

CHUGACH ACCESS SERVICE AREA – Community Council CIP process 3-24-26

PROJECT	PROJECT TYPE	COST	AREA	SUMMARY OF NOTES
2026				
<ul style="list-style-type: none"> Basher Drive Vehicular trailhead Tier 1¹ H6 (reference number from Chugach Access Plan) 	CONSTR (trailhead)	\$\$\$	Stuckagain	Design work in progress, using 2025 CASA bond funds
<ul style="list-style-type: none"> Lost Cabin Trail – South to canyon edge, then circling east then west to Prospect 	CONSTR (trail)	\$	Stuckagain	Learn if combo of planned 2026 CASA bond and AK Trails (from east) work will complete this trail. Note, trail currently closed to bikes in summer
<ul style="list-style-type: none"> Stewart Trail Signage 	CONSTR (signage)	\$	Potter	Make clear easement is now open to pedestrian use, define parking options, ensure visitors are aware of and respect private property
2027 (Year 1)				
<ul style="list-style-type: none"> Upper DeArmoun/Canyon Road improvements 	CONSTR (Road)	\$\$\$\$/\$	Rabbit Ck	ROW Secured Option for use of CASA \$ on State Land now resolved, strong support. In AR No. 2025-85, substantial State funding committed
<ul style="list-style-type: none"> Sunny Side of Flattop/Rabbit Ck Tier 1 Trailhead 	CONSTR (Trailhead)	State Project	Rabbit Ck	Secured, AK DOPOR funded project. completing design for 60 space linear parking area, field work 2026; construction 2027
<ul style="list-style-type: none"> – Need shuttle service, particularly during 2-3 year construction of road and parking lot 	POLICY		Rabbit Ck	See note under Glen Alps below
<ul style="list-style-type: none"> Investigate options for trail connections, trailheads from Muldoon into FNSB, & on to CSP <ul style="list-style-type: none"> – Proposed Perimeter Trail, JBER or Muni land – Access through FNSB from Muldoon into CSP: (Bulldog Trail? Dome Trail, Powerline Trail, new trails?, seasonal use of dog mushing trails?) 	RECON	\$	Muldoon Stuckagain	Strong neighborhood support, JBER support possible? But challenging. Bulldog Trail is on JBER land. Consider working with State of AK and statutes allowing State to assert ownership? Add need to this connection to Muni Trail Plan, currently in progress
<ul style="list-style-type: none"> Design trails to and from Basher Trail head <ul style="list-style-type: none"> – Lost Cabin Trail – complete – Lost Cabin “Connector” – informal trail – North Fork valley “contour access trail” 	DSR (Trails)	\$	Stuckagain	Complete what 2026 CASA bond and AK Trails (from east) started. “Connector” climbs in SE direction, bypassing portion of canyon rim North Fork Contour stays below /west of Near Point; proposed by STA; important legal access into North Fork Valley
<ul style="list-style-type: none"> Meet the high demand at Glen Alps Trailhead <p>Establish CSP shuttle service – a way to travel without a car between town & CSP trailheads, for both residents & visitors</p>	POLICY (Shuttle)	\$\$?	Glen Alps	Glen Alps’ alpine access, views, abundant trails make this CSP’s most used trailhead. Weekend parking overflows onto access road. Work with Biz community/DOT&PF/Muni/People Mover to solve. Shuttle service saves money by reducing need for costly parking lot construction (Shuttle will also be needed during road/trailhead work for Sunnyside)
<ul style="list-style-type: none"> Glen Alps crowding: Disperse use with new/improved alpine access trailheads, Tier 1 through Tiers 2,3 in other “opportunity areas” 	CONSTR (various)	-\$\$\$\$\$	Ongoing	Ongoing CASA priority – See Stuckagain, Rabbit Creek/Brewsters and Potter Opportunity areas

¹ Trailhead parking classified in three categories: Tier 1: 30-150 parking spaces; Tier 3 – Neighborhood parking (informal, roadside); Tier 2 – in between.

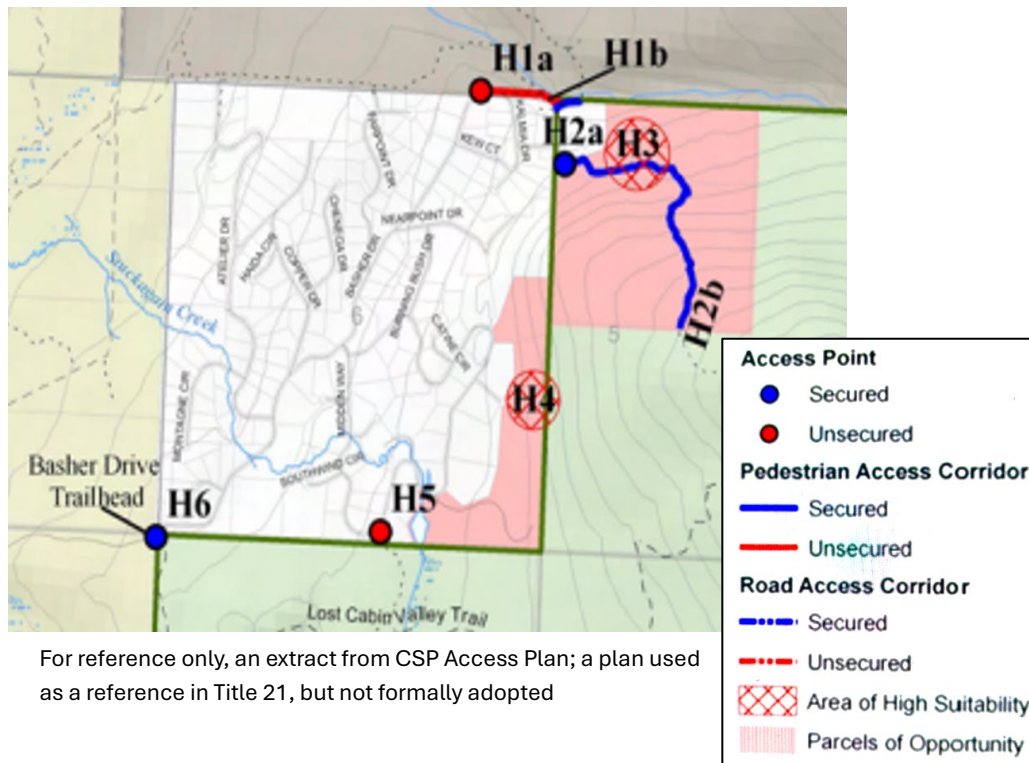
2028 (Year 2)				
<ul style="list-style-type: none"> Upgrade trailhead parking at Stewart Road <ul style="list-style-type: none"> Outside the gate- roadside parking 	CONSTR	\$\$	Potter	Secured, Improved- TRAIL - Now need to expand parking for users enjoying this scenic, sunny side, alpine stroll. See RSA's/Marty Lemon's letter – modest widenings of existing roads, add parking capacity near Stewart trail
<ul style="list-style-type: none"> Investigate options for parking just <i>beyond</i> recently opened gate 	DSR or RECON?	\$	Potter	Explore options just beyond the gate
<ul style="list-style-type: none"> Construct trails to and from Basher Trail head 	CONSTR. (Trails)	\$\$	Stuckagain	Implement results of Design Study Report process from 2028 See specific options to be explored in 2027 DSR
<ul style="list-style-type: none"> Improve trails from Muldoon Area into CSP 	CONSTR. (Trails)	\$\$	Stuckagain	Implement results of Recon process from 2028
<ul style="list-style-type: none"> Establish CSP Shuttle Service 	POLICY (Shuttle)	\$\$	Glen Alps/ Rabbit	Implement results of Recon process from 2028
2029 (Year 3)				
<ul style="list-style-type: none"> Explore and implement options to improve neighborhood trailhead and trail options 				connections to Near Point/North Fork
<ul style="list-style-type: none"> Aletha's way – secured trail, limited parking. Overflow demand uses Dome lot (H2, H3) 	RECON	\$	Stuckagain	Trail Secured Existing 4 space parking in cul-de-sac: Steep, eroding social trail. Option to build road & trailhead past last house? Tier 2-3 lot?
<ul style="list-style-type: none"> Dome access trail (requires securing access over military land) 	RECON	\$		Parking Secured Long established informal trail; legal 6-10 roadside parking spots; explore options with JBER; work with Congressional delegation
<ul style="list-style-type: none"> Tulugak – Cul-de-sac parking, add sign/resolve parking, upgrade social trail 	CONSTR (trail/signs)	\$		Easement Secured Attractive, locally developed informal trail. Cul-de-sac ringed by no parking signs, option to park on adjoining road
<ul style="list-style-type: none"> Trail parallel to Basher Road from Iron Bridge parking lot to Basher lot 	CONSTR (trail)	\$\$	FNBP	Included in FNBP plan, stays mild till climbs hill to Basher trailhead
<ul style="list-style-type: none"> Investigate options/need for Upper Basher Road improvements (from BLM/Iron Bridge Parking lot to planned upgrade to Basher Parking lot) 	DSR (road)	\$	FNBP Stuckagain	\$500,000 proposed by Stuckagain neighborhood; cost reduced from 2025 CIP (AR No. 2025-85) Road relocation not required. Link this road project with yet to be finalized plans for North Fork/Near Point access
<ul style="list-style-type: none"> Mtn to Sea Trail– add the one, needed short missing family friendly segment, between Prospect & Hillside Chalet/Tour Trail 	CONST (Trail)	\$\$	Glen Alps FNBP	Within FNBP. intended to connect Glen Alps to Anchorage's primary greenbelt trails, including concentrations of lodging downtown & midtown. Work with STA to provide missing piece.
<ul style="list-style-type: none"> Potter Marsh Watershed Park to Turnagain Arm Trail 	CONSTR? (Trail)	\$\$	Potter	GLT working with consultant on Master Plan; option to cross the Potter Valley Road, connect on State Park land to the south
2030 (Year 4)				
<ul style="list-style-type: none"> Study preferred alternatives for expansion of Grandview/Honeybear trailheads, trails 	DSR (Trails/Parking)	\$	2-3	Secured, Improved. But only 4 spaces. Options to create needed, larger trailhead: Use HLB Land? Acquisition of vacant subdivision parcel(s)? Steep, popular social trail needs to be improved.
<ul style="list-style-type: none"> Evaluate options to upgrade Honey Bear access roads, trailheads, trails- 1.2 miles of Kings Way Drive, Black Bear Drive, Snow Bear Drive 	DSR (Road)	\$\$	4-6	Secured ROW's Improvement identified in (AR No. 2025-85). Synchronize road project with needed expansion to Honey Bear area trailhead and upgraded trails

<ul style="list-style-type: none"> Glen Alps road access– improving the existing Toilsome Hill Rd (or new road from Upper Huffman?) 	CONSTR (Road)	\$\$\$\$		Presented in (AR No. 2025-85). Upgrades to heavily used access road – possibility of state funding? Challenging, likely costly project due to difficult topography. (“New Rd” in CSP Access Plan)
<ul style="list-style-type: none"> Evaluate options for vehicular trailhead in Muni-owned Section 36; and a trail linking to CSP 	RECON	\$		Section 36 connected to CSP by existing, unsecured informal trail(s)
2031 (Year 5)				
<ul style="list-style-type: none"> Construct Honey Bear trailhead/trail projects 	CONSTR (Trails/Parking)	\$\$\$	Rabbit	Implement results of Design Study Report process from 2030
<ul style="list-style-type: none"> Upgrade Honey Bear access roads reaching newly improved trailheads, trails 	CONSTR (road)	MED	Rabbit	Implement results of Design Study Report process from 2030
<ul style="list-style-type: none"> Add to Upper O’Malley trailhead parking – expand parking along adjoining Stroganof Dr 	CONSTR (parking)	\$\$	2-3	Secured, Unimproved Adjoining Upper O’Malley Trailhead; add capacity by improving roadside parking
<ul style="list-style-type: none"> Investigate options for vehicular trailhead and trails off Brewster’s Homestead Road – Little Rabbit Ck/Baldy area 	RECON	\$	Little Rabbit Creek	HLB parcel 2-139 previously identified as a possible location for Tier 1 parking; requires negotiating public use easement on Brewsters Rd
<ul style="list-style-type: none"> Investigate options for vehicular trailhead in Muni-owned Section 36; associated trail linking to CSP 	RECON	\$	Rabbit	Section 36 – Municipal Land – is connected to CSP by existing, unsecured informal trail(s)
2032 (Year 6)				
<ul style="list-style-type: none"> Implement trail head in Muni-owned Section 36; and a trail linking to CSP 	CONSTR (Trails/Parking)	\$\$	Little Rabbit Creek	Implement results of Design Study Report process from 2031
<ul style="list-style-type: none"> Implement plans for vehicular trailhead and trails off Brewster’s Homestead Road 		\$\$	Little Rabbit Creek	Implement results of Recon/Design Study Report process from 2031
<ul style="list-style-type: none"> Investigate options to secure trails/trailhead Echo Hills Park trail head and trails H13 Shelli Drive- Trailhead H14 	DSR (Trails/Parking)	\$	Rabbit	Trailhead secured, unimproved – 3-4 roadside spaces. informal trails, (not secured?) with custom bridges, and hidden, kid-pleasing creatures, eventually leads into alpine country, McHugh
<ul style="list-style-type: none"> Evaluate options for trailhead parking and trails at the end of recently opened Stewart Road (H-21) – within State Park, on State Land 	RECON	\$	Potter	Determine feasibility of use of legal settlement for road construction; Is the best use of the “road” for walking/biking/skiing, or alternatively, for a vehicular access to a larger parking area at valley’s upper end?
<ul style="list-style-type: none"> Investigate options for vehicular trailhead and trails at Potter Creek Valley 	DSR (Trail)	\$	Potter	Access to McHugh Peak West Rib; parcel of HLB land could help, but access to this parcel is challenging due to private land?
<ul style="list-style-type: none"> Investigate options for a “Turnagain High Trail” – parallel but above existing Turnagain Arm Trail, traverse though land line between trees and alpine. 	RECON	\$	Potter	Highly scenic route, social trails exist. Need to explore point of departure from along Potter Valley Road

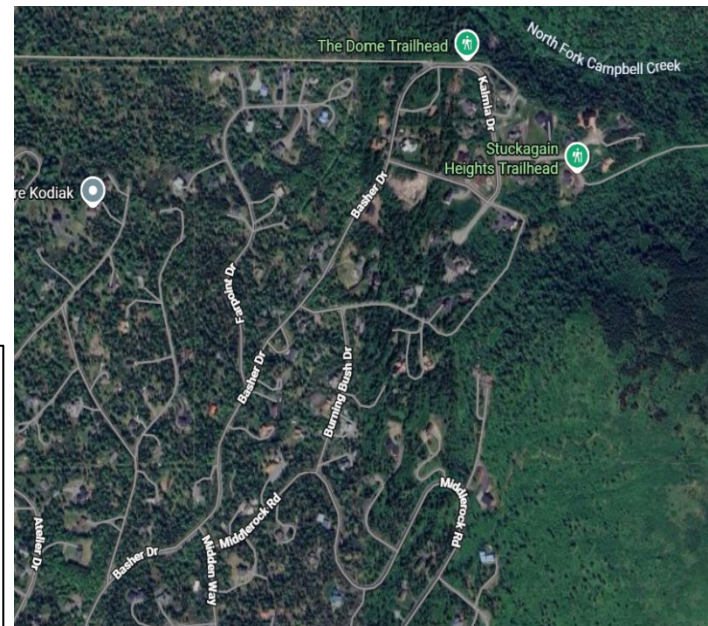
CASA PROJECTS – Additional Information for Community Council CIP process 3-24-26

Stuckagain Opportunity Area – Campbell Creek North Valley and Peaks, Near Point Areas

- Gateway to popular CSP destinations, including North Fork of Cambell Ck, the Anchorage skyline peaks at the end of that valley including Tikishla and Knoya. To the south and east is the unexpectedly deep and rugged Campbell Creek Canyon, Near Point and Wolverine Peak.
- Extensive network of long-used, well-liked social trails, almost none of which are formally reserved or maintained.
- The Stuckagain Heights subdivision area is embedded in the middle of this scenic setting. This enclave is surrounded on four sides by public land: Far North Bicentennial Park on the west, JBER to the north, and CSP to the east and south.
- **Overarching strategy for this area** - Open more ways for safe, legal access into and through these public lands. This starts with work in progress to expand the Basher Trailhead parking lot. Explore and then develop new and better options, particularly for the underserved northeastern portion of Anchorage, for more direct access into CSP, particularly to much appreciated alpine elevations, doing so in a way that respects both neighborhood and community-wide interests. While clearly challenging, working with JBER to open access would be one very helpful and important way to meet these objectives.



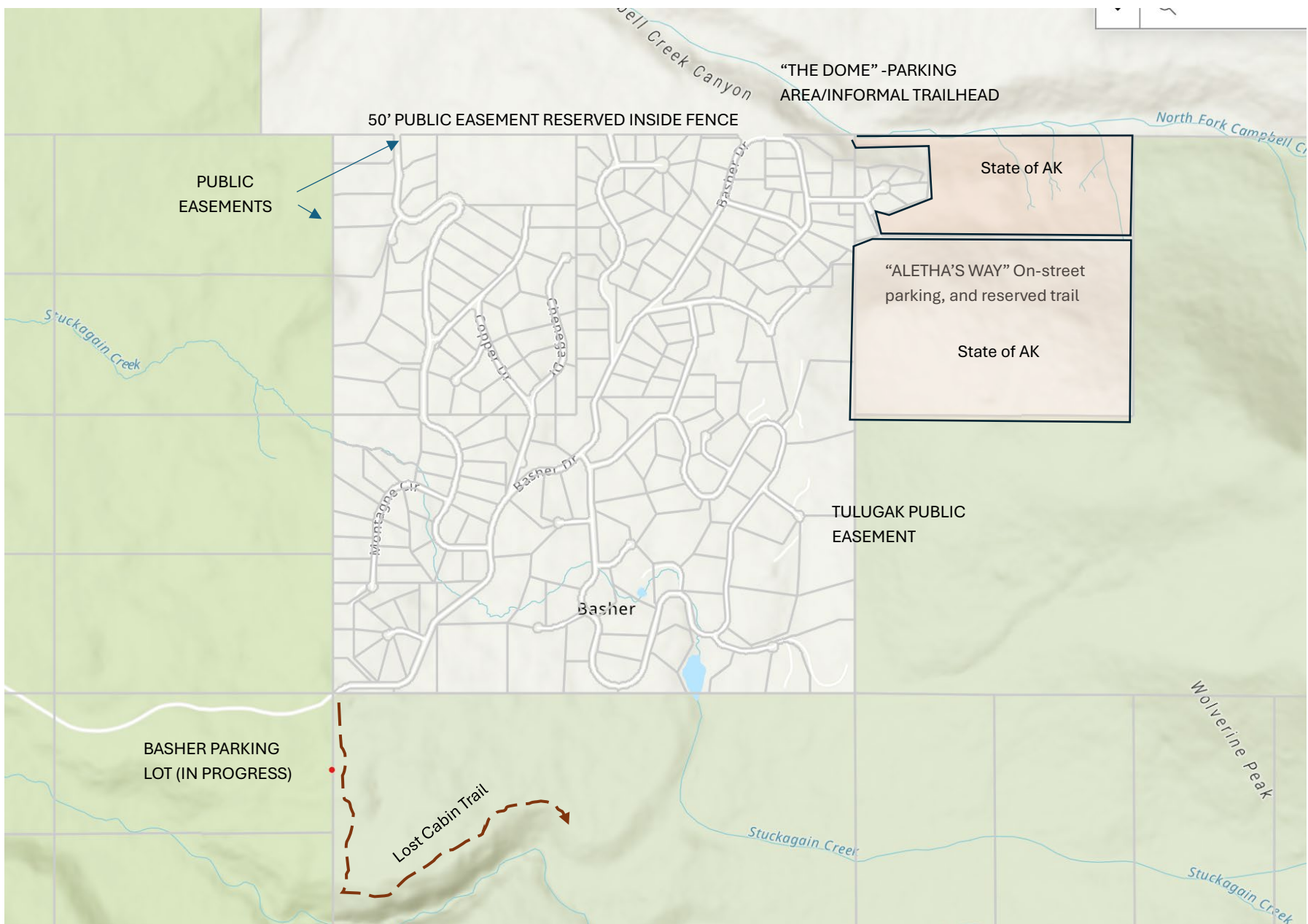
For reference only, an extract from CSP Access Plan; a plan used as a reference in Title 21, but not formally adopted



CASA PROJECTS

Four types of projects: **“Recon”** – need for improved access is clear, but work is required to determine best options; **“Design Study Report” (DSR)** – site specific refinement of project scale, design, land acquisition if needed, costs; **Construction (Constr.)** – trailheads, trails, roads, trailhead amenities, signage, and **Policy** – access-related actions other than capital projects, e.g. promotion and information, shuttle service

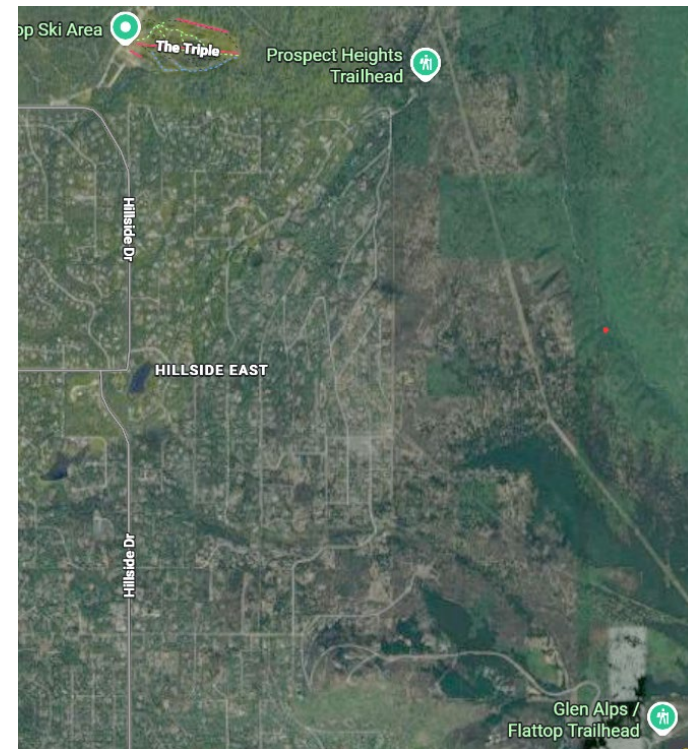
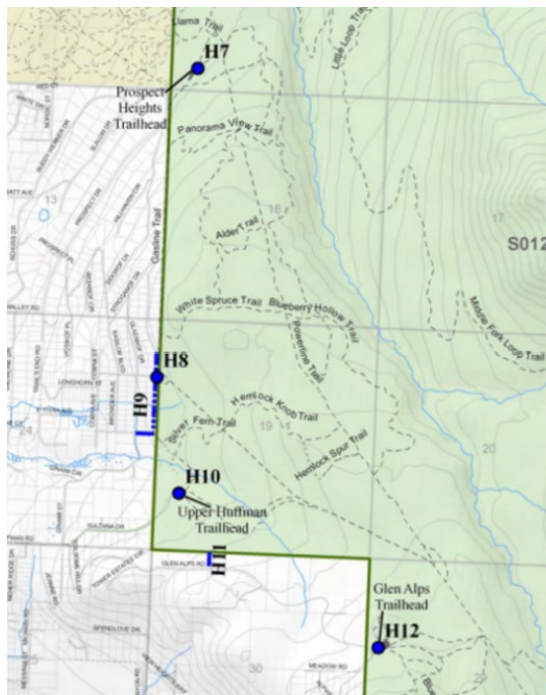
PROJECT	PROJECT TYPE	COST	AREA	SUMMARY OF NOTES
A. North Fork valley “contour access trail”	CONSTR (trail)		Stuckagain/Basher	Stays below /west of Near Point; proposed by STA; important legal access into North Fork Valley
B. Investigate options for trail connections, trailheads from Muldoon into FSNBP & on to CSP – Proposed Perimeter Trail, JBER or Muni land –	RECON	\$	Stuckagain/Basher (Muldoon)	Strong neighborhood support, JBER support possible? But challenging. Bulldog Trail is on JBER land. Consider working with State of AK and statutes allowing State to assert ownership?
C. Access through FSNBP into CSP: (Bulldog Trail? Dome Trail, Powerline Trail,	RECON		Stuckagain/Basher (Muldoon)	Add need to this connection to Muni Trail Plan, currently in progress, including new trails?, seasonal use of dog mushing trails?
D. Design trails to and from Basher Trail head – Lost Cabin Trail – complete – Lost Cabin “Connector” – informal trail	DSR/ Construction	\$	Stuckagain/Basher	Complete what 2026 CASA bond and AK Trails (from east) started. “Connector” climbs in SE direction, bypassing portion of canyon rim North Fork Contour stays below /west of Near Point; proposed by STA; important legal access into North Fork Valley
E. Aletha’s way – secured trail, limited parking. Overflow demand uses Dome lot (H2, H3)	RECON	\$	Stuckagain/Basher	Trail Secured. Existing 4 space parking in cul-de-sac; Steep, eroding social trail. Option to build road & trailhead past last house?
F. Dome access trail (requires securing access over military land)	RECON	\$	Stuckagain/Basher	Parking Secured. Long established informal trail requires securing access over military land, currently has 6-10 roadside parking spots; explore options with JBER; work with Congressional delegation
G. Tulugak - Cul de sac parking, add sign/resolve parking, upgrade social trail	CONSTR (trail/signs)	\$	Stuckagain/Basher	Easement Secured. Attractive, locally developed informal trail. Consider option to park on adjoining road
H. Trail parallel to Basher Road from Campbell Airstrip Trailhead (Iron Bridge) parking lot to Basher Drive Trailhead.	CONSTR (trail)	\$\$	Stuckagain/Basher (Far North Bicentennial Park)	Included in Far North Bicentennial Park plan, stays mild till climbs hill to Basher trailhead, area is cleared or planned to be cleared for MOA Firewise project.
I. Investigate options/need for Upper Basher Road improvements (from BLM Parking lot to planned upgrade to Basher Drive Trailhead Parking lot)	DSR (road)	\$	Stuckagain/Basher (Far North Bicentennial Park)	\$500,000 proposed by Stuckagain neighborhood; cost reduced from 2025 CIP (AR No. 2025-85) Road relocation not required. Link this road project with yet to be finalized plans for North Fork/Near Point access



CASA PROJECTS – Additional Information for Community Council CIP process 3-24-26

Glen Alps Opportunity Area – Campbell Creek Middle & South Forks Valley, Flattop & Other Peaks

- Most visited, and most developed area of Chugach State Park. Located here are the only two large scale trailhead parking areas in CSP: Glen Alps (XX spaces) and Prospect (YY spaces).
- At Glen Alps, the combination of alpine access, great views, an extensive trail system, much loved Flattop, and all that parking drives large numbers of visitors year-round, often substantially exceeding the capacity of the established parking area
- **Overarching strategy for this area:** disperse CSP user demand to other Opportunity Areas, particularly better access to alpine terrain. Work with public and private partners to create a shuttle service to Glen Alps (and perhaps other CSP Trailheads), serving visitors and residents. (There is currently one private operator providing shuttle service to Glen Alps. Work is starting with DOT/PF and other public and private partners to explore if/how this service could grow.

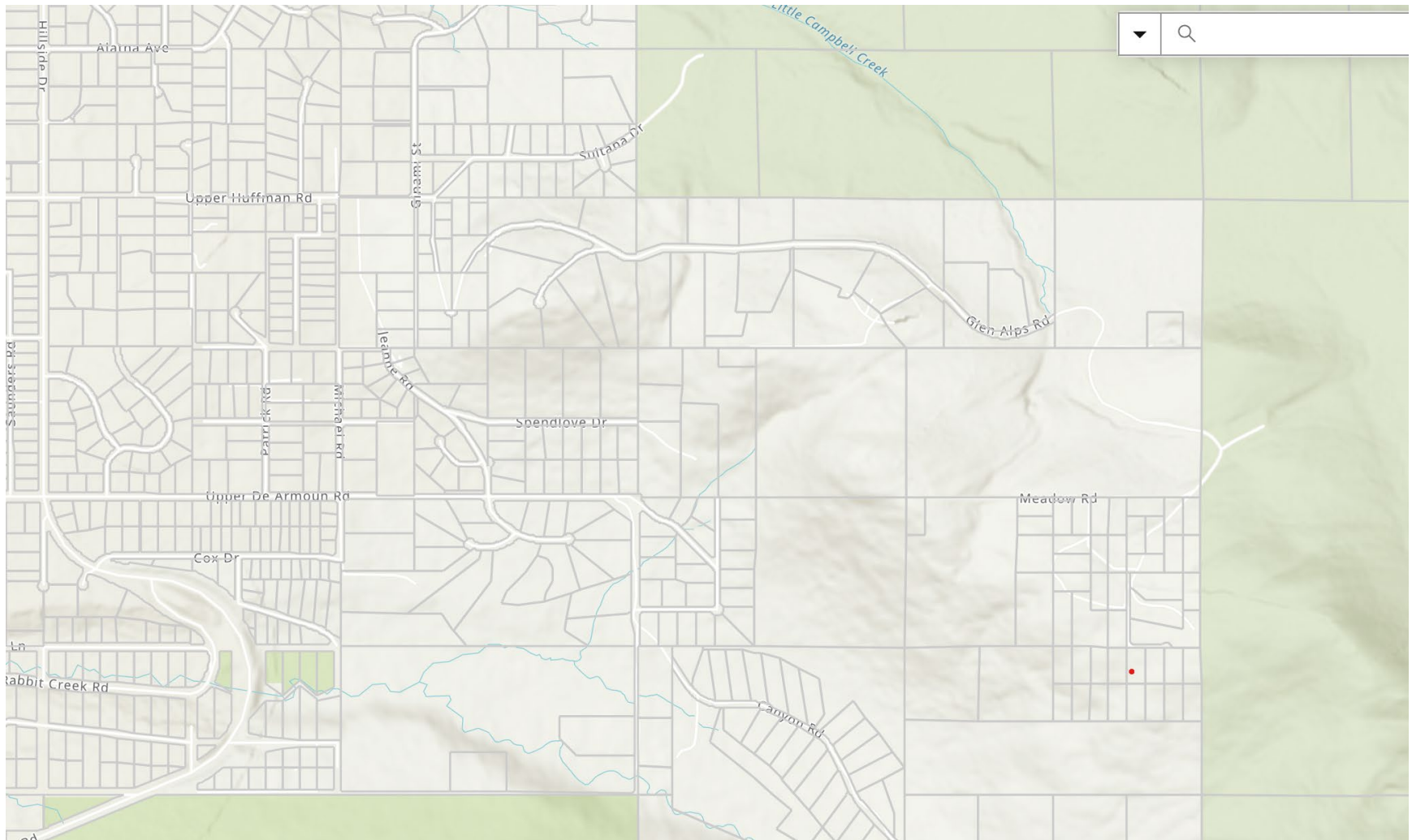


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CASA PROJECTS – GLEN ALPS OPPORTUNITY AREA

Four types of projects: **“Recon”** – need for improved access is clear, but work is required to determine best options; **“Design Study Report” (DSR)** – site specific refinement of project scale, design, land acquisition if needed, costs; **Construction (Constr.)** – trailheads, trails, roads, trailhead amenities, signage, and **Policy** – access-related actions other than capital projects, e.g. promotion and information, shuttle service

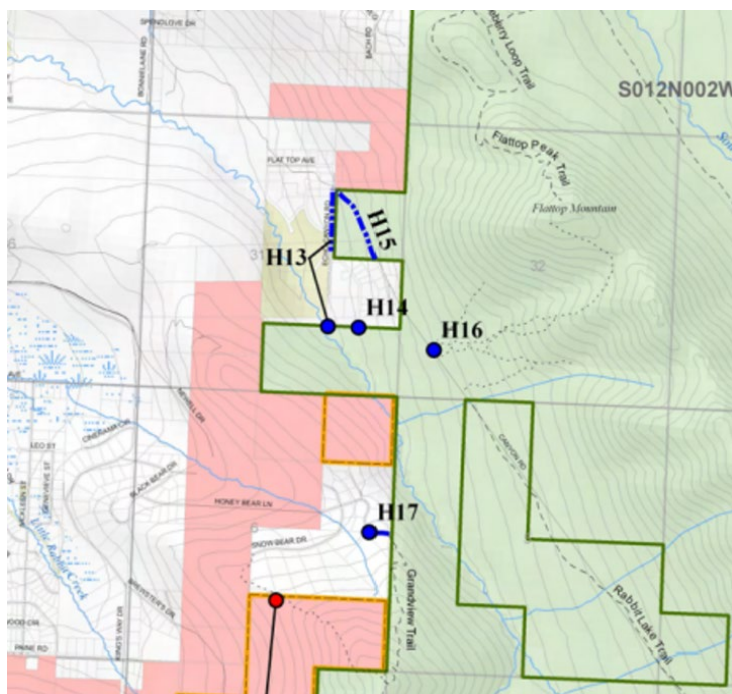
PROJECT	PROJECT TYPE	COST	AREA	SUMMARY OF NOTES
A. Prospect Trailhead (H7)			Glen Alps	Secured, Improved. Recently paved
B. <i>Meet the high demand at Glen Alps Trailhead (H12)</i>	CONST (Trail)		Glen Alps	Glen Alps’ alpine access, views, abundant trails make this CSP’s most used trailhead. Weekend parking overflows onto access road.
C. Establish CSP shuttle service – a way to travel without a car between town & CSP trailheads, for both residents & visitors	Operations (Shuttle)	\$\$?	Glen Alps	Work with businesses/community/DOT&PF/Muni/People Mover to solve. Shuttle service saves money by reducing need for costly parking lot construction (<i>Shuttle will also be needed during road/trailhead work for planned Sunnyside Flattop parking.</i>)
D. Glen Alps crowding: Disperse use with new/improved alpine access trailheads, in other “opportunity areas”	CONSTR (various)	\$-\$\$\$\$	Ongoing	Ongoing CASA priority – See Stuckagain, Rabbit Creek/Brewsters and Potter Opportunity areas
E. Mtn to Sea Trail– add a short missing family friendly/gentle slope segment, between Prospect & Hilltop Ski Chalet and Hillside trails	CONST (Trail)	\$\$	Glen Alps (Far North Bicentennial Park)	<i>Within Far North Bicentennial Park.</i> intended to connect Glen Alps to Anchorage’s primary greenbelt trails, including concentrations of lodging downtown & midtown. Work with trail organizations to construct missing piece.
F. Glen Alps road access– improving the existing Toilsome Hill Rd (or new road from Upper Huffman)	RECON/CONSTR (Road)	\$\$\$\$\$	Glen Alps	Prioritized in AR No. 2025-85. Upgrades to heavily used access road – possibility of state funding? Challenging, likely costly project due to difficult topography. (“New Rd” in CSP Access Plan)
G. <i>Add to Upper O’Malley trailhead parking</i> – expand parking along adjoining Stroganof Dr	CONSTR (parking)	\$\$	Glen Alps	<i>Secured, Unimproved</i> Adjoining Upper O’Malley Trailhead; add capacity by improving roadside parking
H. Upper Huffman Trailhead H10		↑		Secured, Improved Underutilized trailhead/parking area.



CASA PROJECTS – Additional Information for Community Council CIP process

Rabbit Creek/Brewster Opportunity Area – Rabbit Ck Valley, Flattop, Peak 3, McHugh Ridgelines

- Sunny Side /Rabbit Creek Valley Trailhead: Second most visited area of Chugach State Park, despite a bad road and marginal parking stretched out for nearly a mile along the unimproved dirt road. Those limitations are offset by the alpine setting, and access to popular trails including Backside Flattop Trail (aka “Sunnyside Flattop”), Rabbit Lake Trail, Ptarmigan Pass Trail and the popular backcountry skiing destination of “Peak 3”.
- South of the Sunny Side/Canyon Road area are a group of promising and important additional access options: Echo Canyon; Honey Bear, and Brewsters Road/Little Rabbit Creek Valley. All of these receive regular use; all need further work to determine how best to create secured, improved trails, adequately sized trailhead parking, and perhaps improved roads.
- **Overarching strategy for this area:** Move ahead on improvements to Upper DeArmoun Road and Sunny Side Flattop and Upper Rabbit Creek trailheads; carry out RECON and Design Study Report work on the remaining locations to determine best options to improve trails and trailheads and to disperse use over a broader area.



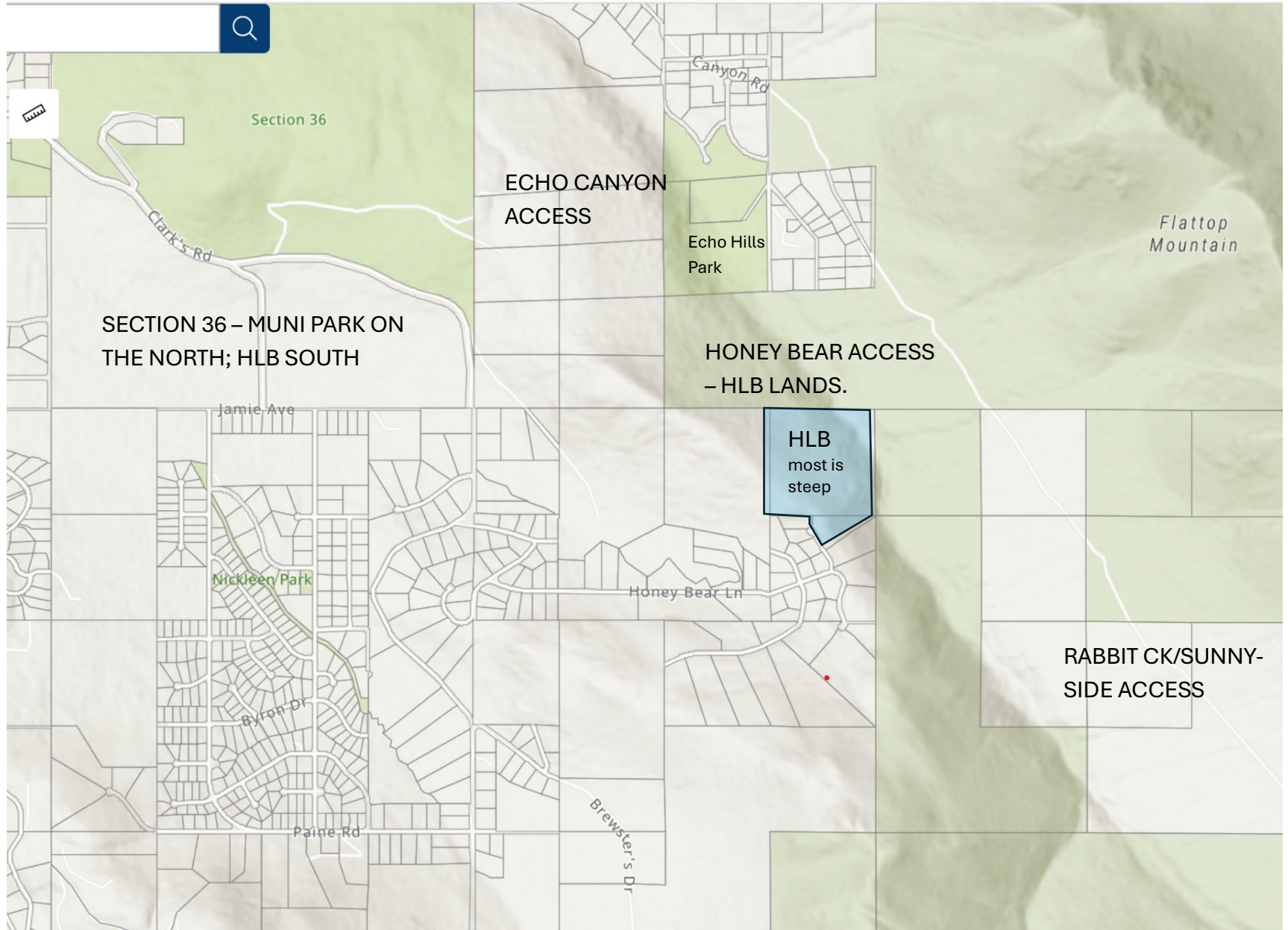
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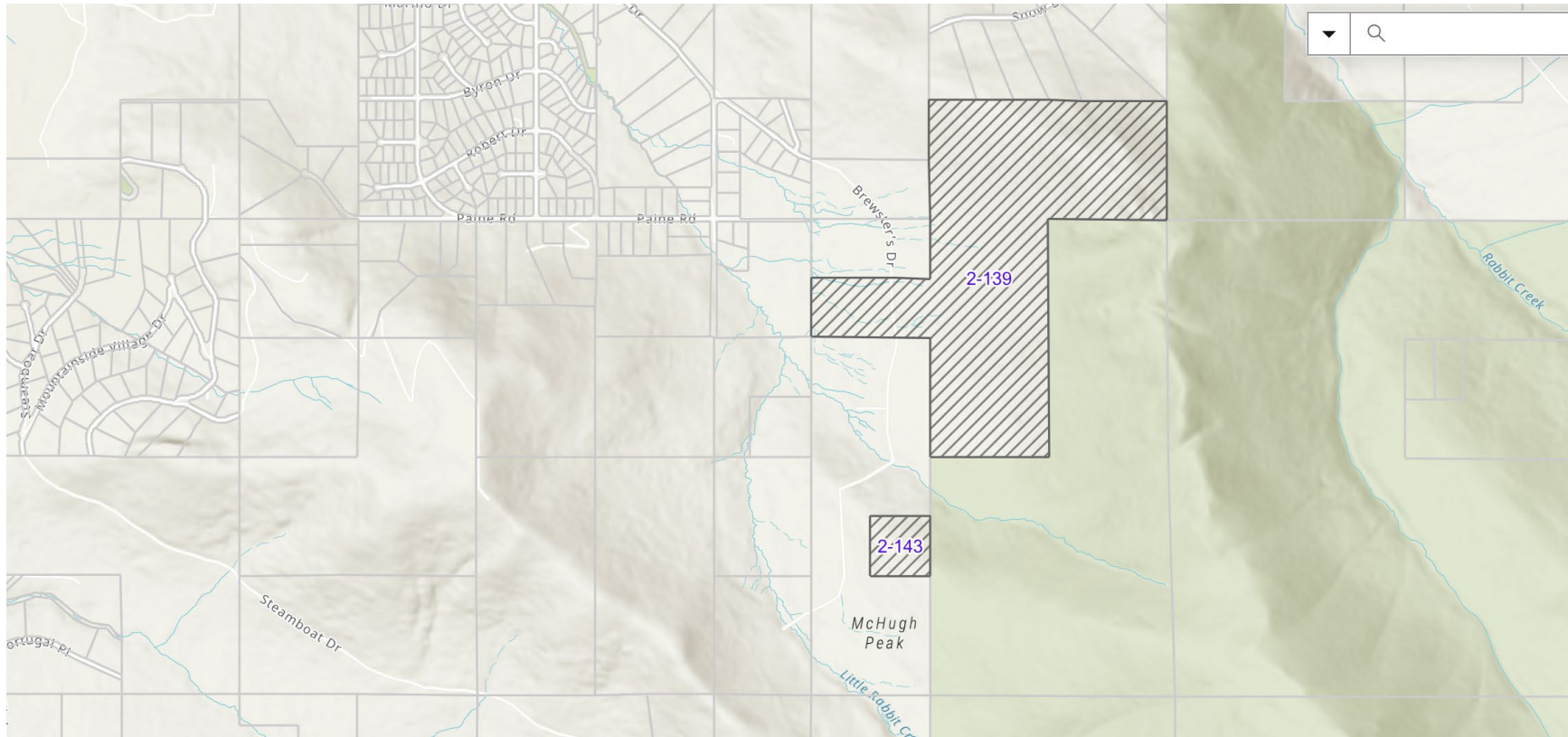
CASA PROJECTS – RABBIT CREEK VALLEY/BREWSTERS OPPORTUNITY AREA

Four types of projects: **“Recon”** – need for improved access is clear, but work is required to determine best options; **“Design Study Report” (DSR)** – site specific refinement of project scale, design, land acquisition if needed, costs; **Construction (Constr.)** – trailheads, trails, roads, trailhead amenities, signage, and **Policy** – access-related actions other than capital projects, e.g. promotion and information, shuttle service

PROJECT	PROJECT TYPE	COST	AREA	SUMMARY OF NOTES
A. Upper DeArmoun/Canyon Road improvements	CONSTR (Road)	\$\$\$\$/\$	Rabbit Ck	<i>ROW Secured</i> Option for use of CASA \$ on State Land now resolved, strong support. Prioritized in AR No. 2025-85, partial State funding \$1,7 million helps with cost
B. Sunny Side of Flattop/Rabbit Ck Tier 1 Trailhead	CONSTR (Trailhead)	State Project	Rabbit Ck	<i>Secured</i> , AK DPOR funded project. completing design for 60 space linear parking area, field work 2026; construction 2027
C. Shuttle service. Need during 2-3 year construction of road and parking lot. Potential to continue.	POLICY		Rabbit Ck	<i>See note under Glen Alps below</i>
D. Study preferred alternatives for expansion of Grandview/Honeybear trailheads, trails	DSR (Trails/Parking)	\$	Rabbit Ck	<i>Existing: Secured, Improved.</i> But only 4 spaces. Options to create needed, larger trailhead: Consider acquisition of vacant subdivision parcel(s)? Steep, popular informal trail within CSP needs to be improved.
E. Evaluate options to upgrade Honey Bear access roads, trailheads, trails- 1.2 miles of Kings Way Drive, Black Bear Drive, Snow Bear Drive	DSR (Road)	\$\$	Rabbit Ck	<i>ROW's Secured</i> Improvement prioritized in AR No. 2025-85. Synchronize road project with needed expansion to Honey Bear area trailhead and upgraded trails
F. Evaluate options for vehicular parking in Muni-owned Section 36; and a trail linking to CSP	RECON	\$	Rabbit Ck	Section 36 is connected to CSP by existing, unsecured informal trail(s) on private property. Draft Recreational Trails Plan suggests a trail along Rabbitt Creek Greenbelt should be investigated.
G. Construct Honey Bear trailhead/trail projects	CONSTR Trails/Parking	\$\$\$	Rabbit Ck	Implement results of Design Study Report process from 2030
H. Upgrade Honey Bear access roads reaching newly improved trailheads, trails	CONSTR (road)	MED	Rabbit Ck	Implement results of Design Study Report process from 2030
I. Investigate options for vehicular trailhead and trails off Brewster's Homestead Road – Little Rabbit Ck/Baldy area	RECON	\$	Rabbit Ck	Heritage Land Bank parcel 2-139 previously identified as a possible location for parking and trail head; currently negotiating public use easement on Brewsters Rd (HLB 6-year Plan 2026)
J. Investigate options to secure trails/trailhead Echo Hills Park trail head and trails H13 – Shelli Drive- Trailhead H14	DSR Trails/Parking		Rabbit Ck	<i>Trailhead secured, unimproved</i> – 3-4 roadside spaces. informal trails, along Rabbit Creek and leads into alpine country, McHugh



BREWSTERS ACCESS – HLB LANDS.



Heritage Land Bank 2023 plan says:

HLB Parcel 2-139 – Access needs to be established through a private parcel.

Chugach State Park Access – In order to improve access to Chugach State Park (CSP) as the **Anchorage 2020 Comprehensive Plan** (2001) encourages, HLB will continue exploring the feasibility of exchanging parcels or allowing development of access to CSP from certain HLB parcels, such as HLB Parcels 2-139 (Brewsters) and 2-152 (Honey Bear, previous page map) in upper Bear Valley. CSP has produced an access inventory and trails and access plans. HLB will work with the State and the public to accommodate some of these desired access areas and evaluate these parcels for issuance of access easement across HLB land to provide CSP Figure 2: HLB Parcels adjacent to Chugach State Park access (Figure 2).

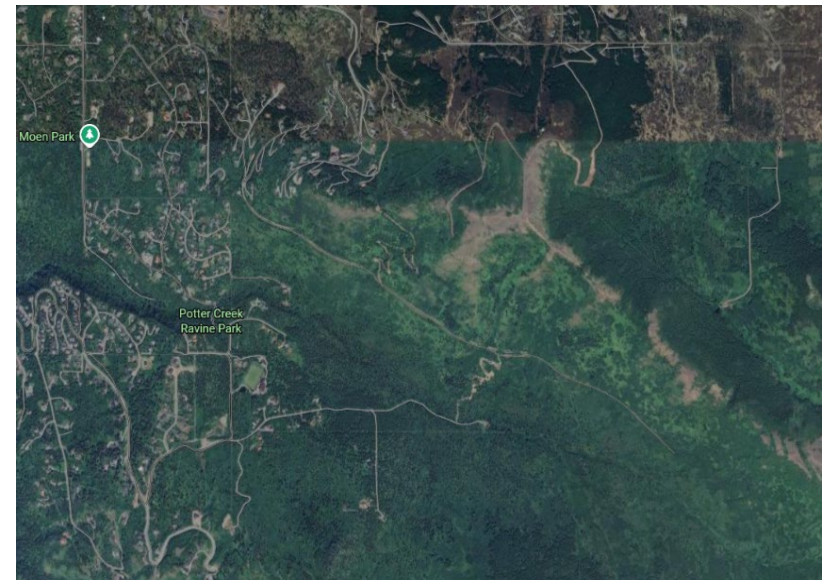
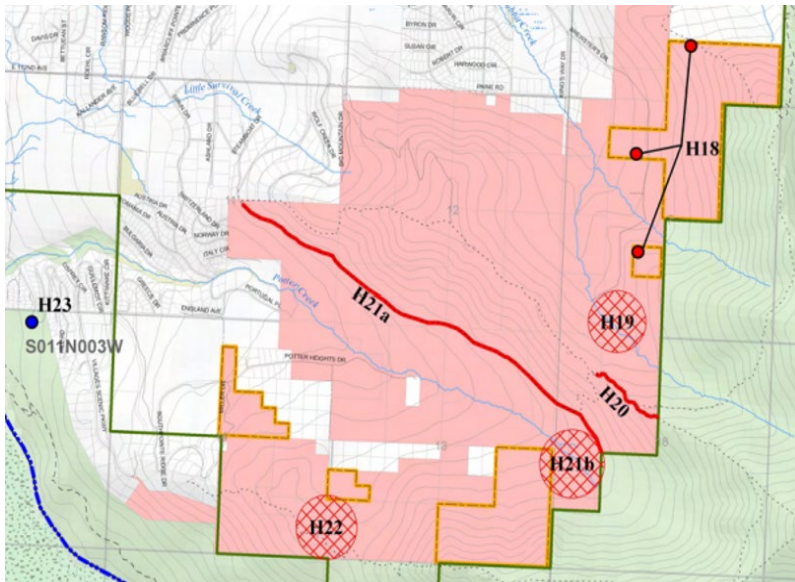
Below a link to the detailed map with parcel ownership and more.

<https://muniorg.maps.arcgis.com/apps/instant/basic/index.html?appid=2ee7f7a33a6d4ce6a7b63b3bc011a3ee>

CASA PROJECTS – Additional Information for Community Council CIP process 3-24-26

Potter Valley Opportunity Area – Potter Creek Valley, “Baldy”, Gateway to Turnagain Arm

- Underdeveloped area of Chugach State Park, with no secured, improved **trailhead** parking areas
- Like the Stuckagain area, has a significant web of unsecured but well-used informal trails.
- Exception to “unsecured” is the **recently reopened Stewart Trail**, where a long legal battle succeeded in reopening this popular, homestead road: a scenic stroll, extending into upper Potter Valley, with side trails accessing Baldy ridge
- **Overarching strategy for this area:** This is an area with physical attractions, access to alpine terrain, and well used informal trails that together offer good potential to disperse use in Chugach State Park. Stewart Trail is a promising location to make needed trailhead improvements. Challenges in this area include blocks of private land in alpine terrain with informal trails popular with local residents and other Anchorage residents.



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CASA PROJECTS – POTTER VALLEY OPPORTUNITY AREA

Four types of projects: **“Recon”** – need for improved access is clear, but work is required to determine best options; **“Design Study Report” (DSR)** – site specific refinement of project scale, design, land acquisition if needed, costs; **Construction (Constr.)** – trailheads, trails, roads, trailhead amenities, signage, and **Policy** – access-related actions other than capital projects, e.g. promotion and information, shuttle service

PROJECT	PROJECT TYPE	COST	AREA	SUMMARY OF NOTES
A. Evaluate options for trailhead parking and trails at the end of recently opened Stewart Trail (H-21) – within State Park, on State Land	RECON	\$	Potter	Determine feasibility of use of legal settlement for road construction; Is the best use of the “road” for walking/biking/skiing, or alternatively, for a vehicular access to a larger parking area at valley’s upper end?
B. Upgrade trailhead parking at Stewart Trail – Outside the gate– roadside parking	CONSTR	\$\$	Potter	Expand parking with modest widening of existing Steamboat and/or Mountainside Village Road within the existing ROW to add parking capacity and alleviate neighborhood problems near Stewart trail
C. Stewart Homestead Road Investigate options for parking just beyond the gate at Steamboat Drive	DSR or RECON	\$	Potter	Explore options for parking and trailhead, just beyond the gate at Steamboat Drive. Currently private property.
D. Potter Marsh Watershed Park to Turnagain Arm Trail	CONSTR? (Trail)	\$\$	Potter	Great Land Trust is working on a Master Plan; option to cross Potter Valley Road, connect to Chugach State Park land south of the road.
E. Investigate options for vehicular trailhead and trails at Potter Creek Valley	DSR (Trail)	\$	Potter	Access to McHugh Peak West Rib; parcel of HLB land could help, but access to this parcel is challenging due to private land?
F. Investigate options for a “Turnagain High Trail” – parallel, above existing Turnagain Arm Trail, contour on path between trees and alpine.	RECON	\$	Potter	Highly scenic route, social trails exist. Explore point of departure from along Potter Valley Road. Proposed Seward Highway project would negatively impact the existing Turnagain Arm trail, making this new trail preferred.

