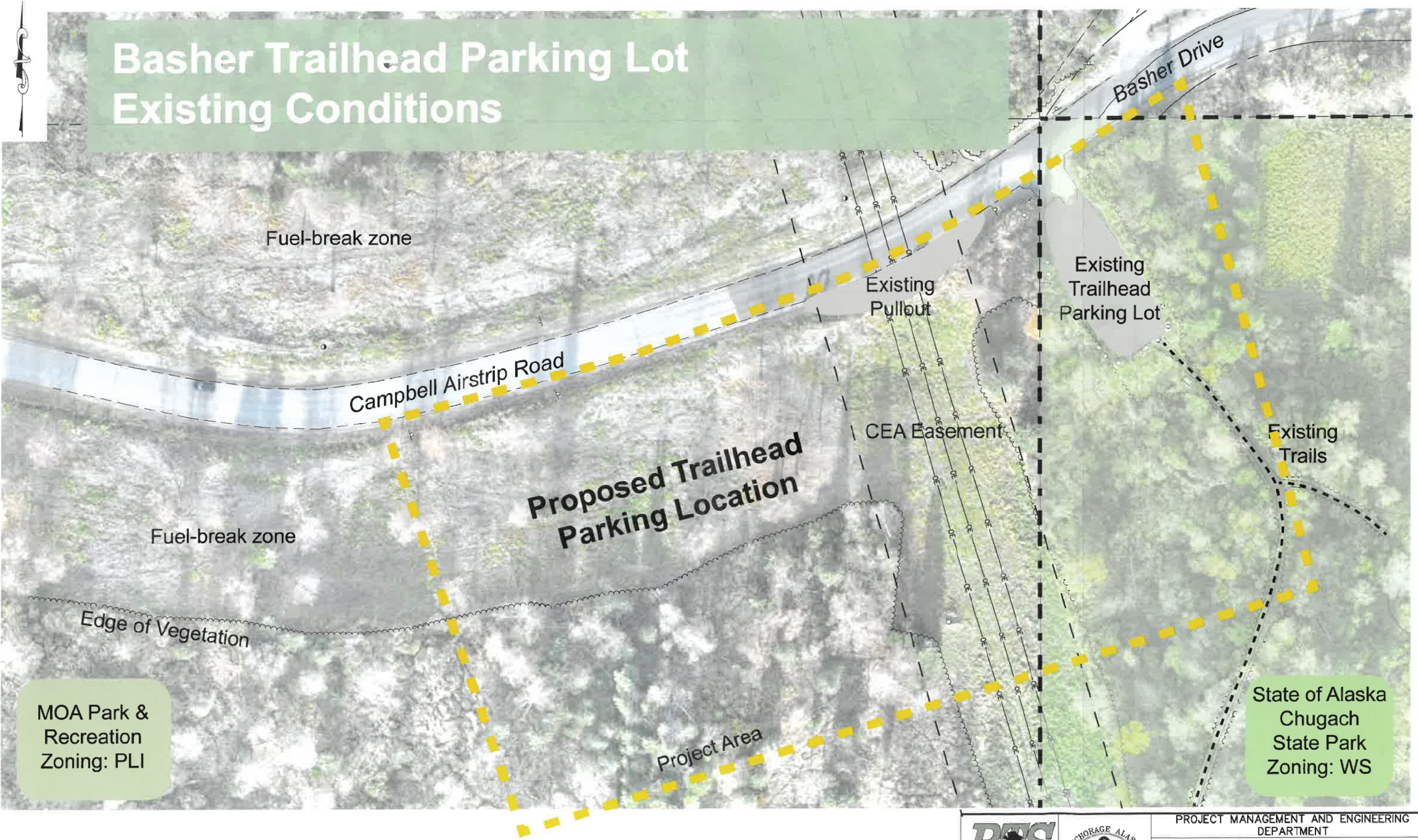
1:34,906

0 0.13 0.25 0.5 mi

0 0.23 0.45 0.9 km

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, USGS, FEMA

J. Existing Conditions

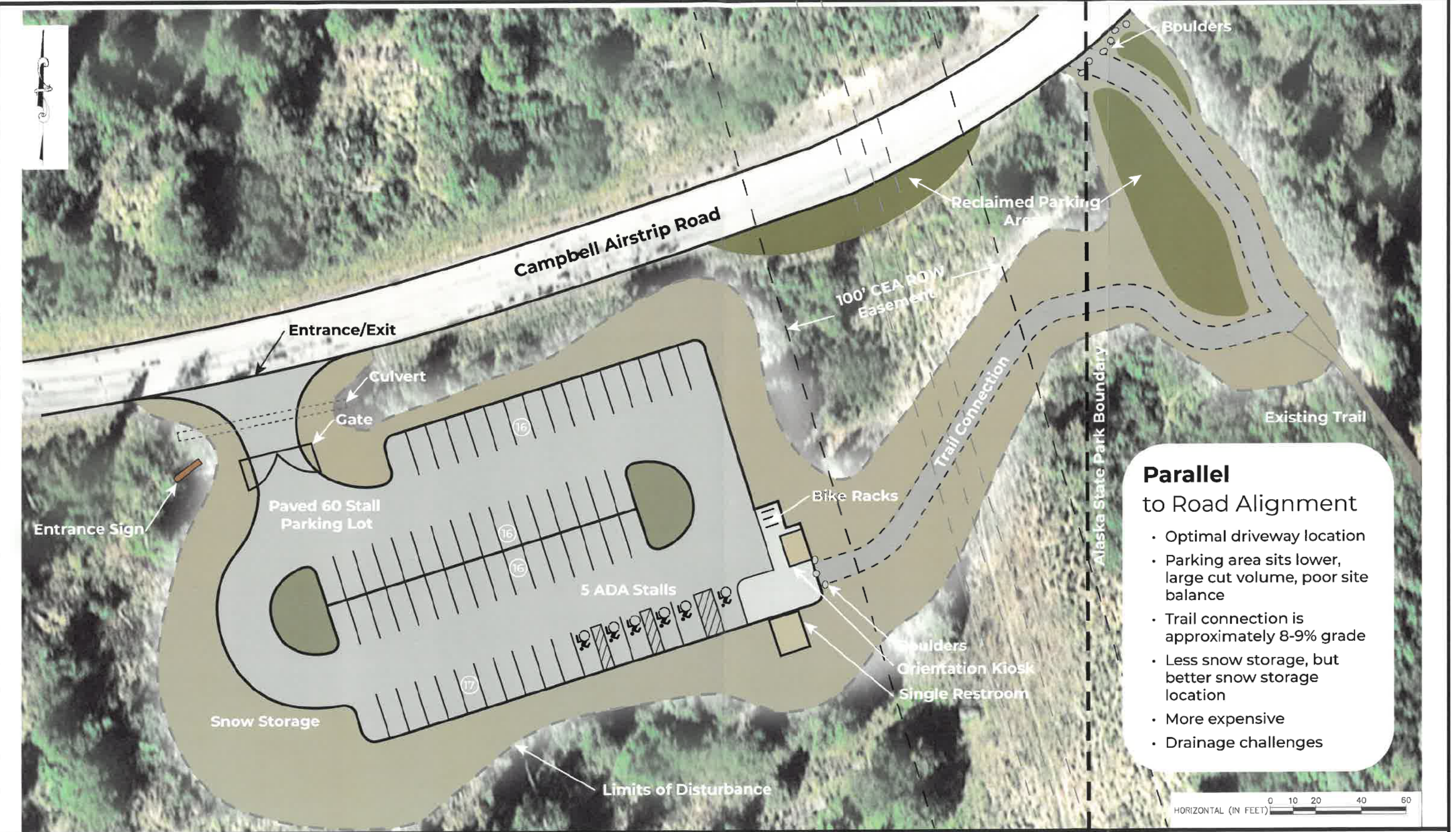


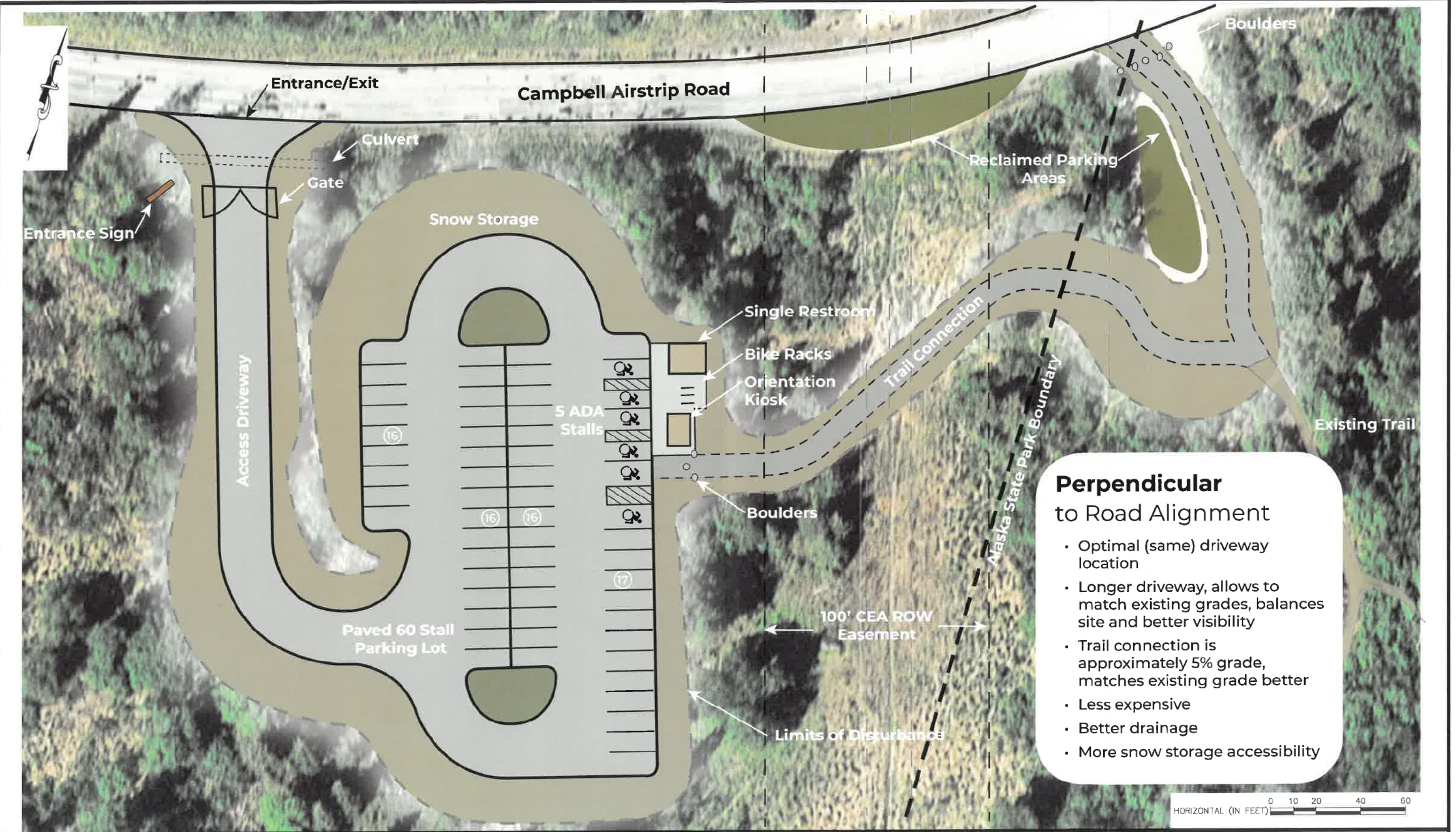
PTS
PROFESSIONAL & TECHNICAL SERVICES, INC.
CONSULTING - ENGINEERING - SURVEYING
912 EAST 15TH AVE., SUITE 200
ANCHORAGE, ALASKA 99501
PHONE: (907) 561-8237
LICENSE # AE00924
CONSULTANT

ANCHORAGE ALASKA
MUNICIPALITY OF ANCHORAGE
BASHER TRAILHEAD
EXISTING CONDITIONS

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT
MUNICIPALITY OF ANCHORAGE
BASHER TRAILHEAD
EXISTING CONDITIONS
SCALE: H: 1"=60' V: N/A
DATE: 11/2025 GRID: SW2241
ACCT. NO.:
SHEET: 1 of 1

K.35% Design Concepts





L. Community Support

Parks and Recreation Commission - Letter of Support



MUNICIPALITY OF ANCHORAGE

PARKS & RECREATION COMMISSION

632 W. 6th Avenue, Suite 630

P.O. Box 196650

Anchorage, AK 99519



PRC RES NO. 2026-02 BASHER TRAILHEAD PARKING LOT IMPROVEMENTS

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 Basher Trailhead Parking Lot provides access to Chugach State Park and Far North Bicentennial Park, and provides year-round recreation needs of both nearby residents and the Anchorage community at large; and

WHEREAS, the existing Basher Trailhead Parking Lot is too small for current and future recreation needs, and current overflow parking creates safety concerns related to congestion, limited sight distance, and restricted emergency access; and

WHEREAS, the Chugach State Park Access Service Area (CASA) is a voter-approved measure that allows municipal funds to be spent on capital improvements that facilitate public access to Chugach State Park, including trailhead improvements on municipal lands; and

WHEREAS, a 35% Design Concept public review conducted in February 2026 confirmed broad public support for upgrading the parking area and relocating the access driveway to a location with improved sight-distance and safety; and

WHEREAS, the project team proposes a perpendicular-to-road alignment with 45 parking spaces, which optimizes the driveway location for sight distance and safety, achieves improved site cut and fill balance, enhances snow storage, provides an approximately 5% trail connection grade to better match existing trail grades; and

WHEREAS, the Far North Bicentennial Park Trail Improvement Plan calls for upgraded and expanded parking; now, therefore,

BE IT RESOLVED that the Anchorage Parks and Recreation Commission approves the Basher Trailhead Parking Lot Improvements proposal.

PASSED AND APPROVED by the Anchorage Parks and Recreation Commission this 9th day of April, 2026.

Chair
Parks and Recreation Commission

ATTEST:

Shanna Gamble, Director
Parks & Recreation Department



MUNICIPALITY OF ANCHORAGE

PARKS & RECREATION COMMISSION

632 W. 6th Avenue, Suite 630

P.O. Box 196650

Anchorage, AK 99519



PRC RES NO. 2026-14

BASHER TRAILHEAD PARKING LOT IMPROVEMENTS

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 Basher Trailhead Parking Lot provides access to Chugach State Park and Far North Bicentennial Park, and provides year-round recreation needs of both nearby residents and the Anchorage community at large; and

WHEREAS, the existing Basher Trailhead Parking Lot is too small for current and future recreation needs, and current overflow parking creates safety concerns related to congestion, limited sight distance, and restricted emergency access; and

WHEREAS, the Chugach State Park Access Service Area (CASA) is a voter-approved measure that allows municipal funds to be spent on capital improvements that facilitate public access to Chugach State Park, including trailhead improvements on municipal lands; and

WHEREAS, a public review conducted in February 2026 confirmed broad public support for upgrading the parking area and relocating the access driveway to a location with improved sight-distance and safety; and

WHEREAS, the project team proposes a perpendicular-to-road alignment with increased parking, which improves driveway geometry and sight distance for safer access, minimizes site disturbance through reduced grading, enhances drainage and snow storage capacity, increases visibility from the roadway, reduces construction costs, and provides a safer and more functional connection to the existing trail system; and

WHEREAS, the Far North Bicentennial Park Trail Improvement Plan calls for upgraded and expanded parking; now, therefore,

BE IT RESOLVED that the Anchorage Parks and Recreation Commission approves the Basher Trailhead Parking Lot Improvements proposal.

PASSED AND APPROVED by the Anchorage Parks and Recreation Commission this 11th day of June, 2026.

Chair
Parks and Recreation Commission

ATTEST:

Shanna Gamble, Director
Parks & Recreation Department

M. Basher Trailhead Parking Expansion
Revised 65% Draft
3D Rendering



MUNICIPALITY OF ANCHORAGE
PROJECT MANAGEMENT AND
ENGINEERING DEPARTMENT

BASHER TRAILHEAD
PARKING EXPANSION

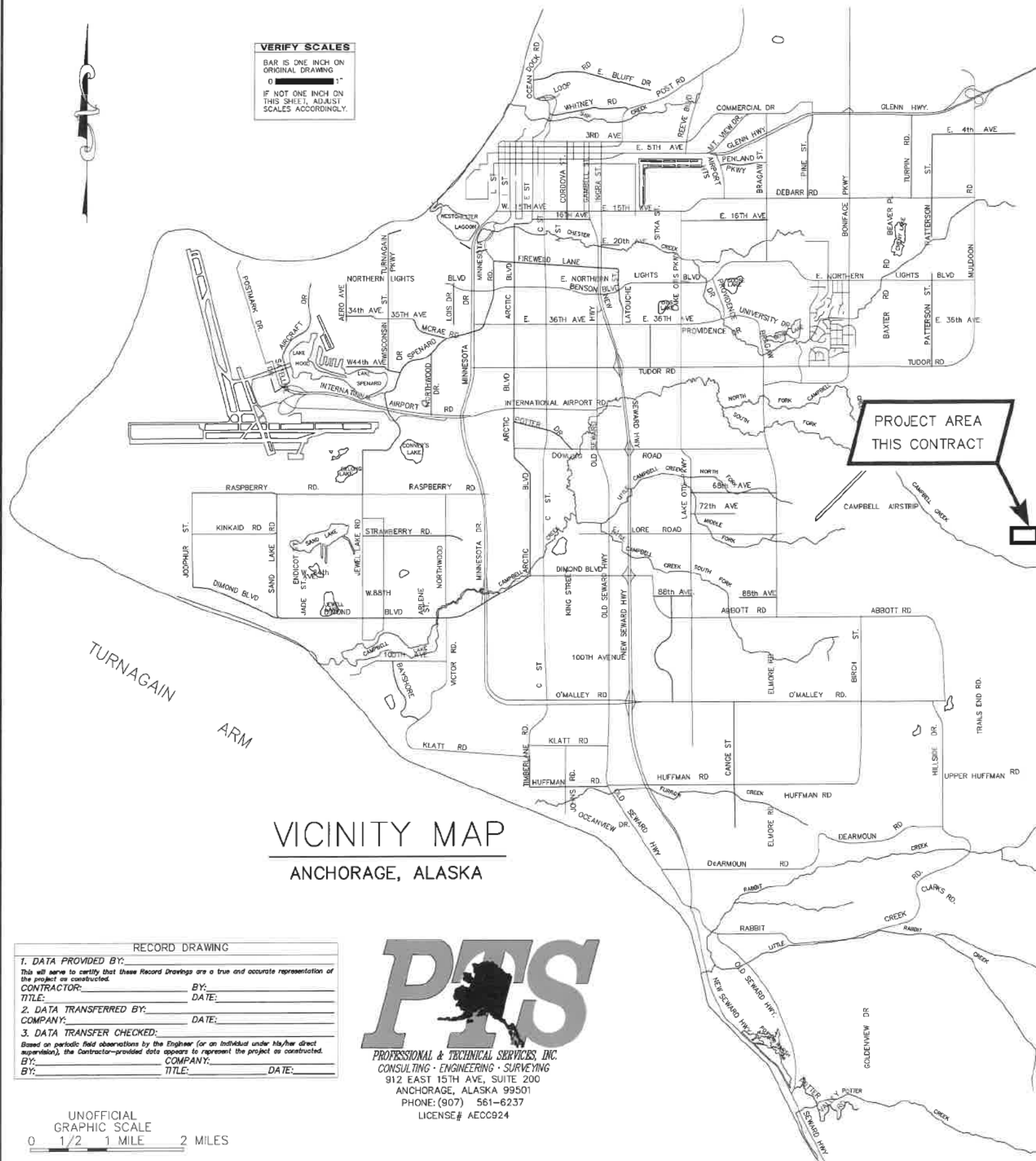
PROJECT 25-05

JULY 2026

**REVISED
65% DRAFT**

APPROVED BY:

MELINDA T. KOHLHAAS, P.E.
MUNICIPAL ENGINEER



SURVEY NOTES:

1. ALL CONSTRUCTION SHALL BE INSTALLED AS SPECIFIED IN THE MOST CURRENT EDITION OF THE MUNICIPALITY OF ANCHORAGE STANDARD SPECIFICATIONS FOR STREETS--DRAINAGE--UTILITIES--PARKS (MASS) AND THE SPECIAL PROVISIONS.
2. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO BEGINNING CONSTRUCTION. THE PERMITS SHALL BE MAINTAINED AT THE PROJECT SITE.
3. CONTRACTOR SHALL VERIFY AND RECORD THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL UTILITIES INSTALLED OR ENCOUNTERED IN THE FIELD AND RECORD ANY CHANGES ON THE CONTRACTOR RECORD DRAWINGS.
4. THE CONTRACTOR SHALL RESTORE ALL DISTURBED PROPERTY, INCLUDING DRAINAGE SWALES, DISTURBED BY CONTRACT ACTIVITIES TO PRECONSTRUCTION CONDITION OR AS INDICATED ON THE PLANS.
5. CONTRACTOR SHALL VERIFY DIMENSIONS AND LAYOUT PRIOR TO PROCEEDING WITH THE WORK. DISCREPANCIES IN THE PLANS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO PROCEEDING WITH THE WORK.
6. THE CONTRACTOR SHALL RECORD SURVEY NOTES IN A FORMAT SIMILAR TO THAT SHOWN IN MASS DIVISION 65 FOR SUBMITTAL WITH RECORD DRAWING PLANS PRIOR TO CONTRACT FINAL PAYMENT.
7. CONSTRUCTION OPERATIONS REQUIRED FOR THIS PROJECT SHALL REMAIN WITHIN EXISTING M.O.A. RIGHTS-OF-WAY AND EASEMENTS, UNLESS OTHERWISE APPROVED IN WRITING BY THE ENGINEER AND THE AFFECTED PROPERTY OWNER.
8. THE LOCATION OF THE EXISTING FEATURES AND UTILITIES SHOWN IN THESE DRAWINGS ARE APPROXIMATE. SOME UTILITIES HAVE BEEN LOCATED FROM AS-BUILTS DRAWINGS AND UTILITY COMPANY LOCATES. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND VERIFYING ALL UTILITIES PRIOR TO CONSTRUCTION.
9. THE CONTRACTOR SHALL NOT USE ORGANIC MATERIAL OR OTHER DELETERIOUS MATERIAL FOR BACKFILL, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EROSION AND SEDIMENT CONTROLS AS NECESSARY TO COMPLY WITH FEDERAL, STATE, AND MUNICIPAL LAWS THAT PROHIBIT UN-PERMITTED DISCHARGE OF POLLUTANTS, INCLUDING SEDIMENTS, THAT ARE A RESULT OF EROSION AND OTHER CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL CONDUCT ALL WORK SO SEDIMENT IS NOT TRANSPORTED ONTO THE ROADWAY OR ADJACENT PROPERTY. AT A MINIMUM, THE CONTRACTOR SHALL SWEEP UP ANY SEDIMENT TRACKED ONTO PAVED SURFACES IN PUBLIC RIGHT-OF-WAY WITHIN 24 HOURS OF THE TRACKING TO MINIMIZE THE WASH-OFF OF SEDIMENT INTO THE STORM DRAINS OR WATERWAYS.
11. CONTRACTOR SHALL MAINTAIN OPERATIONAL STOP AND STREET NAME SIGNS IN THE PROJECT AREA DURING CONSTRUCTION.
12. CONTRACTOR SHALL REPLACE ALL DISTURBED PROPERTY CORNERS IN ACCORDANCE WITH M.A.S.S. SECTION 65.02 CONSTRUCTION SURVEYING, ARTICLE 2.1 PROJECT CONTROL. PAYMENT FOR REPLACING PROPERTY CORNERS IS INCIDENTAL TO THE PROJECT AND NO SEPARATE PAYMENT SHALL BE MADE.
13. THE CONTRACTOR SHALL PLACE USABLE ORGANIC MATERIAL (4" DEPTH) AND SEEDING (SCHEDULE D) ON AREAS DISTURBED BY CONSTRUCTION ACTIVITIES AREAS OR AS DIRECTED BY THE ENGINEER.
14. CONTRACTOR SHALL APPLY TACK COAT TO THE SAW CUT ASPHALT FACE PRIOR TO PAVING. TACK COAT FOR THIS WORK IS INCIDENTAL TO THE PROJECT AND NO SEPARATE PAYMENT SHALL BE MADE.
15. SUPPORTING UNDERGROUND UTILITY LINES AND SHORING UTILITY POLES IS INCIDENTAL TO THE PROJECT AND NO SEPARATE PAYMENT SHALL BE MADE.
16. THE CONTRACTOR SHALL PROTECT EXISTING TREES THAT ARE NOT DESIGNATED FOR REMOVAL ON THE DRAWINGS IN ACCORDANCE WITH DIVISION 75 OF MASS.

1. THE FIELD SURVEY WAS PERFORMED BY PROFESSIONAL AND TECHNICAL SERVICES INC. (PTS), BETWEEN OCTOBER 8 THROUGH NOVEMBER 26, 2025. FIELD SURVEY INFORMATION FOR THIS PROJECT IS LOCATED IN MOA FIELD BOOK 3855, PAGES 55-77, AND MOA FIELD BOOK 3866 PAGES 11 & 13-19.
2. A TITLE SEARCH WAS NOT PERFORMED, EASEMENTS OF RECORD OTHER THAN THOSE SHOWN ON THE RECORDED PLATS ARE NOT SHOWN HEREON. RECORD REFERENCE INFORMATION FOR EASEMENTS IS NOT SHOWN HEREON.
3. THIS PROJECT IS LOCATED ENTIRELY WITHIN THE ANCHORAGE BOWL 2000 ADJUSTMENT, A LOCAL SURFACE GRID COORDINATE SYSTEM EXPRESSED IN U.S. SURVEY FEET UNITS DEVELOPED BY THE DEPARTMENT OF TRANSPORTATION.
4. THE BASIS OF BEARINGS IS A LOCAL PLANE BEARING BETWEEN NGS STATION O'MALLEY AND NGS STATION LOOP2 USE RM3 1964. RM 3 1964 BEARS N01°43'26.4"E A DISTANCE OF 49,488.45 U.S. SURVEY FEET FROM NGS STATION O'MALLEY. NGS STATION LOOP 3 USE RM 3 1964 HAS ANCHORAGE BOWL 2000 COORDINATES OF 353,405.2778 N, 353,362.5446 E.
5. THE BASIS OF COORDINATES IS NGS STATION O'MALLEY LOCATED NEAR THE INTERSECTION OF NEW SEWARD HIGHWAY AND O'MALLEY ROAD. SAID STATION HAS ANCHORAGE BOWL 2000 COORDINATES OF 303,939.2310 N, 353,362.5446 E.
6. TO CONVERT LOCAL COORDINATES TO NAD83 (92) STATE PLANE COORDINATES EXPRESSED IN U.S. SURVEY FEET, TRANSLATE USING +2,296,868.6878 N, +1,312,517.7904 E, AND SCALE USING 0.99989910192.
7. HORIZONTAL CONTROL POSITIONS ESTABLISHED BY STATIC GPS NETWORK HOLDING NGS STATION O'MALLEY.
8. THE VERTICAL DATUM IN THE MOA VERTICAL DATUM 1982 N.S.G.S. ADJUSTMENT. THE BASIS OF VERTICAL CONTROL IS MOA BENCHMARK "PAT-2", ELEVATION 318.57" AND "GAAB-15 ALT", ELEVATION 324.72". PROJECT ELEVATIONS WERE ESTABLISHED BY DIFFERENTIAL LEVEL LOOP.

SHEET NO.	DESCRIPTION
GENERAL	
1	COVER
2	KEY MAP & LEGEND
SURVEY	
3-4	SURVEY CONTROL
5	TEMPORARY EASEMENT AND PERMIT MAP
PARKING EXPANSION	
6	SITE PLAN
7	GRADING AND DRAINAGE
8	POINT TABLES
9	CROSS SECTIONS
10	DRIVEWAY PLAN AND PROFILE
11	TRAIL PLAN AND PROFILE
12	SIGNING AND STRIPING
13	SIGNING
14-15	TYPICAL SECTIONS
16	THAW PIPE DETAIL
LANDSCAPING	
L1	LANDSCAPE NOTES & SCHEDULE
L2	CODE SHEET
L3	LANDSCAPE PLAN
L4-L6	LANDSCAPE DETAILS
SITE FURNISHINGS	
23-32	SPECIAL SITE FURNISHING DETAILS

A.C. - ASPHALT CONCRETE
AD - ALGEBRAIC DIFFERENCE
BOD - BOTTOM OF DITCH
BOH - BOTTOM OF HOLE
BOP - BOTTOM OF PIPE
BVCE - BEGIN VERTICAL CURVE - ELEVATION
BVCS - BEGIN VERTICAL CURVE - STATION
CC - CURB CUT
CL - CENTERLINE
DIA - DIAMETER
EG - EXISTING GROUND
EL - ELEVATION
ELEV - ELEVATION
EOP - EDGE OF PAVEMENT
EVCE - END VERTICAL CURVE - ELEVATION
EVCS - END VERTICAL CURVE - STATION
F&I - FURNISH AND INSTALL
FG - FINISHED GRADE
GB - GRADE BREAK
H - HORIZONTAL
IAW - IN ACCORDANCE WITH
INV - INVERT
K - SIGHT DISTANCE
LF - LINEAR FEET
LT - LEFT
MASS - MUNICIPALITY OF ANCHORAGE
STANDARD SPECIFICATIONS
M.E. - MATCH EXISTING
NTS - NOT TO SCALE
OFF - OFFSET
PGL - PROFILE GRADE LINE
PL - PROPERTY LINE
PC - POINT OF CURVATURE
PT - POINT OF TANGENCY
PVI - POINT OF VERTICAL INTERSECTION
R5.0' - 5-FOOT RADIUS RETURN
RT - RIGHT
ROW - RIGHT OF WAY
RP - RADIUS POINT
SCH - SCHEDULE
ST - STREET
STA - STATION
STD - STANDARD
SY - SQUARE YARD
TAP - TEMPORARY ACCESS PERMIT
TCE - TEMPORARY CONSTRUCTION EASEMENT
TCP - TEMPORARY CONSTRUCTION PERMIT
TP - TOP OF PAVEMENT
TYP - TYPICAL
VC - VERTICAL CURVE

EXISTING	PROPOSED	DESCRIPTION
---	---	CENTERLINE
---	---	EASEMENT
---	---	PROPERTY LINE
---	---	EDGE OF PAVEMENT
---	---	CUT SLOPE LIMITS
---	---	FILL SLOPE LIMITS
—OE—	—	OVERHEAD ELECTRIC
—E—	—	UNDERGROUND ELECTRIC
—FO—	—	UNDERGROUND FIBER OPTIC
—OT—	—	OVERHEAD TELEPHONE
—T—	—	UNDERGROUND TELEPHONE
—G—	—	UNDERGROUND GAS
—S—	—	SEWER MAIN
—SD—	—	STORM DRAIN MAIN
—W—	—	WATER MAIN
—o—	—	CHAINLINK FENCE
—□—	—	WOOD FENCE
	→	DRAINAGE ARROW
⊙		ELECTRICAL HAND HOLE
⊞		TELEPHONE HAND HOLE
⌈		ELECTRICAL VAULT
○—○DM		ELECTRICAL METER
⌈		UNDERGROUND ELECTRICAL PEDESTAL
⌈		UNDERGROUND TELEPHONE PEDESTAL
⊙		GAS METER
⌈	⌈	JUNCTION BOX (TYPE I, II, III)
◇		GAS VALVE
⌈		MAILBOX
—	—	STREET SIGN
⊙P		IRON PIN OR REBAR
⊙		SECTION CORNER/SURVEY MONUMENT
○—○	●—●	LIGHT POLE
☼	☼	CONIFEROUS TREE
○	○	DECIDUOUS TREE
○	○	SHRUB
—	△	RETURN RADIUS
▨		ROADWAY REMOVAL
---	---	ANTICIPATED LIMITS OF DISTURBANCE
△△△		SNOW STORAGE AREA
▨		AREA RECLAIMED WITH GRUBBED MATERIAL
↔		V BOTTOM DITCH
⬢		BORE HOLE 1

GW	- WELL GRADED GRAVEL
GP	- POORLY GRADED GRAVEL
GM	- SILTY GRAVEL
GC	- CLAYEY GRAVEL
SW	- WELL GRADED SAND
SP	- POORLY GRADED SAND
SM	- SILTY SAND
SC	- CLAYEY SAND
ML	- INORGANIC SILT
CL	- INORGANIC CLAY
OL	- ORGANIC SILT
MH	- INORGANIC SILT
CH	- INORGANIC CLAY
OH	- ORGANIC CLAY
PT	- PEAT

EXISTING	PROPOSED	DESCRIPTION
---	---	CENTERLINE GRADE
---	---	LEFT PROPERTY LINE GRADE
---	---	RIGHT PROPERTY LINE GRADE
		INSULATION
▽		WATER LEVEL

KEY MAP (NTS)

CAMPBELL AIRSTRIP ROAD

BASHER DRIVE

PROJECT LIMITS

FIELD BOOK	BM NO.	LOCATION	ELEV.	DRAWING CHECKED BY		DRAWING CHECKED BY		REV	DATE	DESCRIPTION	BY
	NAME		ELEV.	BASE		TELEPHONE					
DESIGN				TOPOGRAPHY		ELECTRIC					
STAKING				PROFILE		CABLE TV					
				SANITARY SEWER		TRAFFIC SIGNALS					
ASBUILT				STORM SEWER		DESIGN					
CONTRACTOR	BASIS OF DATUM			WATER	####	QUANTITIES					
INSPECTOR				GAS	####	MAIN. FINAL CHECK					
CONSTRUCTION RECORD		VERTICAL DATUM				PLAN CHECK				REVISIONS	

1. DATA PROVIDED BY: _____
This will serve to certify that these Record Drawings are a true and accurate representation of the project as constructed.

CONTRACTOR: _____ BY: _____
TITLE: _____ DATE: _____

2. DATA TRANSFERRED BY: _____
COMPANY: _____ DATE: _____

3. DATA TRANSFER CHECKED: _____

Based on periodic field observations by the Engineer (or an individual under his/her direct supervision), the Contractor-provided data appears to represent the project as constructed.

BY: _____ COMPANY: _____
TITLE: _____ DATE: _____

RECORD DRAWING



25-05	BASHER TRAILHEAD PARKING EXPANSION	SCHEDULE A
-------	------------------------------------	------------

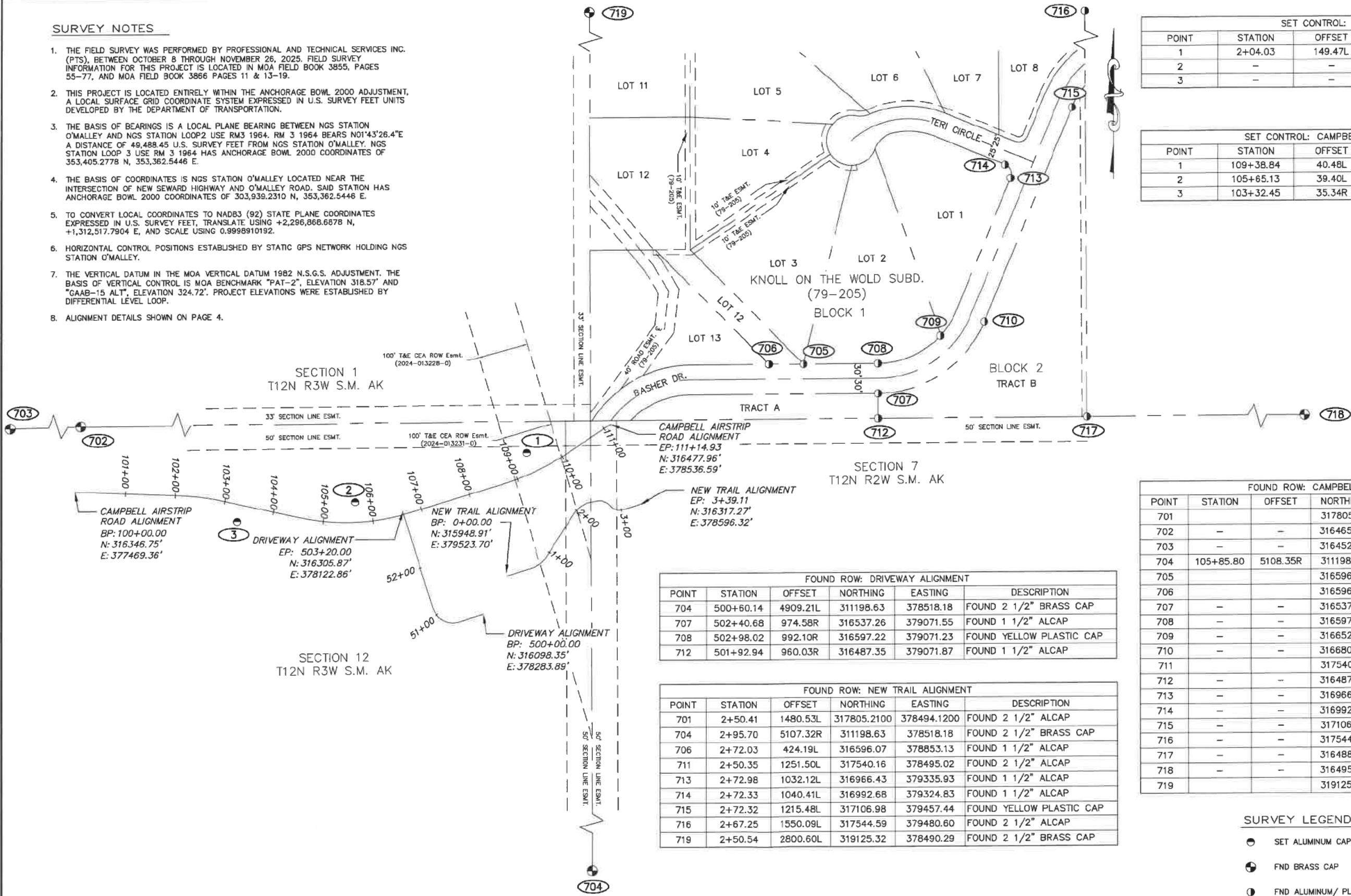
H: 1" = 200'	DATE: 7/2026	GRID: SW2241	SHEET: 2 of 32
V: NA	ACCT. NO.:		

SURVEY NOTES

1. THE FIELD SURVEY WAS PERFORMED BY PROFESSIONAL AND TECHNICAL SERVICES INC. (PTS), BETWEEN OCTOBER 8 THROUGH NOVEMBER 26, 2025. FIELD SURVEY INFORMATION FOR THIS PROJECT IS LOCATED IN MOA FIELD BOOK 3855, PAGES 55-77, AND MOA FIELD BOOK 3866 PAGES 11 & 13-19.
2. THIS PROJECT IS LOCATED ENTIRELY WITHIN THE ANCHORAGE BOWL 2000 ADJUSTMENT, A LOCAL SURFACE GRID COORDINATE SYSTEM EXPRESSED IN U.S. SURVEY FEET UNITS DEVELOPED BY THE DEPARTMENT OF TRANSPORTATION.
3. THE BASIS OF BEARINGS IS A LOCAL PLANE BEARING BETWEEN NGS STATION O'MALLEY AND NGS STATION LOOP2 USE RM3 1964. RM 3 1964 BEARS N01°43'26.4"E A DISTANCE OF 49,488.45 U.S. SURVEY FEET FROM NGS STATION O'MALLEY. NGS STATION LOOP 3 USE RM 3 1964 HAS ANCHORAGE BOWL 2000 COORDINATES OF 353,405.2778 N, 353,362.5446 E.
4. THE BASIS OF COORDINATES IS NGS STATION O'MALLEY LOCATED NEAR THE INTERSECTION OF NEW SEWARD HIGHWAY AND O'MALLEY ROAD. SAID STATION HAS ANCHORAGE BOWL 2000 COORDINATES OF 303,939.2310 N, 353,362.5446 E.
5. TO CONVERT LOCAL COORDINATES TO NAD83 (92) STATE PLANE COORDINATES EXPRESSED IN U.S. SURVEY FEET, TRANSLATE USING +2,296,868.6878 N, +1,312,517.7904 E, AND SCALE USING 0.9998910192.
6. HORIZONTAL CONTROL POSITIONS ESTABLISHED BY STATIC GPS NETWORK HOLDING NGS STATION O'MALLEY.
7. THE VERTICAL DATUM IN THE MOA VERTICAL DATUM 1982 N.S.G.S. ADJUSTMENT. THE BASIS OF VERTICAL CONTROL IS MOA BENCHMARK "PAT-2", ELEVATION 318.57' AND "GAAB-15 ALT", ELEVATION 324.72'. PROJECT ELEVATIONS WERE ESTABLISHED BY DIFFERENTIAL LEVEL LOOP.
8. ALIGNMENT DETAILS SHOWN ON PAGE 4.

SET CONTROL: NEW TRAIL ALIGNMENT					
POINT	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1	2+04.03	149.47L	316420.74	378370.47	SET 2" ALCAP
2	-	-	316323.42	378027.38	SET 2" ALCAP
3	-	-	316285.08	377792.39	SET 2" ALCAP

SET CONTROL: CAMPBELL AIRSTRIP ROAD ALIGNMENT					
POINT	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1	109+38.84	40.48L	316420.74	378370.47	SET 2" ALCAP
2	105+65.13	39.40L	316323.42	378027.38	SET 2" ALCAP
3	103+32.45	35.34R	316285.08	377792.39	SET 2" ALCAP



FOUND ROW: CAMPBELL AIRSTRIP ROAD ALIGNMENT					
POINT	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
701	-	-	317805.21	378494.12	FOUND 2 1/2" ALCAP
702	-	-	316465.07	375862.24	FOUND 2 1/2" BRASS CAP
703	-	-	316452.76	373224.92	FOUND 2 1/2" BRASS CAP
704	105+85.80	5108.35R	311198.63	378518.18	FOUND 2 1/2" BRASS CAP
705	-	-	316596.47	378922.90	FOUND 1 1/2" ALCAP
706	-	-	316596.07	378853.13	FOUND 1 1/2" ALCAP
707	-	-	316537.26	379071.55	FOUND 1 1/2" ALCAP
708	-	-	316597.22	379071.23	FOUND YELLOW PLASTIC CAP
709	-	-	316652.23	379195.87	FOUND 1 1/2" ALCAP
710	-	-	316680.04	379283.26	FOUND YELLOW PLASTIC CAP
711	-	-	317540.16	378495.02	FOUND 2 1/2" ALCAP
712	-	-	316487.35	379071.87	FOUND 1 1/2" ALCAP
713	-	-	316966.43	379335.93	FOUND 1 1/2" ALCAP
714	-	-	316992.68	379324.83	FOUND 1 1/2" ALCAP
715	-	-	317106.98	379457.44	FOUND YELLOW PLASTIC CAP
716	-	-	317544.59	379480.60	FOUND 2 1/2" ALCAP
717	-	-	316488.78	379486.53	FOUND 2 1/2" ALCAP
718	-	-	316495.30	380806.67	FOUND 3 1/4" BRASS CAP
719	-	-	319125.32	378490.29	FOUND 2 1/2" BRASS CAP

FOUND ROW: DRIVEWAY ALIGNMENT					
POINT	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
704	500+60.14	4909.21L	311198.63	378518.18	FOUND 2 1/2" BRASS CAP
707	502+40.68	974.58R	316537.26	379071.55	FOUND 1 1/2" ALCAP
708	502+98.02	992.10R	316597.22	379071.23	FOUND YELLOW PLASTIC CAP
712	501+92.94	960.03R	316487.35	379071.87	FOUND 1 1/2" ALCAP

FOUND ROW: NEW TRAIL ALIGNMENT					
POINT	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
701	2+50.41	1480.53L	317805.2100	378494.1200	FOUND 2 1/2" ALCAP
704	2+95.70	5107.32R	311198.63	378518.18	FOUND 2 1/2" BRASS CAP
706	2+72.03	424.19L	316596.07	378853.13	FOUND 1 1/2" ALCAP
711	2+50.35	1251.50L	317540.16	378495.02	FOUND 2 1/2" ALCAP
713	2+72.98	1032.12L	316966.43	379335.93	FOUND 1 1/2" ALCAP
714	2+72.33	1040.41L	316992.68	379324.83	FOUND 1 1/2" ALCAP
715	2+72.32	1215.48L	317106.98	379457.44	FOUND YELLOW PLASTIC CAP
716	2+67.25	1550.09L	317544.59	379480.60	FOUND 2 1/2" ALCAP
719	2+50.54	2800.60L	319125.32	378490.29	FOUND 2 1/2" BRASS CAP

SURVEY LEGEND

- SET ALUMINUM CAP
- FND BRASS CAP
- FND ALUMINUM/ PLASTIC CAP



FIELD BOOK

BM NO.

LOCATION

ELEV.

DESIGN

MOA 3855, 3866

PAT-2

318.57'

STAKING

GAAB-15 ALT

3933 PATTERSON STREET

324.72'

ASBUILT

CONTRACTOR

INSPECTOR

CONSTRUCTION RECORD

BASIS OF DATUM

VERTICAL DATUM

PLAN CHECK

REVISIONS

1. DATA PROVIDED BY:

2. DATA TRANSFERRED BY:

3. DATA TRANSFER CHECKED:

CONTRACTOR:

COMPANY:

DATE:

BY:

DATE:

RECORD DRAWING

CONSULTANT

PTS

PROFESSIONAL & TECHNICAL SERVICES INC.

ANCHORAGE, ALASKA

STATE OF ALASKA

PROFESSIONAL LAND SURVEYOR

Michael G. Ruchinski

LS 14839

2022-2025

ANCHORAGE ALASKA

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

25-05

BASHER TRAILHEAD PARKING EXPANSION

SCHEDULE ALL

SURVEY CONTROL

SCALE: H: 1"=100' V: N/A

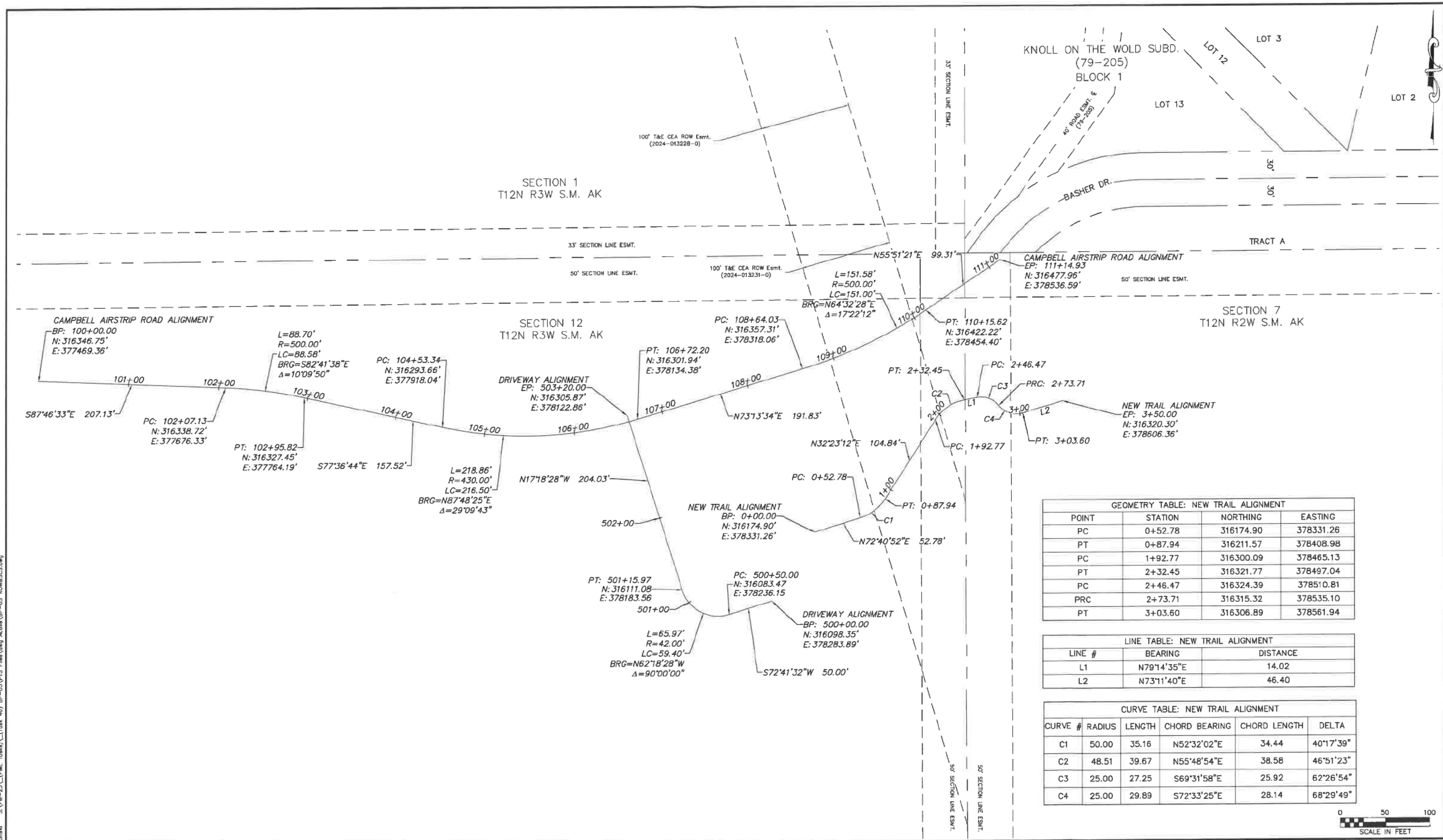
DATE: 6/2026

GRID: SW2241

ACCT. NO.:

SHEET: 3 of 32

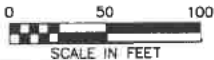
7/2/2026 11:31 AM By: Mike Ruchinski S:\PM-23\PM-Toneka\Task 46 BP-05\PTS Final\dwg Active\BP-05 ROW\SCS.dwg



GEOMETRY TABLE: NEW TRAIL ALIGNMENT			
POINT	STATION	NORTHING	EASTING
PC	0+52.78	316174.90	378331.26
PT	0+87.94	316211.57	378408.98
PC	1+92.77	316300.09	378465.13
PT	2+32.45	316321.77	378497.04
PC	2+46.47	316324.39	378510.81
PRC	2+73.71	316315.32	378535.10
PT	3+03.60	316306.89	378561.94

LINE TABLE: NEW TRAIL ALIGNMENT		
LINE #	BEARING	DISTANCE
L1	N79°14'35"E	14.02
L2	N73°11'40"E	46.40

CURVE TABLE: NEW TRAIL ALIGNMENT					
CURVE #	RADIUS	LENGTH	CHORD BEARING	CHORD LENGTH	DELTA
C1	50.00	35.16	N52°32'02"E	34.44	40°17'39"
C2	48.51	39.67	N55°48'54"E	38.58	46°51'23"
C3	25.00	27.25	S69°31'58"E	25.92	62°26'54"
C4	25.00	29.89	S72°33'25"E	28.14	68°29'49"



HORIZONTAL (IN FEET)									
FIELD BOOK	BM NO.	LOCATION	ELEV.	BASE	TOPOGRAPHY	TELEPHONE	REVISION	DATE	DESCRIPTION
DESIGN	PAT-2	PACIFIC TOWER PLAZA	318.57	MOA 3855, 3866	PROFILE	ELECTRIC			
STAKING	GAAB-15 ALT	3933 PATTERSON STREET	324.72		SANITARY SEWER	CABLE TV			
ASBUILT					STORM SEWER	TRAFFIC SIGNALS			
CONTRACTOR					WATER	DESIGN			
INSPECTOR					GAS	QUANTITIES			
CONSTRUCTION RECORD						MUN. FINAL CHECK			
VERTICAL DATUM				PLAN CHECK			REVISIONS		

1. DATA PROVIDED BY:
This will serve to certify that these Record Drawings are a true and accurate representation of the project as constructed.
CONTRACTOR: BY: DATE:
TITLE: DATE:
2. DATA TRANSFERRED BY:
COMPANY: DATE:
3. DATA TRANSFER CHECKED:
Based on periodic field observations by the Engineer (or an individual under his/her direct supervision), the Contractor-provided data appears to represent the project as constructed.
BY: COMPANY: DATE:
TITLE: RECORD DRAWING

PROFESSIONAL & TECHNICAL SERVICES, INC.
CONSULTING - ENGINEERING - SURVEYING
912 EAST 15TH AVE. SUITE 200
ANCHORAGE, ALASKA 99501
PHONE: (907) 561-6237
LICENSE # AECC924

STATE OF ALASKA
49th
Michael G. Ruchinski
151638
REGISTERED PROFESSIONAL LAND SURVEYOR

ANCHORAGE ALASKA

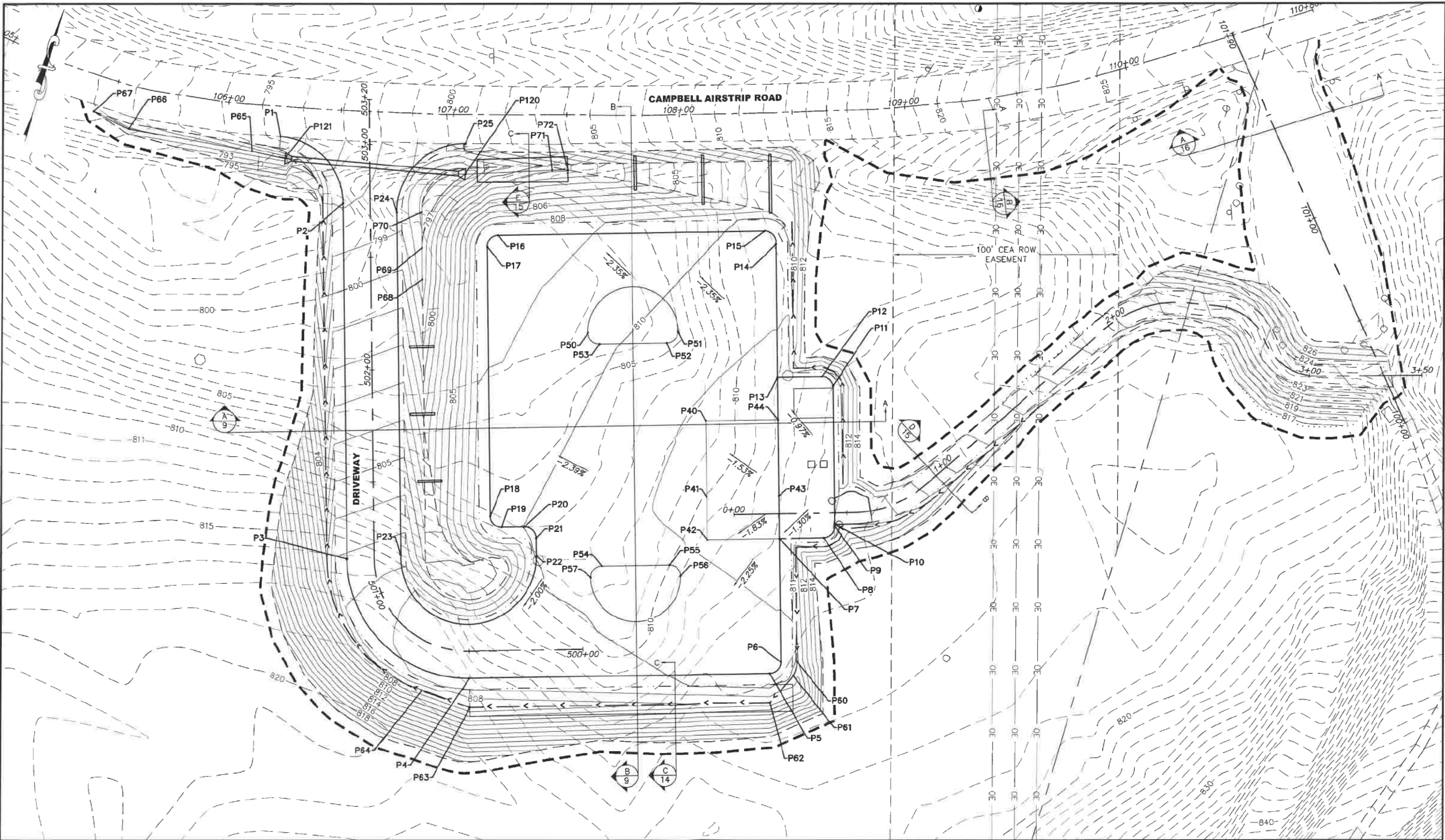
PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

25-05 BASHER TRAILHEAD PARKING EXPANSION SCHEDULE ALL

SURVEY CONTROL

H: 1"=50' SCALE: DATE: 6/2026 GRID: SW2241 SHEET: 4 of 32
V: NA ACCT. NO.:

7/2/2026 11:05 AM By: Coby Fletcher S:\PM-23\PM-23\PM-23\Task 46\BP-05\PTS Files\dwg Active\BP-05 PLOT Grading And Drainage.dwg



FIELD BOOK		BM NO.	LOCATION	ELEV.	ELEV.	BASE	TOPOGRAPHY	PROFILE	SANITARY SEWER	STORM SEWER	WATER	GAS	TELEPHONE	ELECTRIC	CABLE TV	TRAFFIC SIGNALS	DESIGN	QUANTITIES	MIN. FINAL CHECK	REV	DATE	DESCRIPTION	BY
DESIGN																							
STAKING																							
ASBUILT																							
CONTRACTOR																							
INSPECTOR																							
CONSTRUCTION RECORD																							

HORIZONTAL (IN FEET)		0	10	20	30	40	50	60
DESIGN								
STAKING								
ASBUILT								
CONTRACTOR								
INSPECTOR								
CONSTRUCTION RECORD								

1. DATA PROVIDED BY:		2. DATA TRANSFERRED BY:		3. DATA TRANSFER CHECKED:	
CONTRACTOR:	BY:	CONTRACTOR:	BY:	CONTRACTOR:	BY:
TITLE:	DATE:	TITLE:	DATE:	TITLE:	DATE:
Based on periodic field observations by the Engineer (or an individual under his/her direct supervision), the Contractor-provided data appears to represent the project as constructed.					
BY:	DATE:	BY:	DATE:	BY:	DATE:
TITLE:	DATE:	TITLE:	DATE:	TITLE:	DATE:

REVISIONS	
REV	DESCRIPTION

CONSULTANT		SEAL	

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT		SCHEDULE A	
25-05	BASHER TRAILHEAD PARKING EXPANSION		
GRADING AND DRAINAGE			
SCALE: H: 1"=20'	DATE: 7/2026	GRID: SW2241	SHEET: 7 of 32
V: NA	ACCT. NO.:		

7/12/2025 11:06 AM By: Colby Fletcher S:\PA-23_(PME Tables)\(Trak 46) BP-05\PTS Files\dwg Active\BP-05 PLOT Grading And Drainage.dwg

EDGE OF PAVEMENT				
POINT #	ELEVATION	NORTHING	EASTING	DESCRIPTION
1	795.34	316279.14	378090.03	PC, M.E.
2	797.90	316258.74	378124.97	PT
3	807.17	316107.51	378172.10	PC
4	809.13	316072.02	378239.72	PT
5	810.46	316111.59	378366.70	PC
6	810.53	316117.85	378369.98	PT
7	811.63	316170.38	378353.61	GB
8	811.93	316176.18	378372.23	PC
9	812.01	316182.44	378375.52	PT
10	812.01	316183.38	378375.23	GB
11	811.57	316242.15	378356.84	PC
12	811.53	316244.69	378350.88	PT
13	811.34	316238.89	378332.27	GB
14	810.39	316295.44	378314.62	PC
15	810.30	316299.66	378308.07	PT
16	808.29	316264.56	378195.43	PC
17	808.29	316258.30	378192.15	PT
18	809.87	316143.73	378227.85	PC
19	809.91	316140.45	378234.11	PT
20	810.01	316143.42	378243.66	PC
21	810.05	316140.14	378249.92	PT
22	810.01	316132.50	378252.30	PC
23	807.54	316116.21	378194.37	PT
24	798.60	316261.53	378149.24	PC
25	800.47	316299.30	378169.64	PT, M.E.

INTERIOR LANDSCAPING				
POINT #	ELEVATION	NORTHING	EASTING	DESCRIPTION
50	809.66	316234.16	378245.76	PC
51	810.35	316246.06	378283.94	PC
52	810.35	316239.80	378280.66	PC
53	809.82	316230.87	378252.02	PC
54	810.41	316136.35	378281.47	PC
55	810.78	316145.28	378310.11	PC
56	810.75	316141.99	378316.37	PC
57	810.31	316130.09	378278.18	PC

DITCH GRADING				
POINT #	ELEVATION	NORTHING	EASTING	DESCRIPTION
60	809.64	316120.14	378376.60	BOD
61	809.44	316113.57	378376.88	BOD
62	808.35	316099.17	378370.57	BOD
63	807.02	316059.61	378243.59	BOD
64	807.20	316060.64	378220.81	BOD
65	792.08	316269.34	378079.62	BOD
66	790.84	316263.44	378024.20	BOD
67	790.65	316266.42	378007.13	BOD, M.E.
68	797.26	316236.33	378168.62	BOD, BEGIN RIPRAP
69	797.12	316249.67	378164.46	BOD
70	796.80	316264.80	378159.74	BOD
71	800.78	316298.79	378209.70	BOD
72	800.90	316300.88	378216.34	BOD, END RIPRAP

LIMITS OF DISTURBANCE		
POINT #	NORTHING	EASTING

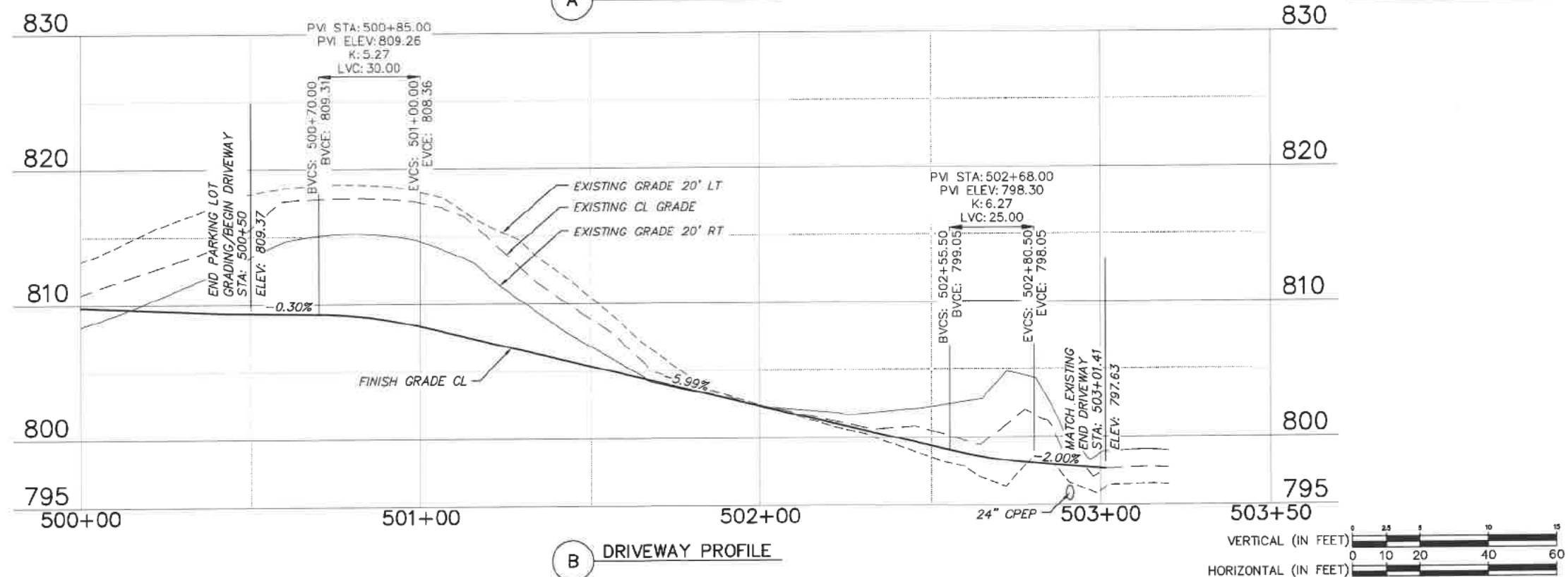
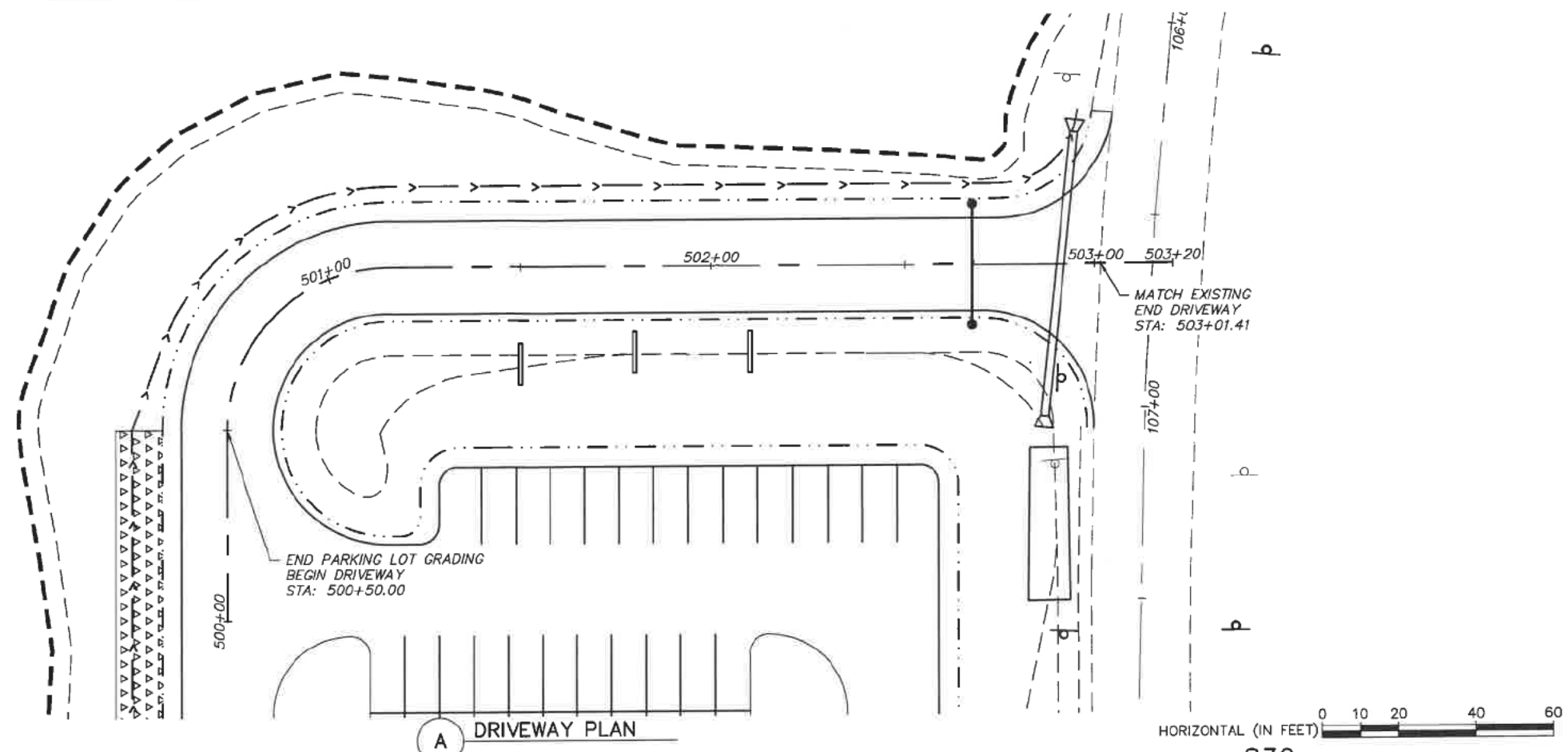
LINE TABLE		
LINE NO.	LENGTH	BEARING

CURVE TABLE			
CURVE NO.	LENGTH	RADIUS	DELTA

CULVERT				
POINT #	ELEVATION	NORTHING	EASTING	DESCRIPTION
120	796.00	316286.35	378173.45	CULVERT INVERT
121	792.21	316270.56	378094.70	CULVERT INVERT

*CULVERT POINTS AND ELEVATIONS REFERENCE THE END SECTIONS

HORIZONTAL (IN FEET) 010204060 FIELD BOOK BM NO. LOCATION ELEV. BASE TOPOGRAPHY PROFILE SANITARY SEWER STORM SEWER WATER GAS DESIGN QUANTITIES MUN. FINAL CHECK REVISIONS BY DATE DESCRIPTION BY										1. DATA PROVIDED BY: This will serve to certify that these Record Drawings are a true and accurate representation of the project as constructed. CONTRACTOR: _____ BY: _____ DATE: _____ TITLE: _____ 2. DATA TRANSFERRED BY: COMPANY: _____ DATE: _____ 3. DATA TRANSFER CHECKED: Based on periodic field observations by the Engineer (or an individual under his/her direct supervision), the Contractor-provided data appears to represent the project as constructed. BY: _____ COMPANY: _____ DATE: _____ TITLE: _____ RECORD DRAWING PTS PROFESSIONAL & TECHNICAL SERVICES, INC. CONSULTING - ENGINEERING - SURVEYING 912 EAST 15TH AVE. SUITE 200 ANCHORAGE, ALASKA 99501 PHONE: (907) 561-8237 LICENSE # AECC924 CONSULTANT ANCHORAGE ALASKA SEAL										PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT 25-05 BASHER TRAILHEAD PARKING EXPANSION SCHEDULE ALL POINT TABLES SCALE: H: 1"=20' V: NA DATE: 7/2026 GRID: SW2241 ACCT. NO.: SHEET: 8 of 32									
--	--	--	--	--	--	--	--	--	--	---	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--



7/2/2026 11:00 AM	FIELD BOOK	BM NO.	LOCATION	ELEV.	DRAWN/CHECKED		DRAWN/CHECKED		REV	DATE	DESCRIPTION	BY
		NAME		ELEV.	BASE	TOPGRAPHY	TELEPHONE	ELECTRIC				
	DESIGN											
	STAKING				PROFILE		CABLE TV					
	ASBUILT				SANITARY SEWER		TRAFFIC SIGNALS					
	CONTRACTOR				STORM SEWER		DESIGN					
	INSPECTOR				WATER		QUANTITIES					
	CONSTRUCTION RECORD				GAS		MUN. FINAL CHECK					
			VERTICAL DATUM			PLAN	CHECK				REVISIONS	

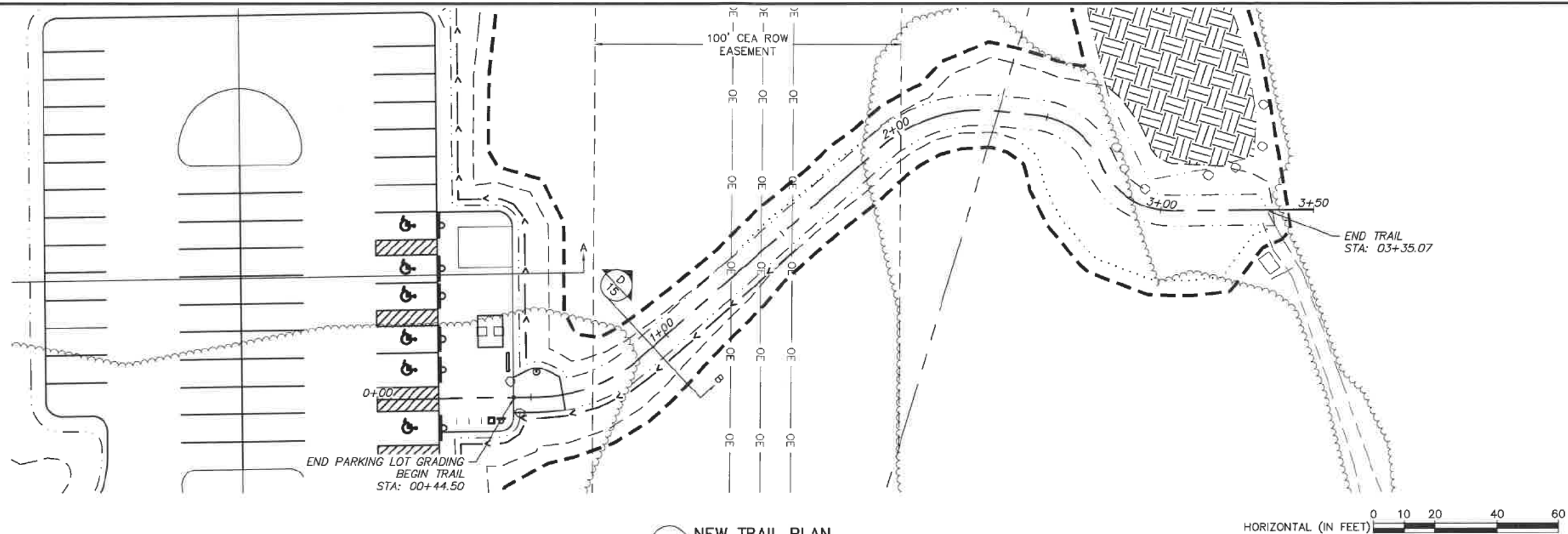
1. DATA PROVIDED BY: _____
This will serve to certify that these Record Drawings are a true and accurate representation of the project as constructed.
CONTRACTOR: _____ BY: _____
TITLE: _____ DATE: _____
2. DATA TRANSFERRED BY: _____
COMPANY: _____ DATE: _____
3. DATA TRANSFER CHECKED: _____
Based on periodic field observations by the Engineer (or an individual under his/her direct supervision), the Contractor-provided data appears to represent the project as constructed.
BY: _____ COMPANY: _____
TITLE: _____ DATE: _____
RECORD DRAWING



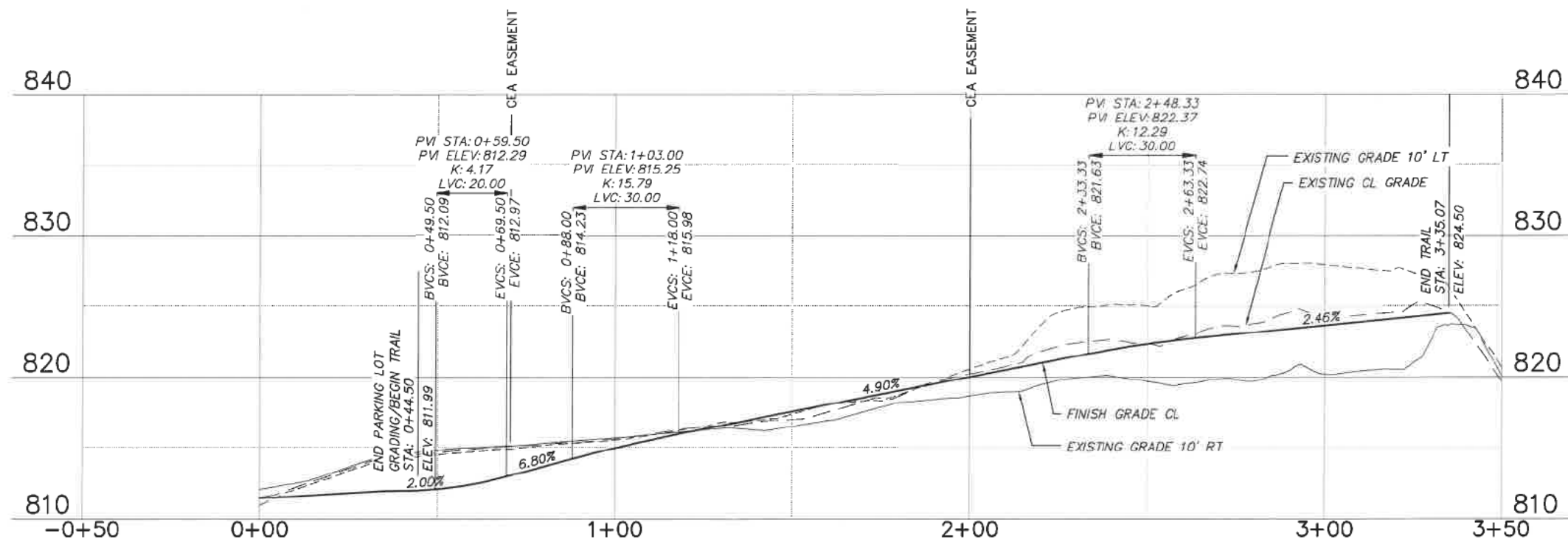
PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT

DRIVEWAY PLAN AND PROFILE

SCALE: H: 1" = 20' V: 1" = 5'	DATE: 7/2026	GRID: SW2241	SHEET: 10 of 32
ACCT. NO.:			



A NEW TRAIL PLAN



B NEW TRAIL PROFILE



7/2/2026 11:06 AM By: Colby Fletcher S:\PM-23\PM-23\Drawings\Task 46\BP-05\PTS Files\dwg Active\BP-05_PLOT Plan And Profile.dwg

FIELD BOOK	BM NO.	LOCATION	ELEV.	BASE	DRAWN BY	CHECKED BY	TELEPHONE	REV	DATE	DESCRIPTION	BY
DESIGN	NAME		ELEV.	TOPOGRAPHY			ELECTRIC				
STAKING				PROFILE			CABLE TV				
ASBUILT				SANITARY SEWER			TRAFFIC SIGNALS				
CONTRACTOR				STORM SEWER			DESIGN				
INSPECTOR				WATER			QUANTITIES				
CONSTRUCTION RECORD				GAS			MIN. FINAL CHECK				
							PLAN CHECK			REVISIONS	

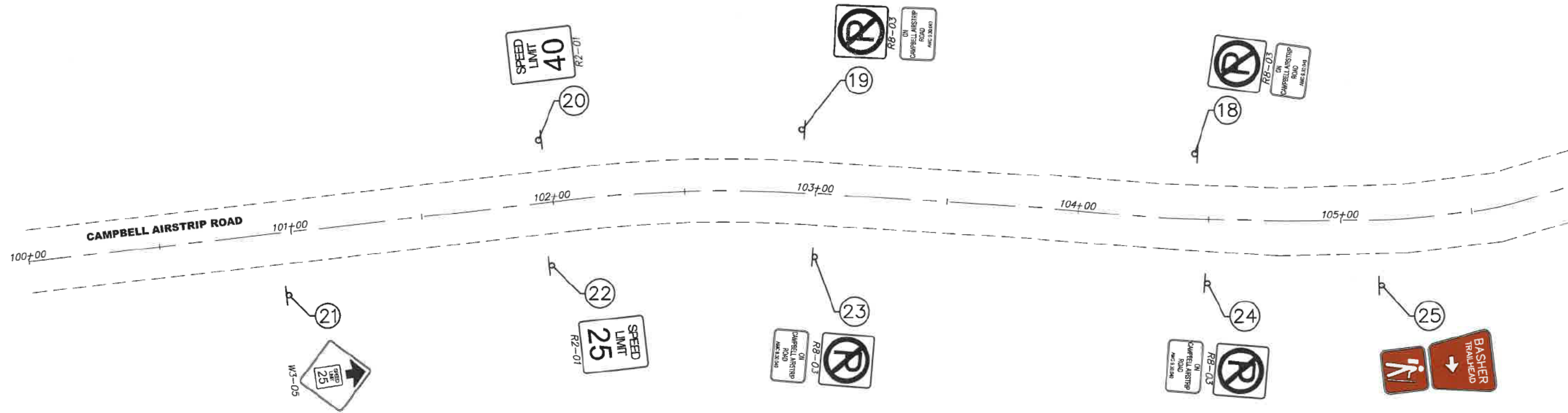
1. DATA PROVIDED BY:
This will serve to certify that these Record Drawings are a true and accurate representation of the project as constructed.
CONTRACTOR: _____ BY: _____
DATE: _____
2. DATA TRANSFERRED BY:
COMPANY: _____ DATE: _____
3. DATA TRANSFER CHECKED:
Based on periodic field observations by the Engineer (or an individual under his/her direct supervision), the Contractor-provided data appears to represent the project as constructed.
BY: _____ COMPANY: _____
DATE: _____
TITLE: _____ RECORD DRAWING

PTS
PROFESSIONAL & TECHNICAL SERVICES, INC.
CONSULTING - ENGINEERING - SURVEYING
912 EAST 15TH AVE., SUITE 200
ANCHORAGE, ALASKA 99501
PHONE: (907) 561-8237
LICENSE # AEC0024



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT			
25-05	BASHER TRAILHEAD PARKING EXPANSION		SCHEDULE A
TRAIL PLAN AND PROFILE			
SCALE: H: 1"=20' V: 1"=5'	DATE: 7/2026	GRID: SW2241	SHEET: 11 of 32
ACCT. NO.:			

7/2/2026 11:07 AM By: Colby Fletcher S:\PM-23_(PME Tasks)\Task 46) BP-05\PTS Files\dwg Active\BP-05_PLOT_Sign And Striping.dwg



SIGN SUMMARY TABLE										
POST NO.	NORTHING	EASTING	TYPE	LEGEND	SIZE (IN)		AREA (SQ. FT.)	SIGN FACE(S)	POSTS NO, SIZE, & TYPE	REMARKS
					WIDTH	HEIGHT				
18	316319.8001'	377913.2015'	R8-3	NO PARKING (SYMBOL)	24	24	4	E	2.5 X 2.5 PST	
				AMC PLACARD	18	12	1.5			
19	316351.7516'	377766.6440'	R8-3	NO PARKING (SYMBOL)	24	24	4	SE	2.5 X 2.5 PST	
				AMC PLACARD	18	12	1.5			
20	316363.0948'	377667.0190'	R2-1	SPEED LIMIT	24	30	5	E	2.5 X 2.5 PST	40
21	316319.0223'	377564.9632'	W3-5	REDUCED SPEED AHEAD	36	36	9	W	2.5 X 2.5 PST	25
22	316315.1310'	377665.1563'	R2-1	SPEED LIMIT	24	30	5	W	2.5 X 2.5 PST	25
23	316303.1065'	377764.3386'	R8-3	NO PARKING (SYMBOL)	24	24	4	SE	2.5 X 2.5 PST	
				AMC PLACARD	18	12	1.5			
24	316270.3262'	377910.7130'	R8-3	NO PARKING (SYMBOL)	24	24	4	SE	2.5 X 2.5 PST	
				AMC PLACARD	18	12	1.5			
25	316259.3986'	377976.0729'		DIRECTIONAL SIGNAGE EAST				W		

010204060

HORIZONTAL (IN FEET)

FIELD BOOK

BM NO.

LOCATION

ELEV.

BASE

TOPOGRAPHY

PROFILE

SANITARY SEWER

STORM SEWER

WATER

GAS

DESIGN

STAKING

ASBUILT

CONTRACTOR

INSPECTOR

CONSTRUCTION RECORD

CONTRACTOR

INSPECTOR

CONSTRUCTION RECORD

REVISIONS

1. DATA PROVIDED BY:
This will serve to certify that these Record Drawings are a true and accurate representation of the project as constructed.
CONTRACTOR: _____ BY: _____ DATE: _____
TITLE: _____
2. DATA TRANSFERRED BY:
COMPANY: _____ DATE: _____
3. DATA TRANSFER CHECKED:
Based on periodic field observations by the Engineer (or an individual under his/her direct supervision), the Contractor-provided data appears to represent the project as constructed.
BY: _____ COMPANY: _____ DATE: _____
TITLE: _____
RECORD DRAWING

PTS
PROFESSIONAL & TECHNICAL SERVICES, INC.
CONSULTING - ENGINEERING - SURVEYING
992 EAST 15TH AVE., SUITE 200
ANCHORAGE, ALASKA 99501
PHONE: (907) 561-8237
LICENSE# AECC924

ANCHORAGE ALASKA
SEAL

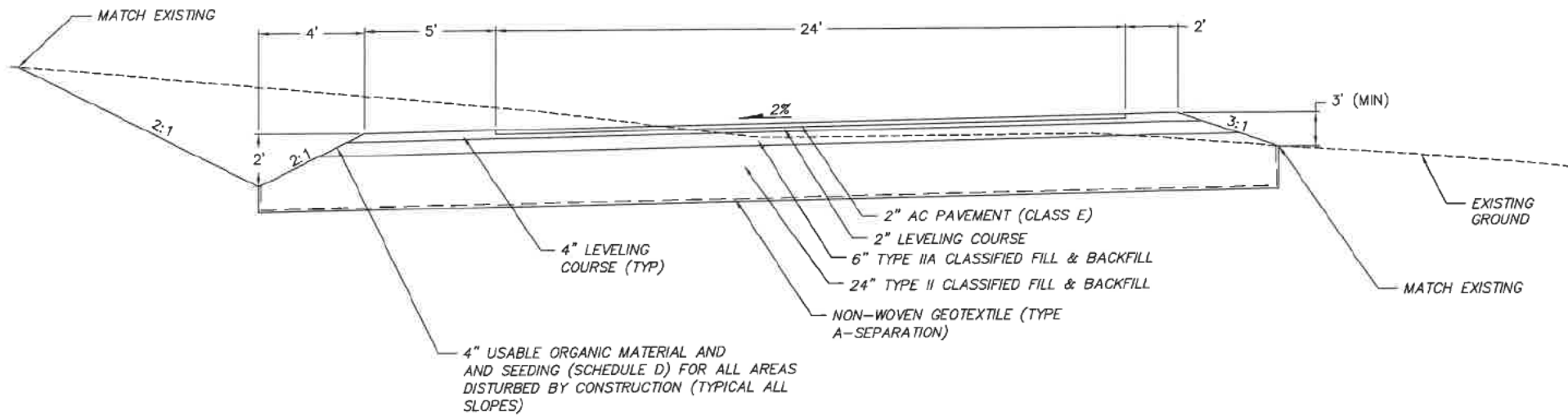
PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

25-05 BASHER TRAILHEAD PARKING EXPANSION

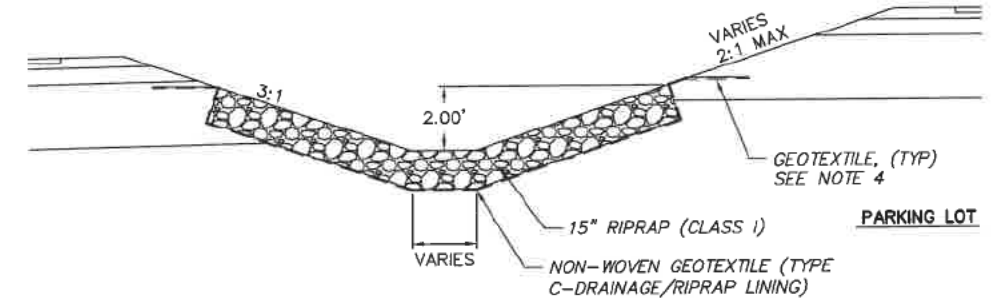
SIGNING

SCALE: H: 1"=20' V: NA
DATE: 7/2026 GRID: SW2241
ACCT. NO.: _____

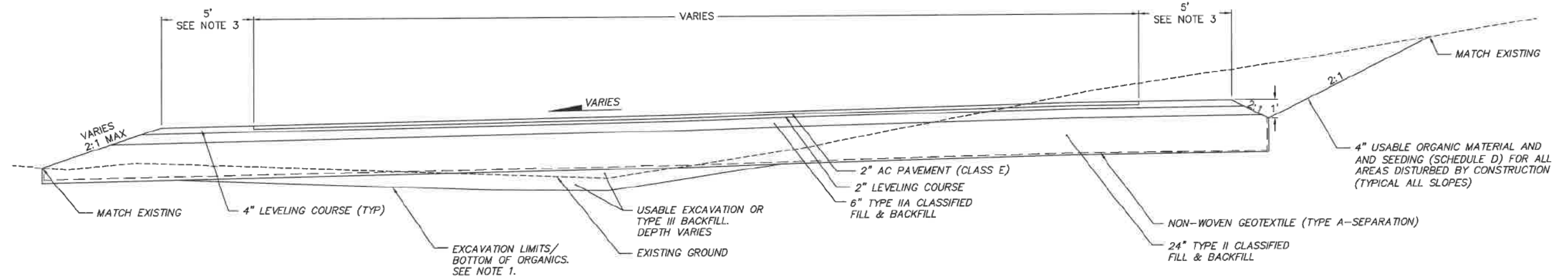
SHEET: 13 of 32



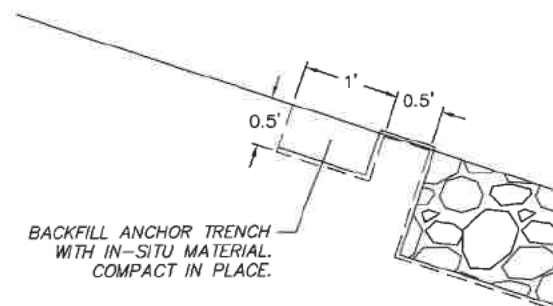
A DRIVEWAY
STA: 500+50 TO STA: 503+01.41



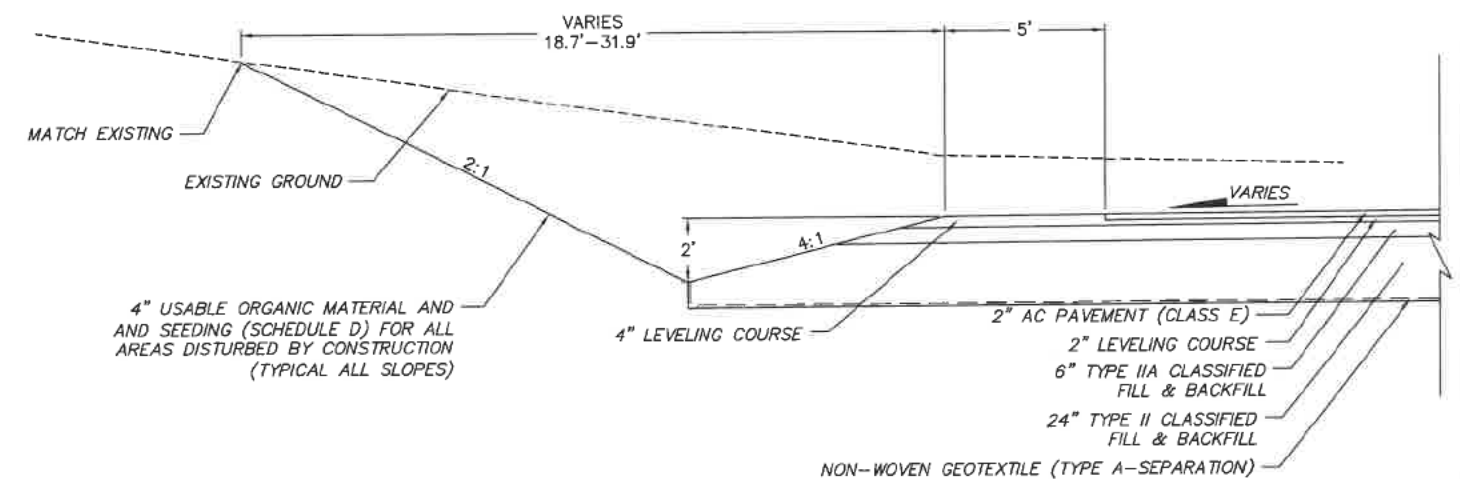
D ROCK LINED SWALE



B PARKING LOT



E ANCHOR TRENCH



C SNOW STORAGE AREA

SHEET NOTES

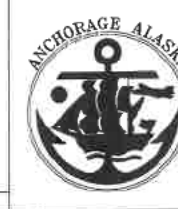
- EXCAVATION LIMITS ARE AT THE BOTTOM OF ORGANIC LAYER. REMOVE ALL ORGANICS AND ORGANIC-LADEN SOIL BEFORE PLACING USABLE EXCAVATION OR TYPE III BACKFILL.
- LIMITS OF DISTURBANCE EXTEND APPROXIMATELY 5' PAST CUT AND FILL CATCH SLOPES. PLACE 4" USABLE ORGANIC MATERIAL AND SEEDING (SCHEDULE D) ON AREAS DISTURBED BY CONSTRUCTION.
- PROVIDE A 5-FOOT SHOULDER IMMEDIATELY ADJACENT TO PARKING SPACES. PROVIDE A 2-FOOT SHOULDER ADJACENT TO THE SNOW STORAGE AREA AND THE DRIVEWAY.
- WHERE RIPRAP IS INSTALLED ADJACENT TO CUT CONDITION, KEY IN NON-WOVEN GEOTEXTILE IN ACCORDANCE WITH THE DETAIL E. WHERE RIPRAP IS INSTALLED ADJACENT TO THE DRIVEWAY OR PARKING LOT, EMBED GEOTEXTILE 3-FOET MINIMUM INTO THE EMBANKMENT.

7/2/2026 11:07 AM By: Colby Fletcher S:\PM-23\ (PNE Task) \Task 46\ BP-05\PTS Files\dwg Active\BP-05_PLOT Typical Section.dwg

FIELD BOOK	BM NO.	LOCATION	ELEV.	BASE	TOPOGRAPHY	TELEPHONE	REVISIONS	DESCRIPTION	BY
DESIGN	NAME			ELEV.	PROFILE	ELECTRIC			
STAKING					SANITARY SEWER	CABLE TV			
ASBUILT					STORM SEWER	TRAFFIC SIGNALS			
CONTRACTOR	BASIS OF DATUM				WATER	DESIGN			
INSPECTOR					GAS	QUANTITIES			
CONSTRUCTION RECORD	VERTICAL DATUM					MUN. FINAL CHECK			

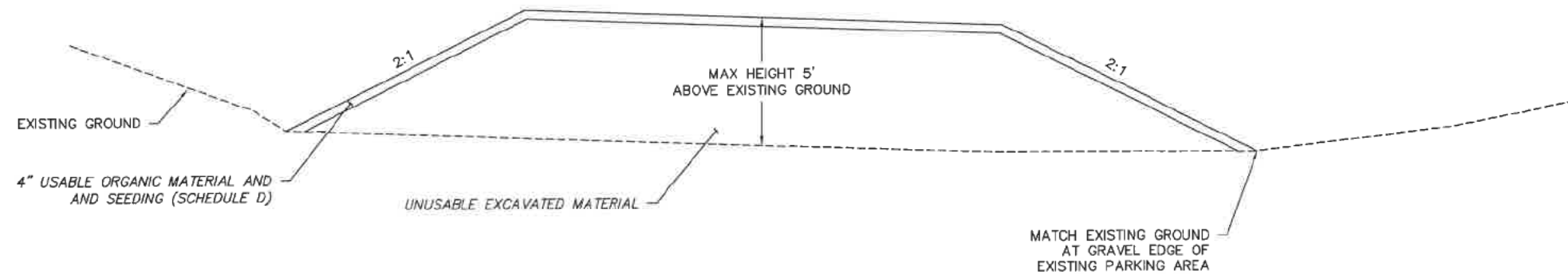
1. DATA PROVIDED BY:
This will serve to certify that these Record Drawings are a true and accurate representation of the project as constructed.
CONTRACTOR: BY: DATE:
2. DATA TRANSFERRED BY:
COMPANY: DATE:
3. DATA TRANSFER CHECKED:
Based on periodic field observations by the Engineer (for an individual under his/her direct supervision), the Contractor provides data appears to represent the project as constructed.
BY: COMPANY: DATE:
TITLE: RECORD DRAWING

PTS
PROFESSIONAL & TECHNICAL SERVICES, INC.
CONSULTING - ENGINEERING - SURVEYING
912 EAST 15TH AVE, SUITE 200
ANCHORAGE, ALASKA 99501
PHONE: (907) 561-6237
LICENSE: AECC924

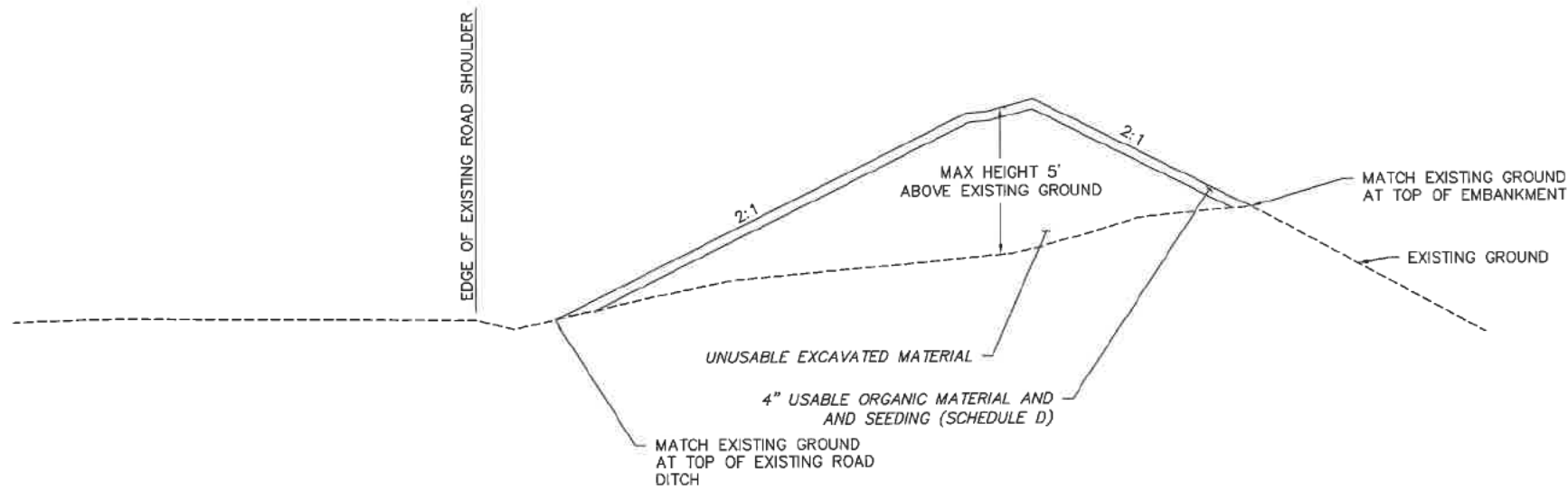


PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT
25-05 BASHER TRAILHEAD PARKING EXPANSION SCHEDULE ALL
TYPICAL SECTIONS
SCALE: H: NA V: NA DATE: 7/2026 GRID: ACCT. NO.: SHEET: 14 of 32

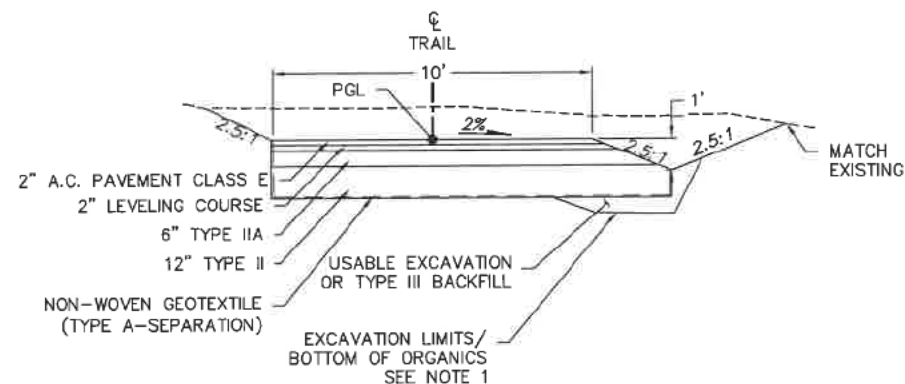
7/2/2026 11:07 AM By: Colby Fletcher S:\PA-23\PM-23\Task 46\BP-05\PTS Files\dwg Active\BP-05_PLOT Typical Section.dwg



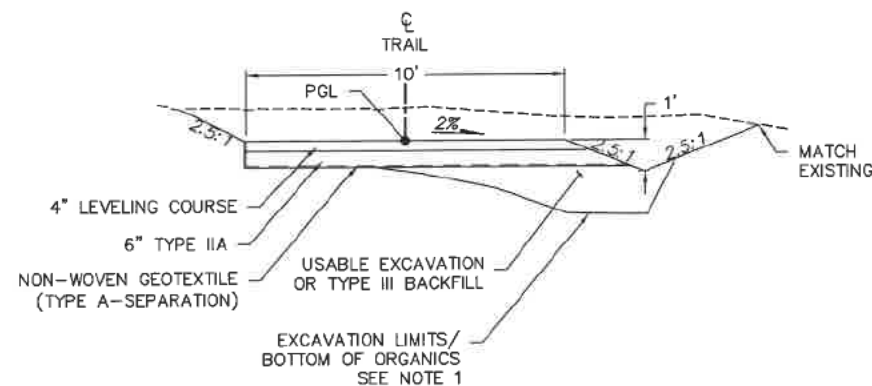
A PARKING LOT REMEDIATION



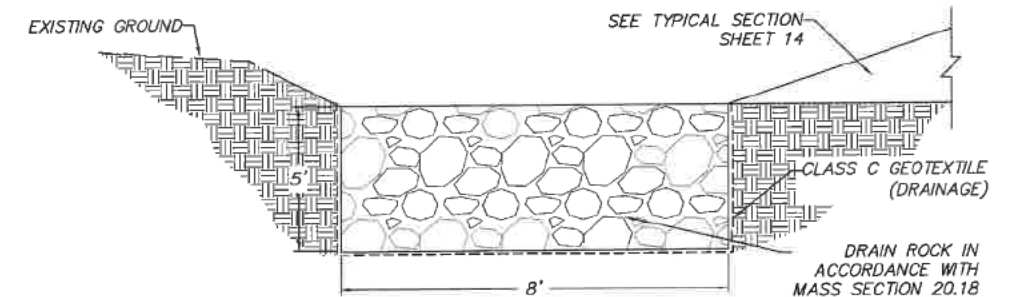
B PARKING AREA REMEDIATION



C PAVED TRAIL SECTION
STA: 00+44.50 TO STA: 00+54.50



D TRAIL SECTION
STA: 00+54.50 TO STA: 03+35.07



E INFILTRATION BASIN SECTION

SHEET NOTES

- EXCAVATION LIMITS ARE AT THE BOTTOM OF ORGANIC LAYER. REMOVE ALL ORGANICS AND ORGANIC-LADEN SOIL BEFORE PLACING USABLE EXCAVATION OR TYPE III BACKFILL.
- LIMITS OF DISTURBANCE EXTEND APPROXIMATELY 5' PAST CUT AND FILL CATCH SLOPES. PLACE 4" USABLE ORGANIC MATERIAL AND SEEDING (SCHEDULE D) ON AREAS DISTURBED BY CONSTRUCTION.
- SALVAGE GRUBBED MATERIAL/ROOT MAT. GRUBBED MATERIAL/ROOT MAT TO BE PLACED AS USABLE ORGANIC MATERIAL IN LIEU OF TOPSOIL. REFER TO THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION

FIELD BOOK	BM NO.	LOCATION	ELEV.	DESCRIPTION	BY
DESIGN	NAME				
STAKING					
ASBUILT					
CONTRACTOR	BASIS OF DATUM				
INSPECTOR					
CONSTRUCTION RECORD	VERTICAL DATUM				

1. DATA PROVIDED BY:	CONTRACTOR:	BY:	DATE:
2. DATA TRANSFERRED BY:	COMPANY:	DATE:	
3. DATA TRANSFER CHECKED:	BY:	DATE:	
	COMPANY:	DATE:	
	DATE:		
	RECORD DRAWING		



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT			
25-05	BASHER TRAILHEAD PARKING EXPANSION		SCHEDULE ALL
TYPICAL SECTIONS			
SCALE:	DATE: 7/2026	GRID:	SHEET: 15 of 32
H: NA	ACCT. NO.:		
V: NA			

SHEET INDEX

L1	LANDSCAPE NOTES & SCHEDULE
L2	CODE SHEET
L3	LANDSCAPE PLAN
L4	LANDSCAPE DETAILS
L5	LANDSCAPE DETAILS
L6	LANDSCAPE DETAILS

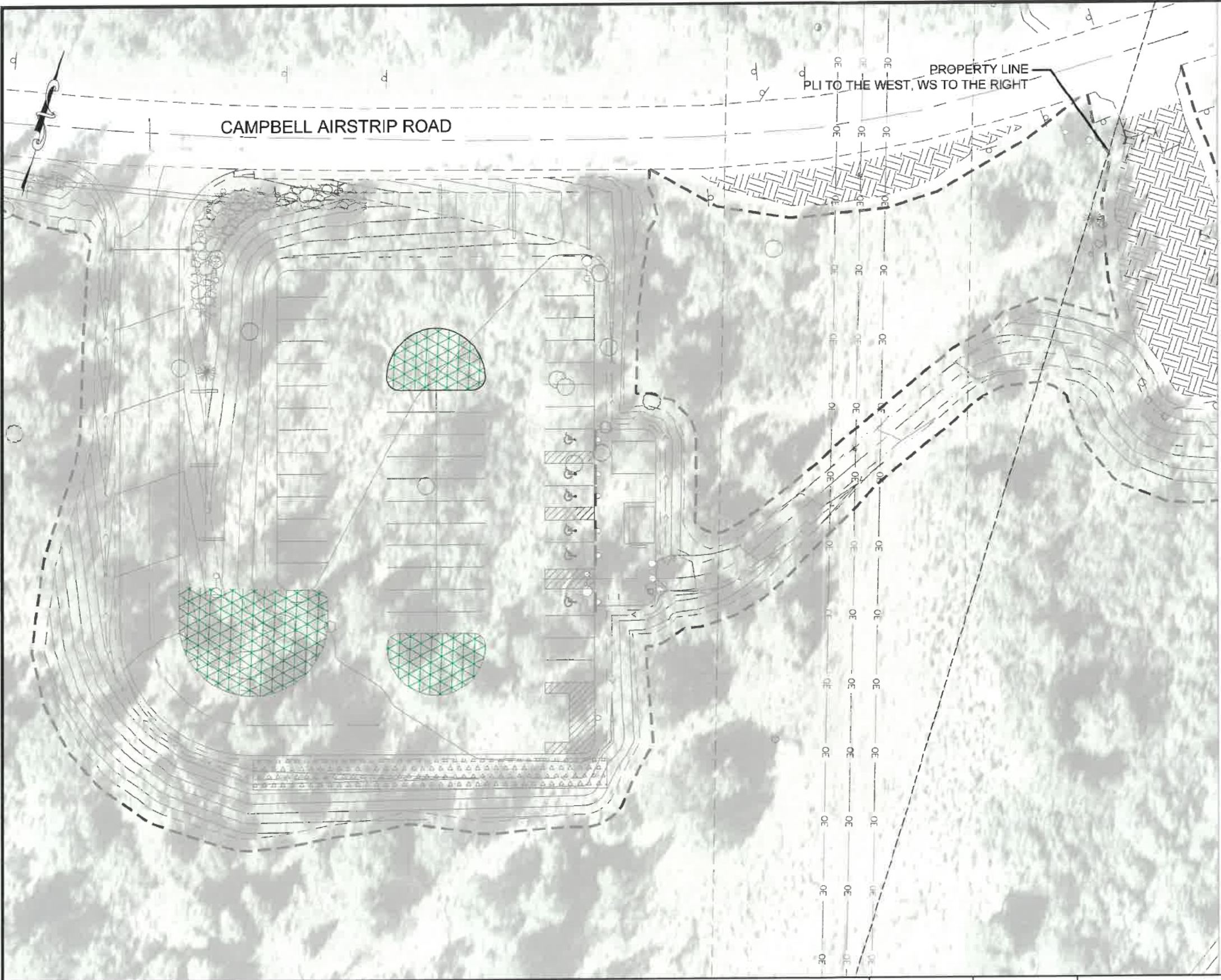
GENERAL LANDSCAPE NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH MUNICIPALITY OF ANCHORAGE STANDARD SPECIFICATIONS (M.A.S.S.) UNLESS NOTED DIFFERENTLY ON SHEET NOTES.
2. ALL PLANT MATERIAL SHALL CONFORM TO AMERICAN STANDARD FOR NURSERY STOCK, ANSI Z60.1 (LATEST EDITION).
3. CONTRACTOR SHALL CALL LOCAL DIG LINE TO VERIFY UNDERGROUND UTILITY LOCATIONS PRIOR TO DIGGING. CONTRACTOR IS RESPONSIBLE FOR ANY UNDERGROUND UTILITY DAMAGE.
4. IF THERE IS A DISCREPANCY BETWEEN THE QUANTITY OF PLANTS IN THE GRAPHIC REPRESENTATION AND THE CALLOUTS OR SCHEDULE, THE REPRESENTATION WITH THE HIGHEST AMOUNT OF PLANTS SHALL GOVERN.
5. CONTRACTOR SHALL NOTIFY OWNER'S REPRESENTATIVE OF ANY SITE CONDITIONS THAT REQUIRE MODIFICATIONS TO THE LANDSCAPE PLAN PRIOR TO INSTALLATION.
6. INSTALL MOOSE PROTECTION FENCE AROUND ALL NEW DECIDUOUS TREES IMMEDIATELY FOLLOWING PLANTING. MAINTAIN FOR EXTENT OF WARRANTY PERIOD.
7. ALL SURFACE DISTURBANCE RELATED TO THIS PROJECT SHALL BE RESTORED WITH 4" TOPSOIL AND LAWN SEED MIX, EXCEPT WHERE SPECIFIED OTHERWISE.
8. ALL PLANTING BEDS SHALL RECEIVE SHREDDED BARK MULCH AT THREE INCH DEPTH (3"), UNLESS OTHERWISE NOTED AS ROCK MULCH. SHREDDED BARK MULCH SHALL BE NATURAL MATERIAL WITHOUT ADDED DYES. THE MATERIAL SHALL MEET THE SHREDDED BARK MULCH STANDARD OF M.A.S.S. SECTION 75.02.
9. MAINTENANCE, INCLUDING BUT NOT LIMITED TO WATERING, WEEDING, FERTILIZING, AND MOWING, SHALL BE PERFORMED ONCE PLANT MATERIAL HAS BEEN INSTALLED AND THROUGHOUT THE MAINTENANCE AND WARRANTY PERIOD. WARRANTY PERIOD SHALL BE TWO YEARS STARTING AT THE PARTIAL COMPLETION APPROVAL.
10. TOPSOIL AND SEED QUANTITY IN LANDSCAPE SCHEDULE IS APPROXIMATE. CONTRACTOR IS RESPONSIBLE FOR PROVIDING ADEQUATE TOPSOIL AND SEED COVERAGE FOR ANY AREAS OF DISTURBANCE, INCLUDING BEYOND SHOWN LIMITS OF DISTURBANCE DUE TO ON SITE GRADING IMPACTS.

LANDSCAPE SCHEDULE

LABEL	QTY	SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE	SPACING	NOTES
TREES							
BP	10		BETULA PAPYRIFERA	PAPER BIRCH	2" CAL. MIN.	AS SHOWN	FURNISH: B&B
SHRUBS							
BN	21		BETULA NANA	DWARF BIRCH	18" HT.	AS SHOWN	FURNISH: CONTAINER
RA	39		ROSA ACICULARIS	PRICKLY ROSE	18" HT.	AS SHOWN	FURNISH: CONTAINER

												 605 W 2nd Avenue Anchorage, AK 99501 Ph. 907-223-0136 License No. AECL1611						PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT					
																BASHER TRAILHEAD PARKING EXPANSION							
																LANDSCAPE NOTES & SCHEDULE							
FIELD BOOKS		BM NO.	LOCATION	ELEV.	DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY	REV	DATE	DESCRIPTION	BY	REV	SCALE	HOR. VER.	DATE: JUNE 18, 2026	GRID	SHEET	L1 of L6		
DESIGN:					BASE			TELEPHONE															
STAKING:					TOPOGRAPHY			ELECTRIC															
					PROFILE			CABLE TV															
ASBUILT:					SANITARY SEWER			TRAFFIC SIGNAL															
CONTRACTOR:		BASIS OF DATUM:			STORM SEWER			DESIGN															
INSPECTOR:					WATER			QUANTITIES															
CONSTRUCTION RECORD		VERTICAL DATUM			GAS			MUN. FINAL CHECK															
												PLAN CHECK		REVISIONS		CONSULTANT		SEAL					



LANDSCAPE CODE NOTES

PARCEL = PLI

SITE PERIMETER AND/OR PARKING LOT PERIMETER LANDSCAPING REQUIREMENTS				
	NORTH	EAST	SOUTH	WEST
NEIGHBORING PROPERTY	PLI	WS	PLI	PLI
APPLICABLE LANDSCAPE REQUIREMENT	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
LANDSCAPE TYPE	NONE	NONE	NONE	NONE
PROPOSED LANDSCAPING	EXISTING VEGETATION	EXISTING VEGETATION	EXISTING VEGETATION	EXISTING VEGETATION

PARKING LOT INTERIOR LANDSCAPING
21.07.080.E.1.c
REQUIRED FOR PARKING LOTS WITH 40 SPACES OR MORE.
PARKING LOT HAS 52 SPACES.
MUST PROVIDE INTERNAL LANDSCAPING EQUAL TO 5% OF TOTAL PAVED AREA.

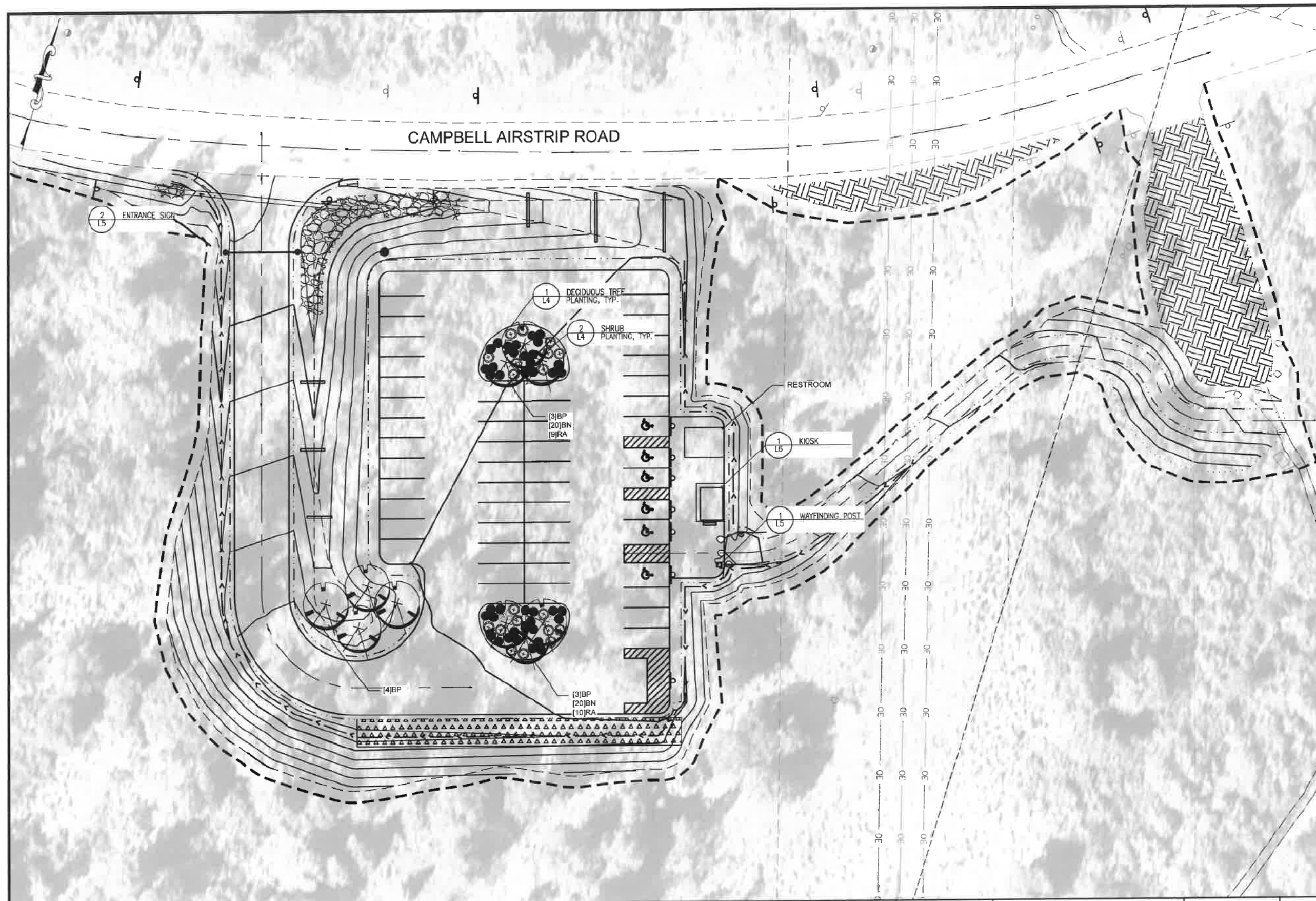
PARKING LOT INTERIOR (21.07.080.E.2.c.i)				
PARKING LOT AREA	5%	INTERIOR LANDSCAPE PROVIDED	REQ'D TREES & SHRUBS	PROVIDED TREES & SHRUBS
29,568 SF	1,478 SF	>1,478 SF	TREES: 10 SHRUBS: 59	TREES: 10 SHRUBS: 59

LEGEND		
SYMBOL	AREA/ITEM	CODE REFERENCE
	PARKING LOT INTERIOR	21.07-1

FIELD BOOKS		BM NO.	LOCATION	ELEV.	DATA	DESIGNED BY	CHECKED BY	DATA	DESIGNED BY	CHECKED BY	REV	DATE	DESCRIPTION	BY	REV			
DESIGN:					BASE			TELEPHONE										
STAKING:					TOPOGRAPHY			ELECTRIC										
ASBUILT:					PROFILE			CABLE TV										
CONTRACTOR					SANITARY SEWER			TRAFFIC SIGNAL										
INSPECTOR					STORM SEWER			DESIGN										
CONSTRUCTION RECORD					WATER			QUANTITIES										
					GAS			MUN. FINAL CHECK										
					PLAN CHECK					REVISIONS					CONSULTANT		SEAL	

605 W 2nd Avenue
Anchorage, AK 99501
Ph. 907-223-0136
License No. AECL1611

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT			
BASHER TRAILHEAD PARKING EXPANSION			
CODE SHEET			
SCALE	HOR. VER.	DATE: JUNE 18, 2025	GRID:
		STATUS: DRAFT 65% DOCUMENTS	SHEET L2 of L6



PLANTING LEGEND		
SYMBOL	LABEL	BOTANICAL NAME
TREES:		
	BP	BETULA PAPPYRIFERA
SHRUBS:		
	BN	BETULA NANA
	RA	ROSA ACICULARIS

FIELD BOOKS	BM NO.	LOCATION	ELEV.	DATA	DESIGN BY	CHECKED BY	DATA	DESIGN BY	CHECKED BY	REV	DATE	DESCRIPTION	BY	REV			
DESIGN:				RASE			TELEPHONE										
				TOPOGRAPHY			ELECTRIC										
STAKING:				PROFILE			CABLE TV										
				SANITARY SEWER	---		TRAFFIC SIGNAL	---									
ASBUILT:				STORM SEWER	---		DESIGN										
CONTRACTOR:				WATER	---		QUANTITIES										
INSPECTOR:				GAS	---		MUN. FINAL CHECK										
CONSTRUCTION RECORD				VERTICAL DATUM				PLAN CHECK				REVISIONS					

 HUDDLE 605 W 2nd Avenue Anchorage, AK, 99501 Ph. 907-223-0136 License No. AEC11611	
CONSULT	SEAL



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT			
BASHER TRAILHEAD PARKING EXPANSION			
LANDSCAPE PLAN			
SCALE HOR. VER.	DATE: JUNE 16, 2025		SHEET L3 of L6
	STATUS: DRAFT 65% DOCUMENTS		

NOTE: TYPICAL PLANTING BED DEPTH 24"

PLANT TREE WITH TRUNK FLARE VISIBLE AT FINISHED GRADE. DO NOT COVER TOP OF ROOTBALL WITH SOIL.

ADJACENT SURFACE PER PLANTING PLAN. KEEP MATERIAL 3" CLEAR OF TRUNK FLARE.

ROUNDED-TOPPED SOIL BERM 4" HIGH 8" WIDE ABOVE ROOT BALL SURFACE SHALL BE CONSTRUCTED AROUND THE ROOTBALL. BERM SHALL BEGIN AT ROOT BALL PERIPHERY.

PLANTING PIT SHALL BE THREE TIMES THE DIAMETER OF THE ROOT BALL BACKFILL WITH TOPSOIL REMOVE BURLAP.

LIGHTLY TAMP SOIL AROUND THE ROOT BALL IN 6" LIFTS TO BRACE TREE. DO NOT OVER COMPACT. WHEN THE PLANTING HOLE HAS BEEN BACKFILLED, POUR WATER AROUND THE ROOT BALL TO SETTLE THE SOIL.

PLACE ROOTBALL ON UN-EXCAVATED OR COMPACTED MOUND TO PREVENT SETTLEMENT.

1
L4 DECIDUOUS TREE PLANTING
NTS

NOTE: TYPICAL
PLANTING BED DEPTH
24"

LIGHTLY TAMP SOIL
AROUND THE ROOT BALL
IN 8" LIFTS TO BRACE
SHRUB. DO NOT OVER
COMPACT. WHEN THE
PLANTING HOLE HAS
BEEN BACKFILLED,
POUR WATER AROUND
THE ROOT BALL TO
SETTLE THE SOIL.

BACKFILL WITH TOPSOIL.

REMOVE BURLAP, WIRE
BASKETS AND POTS

MULCH PER PLANTING
PLAN. 3" DEPTH
THROUGHOUT PLANTING
BED. KEEP MULCH 3"
AWAY FROM STEMS.

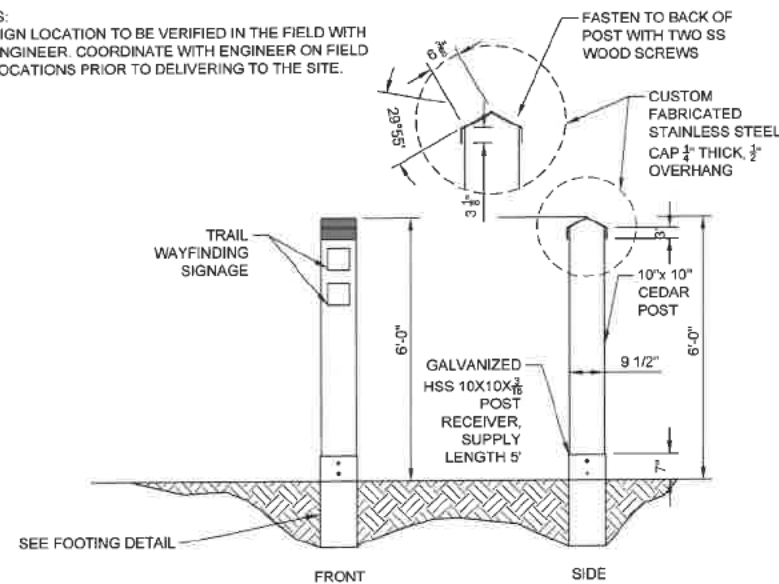
DEPTH VARIES
DEPENDING ON
ROOTBALL DEPTH. PLANT
WITH ROOT CROWN AT
SOIL SURFACE

2 SHRUB PLANTING
L4 1'-1/2"=1'-0"

														 HUDDLE 605 W 2nd Avenue Anchorage, AK 99501 Ph. 907-223-0136 License No. AECL1611						PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT					
BASHER TRAILHEAD PARKING EXPANSION																									
LANDSCAPE DETAILS																									
FIELD BOOKS		BM NO.	LOCATION	ELEV.	DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY	REV	DATE	DESCRIPTION	BY	REV	SCALE HOR. VER.		DATE: JUNE 18, 2006	GRID:	SHEET L4 of L6					
DESIGN					BASE			TELEPHONE																	
					TOPOGRAPHY			ELECTRIC																	
STAKING					PROFILE			CABLE TV																	
					SANITARY SEWER	---		TRAFFIC SIGNAL	---																
ASBUILT:					STORM SEWER	---		DESIGN																	
CONTRACTOR:		BASIS OF DATUM:			WATER	---		QUANTITIES										STATUS: DRAFT 60% DOCUMENTS							
INSPECTOR:					GAS	---		MUN. FINAL CHECK																	
CONSTRUCTION RECORD					VERTICAL DATUM					PLAN CHECK					REVISIONS					CONSULTANT		SEAL			
																						STATUS: DRAFT 60% DOCUMENTS			

NOTES:

1. SIGN LOCATION TO BE VERIFIED IN THE FIELD WITH ENGINEER. COORDINATE WITH ENGINEER ON FIELD LOCATIONS PRIOR TO DELIVERING TO THE SITE.

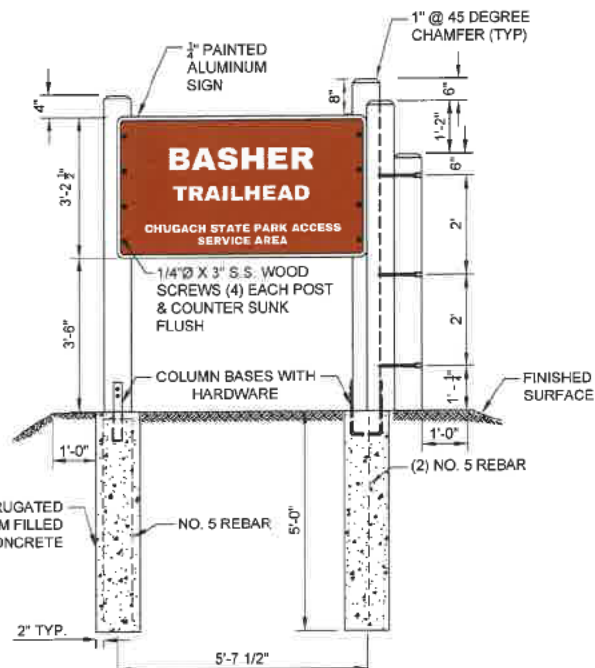


1
L5
WAYFINDING POST
1/2" = 1'-0"

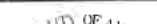
NOTES:

1. HARDWARE SHALL BE GALVANIZED UNLESS OTHERWISE SPECIFIED.
2. 3/4" LAG SCREWS SHALL BE COUNTERBORED 2 1/2" DEEP. 3/4" LAG BOLTS SHALL BE COUNTERBORED 3/4" DEEP. ALL COUNTERBORED HOLES SHALL BE PLUGGED WITH WOOD DOWELS.
3. THE MATERIAL TO BE FASTENED BY THE LAG SCREW SHALL BE PRE-DRILLED TO A DIAMETER 12% GREATER THAN THE LAG SCREW. THE MATERIAL RECEIVING THE THREADS OF THE LAG SCREW SHALL BE PRE-DRILLED TO A MAXIMUM OF 75% OF THE DIAMETER OF THE LAG SCREW.
4. SIGN TO BE PLACED APPROXIMATELY WHERE IT IS SHOWN ON THE PLANS. IT SHALL BE POSITIONED AS DIRECTED BY THE ENGINEER.
5. TEXT FONT: ARCHIVO BLACK

12" DIA. CORRUGATED STEEL PIPE FORM FILLED WITH CONCRETE



2
L5
ENTRANCE SIGN
NTS

															 HUDDLE 605 W 2nd Avenue Anchorage, AK 99501 Ph. 907-223-0136 License No. AECL1611			PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT			
BASHER TRAILHEAD PARKING EXPANSION																					
LANDSCAPE DETAILS																					
SCALE		HOR. VER.		DATE: JUNE 18, 2026		GRID:		SHEET L5 of L6													
				STATUS: DRAFT 65% DOCUMENTS																	
FIELD BOOKS		BM NO.	LOCATION	ELEV.	DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY	REV	DATE	DESCRIPTION	BY	REV						
DESIGN:					BASE			TELEPHONE													
					TOPOGRAPHY			ELECTRIC													
STAKING:					PROFILE			CABLE TV													
					SANITARY SEWER	---		TRAFFIC SIGNAL	---												
ASBUILT:					STORM SEWER	---		DESIGN													
CONTRACTOR:		BASIS OF DATUM:				WATER	---	QUANTITIES													
INSPECTOR:						GAS	---	MUN. FINAL CHECK													
CONSTRUCTION RECORD		VERTICAL DATUM				PLAN CHECK				REVISIONS				CONSULTANT		SEAL					

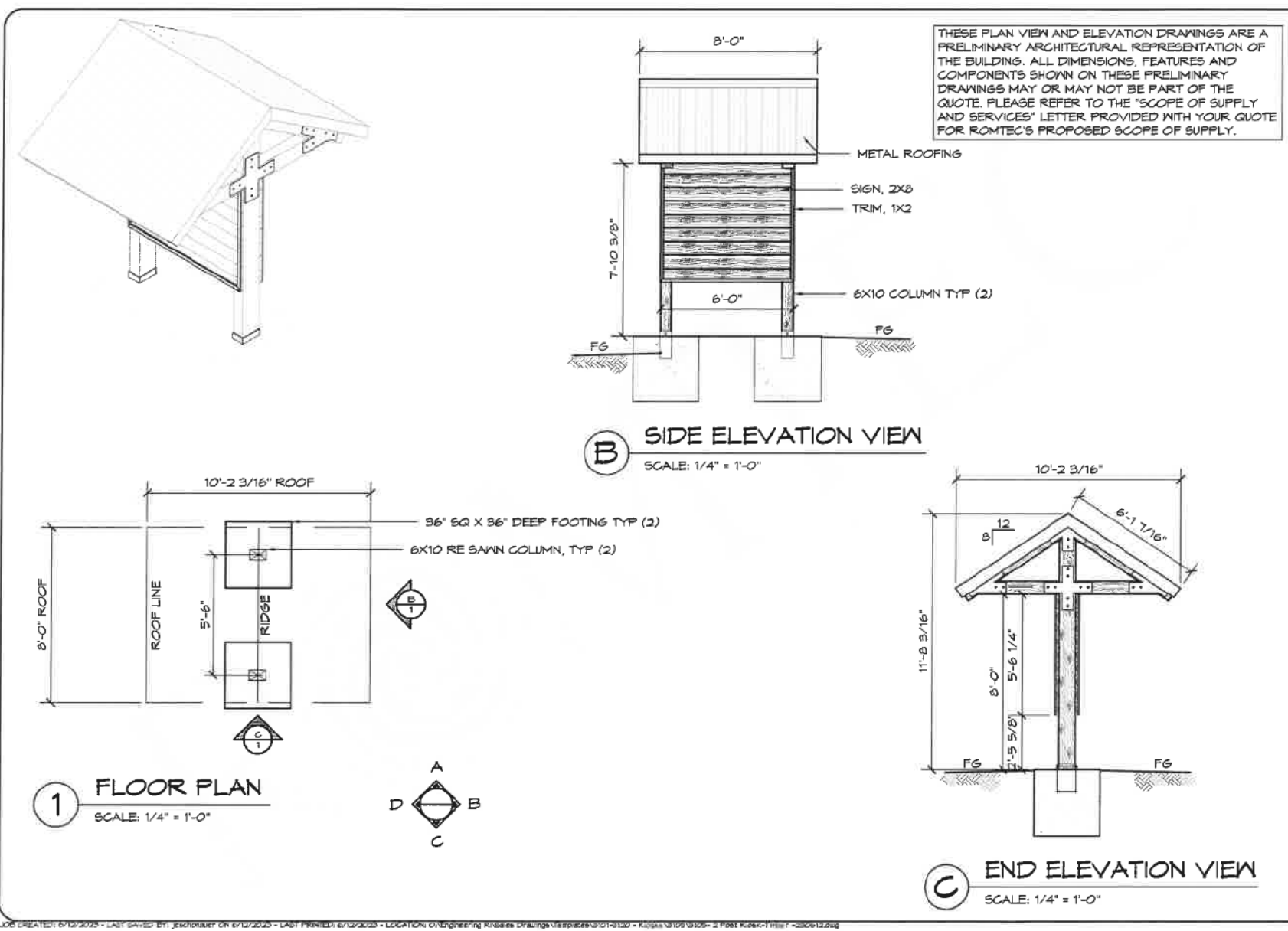


PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT

BASHER TRAILHEAD PARKING EXPANSION

LANDSCAPE DETAILS

SCALE HOR. VER. DATE: JUNE 18, 2026 GRID: SHEET L5 of L6 STATUS: DRAFT 65% DOCUMENTS



18240 NORTH BANK ROAD - ROSEBURG, OR 97470
(503) 682-3651 FAX (503) 682-0033

PRELIMINARY

PROJECT: CUSTOMER PROJECT LOCATION
PROJECT NO: XXXX
DATE: 00/00/11
REVISIONS
REV: BY: JS
DRAWN BY: JS
SHEET NO: 01

JOB CREATED: 6/12/2025 - LAST SAVED BY: jeshouarp ON 6/12/2025 - LAST PRINTED: 6/12/2025 - LOCATION: C:\Engineering\Rises Drawings\Templates\3101-3120 - Kiosk\3105\3105- 2 Post Kiosk-1.rvt - 250613.dwg

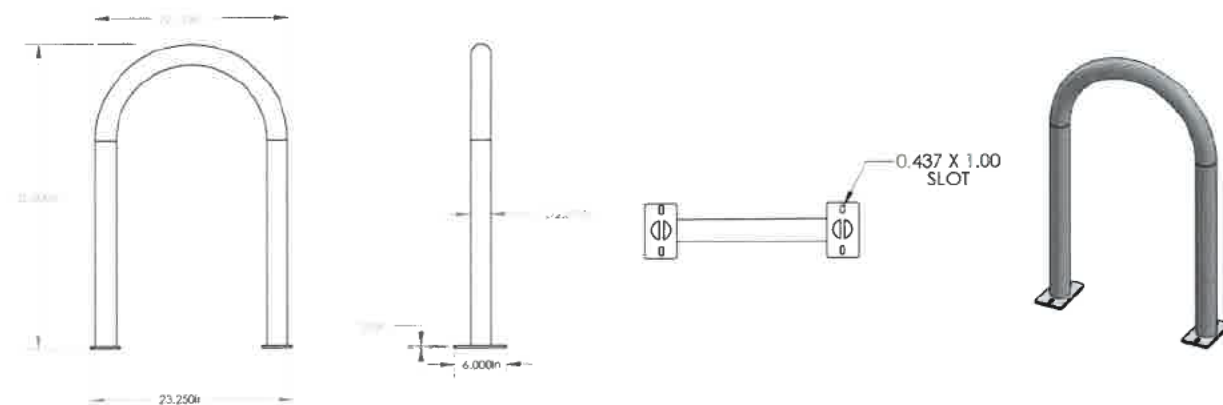
1 KIOSK
L6 1/2" = 1'-0"

 HUDDLE 605 W 2nd Avenue Anchorage, AK 99501 Ph. 907-223-0136 License No. AEC1611														 PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT BASHER TRAILHEAD PARKING EXPANSION LANDSCAPE DETAILS															
FIELD BOOKS		BM NO.	LOCATION	ELEV.	DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY	REV	DATE	DESCRIPTION	BY	REV	SCALE	HOR. VER.	DATE: JUNE 18, 2026	GRID:	SHEET	L6 of L6								
DESIGN:					BASE			TELEPHONE																					
					TOPOGRAPHY			ELECTRIC																					
STAKING:					PROFILE			CABLE TV																					
					SANITARY SEWER			TRAFFIC SIGNAL																					
ASBUILT:					STORM SEWER			DESIGN																					
CONTRACTOR:					WATER			QUANTITIES																					
INSPECTOR:					GAS			MUN. FINAL CHECK																					
CONSTRUCTION RECORD					VERTICAL DATUM					PLAN CHECK					REVISIONS					CONSULTANT					SEAL				
																				STATUS: DRAFT 65% DOCUMENTS									



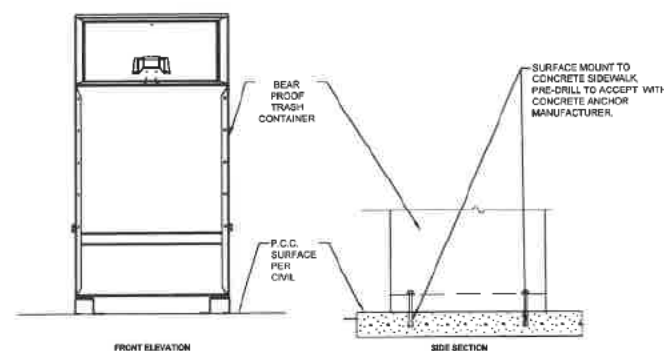
Radius Pro Bike Rack - Galvanized - Surface Mount

Model #: 900br115



A BIKE RACK DETAIL NOT TO SCALE

- NOTES:
1. INSTALL OWNER-SUPPLIED BEAR PROOF TRASH RECEPTACLE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
 2. PRODUCT: BEARSAVER HID-A-BAG SINGLE ENCLOSURE



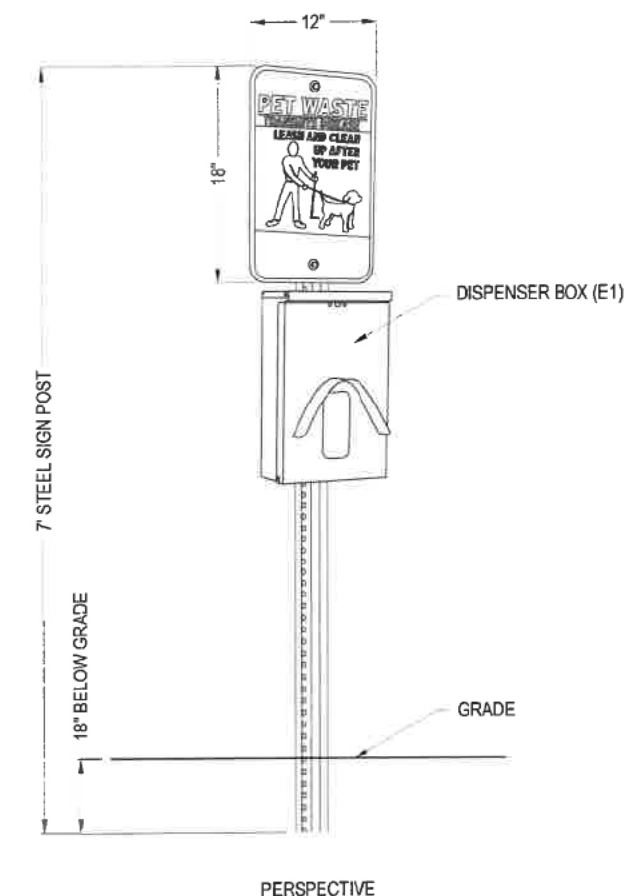
B BEAR PROOF TRASH RECEPTACLE NTS



PET WASTE ELIMINATOR
6701 CONCORD PARK DR
HOUSTON, TX 77040-9802
PHONE: (800)790-8896
www.petwasteeliminator.com

SELECT DESIRED COLOR:

- ☐ BLACK
☐ GREEN



SPECIFICATIONS

PLASTIC KIT INCLUDES:

1. 12" X 18" ALUMINUM SIGN.
2. DISPENSER BOX.
3. 7" STEEL SIGN POST.
4. 2-MOUNTING HARDWARE SETS
EACH SET INCLUDES 2 NUTS, BOLTS
AND WASHERS.
5. 80 PET WASTE BAGS.

MANUFACTURER'S NOTES

1. EXCLUSIVE OFFER: TO TAKE 20% OFF YOUR ORDER USE CODE - CAD023

NOTES:

1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. DO NOT SCALE DRAWING.
3. THIS DRAWING IS INTENDED FOR USE BY ARCHITECTS, ENGINEERS, CONTRACTORS, CONSULTANTS AND DESIGN PROFESSIONALS FOR PLANNING PURPOSES ONLY. THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION.
4. ALL INFORMATION CONTAINED HEREIN WAS CURRENT AT THE TIME OF DEVELOPMENT BUT MUST BE REVIEWED AND APPROVED BY THE PRODUCT MANUFACTURER TO BE CONSIDERED ACCURATE.
5. CONTRACTOR'S NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT www.CADdetails.com/info AND ENTER REFERENCE NUMBER 5293-020



5293-020

PROTECTED BY COPYRIGHT ©2023 CADDETAILS.COM LTD.

REVISION DATE 17/11/2023

CADdetails.com

7/12/2026 1:03 PM Br. Colby Fletcher S:\PM-23\ (PME Tasks)\Task 46\BP-05\PTS File\deg Active\BS-05_PLOT Bike Rack Details.dwg

HORIZONTAL (IN FEET)									
FIELD BOOK	BM NO.	LOCATION	ELEV.	ELEV.	BASE	TELEPHONE	REV	DATE	DESCRIPTION
DESIGN	NAME				TOPOGRAPHY	ELECTRIC			BY
STAKING					PROFILE	CABLE TV			
ASBUILT					SANITARY SEWER	TRAFFIC SIGNALS			
CONTRACTOR	BASIS OF DATUM				STORM SEWER	DESIGN			
INSPECTOR					WATER	QUANTITIES			
CONSTRUCTION RECORD	VERTICAL DATUM				GAS	MUN. FINAL CHECK			
					PLAN CHECK		REVISIONS		

1. DATA PROVIDED BY:	
This will serve to certify that these Record Drawings are a true and accurate representation of the project as constructed.	
CONTRACTOR:	BY:
TITLE:	DATE:
2. DATA TRANSFERRED BY:	
COMPANY:	
DATE:	
3. DATA TRANSFER CHECKED:	
Based on periodic field observations by the Engineer (or an individual under his/her direct supervision), the Contractor-provided data appears to represent the project as constructed.	
BY:	COMPANY:
TITLE:	DATE:
RECORD DRAWING	



CONSULTANT

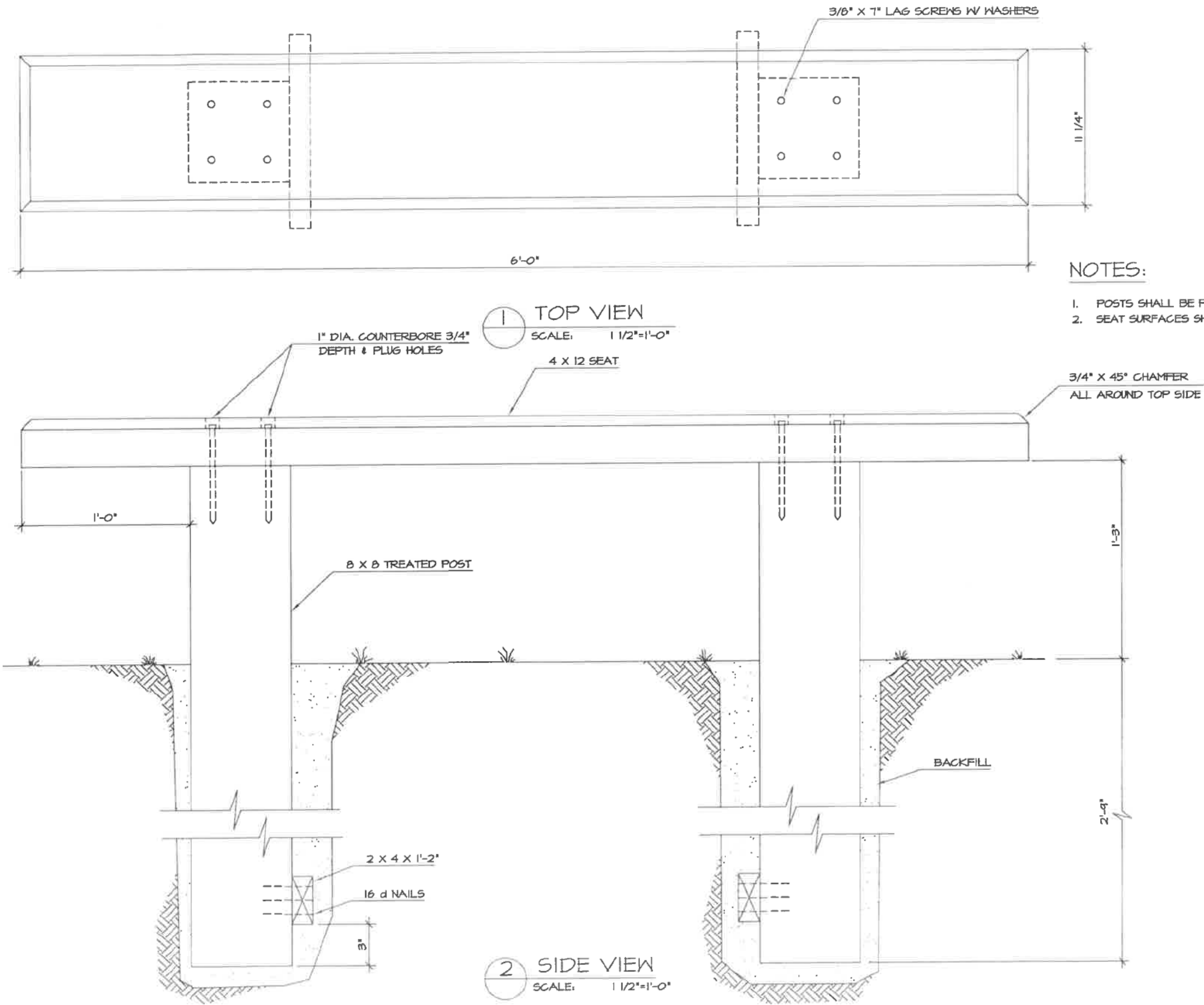
SEAL

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

25-05 BASHER TRAILHEAD PARKING EXPANSION SCHEDULE ALL

AMENITIES DETAILS

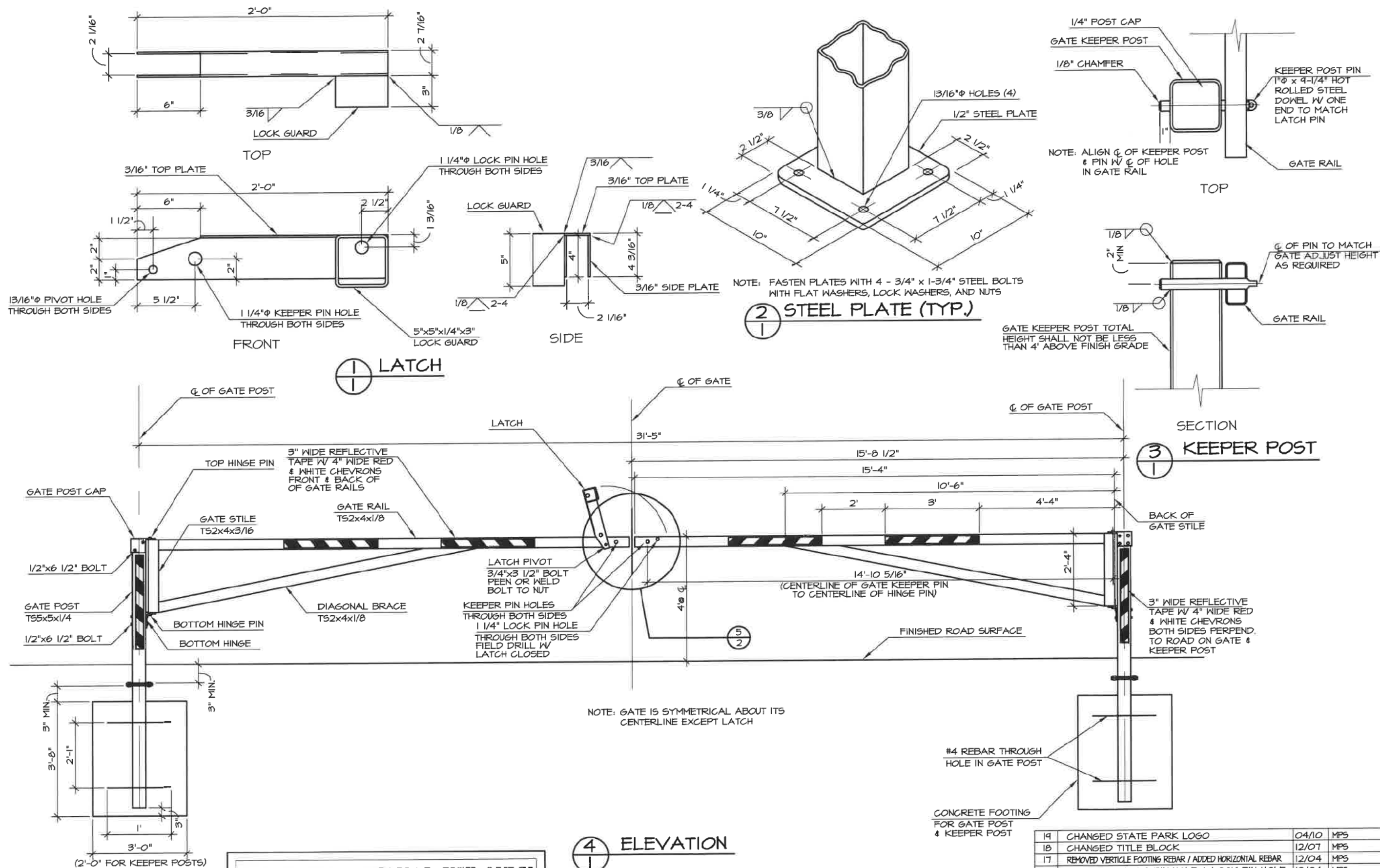
SCALE: H: NA V: NA DATE: 7/2026 GRID: SW2241 SHEET: of ACCT. NO.:



NOTES:

1. POSTS SHALL BE PLACED IN HAND DUG OR AUGERED HOLES.
2. SEAT SURFACES SHALL BE SANDED SMOOTH.

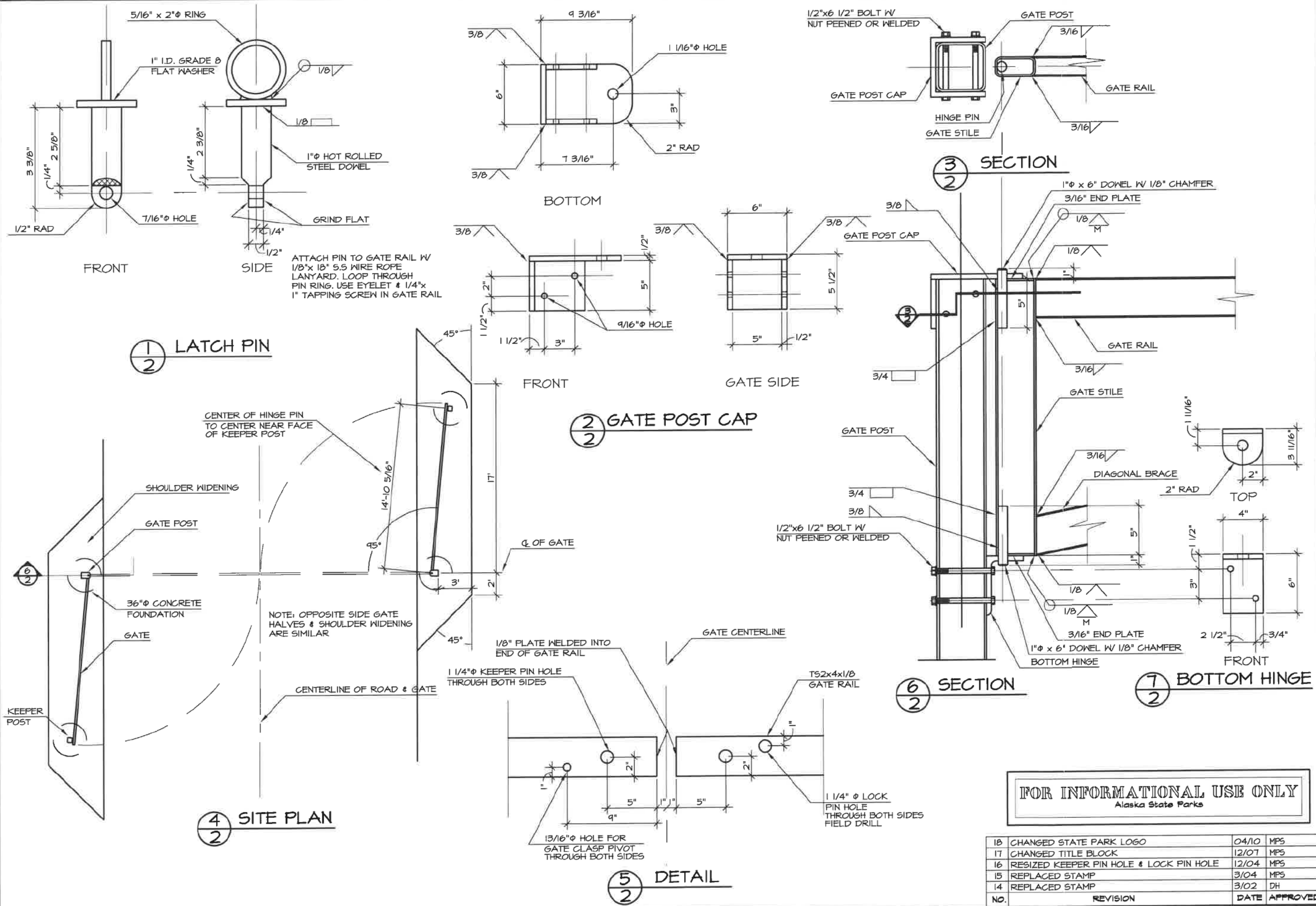
FOR INFORMATIONAL USE ONLY
 Alaska State Parks

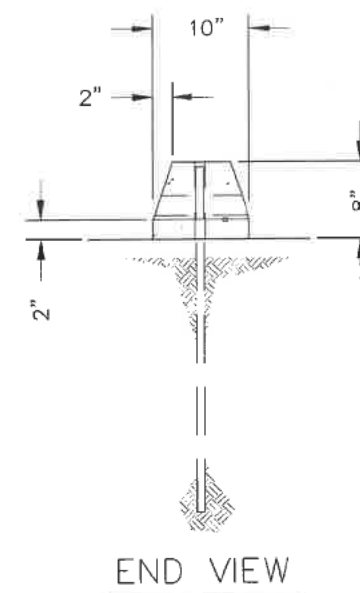
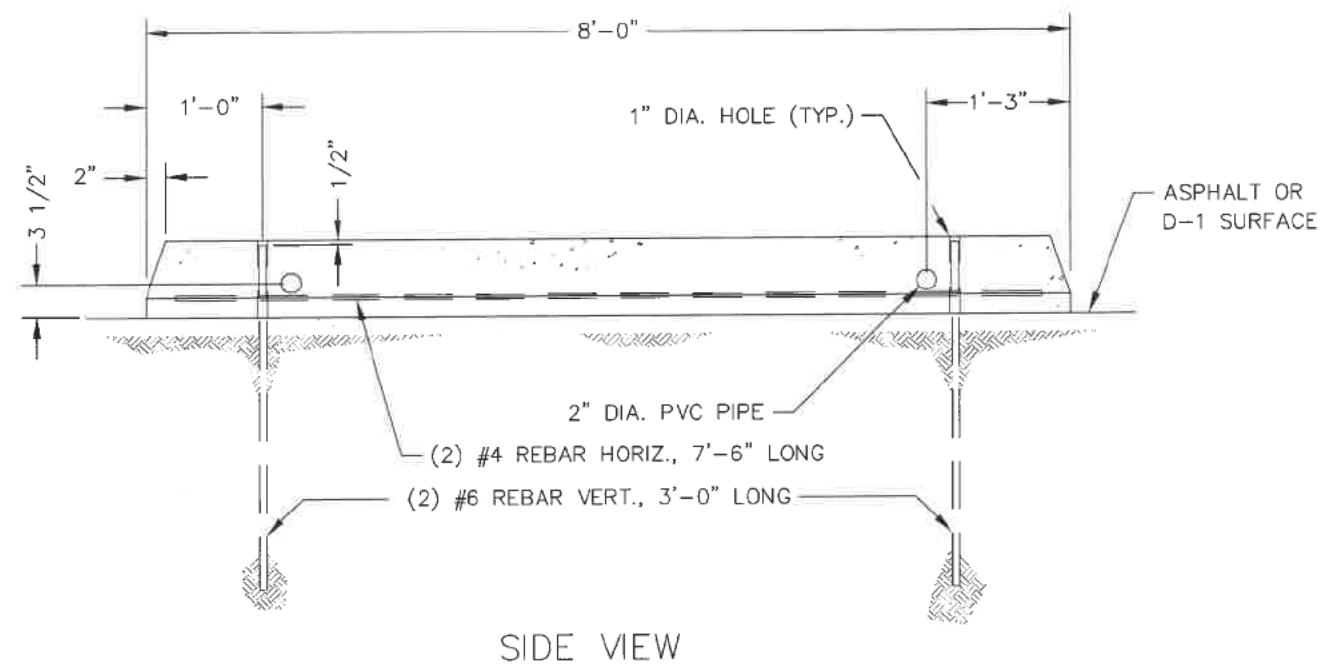


PREPARED:
 DRAWN: RK
 REVIEWED: DH TY
 DATE: 10/14/85

SHEET 1
 G-2
 OF 2 SHEETS

NO.	REVISION	DATE	APPROVED
19	CHANGED STATE PARK LOGO	04/10	MP5
18	CHANGED TITLE BLOCK	12/07	MP5
17	REMOVED VERTICLE FOOTING REBAR / ADDED HORIZONTAL REBAR	12/04	MP5
16	RESIZED KEEPER PIN HOLE & LOCK PIN HOLE	12/04	MP5
15	REPLACED STAMP	3/02	BRS
14	REPLACED STAMP		





1 CONCRETE PARKING BUMPER

11	REPLACED STAMP	12/13	RBM
10	CHANGED STATE PARK LOGO	04/10	MPS
9	CHANGED TITLE BLOCK	12/07	MPS
8	DELETED WOOD PARKING BUMPER & NOTES	10/05	MPS
7	UPDATED PRESSURE TREATMENT NOTE	12/04	MPS
6	UPDATED PRESSURE TREATMENT NOTE	3/04	MPS
5	REPLACED STAMP	3/04	MPS
4	REPLACED STAMP	3/02	DH
NO.	REVISION	DATE	APPROVED



PREPARED: tlc
 DRAWN: tlc
 REVIEWED: DH
 DATE: 1 MAY 94

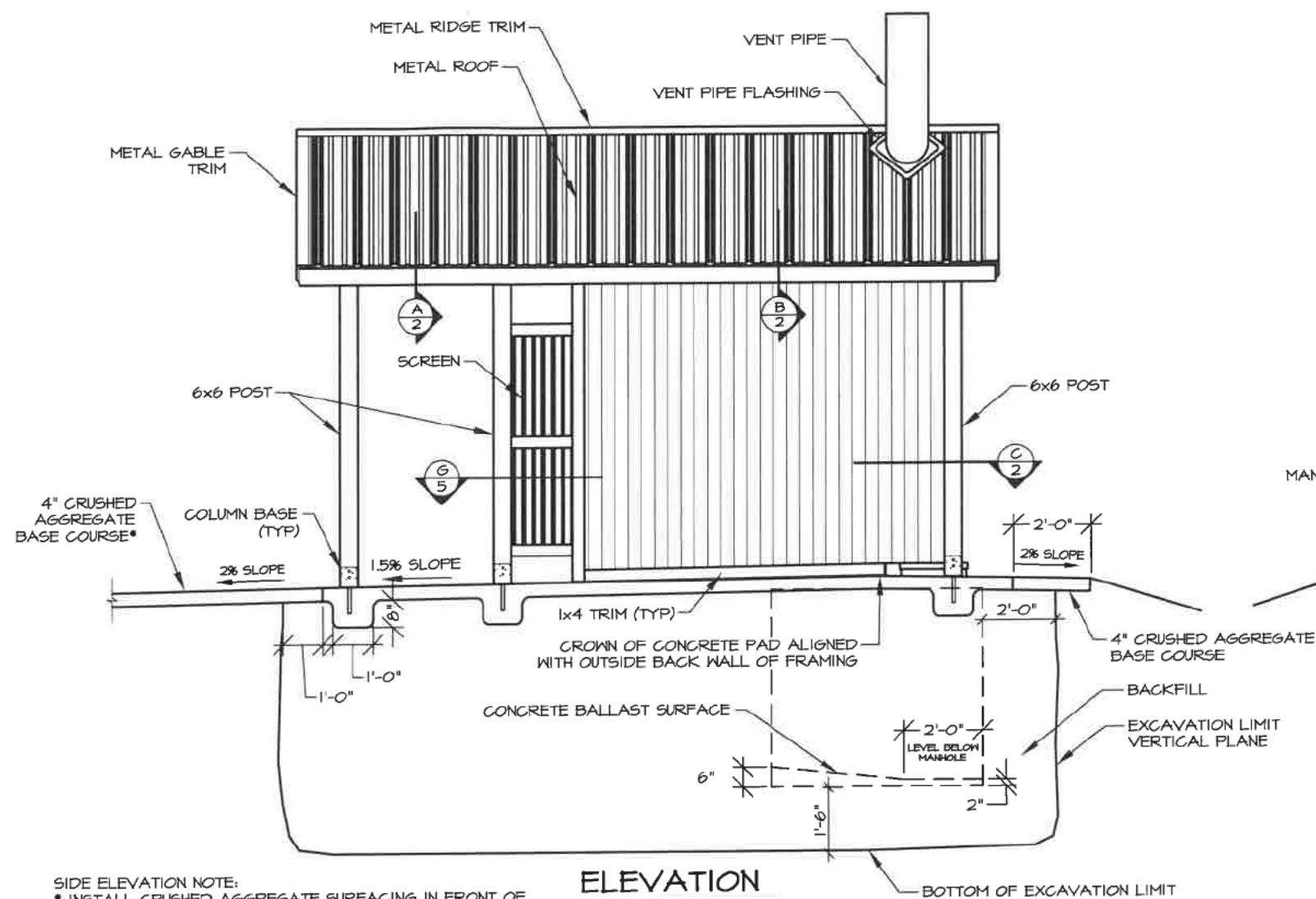
SHEET 1
 P-6
 OF 1 SHEETS



PREPARED: ME
 DRAWN: ME
 REVIEWED: DH
 DATE: APR 2001

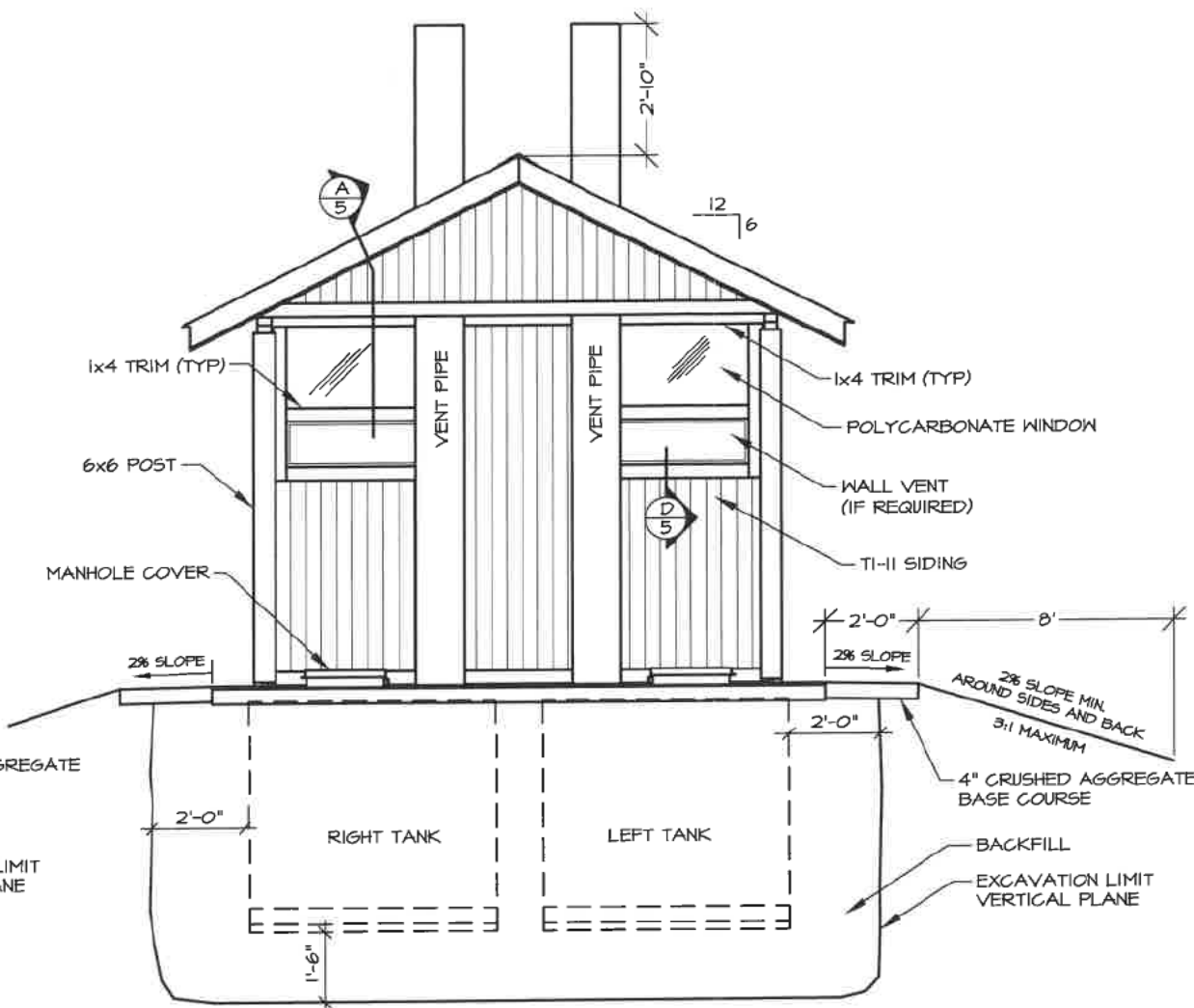
SHEET 2

R-7
 OF 5 SHEETS

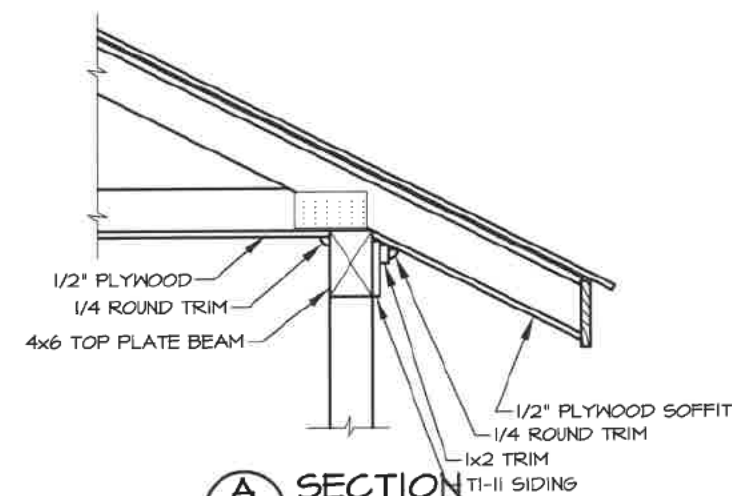


ELEVATION
 SIDE

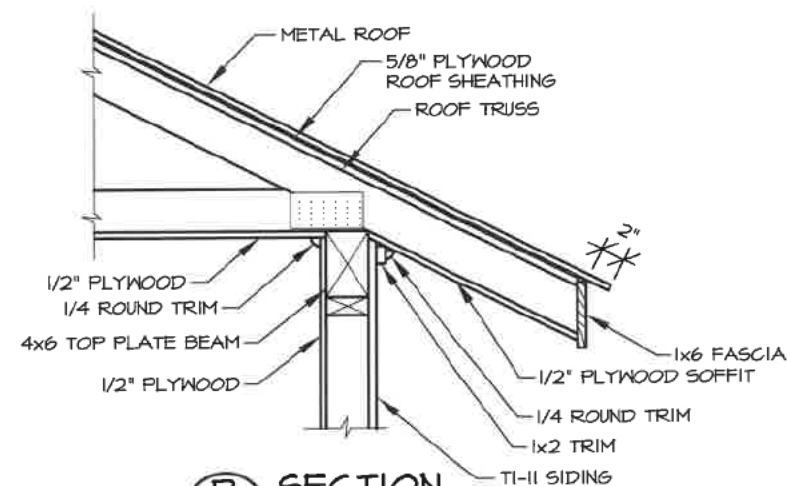
SIDE ELEVATION NOTE:
 • INSTALL CRUSHED AGGREGATE SURFACING IN FRONT OF THE BUILDING TO CONNECT TRAIL OR PARKING AREA OR AS DETAILED OTHERWISE IN THE PLANS



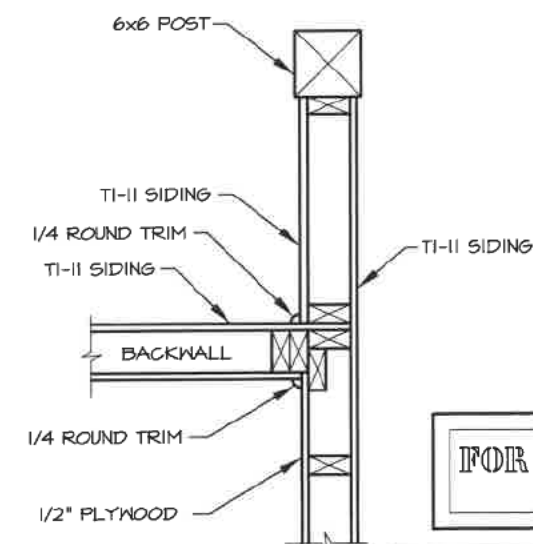
ELEVATION
 REAR



A
 2 SECTION
 SOFFIT DETAIL



B
 2 SECTION
 SOFFIT DETAIL



C
 2 SECTION
 REAR CORNER

FOR INFORMATIONAL USE ONLY
 Alaska State Parks

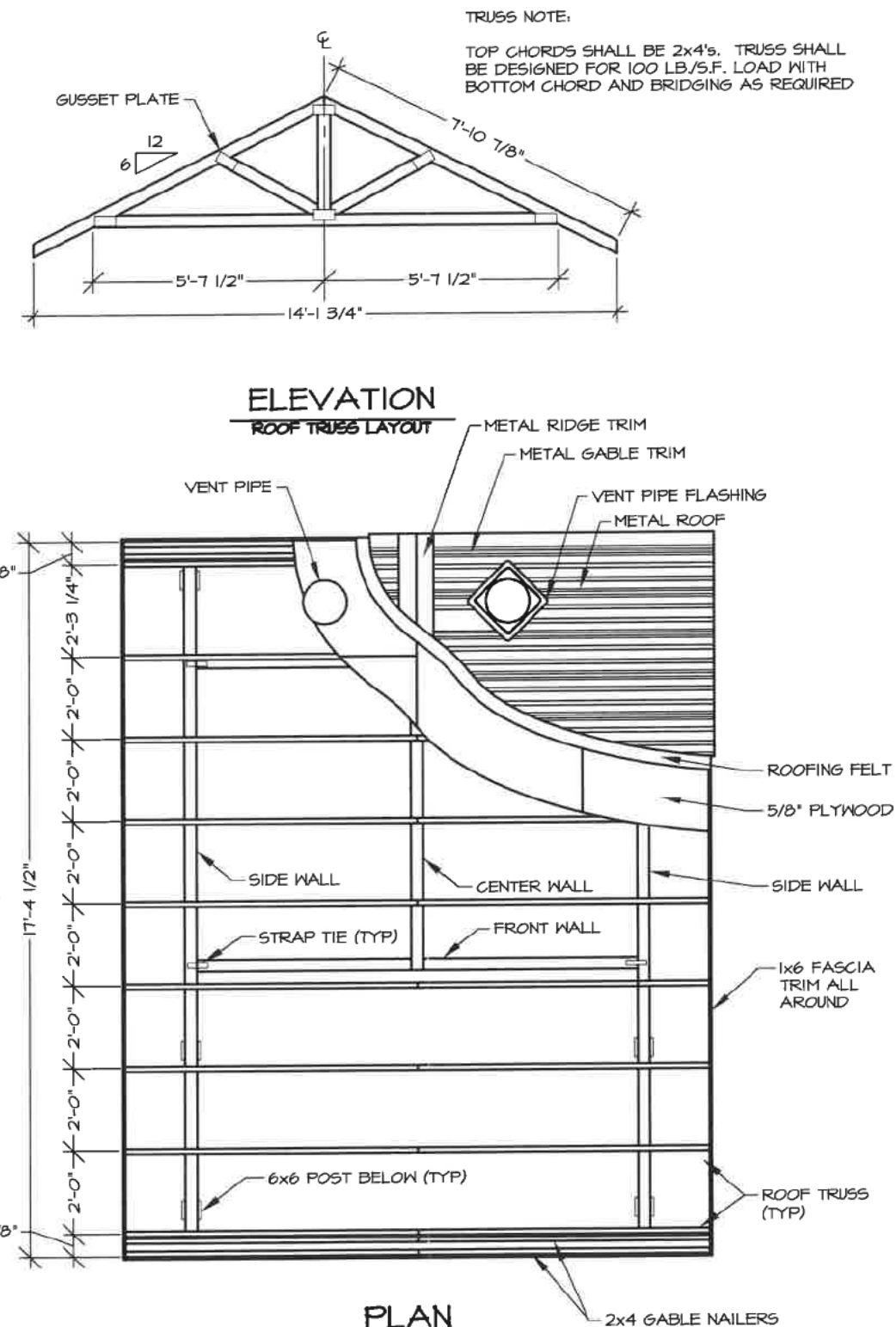
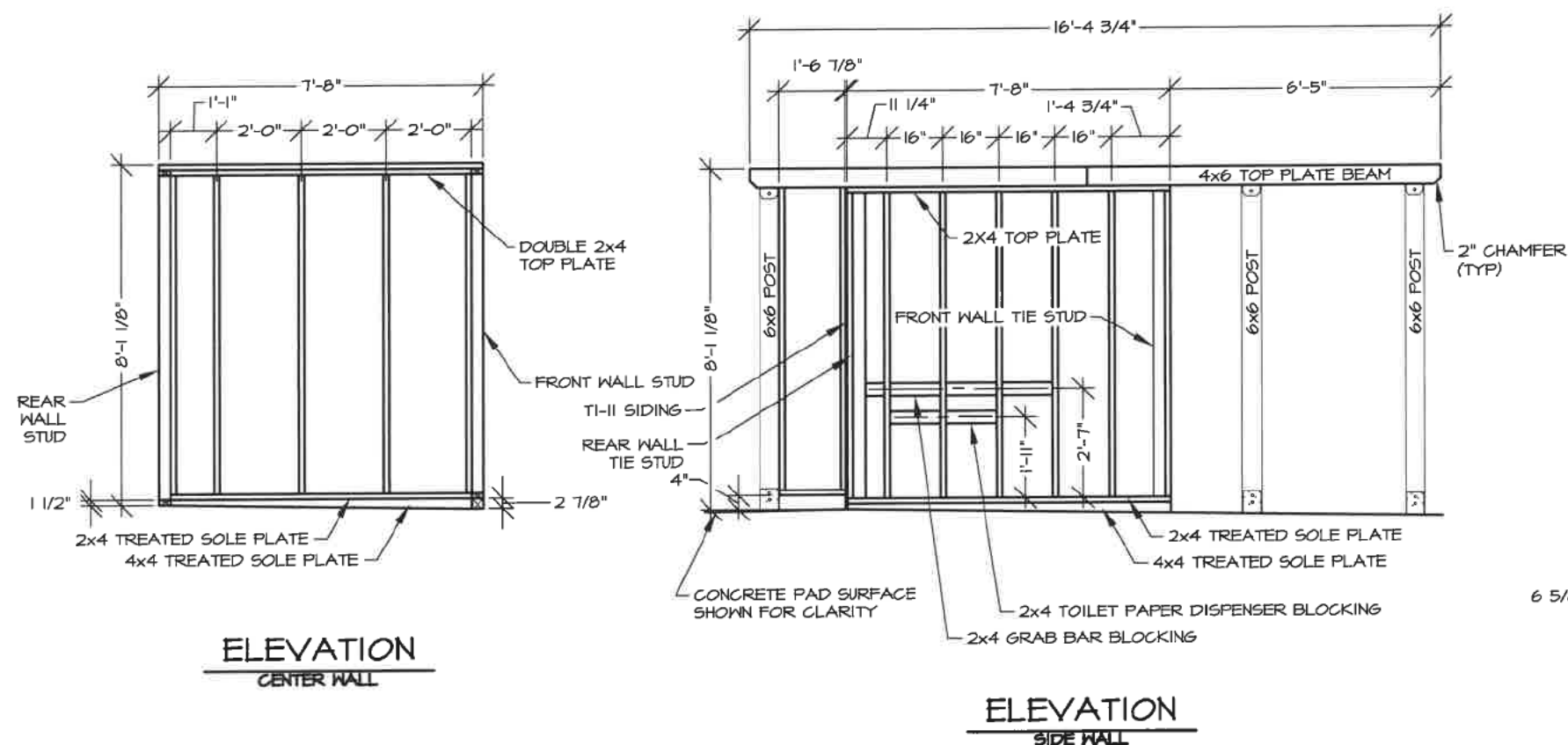
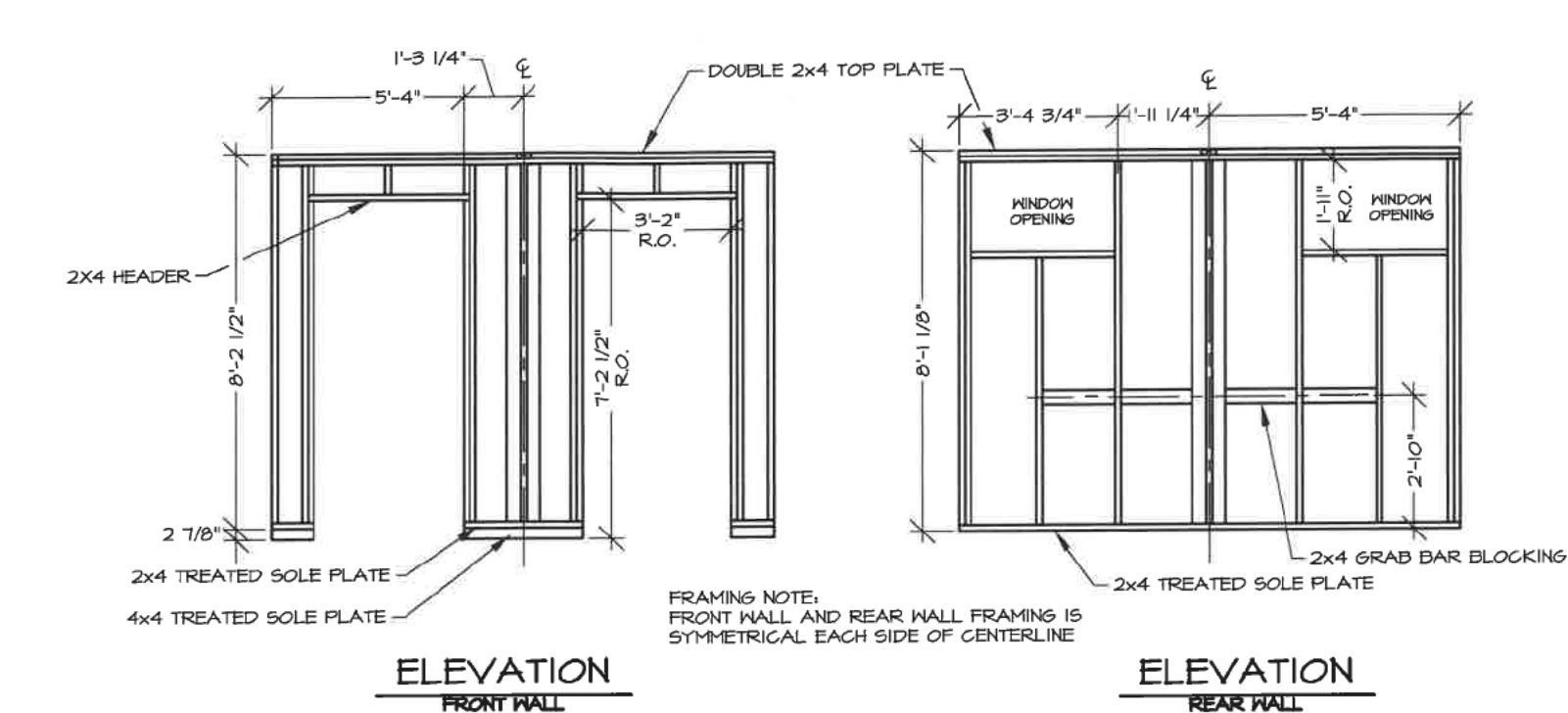
NO.	REVISION	DATE	APPROVED
6	CHANGED STATE PARK LOGO	04/10	MPS
5	CHANGED TITLE BLOCK	12/07	MPS
4	ADDED STRIP OF T1-II TO A/2	12/04	MPS
3	CHANGED COLUMN BASES	12/04	MPS
2	REPLACED STAMP	3/04	MPS
1	CHANGED TANK & TRIM	9/02	DH
	MAJOR REDESIGN OF VAULTED TOILET	4/21/01	DH



PREPARED: ME
DRAWN: ME
REVIEWED: DH
DATE: APR 2001

SHEET 3

R-7
OF 5 SHEETS



FOR INFORMATIONAL USE ONLY
Alaska State Parks

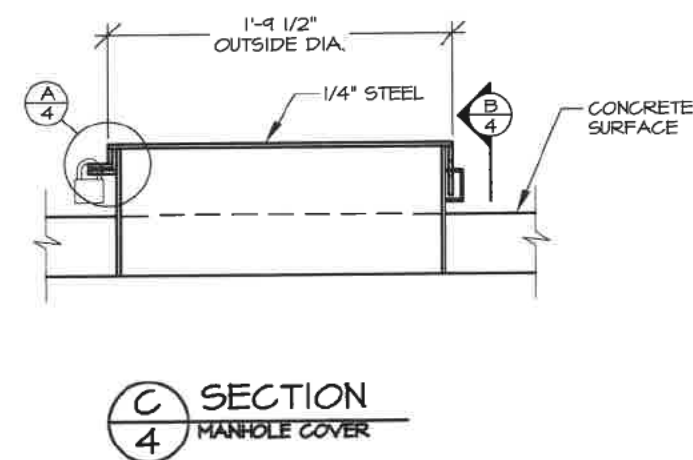
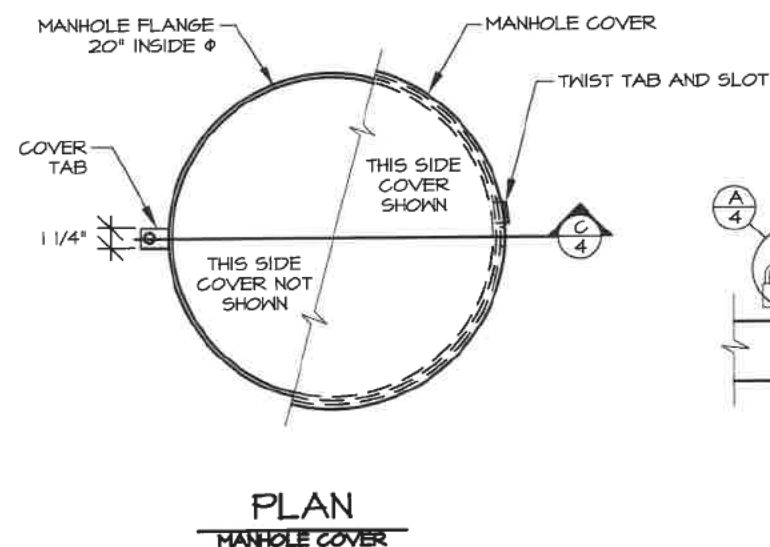
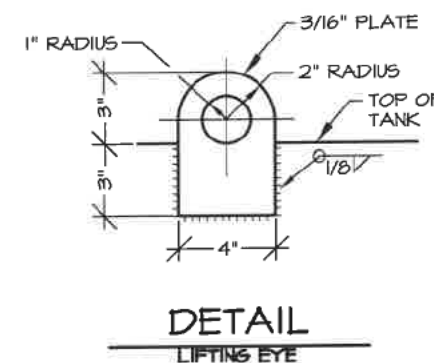
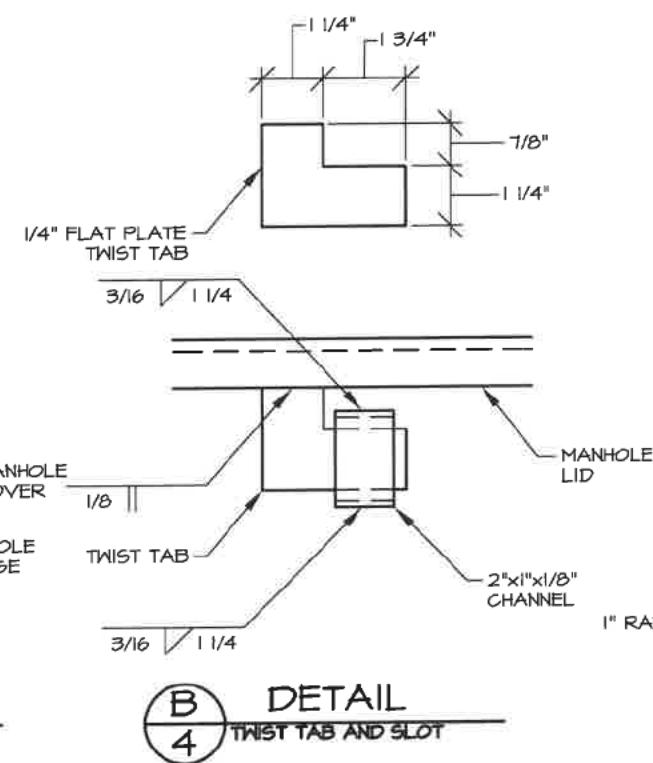
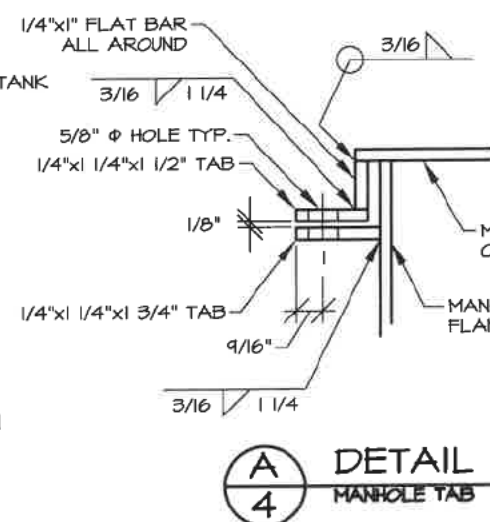
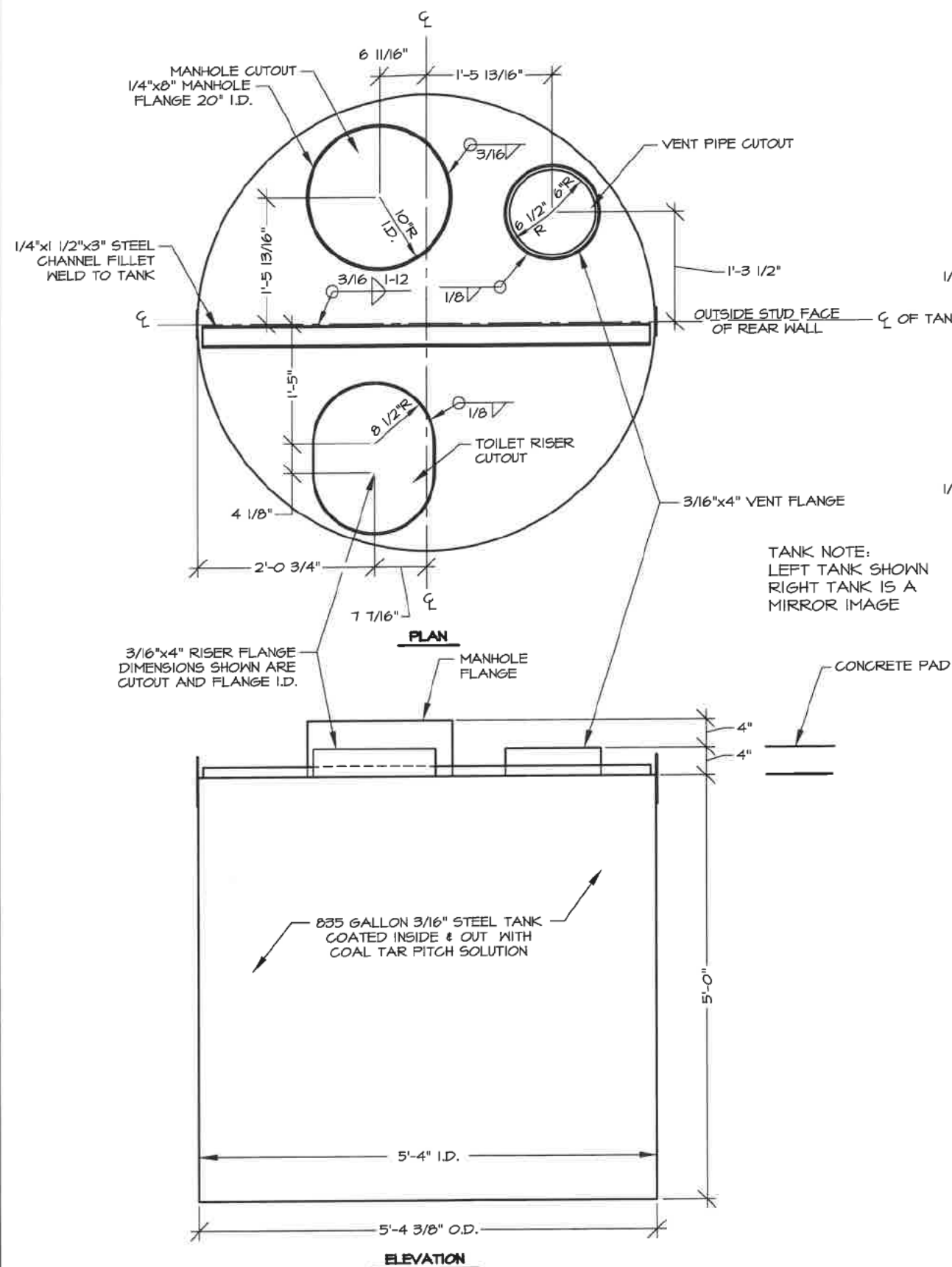
NO.	REVISION	DATE	APPROVED
5	CHANGED STATE PARK LOGO	04/10	MPS
4	CHANGED TITLE BLOCK	12/07	MPS
3	CHANGED COLUMN BASES	12/04	MPS
2	REPLACED STAMP	3/04	MPS
1	CHANGED TANK & TRIM	9/02	DH
	MAJOR REDESIGN OF VAULTED TOILET	4/21/01	DH



PREPARED: WE
 DRAWN: WE
 REVIEWED: DH
 DATE: APR 2001

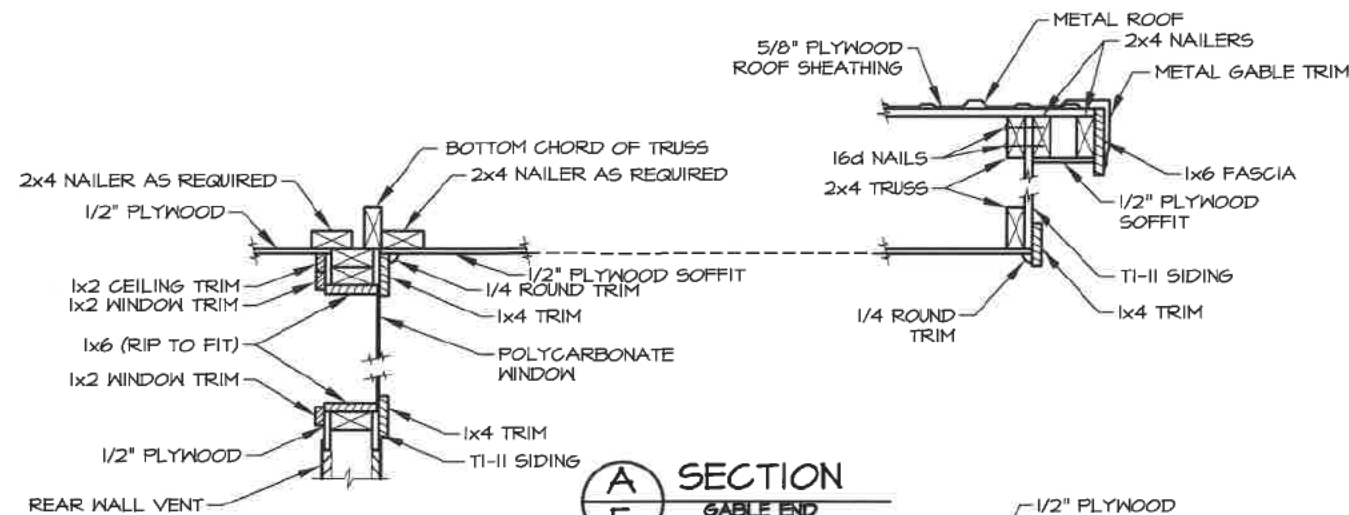
SHEET 4

R-7
 OF 5 SHEETS

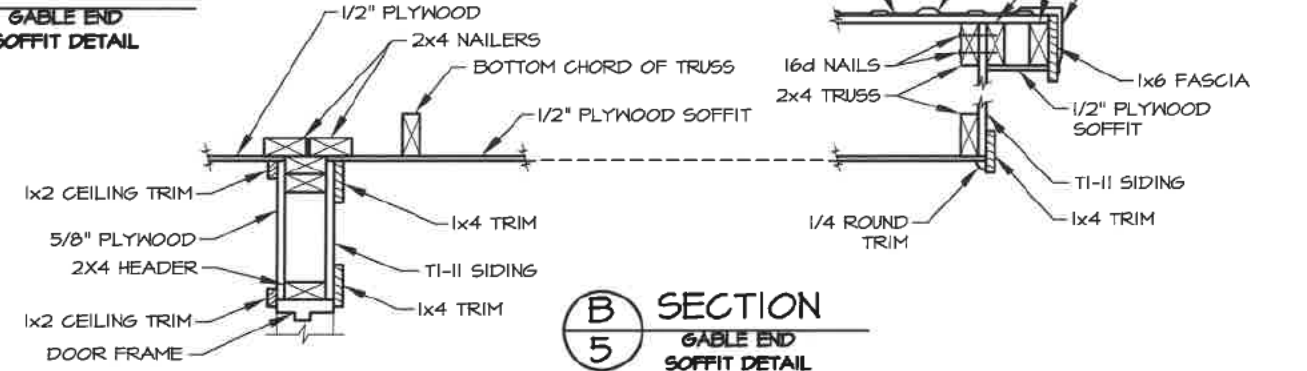


FOR INFORMATIONAL USE ONLY
 Alaska State Parks

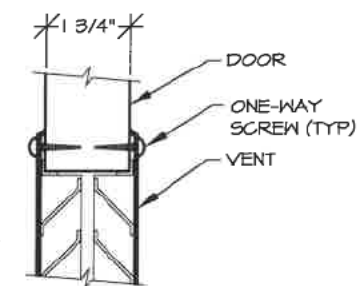
NO.	REVISION	DATE	APPROVED
4	CHANGED STATE PARK LOGO	04/10	MPS
3	CHANGED TITLE BLOCK	12/07	MPS
2	REPLACED STAMP	3/04	MPS
1	CHANGED TANK & TRIM	9/02	DH
	MAJOR REDESIGN OF VAULTED TOILET	4/27/01	DH



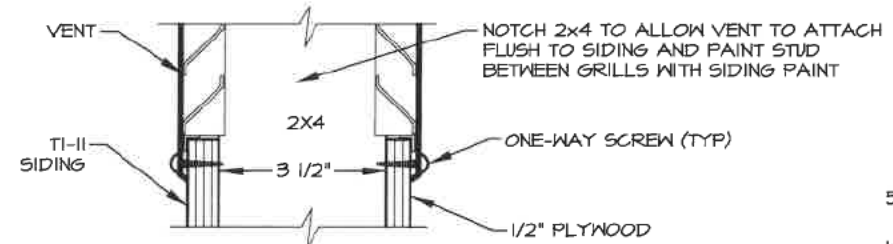
A
5
SECTION
GABLE END
SOFFIT DETAIL



B
5
SECTION
GABLE END
SOFFIT DETAIL

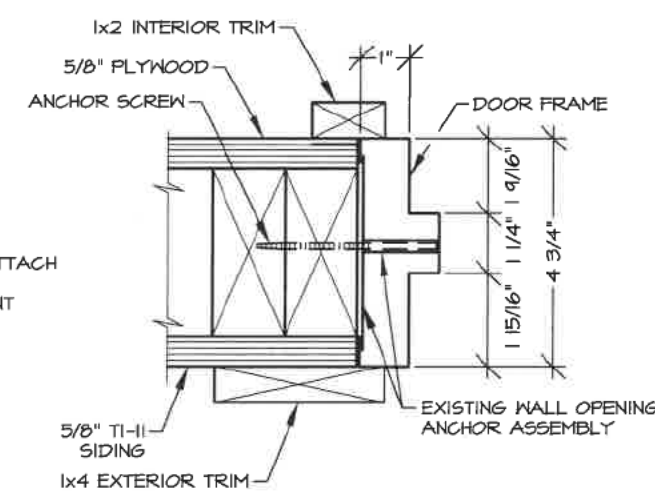


C
5
SECTION
DOOR VENT



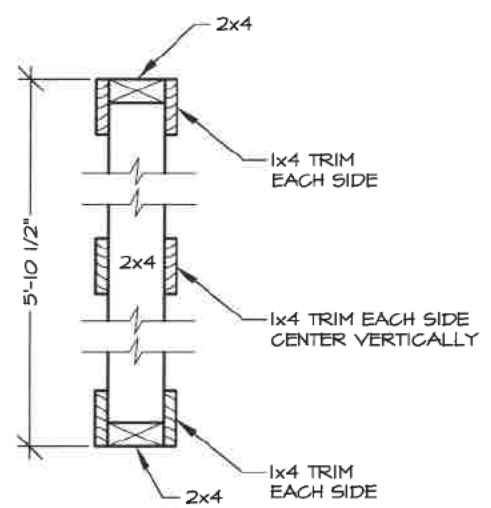
D
5
SECTION
WALL VENT

VENT NOTE:
VENTS WILL BE EITHER DOOR OR WALL TYPE
AS DETAILED IN SPECIAL PROVISIONS

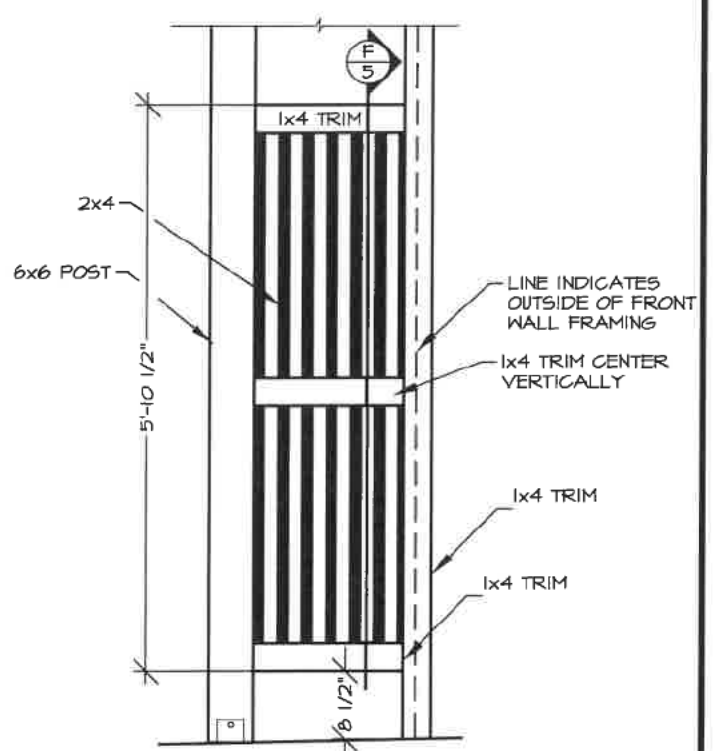


E
5
SECTION
DOOR FRAME

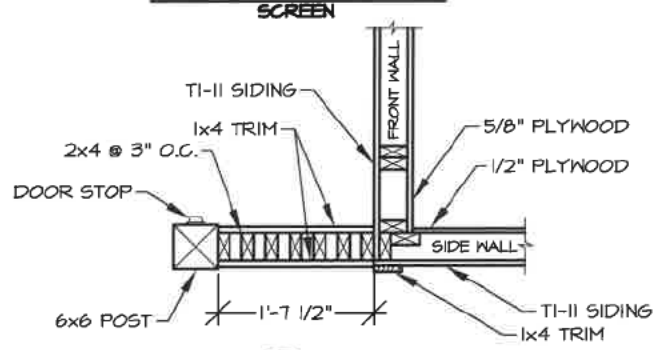
DOOR FRAME NOTE:
INTERIOR PLYWOOD AND EXTERIOR SIDING MUST BE
INSTALLED FLUSH TO THE TO THE 2x4 ROUGH OPENING
TO PROVIDE EVEN SUPPORT FOR THE DOOR FRAME.



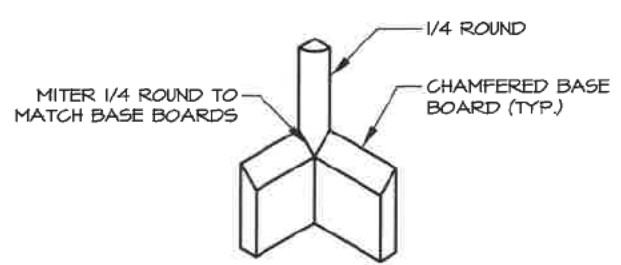
F
5
SECTION
SCREEN



ELEVATION



G
5
SECTION
SCREEN

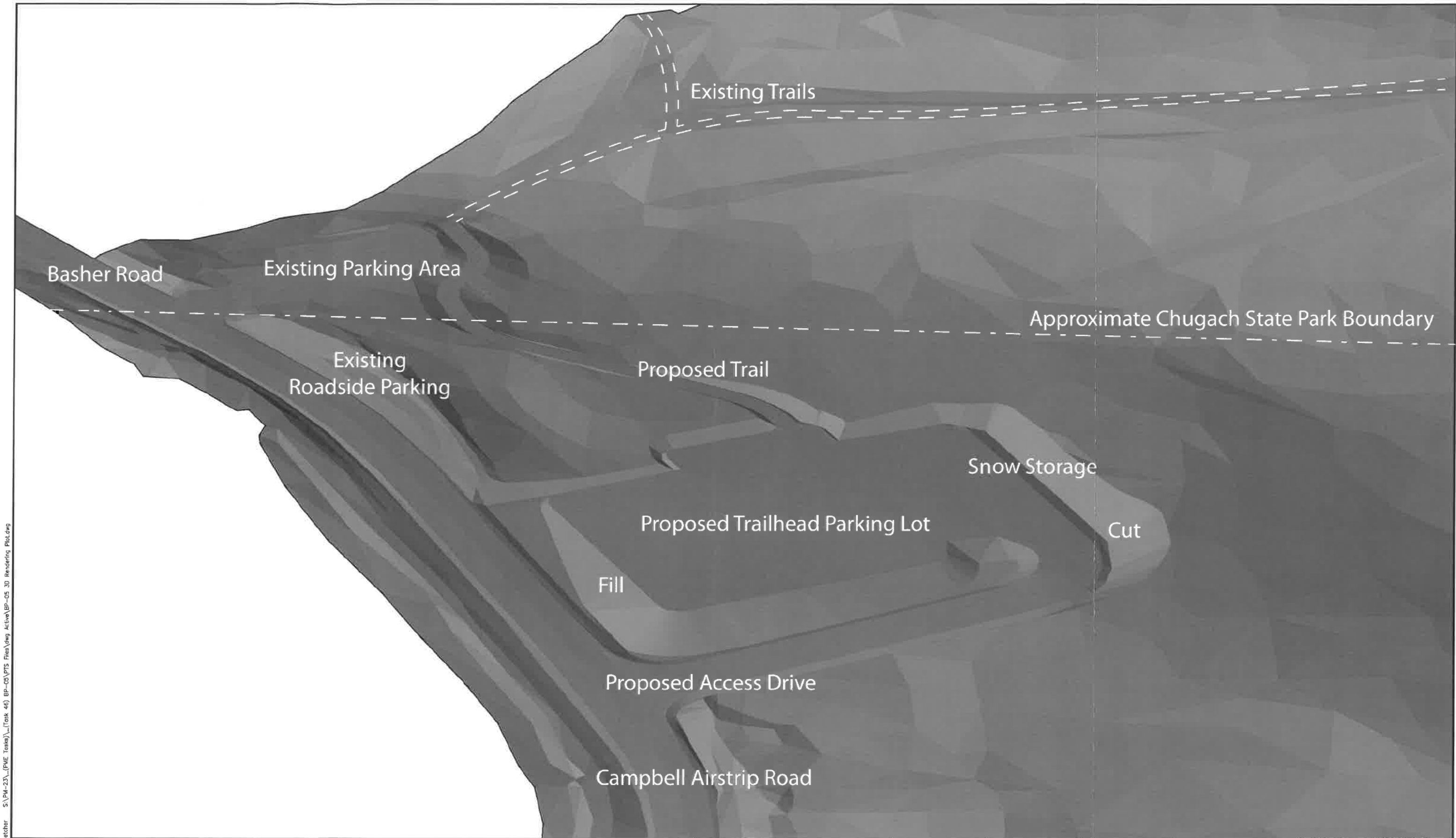


H
5
DETAIL
INTERIOR CORNER TRIM

5	CHANGED STATE PARK LOGO	04/10	MPS
4	CHANGED TITLE BLOCK	12/07	MPS
3	ADDED DETAIL H/5	12/04	MPS
2	REPLACED STAMP	3/04	MPS
1	CHANGED TANK & TRIM	9/02	DH
	MAJOR REDESIGN OF VAULTED TOILET	4/27/01	DH
NO.	REVISION	DATE	APPROVED



6/27/2025 5:28 PM By: Colby Fletcher S:\PM-23_(PME Tasha)\Task 46) BP-05\PTS Files\dwg Active\BP-05_3D_Rendering_Plot.dwg



1. DATA PROVIDED BY: This is to certify that these Record Drawings are a true and accurate representation of the project as constructed.										 PROFESSIONAL & TECHNICAL SERVICES, INC. CONSULTING - ENGINEERING - SURVEYING 912 EAST 15TH AVE., SUITE 200 ANCHORAGE, ALASKA 99501 PHONE: (907) 561-6237 LICENSE # AECC924		PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT			
CONTRACTOR: _____ BY: _____ DATE: _____												25-05 Basher Trailhead Parking Expansion SCHEDULE ALL			
2. DATA TRANSFERRED BY: _____ DATE: _____												MODEL			
3. DATA TRANSFER CHECKED: _____ DATE: _____												SCALE: H: 1"=20' V: 1"=20' DATE: 6/2026 GRID: SW2241 SHEET: 1 of 1			
Based on periodic field observations by the Engineer (or an individual under his/her direct supervision), the Contractor-provided data appears to represent the project as constructed.										RECORD DRAWING		CONSULTANT		SEAL	
BY: _____ DATE: _____															
TITLE: _____															
REVISIONS															
CONSTRUCTION RECORD															

FIELD BOOK	BM NO.	LOCATION	ELEV.	BASE	DRAWN/CHECKED	TELEPHONE	REV	DATE	DESCRIPTION	BY				
DESIGN	NAME		ELEV.	TOPOGRAPHY	BY	ELECTRIC								
STAKING				PROFILE		CABLE TV								
ASBUILT				SANITARY SEWER		TRAFFIC SIGNALS								
CONTRACTOR	BASIS OF DATUM			STORM SEWER		DESIGN								
INSPECTOR				WATER		QUANTITIES								
				GAS		MUN. FINAL CHECK								
VERTICAL DATUM					PLAN CHECK					REVISIONS				