

**PLANNING DEPARTMENT
CURRENT PLANNING DIVISION
STAFF ANALYSIS**

DATE: June 3, 2022

CASE NUMBER: 2024-0061

APPLICANT: Willam Laurie, Development Manager, Pomeroy
Lodging and Alyeska Resort

REQUEST: Area Master Plan Modifications and Development
Master Plan Phase 1, AMC 21.09.030E. and F.

COMMUNITY COUNCIL: Girdwood Board of Supervisors

AREA: 483.41 acres

ATTACHMENTS

1. Departmental and Public Comments
2. Affidavit of Posting
3. Application

RECOMMENDATION SUMMARY: Approval with conditions

COMPREHENSIVE PLAN

Classification: Resort, Commercial Recreational, Recreational Reserve, and
Open Space per the *Girdwood Area Plan* Land Use Plan Map

Density: No maximum residential density; requires both area master
plan and development master plan approval

AREA MASTER PLAN

Definition: An area master plan is intended to facilitate the planned development of large tracts of land under unified ownership or control, prior to subdivision or development of entire tracts or parcels within large tracts, in order to provide for land use compatibility and development responding to site-specific environmental constraints and opportunities. The area master plan shall establish the general arrangement of land uses, circulation, and infrastructure systems for the identified development areas.

DEVELOPMENT MASTER PLAN

Definition: A development master plan is intended to shape and manage future growth of a site and provide certainty to the community by stating a clearly articulated vision for the character, layout, and design of the development of the site. At a minimum, the development master plan shall establish specific circulation systems; specific land uses; site dimensional, design, and development standards; and building design standards for the identified development areas. The intent of this process is for master planned areas to result in development meeting or exceeding the standards of this chapter, reflecting the character of Girdwood and the purposes of this chapter and title 21.

PROPERTY HISTORY

8/31/87	PZC Resolution 1987-058	Planning and Zoning Commission approved a Master Plan for Resort Development on proposed Alyeska Subdivision, Prince Addition, Tracts, A through H (Case 87-069).
12/18/87	Plat 87-131	Plat of Alyeska Subdivision Prince Addition, Tracts A through I (Case S-8644-1).
12/10/07	PZC Resolution 2007-089	Planning and Zoning Commission approved an Area Master Plan for the Alyeska Resort (Case 2007-169).
12/23/08	Plat 2008-126	Commercial Tract Fragment Lot Site Plan for Alyeska Subdivision Prince Addition, Tract A, Fragment Lots 1 – 13, and Tract B, Fragment Lots 1 through 9 (Case S-11675-1).
9/11/09	Plat 2009-69	Commercial Tract Fragment Lot Site Plan for Alyeska Subdivision Prince Addition, Tract D, Fragment Lots 1 – 7 (Case S-11671-1).
7/14/14	PZC Resolution 2014-36	Planning and Zoning Commission approved Modifications to the Alyeska Resort Area Master Plan within Alyeska Subdivision, Prince Addition, Tract D (Case 2014-0081). The approval was rescinded by the petitioner.
7/14/14	PZC Resolution 2014-37	Planning and Zoning Commission approved a Development Master Plan on Alyeska Subdivision, Prince Addition, Tract D (Case 2014-0082). The approval was nullified.
5/2/22	PZC Resolution 2022-015	Planning and Zoning Commission approved an Area Master Plan Modification and a Development Master Plan within Alyeska Subdivision, Prince Addition, Tract B (Case 2022-0015).

PROPOSAL

The first Alyeska Resort Area Master Plan was adopted in 1987. There have been modifications to the plan and new buildings constructed to grow the Resort. Recent investments by the Resort include the 71 dwelling unit Employee Housing II on Tract B, the Nordic Spa on Tract A, and the Veilbreaker Skybridges.

Now, Alyeska Resort is requesting modifications to the Alyeska Resort Area Master Plan for increases in the allowable amount of residential and commercial development within Tracts A (Hotel) and B (lower parking lot). The Resort is also proposing new community uses along with residential development on the Tract A expansion area (Glacier Creek Village) and Tract B. In addition to modifications to the area master plan, the Resort is also seeking development master plan approval,

which is a requirement prior to development. The Resort is requesting approval of the first of four phases of the Development Master Plan to allow construction to begin next summer (2025).

Alyeska Resort plans to build a variety of new housing types that range from apartments to single-family homes. Around the existing hotel, the Resort plans to expand the commercial space in the hotel and to develop mixed-use buildings with commercial retail on the lower level and residential units above, as well as several resort amenities including a convention center building and a ski school building. This new residential and commercial development will be located around the Hotel. No new development is proposed near the Daylodge.

The area master plan modifications will add several community uses that were not previously envisioned in the area master plan. They are a noncommercial community use nordic ski hut, a new building for Little Bears Playhouse preschool, and a recreational center. The recreational center will have a covered NHL size ice rink, a fitness center, and an aquatic center. These new facilities are intended for the public to use. The area master plan modifications allow greater development intensities for both residential and commercial uses on Tracts A and B, around the hotel, as well as residential development and a community use nordic ski hut on the Tract A expansion area, near Glacier Creek. The hotel and ski mountain will be connected to the Tract A expansion area via the Pulse Gondola to improve access to skiing and reduce the need for vehicles.

DEPARTMENTAL COMMENTS

State and Municipal reviewing agencies have no objections to approval of the area master plan modifications and the Phase 1 development master plan. The reviewing agencies comments are attached. The Traffic Engineering Department requests that the southernmost pedestrian crossings on Arlberg Avenue be moved from the south side of the driveway to the north side to improve safety. This should be a condition of approval.

PUBLIC COMMENTS

1,148 public hearing notices were mailed on May 8, 2024. No responses were received from the public. The Girdwood Board of Supervisors did not provide comments.

AMC 21.09.030E.6. Modification of Area Master Plan Approval

Modification with Public Hearing

By request of the applicant or subsequent landowner, an approved area master plan may be modified by the planning and zoning commission, only after a public hearing, if the modification proposes:

- iii. Changes to the number of dwelling units or the total combined floor area of commercial and industrial uses of more than 10 percent but less than 25 percent.**

The standard is met.

Alyeska Resort is proposing 365 new housing units on Tracts A and B, which is a 25% increase from the existing approved number of 1,460. The Resort is also seeking to add 25,000 square feet of commercial space which is a 25% increase to the existing approved amount of 100,000 square feet.

iv. A shift between development areas of more than 10 percent but less than 25 percent of the number of dwelling units or the total combined floor area of commercial and industrial uses.

The standard is met.

The Alyeska Resort is shifting 365 housing units (25%) from Development Areas A1 (Sitzmark) and V (Daylodge) to Tracts A (Hotel), B (lower parking lot), and C (south of the Hotel). Tract A will receive 120 housing units. Tract B will take 195 housing units, and Tract C will have 50 additional housing units.

The Resort is shifting 25,000 square feet of commercial space from Development Area A1 (Sitzmark) and Development Area V (Daylodge) to Tract A (Hotel), which is a 25% shift between development areas.

v. A change to the acreage of any development area of more than 10 percent but less than 25 percent.

The standard is met.

The existing Area Master Plan contains a total of 386.91 acres. The Resort wants to expand the size of Tract A by 96.5 acres, which is a 24.9% increase.

21.09.030E.4. Area Master Planning - Approval Criteria.

a. The area master plan substantially conforms to the principles and objectives of the Girdwood Area Plan, any approved neighborhood, district, or area plans, and the general purposes of this chapter as stated in Section 21.09.010.

The criterion is met.

The proposed modifications to the Alyeska Resort Area Master Plan conform to the Girdwood code (AMC 21.09., *Girdwood*), and to the 1995 *Girdwood Area Plan* Land Use Plan Map. Both Tracts A and B are identified as "Resort" in the Land Use Plan Map. Both Tracts A and B are also zoned GRST-2 (new base resort) district.

AMC 21.09., *Girdwood*, describes the GRST-2 district as,

“...the Alyeska Resort ski slopes, the Alyeska Prince Hotel and adjoining parking lot, the undeveloped area between the original mountain base area and the Alyeska Prince Hotel, and an undeveloped area lying north of the Alyeska Prince Hotel, across Moose Meadows Creek. The latter area is suitable for a future base development. The intent of this district is to maintain and expand the current development for alpine skiing and tourism.”

The *Girdwood Area Plan* defines the “Resort” classification as,

“...areas that are substantially developed with facilities and services that have a primary relationship to a major commercial recreational resource and that are expected to remain so for the duration of the Plan, and vacant areas that are best suited for resort use.”

The expansion area of Tract A is also shown as “Resort” in the *Girdwood Area Plan* and is zoned GRST-2. The GRST-2 district allows both residential and commercial uses. The proposed increase of housing units and commercial space represents a big investment around the hotel and lower parking lot.

b. The streets, roads, and other transportation elements are in conformance with applicable transportation plans.

The criterion is met.

The area master plan modifications conform to the *Girdwood Area Plan* and the *Official Streets and Highways Plan*. The application includes an updated trip generation summary completed by Kinney Engineering, which compared the current area master plan with the proposed modifications for new residential, commercial, and community use development on Tracts A and B.

The trip generation summary indicates a decrease of approximately 78 trips when Tracts A and B are fully developed. The single-family homes in the Tract A expansion area will not generate significant average daily trips. The MOA Traffic Engineering Department and DOT&PF accept the updated trip generation summary and do not recommend any changes to Arlberg Avenue. The Private Development Division is also not recommending updates to Arlberg Avenue.

c. The development has no substantial adverse fiscal impact on the municipality.

The criterion is met.

No adverse fiscal impacts are anticipated from the proposed modifications to the area master plan. The proposed increases in the number of housing units and commercial space are considered benefits to the community as a whole. New housing will help Girdwood, which is experiencing housing scarcity. The Resort is proposing a variety of housing types from small workforce housing units to single-family homes. The new commercial space will generate more commercial activity as well. The cost of any public improvements related to the development of Tracts A and B will be borne by the Resort.

d. The development provides significant community benefits in terms of design, community facilities, open space, and other community amenities.

The criterion is met.

Girdwood is likely to experience significant community benefits from the area master plan modifications. These include 25% more housing units and commercial space around the Resort. Furthermore, the Resort proposes the addition of a new Little Bears Playhouse Preschool and a recreational center, that includes an aquatic center and a covered ice rink. The new preschool will help address the long waiting list for childcare in Girdwood. Also, Girdwood does not currently have a publicly available fitness center, pool, or ice rink.

e. The development is compatible with the character of the surrounding area and minimizes any potential adverse impacts to surrounding areas to the maximum extent feasible.

The criterion is met.

Approval of these area master plan modifications is necessary for the development master plan. The area around the hotel is zoned GRST-2 and intended for resort-style development. The development intensities are compatible with the surrounding area, which is the existing resort. There are no residential neighbors in the immediate vicinity. The nearest development is on Verbier Way, which is approximately 2,300 feet away. The expansion of Tract A is proposed for single-family residential development, which is a low intensity use. Short-term rentals will be prohibited, and a local residents will have the first option to purchase a portion of these homes. The new neighborhood is designed to work with the recently adopted *Girdwood Trails Plan* for proposed trails in the area. The Resort proposes a public use ski hut near the nordic ski trails. The aerial pulse gondola will help reduce vehicular traffic as well.

f. Sufficient public safety, transportation, and utility facilities and services are available to serve the subject property at the proposed level of development, while maintaining sufficient levels of service to existing and anticipated development in surrounding areas.

The criterion is met.

A preliminary drainage analysis conducted by Triad Engineering is provide with the application. The Private Development Division will evaluate drainage as part of a master grading and drainage plan with the forthcoming building permit application.

The Traffic Engineering Department and DOT&PF have no objections to any of the development proposed. Other public improvements, such as the extension of utilities, will be provided by the Resort.

Pedestrian pathways and trail connections in the Tract A expansion area will be reviewed in the future with the fourth phase of the development master plan.

AMC 21.09.030C. Use Area and Use District Boundaries to be Established During the Master Planning Process.

The master plan process is an appropriate tool to refine the external boundaries of land use districts set by the Girdwood Area Plan. In making these refinements, the total amount of land intended for the Open Space district shall not be less than the Girdwood Area Plan open space acreage identified within the particular area covered by a specific, single master plan. However the boundaries with the adjoining open space may be shifted to create a more efficient and logical land use pattern.

In Girdwood, there are some undeveloped areas of the community with undefined zoning district boundaries. The master planning process is an opportunity to refine these zoning boundaries.

This application for area master plan modification describes four phases of development. In the fourth phase of development, Alyeska Resort intends to construct single-family homes and a community use nordic ski hut in the Tract A expansion area. The existing GRST-2 zoning boundary in the Tract A expansion area has an irregular shape and needs to be refined. The GRST-2 zoning boundary in the Tract A expansion area is wavy and not based on any survey. In accordance with AMC 21.09.030C. (above), the Phase 4 Development Master Plan will refine the precise zoning boundary of the GRST-2. The boundary is required to create more efficient and logical land use patterns and to not reduce the Open Space district.

AMC 21.09.030F. Development Master Planning - Approval criteria.

- a. The development master plan substantially conforms to the principles and objectives of the Girdwood Area Plan, any approved neighborhood, district, or area plans, and the general purposes of this chapter, as stated in Section 21.09.010.**

The criterion is met.

The proposed Phase 1 Development Master Plan conforms to the principles of the 1995 *Girdwood Area Plan*. The Land Use Plan Map identifies the petition site as “Resort”, which is intended for, “areas that are suitable for base facilities and services that have a primary relationship to major commercial recreation resource and are expected to remain so for the duration of this Plan, and vacant areas that are best suited for resort use.”

The proposed development master plan complies with AMC 21.09:

- AMC 21.09.010, *Girdwood land use regulations – Purpose*, states: “The purposes of this chapter 21.09 are to provide standards and regulations to implement the comprehensive plan elements for Girdwood, preserve and enhance the distinctive mountain-resort character and natural environment of the Girdwood area, and avoid overlap with standards and regulations applicable in other districts of the Municipality.”

The architecture of the proposed buildings enhance the mountain resort character and blend well with Girdwood’s beautiful natural environment. The site plan (Sheets A.100, A.101.1, A.112A.1, A.113A.1, A.114A.1, A.121B.1, A.122B.1) shows several new residential, commercial, mixed-use, and community use buildings, as well as pedestrian connections between buildings. The landscape plan (Sheets L401A, L401B) improves the aesthetic quality of the building. The landscaping selections include native plants, including spruce, birch, hemlock, and alder trees and both juniper and fern.

- AMC 21.09.040E.1., *Resort districts – General description*, states: “The GRST-2 district consists of the Alyeska Resort ski slopes, the Alyeska Prince Hotel area, and undeveloped property for future resort expansion. The resort districts permit a varied range of commercial uses and residential dwelling units.”

The development master plan shows new residential, mixed-use, commercial, and community use buildings. On Tract A, Phase 1 will complete 80 hotel condominium units above 15,500 square feet of commercial space. The commercial space of the hotel will be expanded by 3,400 square feet. A 12,500 square foot conference center and a 9,500 square foot ski school/basecamp building will also be built. On Tract B, Phase 1 will construct 50 workforce housing units, 6,050 square feet of commercial space, a 27,600 square foot recreational center, a 27,600 square foot ice rink, and a 9,400 square foot pre-school/daycare.

- AMC 21.09.040E.2.b.ii., *GRST-2 (New Base Resort) district - Intent*, states that the intent of the GRST-2 (New Base Resort) District “is to maintain and expand the current development for alpine skiing and tourism.”

The proposed development in Phase 1 is for resort development, and therefore, it will implement the intent of the New Base Resort zoning district (GRST-2).

b. The streets, roads, and other transportation elements are in conformance with applicable transportation plans.

The criterion is met.

The development in Phase 1 will construct internal drives that access Arlberg Avenue. The *Official Streets and Highways Plan* identifies Arlberg as a "Collector Street". All internal drives will comply with AMCR 21.90., *Multiple Dwelling Unit Residential Development on a Single Lot or Tract*.

c. The development has no substantial adverse fiscal impact on the municipality.

The criterion is met.

This is privately owned land (Tracts A and B). The development does not create a greater financial burden to the public than development with another use that is allowed in the GRST-2 district. The tax revenue generated with this development will help support the provision of public services. There is a significant public benefit from the development of new housing, commercial space, and community uses in Girdwood.

d. The development provides significant community benefits in terms of design, community facilities, open space, and other community amenities.

The criterion is met.

The proposed residential and mixed-use buildings will add a total of 130 housing units to Tracts A and B. The housing units will be in the form of workforce housing and condo hotel units.

e. The development minimizes any potential adverse impacts to surrounding residential areas to the maximum extent feasible.

The criterion is met.

The nearest residential areas to the petition site are approximately a half mile away from the proposed developments. The zoning of the surrounding area is GRST-2 (new base resort), GIP (Girdwood Institutions and Parks), and GOS (Girdwood Open Space). All of the surrounding area is public open space or Alyeska Resort properties.

Lighting: All lighting is required to have full cut off, so that light does not light up the night sky.

Traffic: A traffic impact analysis (TIA) was completed in 2008 for the Alyeska Resort Area Master Plan, and a parking study was conducted in 2019. The Glacier Valley Express is free public transportation with a bus stop located in Tract B.

Drainage: The *Alyeska Master Drainage Plan*, prepared by DOWL Engineers, was submitted with the *Alyeska Resort Area Master Plan*. A full drainage analysis of the proposed development will be reviewed under the forthcoming land use permit. The petitioner will be required to demonstrate that post development drainage will not adversely impact adjacent properties or rights-of-way. The drainage analysis must conform to the Design Criteria Manual.

Avalanche: The petition area is not located within any mapped avalanche zones.

- f. Sufficient public safety, transportation, and utility facilities and services are available to serve the subject property at the proposed level of development, while maintaining sufficient levels of service to existing and anticipated development in the surrounding areas.**

The criterion is met.

The site plan shows on-site traffic circulation and driveways to Arlberg Avenue. Arlberg Avenue is built to Municipal standards. Glacier Valley Transit is a free bus service with a bus stop on Tract B.

The site is served by all public utilities, including public water and sanitary sewer, telephone, electric, and natural gas.

- g. The design standards are equivalent to or exceed the generally applicable development standards of Sections 21.09.060, .070, and .080, and result in high-quality, environmentally sensitive development in keeping with the Girdwood Area Plan, the intent of this chapter, and the character of Girdwood.**

The criterion is met.

The Phase 1 Development Master Plan proposes eight design alternatives that deviate from the AMC 21.09 standards. The petitioner is requesting these design alternatives in accordance with the development master plan procedure.

Code Citation	Requirement	Alternative
21.07.080G.3.b.i., <i>Service and Off-Street Loading Areas</i>	A wall or fence at least eight feet high shall be located along at least one exposed edge of the service or loading area that is parallel to vehicles/trailers parked in the service or loading area. The wall or fence shall	The Workforce Housing Building is a mixed-use building with retail on the ground floor. There are roll up doors in the rear of the building with a loading area for each

	extend the length of the longest vehicle/trailer anticipated to be parked in the service or loading area.	retail unit. The loading area is intended to be flexible for small businesses. The main street building facade will be on the other side of the building. The Community Center will have an unscreened loading berth because it will be very infrequently used.
21.07.090G.2., <i>Off-Street Loading Berth Requirements</i>	1 type B berth for commercial establishments 10,000 – 24,000 GFA	The Conference Center does not need an additional loading berth because it is an expansion of the Resort’s existing conference center.
21.09.050B.2.b.ii., <i>Residential Uses, Multifamily</i>	Children’s play space: Multiple-family projects of more than ten dwelling units shall provide play space of at least 1,000 SF	The Community Center will serve as the children’s play space for Condo 1 and the Workforce Housing Building. There is also ample open space and trails.
21.09.070L.6., <i>Parking Lot Landscaping</i>	Public and private parking lots shall have a 20-foot landscaped break in any line of parking spaces over 20 cars long and a minimum 15-foot landscaped strip between every other double-loaded bay of cars.	New parking lots do not have interior landscape islands to improve snow clearance operations. Parking lots will be used 24/7, including the middle of the night during snow clearing operations. The Resort is unlike typical commercial business that close at night.
21.09.080E.7.b., <i>Residential Storage and Other Accessory Buildings</i>	A multiple-family project shall provide a minimum of 40 SF per DU of covered, enclosed, and secure storage areas for bikes and other belongings typically cannot be accommodated within individual dwelling units. This storage area may be provided as part of a garage. Storage	Storage areas will be provided by a combination of individual and shared spaces. Condo 1: Level 2 ski lockers and shared bike storage room; in-unit storage, including ski racks. Workforce Housing

	and other accessory buildings shall be designed with materials and/or architectural elements related to the principal buildings.	Building: In-unit storage, separate from wardrobe closets; ground level storage compartments for each sleeping unit, including lockers and shared bike storage room.
21.09.080F.2.d., <i>Building Scale and Size</i>	No wall shall be longer than 42 feet without a change or alteration in alignment of at least four feet in depth from the plane of the referenced wall. For building sides longer than 64 feet, the combined length of the segments not in plane with the primary wall plane of the building side shall equal at least one-third of the building side length. Curved walls that include a change in wall plane of at least four feet depth in 40 feet of wall length shall satisfy this requirement. Where two arms or elevations of a building are separated by a change in wall plane of six degrees or more, these shall be considered as separate building sides for the measurement purposes of this provision.	The Basecamp, Condo 1, Conference Center, Workforce Housing Building, and Community Center have long walls without changes in alignment of 4 feet. The intent of the design requirement is to build attractive buildings. Each of these proposed buildings is attractive and designed to reinforce Girdwood's natural beauty, even though the building facades do not have the 4-foot change in alignment.
21.09.080F.4.d.ii., <i>Arcades and Roofed Walkways</i>	A landscaped strip for snow storage at least eight feet in width shall be provided parallel to the arcade and shall separate it from the sidewalk edge.	The Workforce Housing Building has a landscape strip for snow storage that is an <u>average</u> 8 feet wide. There are areas that have less/more than 8 feet.
21.09.080F.6.a., <i>Principal Colors</i>	Principal colors on a building shall generally be natural color tones, such as browns, ochre yellows, tans, wood colors, green, rust, barn red and gray. White and cream shades of color are permitted on not more than 35 percent of each facade. Bright, primary colors are permitted on not more than 15 percent of each facade.	Portions of the buildings in Tracts A and B will have dark browns, which may appear black. This matches the color of the existing hotel.

These design alternatives offer a more flexible way to meet the design standards. These design alternatives result in a high-quality development and integrated site plan. The eight design alternatives proposed by the Resort are equivalent to or exceed the generally applicable development standards.

DEPARTMENT RECOMMENDATION

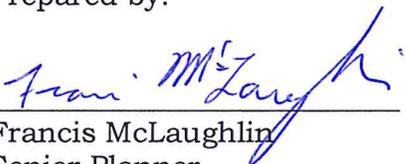
- A. The Department recommends approval of the proposed modifications to the Alyeska Resort Area Master Plan, subject to:
1. Within one year, record a notice of zoning action and the resolution with the State of Alaska Recorder's Office and provide proof to the Planning Department.
- B. The Department recommends approval of the Development Master Plan for Alyeska Subdivision Prince Addition, Tracts A and B, subject to the following:
1. Within one year, record a notice of zoning action and the resolution with the State of Alaska Recorder's Office and provide proof to the Planning Department.
 2. This approval is subject to the petitioner's application, narrative, submittals, and the plans on file at the Planning Department, except as modified by these conditions of approval.
 3. Resolve with the Traffic Engineering Department, the relocation of the southernmost pedestrian crossing on Arlberg Avenue from the south side of the driveway to the north side.

Reviewed by:



Craig H. Lyon
Director

Prepared by:



Francis McLaughlin
Senior Planner



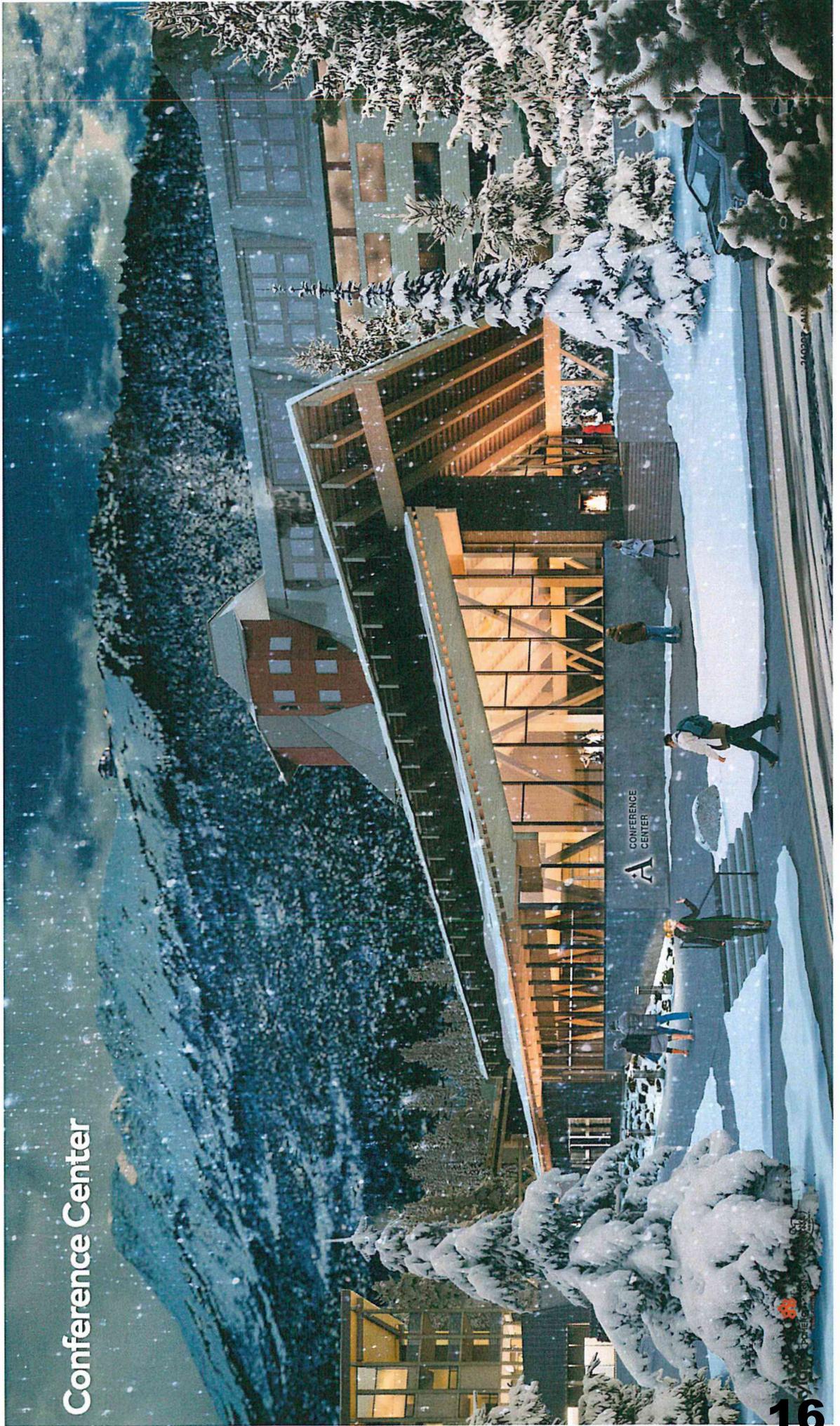
Village Overview



Approach from new parking lot



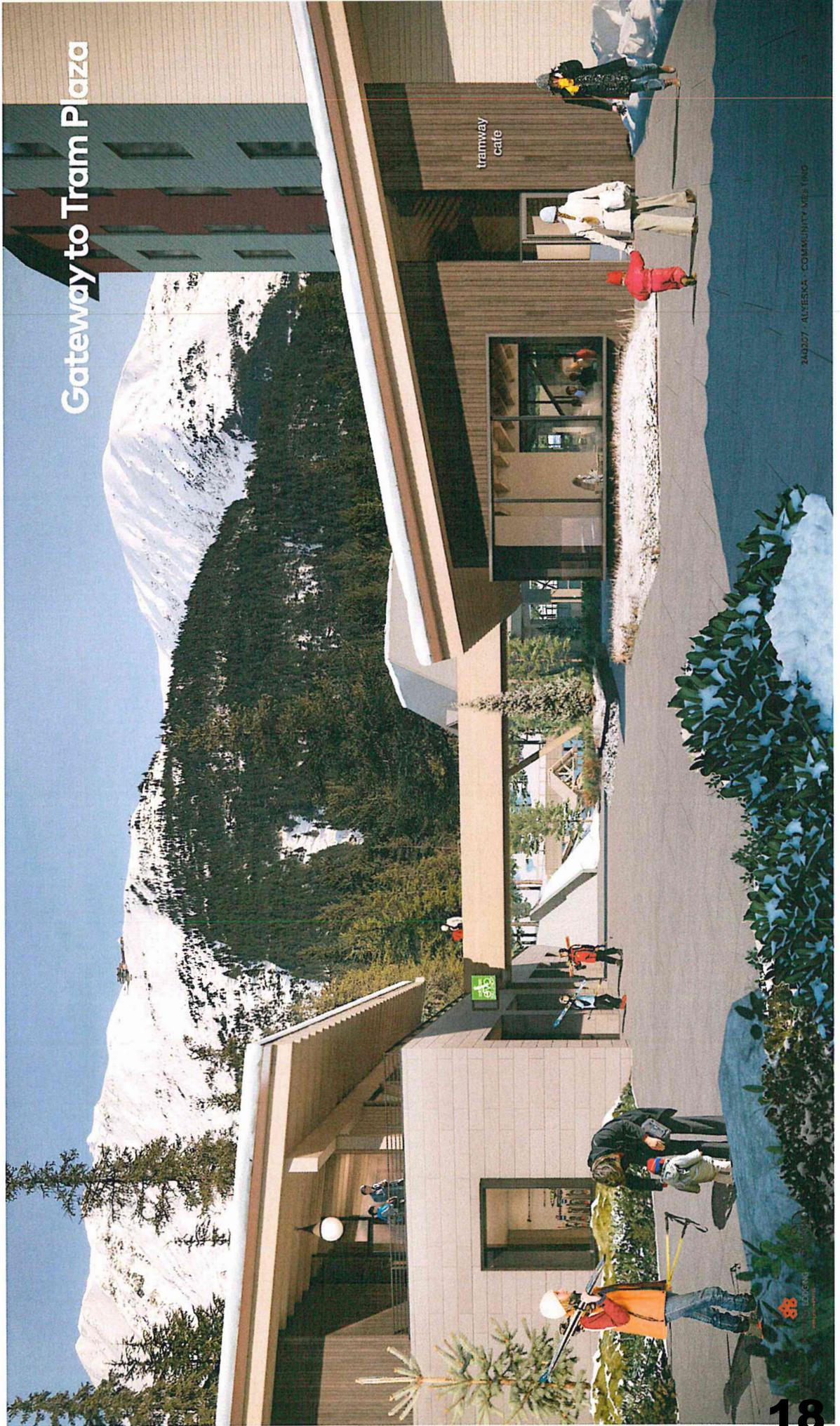
Conference Center



Retail Plaza

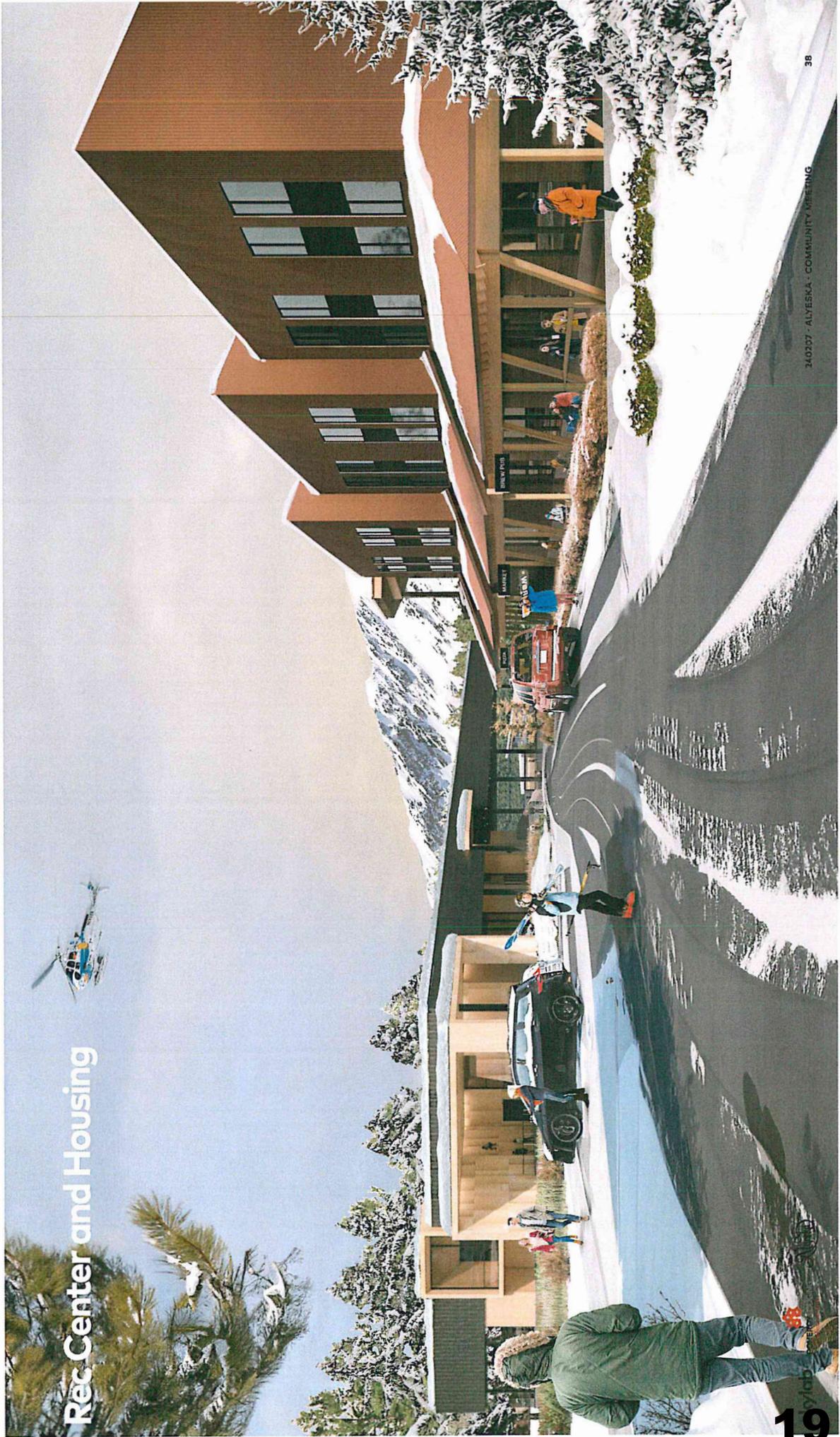


Gateway to Tram Plaza



24.03.27 - ALVESKA - COMMUNITY MEETING

Rec Center and Housing



340337 - ALYESKA - COMMUNITY MEETING

38

Housing



Hockey Rink



Summary of Development Tracts A and B as Currently Contemplated

Phase	Tract A	Units	SF	Use	Description
Phase 1	Condo / Hotel	80 units	75,000 sf	Mixed Use Dwelling	Condo Hotel Units
	Commercial	-	15,500 sf	Commercial Retail	Commercial space reserved for retail use by third parties
	Commercial (Hotel Extension)	-	3,400 sf	Commercial Retail	Commercial space reserved for retail use by third parties
	Conference Center	-	12,500 sf	Resort Accessory	Conference / Convention Center
Phase 2	Ski School / Basecamp	-	9,500 sf	Alpine Ski	Space for Ski School
	Condo / Hotel	135 units	120,000 sf	Mixed Use Dwelling	Condo Hotel Units
Phase 3	Condo / Hotel	85 units	75,000 sf	Mixed Use Dwelling	Condo Hotel Units
Phase 4 (Tract A Expansion)	Housing	150 units	120,000 sf	Single Family Housing	Single Family Homes, Attainable Housing, Potential Duplex & Triplex
	Nordic Ski Hut	-	2,500 sf	Community Use	Nordic Ski Hut to serve trails
Total Tract A		450 units	433,400		

Phase	Tract B	Units	SF	Use	Description
Phase 1	Workforce Housing	50 units	20,000 sf	Mixed Use Dwelling	Workforce Housing Rental Units
	Commercial	-	6,050 sf	Commercial Retail	Commercial space reserved for retail use by third parties
	Recreation Center	-	27,600 sf	Community Use	Fitness center, aquatic center, community rooms
	Ice Rink (Outdoor)	-	27,600 sf	Community Use	Covered open air ice rink, standard NHL size
Phase 2	Daycare	-	9,400 sf	Child Care Facility	Little Bears Daycare
	Workforce Housing	90 units	60,000 sf	Mixed Use Dwelling	Workforce Housing Rental Units
Phase 3	Workforce Housing	40 units	37,500 sf	Mixed Use Dwelling	Workforce Housing Rental Units
Total Tract B		180 units	188,150 sf		

Phase	Tract V	Units	SF	Use	Description
Phase 1	Workforce Housing	12 units	12,000 sf	Residential	Workforce Housing Rental Units
Total Tract V		12 units	12,000 sf		
Total		642 units	633,550 sf		

	Tract A	Tract B	Tract A1	Total	Description
Dwelling Units	450 units	180 units	12 units	642 units	*Condo Hotel Units, Workforce Housing Units, Single Family Dwelling Units
Commercial	18,900 sf	6,050 sf		24,950 sf	*Commercial Area, Hotel Extension
Commercial (Basecamp Building)	9,500 sf			9,500 sf	*Ski School
Commercial (Conference)	12,500 sf			12,500 sf	*Conference Center
Recreation Center		55,200 sf		55,200 sf	*Rec Center (Pool & Fitness), Ice rink
Daycare		9,400 sf		9,400 sf	*Little Bears Daycare
Nordic Ski Hut		2,500 sf		2,500 sf	*Nordic Ski Hut

Phased Plan - Area Master Plan Modifications

Tract B, Development Master Plan, Phase 1

skylab

ARCHITECTURE
INTERIOR DESIGN
153 NW WASHINGTON STREET
PORTLAND, OR 97207
OFFICE 503.528.9115
SKYLABARCHITECTURE.COM

**THE VILLAGE AT
ALYESKA
ADDRESS**
1000 Arlberg Ave
Girdwood, AK 99587

PROJECT #
22043

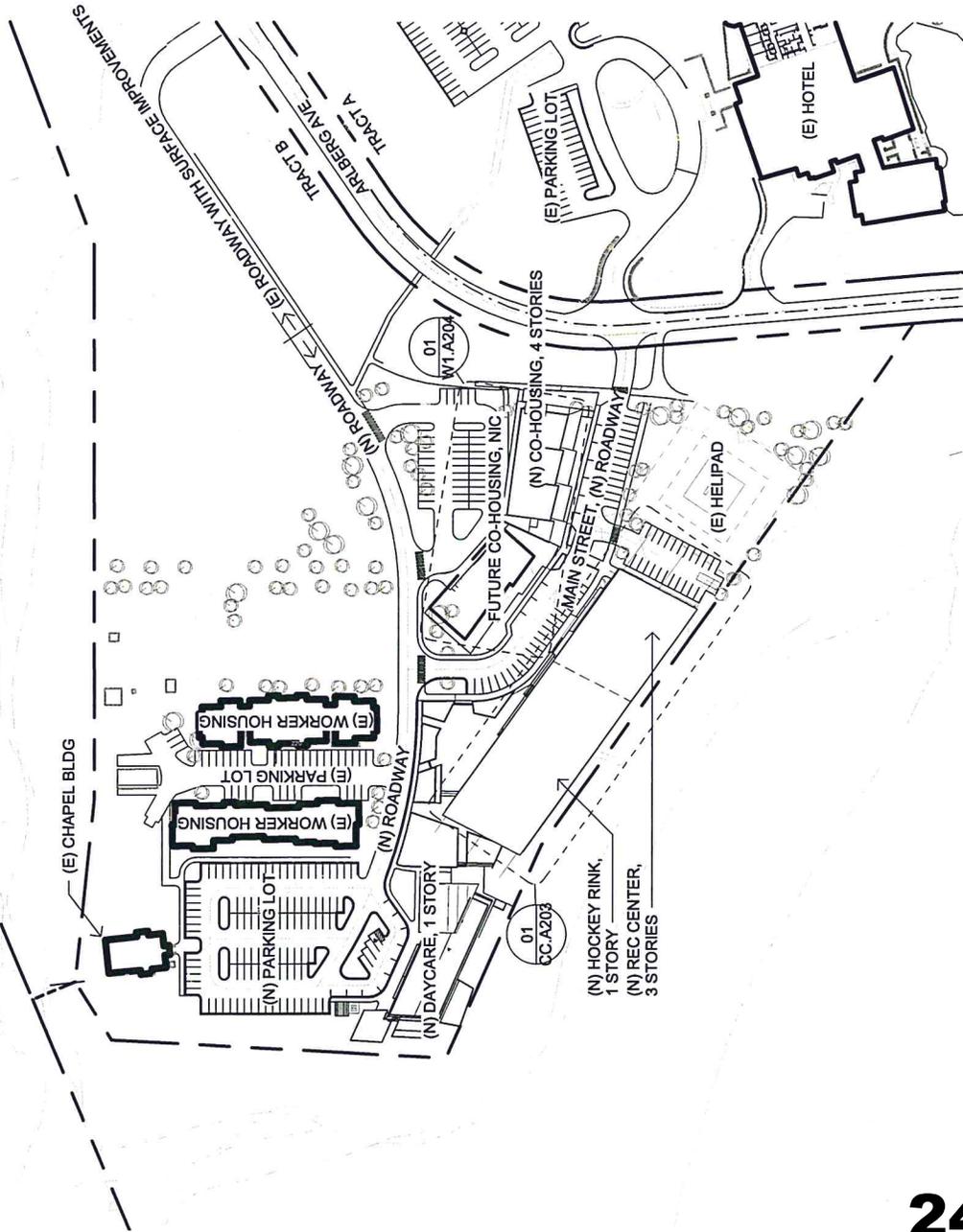
DATE
APR 09, 2024

SITE PLAN NOTES:

- BLDG & INFRASTRUCTURE FOOTPRINTS, TRACT A
 CONDO 1: 18,595 SF
 SKI SCHOOL: 7,025 SF
 CONFERENCE CENTER: 12,404 SF
 PHASE 1 HARDSCAPE LEVEL 1 PED AREA: 44,785 SF
 LEVEL 2 PED AREA: 20,275 SF
 (E) PARK EXPANSION: 26,600 SF
 (E) DNR/CONDO ACCESS: 68,025 SF
 HARDSCAPE TOTAL: 151,039 (3.47 ACRES)
 DNR PARKING LOT (PVMNT): 148,104 SF (3.4 ACRES)
- BLDG & INFRASTRUCTURE FOOTPRINTS, TRACT B
 WORKFORCE HOUSING: 8,678 SF
 FITNESS & AQUATIC CENTER: 11,552 SF
 OUTDOOR ICE RINK: 26,560 SF
 DAYCARE: 9,400 SF
 DWELLING/SLEEPING UNIT SUMMARY
 WORKFORCE HOUSING: 43 SLEEPING UNITS
 CONDO 1: 78 DWELLING UNITS
- NON-RESIDENTIAL USE AREA SUMMARY (GFA)
 COMMERCIAL CONDO 1: 15,226 SF
 SKI SCHOOL: 9,202 SF
 CO-HOUSING LVL 1: 6,010 SF
 HOTEL EXTENSION: 3,397 SF
 COMMUNITY USE: 9,400 SF
 DAYCARE: 26,560 SF
 OUTDOOR ICE RINK: 23,767 SF
 FITNESS CENTER:

SITE PLAN LEGEND:

- (E) TRAIL, REF TO SHT NOTES
- (N) TRAIL, REF TO SHT NOTES
- (E) WETLAND



SITE PLAN - TRACT B ROOF LEVEL PHASE 1 (DMP)
1 : 1800



Existing Area Master Plan

LEGEND

- AVALANCHE ZONES
- STREAMS AND SURFACE WATER
- ROADS**
- NORDIC F.I.S. TRAIL
- NORDIC RECREATION TRAIL
- ALPINE TERRAIN
- EXISTING LIFTS

27

Girdwood Area Plan - Land Use Plan

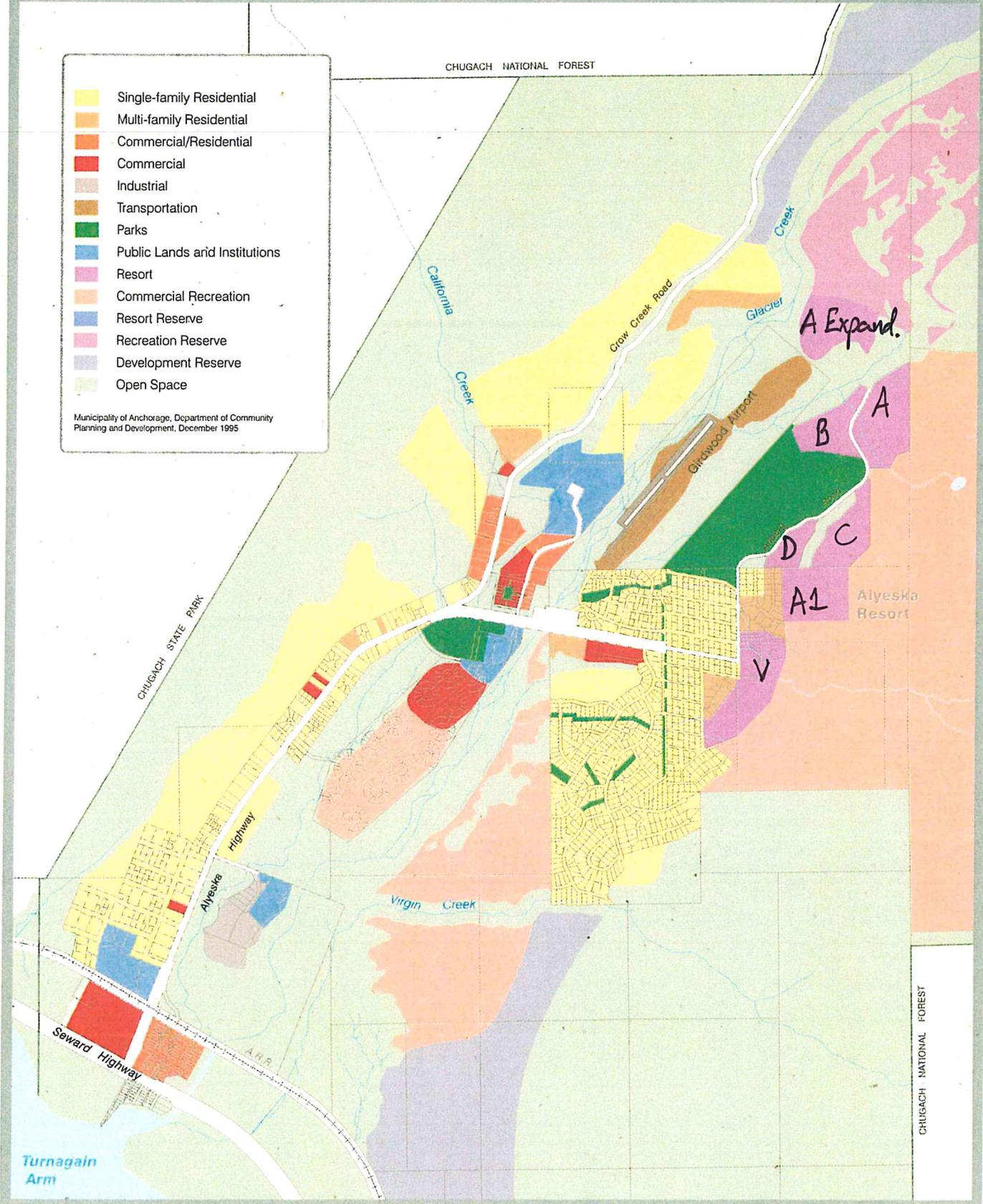
Girdwood Area Plan

Land Use Plan (Lower Valley Enlargement)

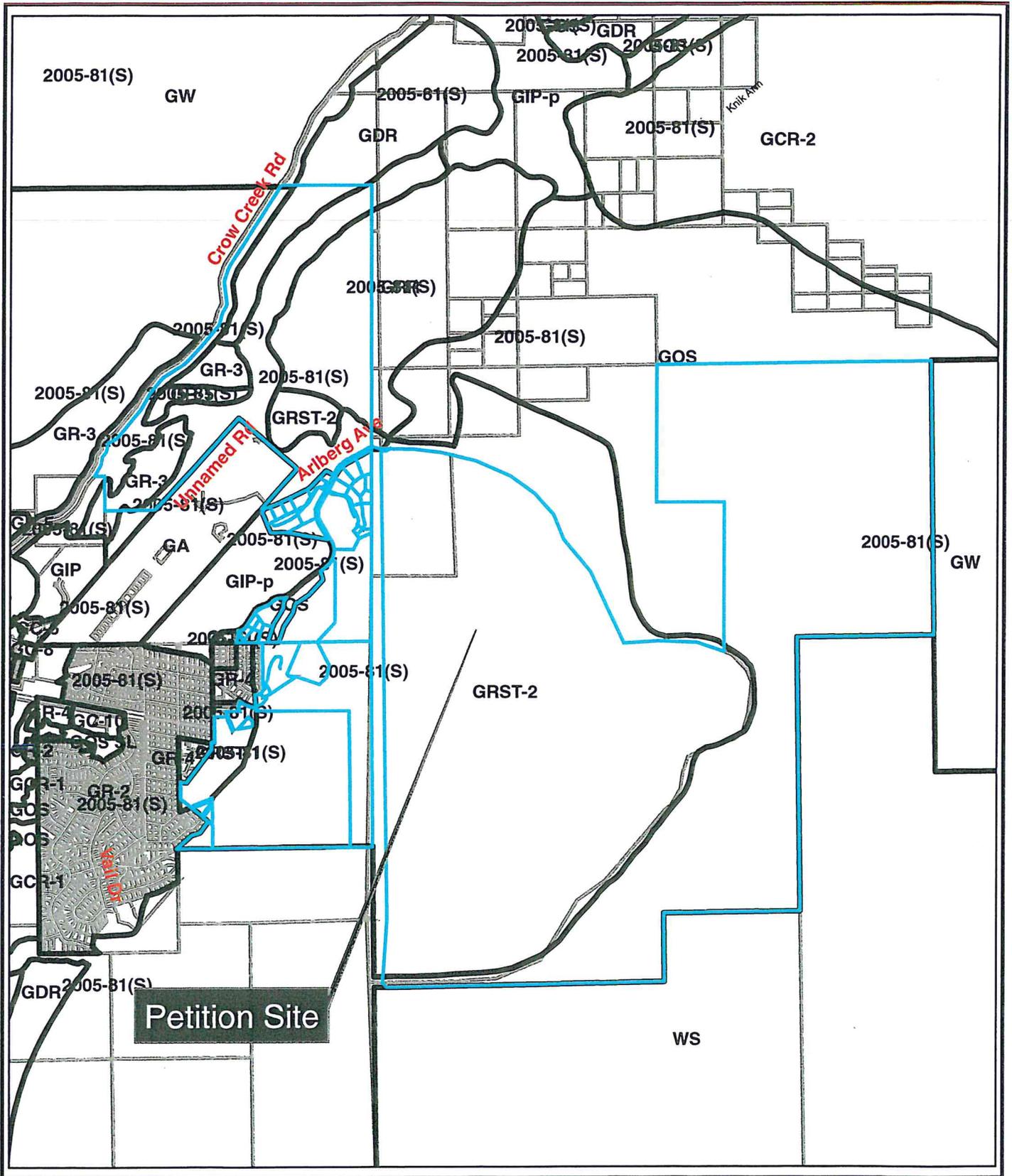


	Single-family Residential
	Multi-family Residential
	Commercial/Residential
	Commercial
	Industrial
	Transportation
	Parks
	Public Lands and Institutions
	Resort
	Commercial Recreation
	Resort Reserve
	Recreation Reserve
	Development Reserve
	Open Space

Municipality of Anchorage, Department of Community Planning and Development, December 1995



2024-0061



Municipality of Anchorage
Planning Department

Date: 4/17/2024



Departmental and Public Comments

RECEIVED

MAY 06 2024

MEMORANDUM

DATE: May 06, 2024
TO: Dave Whitfield, Planning Manager, Planning Section, Planning Division
FROM: Seth Wise, Engineering Technician III, Planning Section, AWWU 
RE: Zoning Case Comments

Decision date: June 03, 2024

Agency Comments due: May 06, 2024

AWWU has reviewed the materials and has the following comments:

2024-0061 FRAGMENT LOTS 1-13 & FRAGMENT LOTS 1-9 OF TRACTS A & B, RESPECTIVELY ALYESKA SUBDIVISION PRINCE ADDITION (PLAT 80-126); TRACTS C, E & I, ALYESKA SUBDIVISION PRINCE ADDITION (PLAT 87-310); FRAGMENT LOTS 1-5, ALYESKA RESORT SUBDIVISION, TRACT 1 (PLAT 2013-23); LOTS 1 & 4, BLOCK 1, UNIT NO. 1 NORTH ADDITION TO ALYESKA SUBDIVISION (PLAT 68-95) ; LOT 3A PTN & LOTS 3B & 3C, BLOCK 1, UNIT 1 NORTH ADDITION TO ALYESKA SUBDIVISION (PLAT 69-21) & USS 3569 PTN & T10NR2E SEC 16 PTN; T10N R2E SECTIONS 9-11,14-16,21,22 REM AFTER ADL-226424,227515 & TA-71602; TRACT A, LOT 10, BLOCK 21 & LOT 14, BLOCK 22, THIRD ADDITION ALYESKA SUBDIVISION (PLAT 66-167); FRAGMENT LOTS 1-7 ALYESKA SUBDIVISION PRINCE ADDITION, TRACT D (PLAT 2009-69) – Request for modifications to the Alyeska Resort Area Master Plan (PZC Resolution No. 2007-089/Case No. 2007-169); and a request for Development Master Plan, Multiple Grids.

1. AWWU water and sanitary sewer service is available to these parcels.
2. AWWU has no comments or objections to this Request for modifications to the Alyeska Resort Area Master Plan and request for Development Master Plan.

If you have any questions pertaining to public water or sewer, please call (907) 564-2757 or send an e-mail to seth.wise@awwu.biz.





MEMORANDUM

DATE: May 2, 2024

TO: Current Planning Division Supervisor,
Planning Department

THRU: Kristen A. Langley, Traffic Safety Section Supervisor,
Traffic Engineering Department

FROM: Randy Ribble PE, Assistant Traffic Engineer

**SUBJECT: 2024-0061 Request for Modifications to Alyeska Resort Area Master Plan
and a request for Development Master Plan**

Alyeska Resort, Girdwood Alaska.

Traffic Engineering has reviewed the request to modify the Alyeska Area Resort Master plan and new Development Master Plan and recommends approval with the following comments and recommendations.

Arlberg Road is classified as Classified as a collector roadway and is managed and maintained by the Municipality of Anchorage. Road has sufficient right of way and is currently developed to collector standards per AMC 21.09. It appears to be 24-foot stripped road with a detached pathway to the west.

The narrative provides an updated trip generation summary completed by Kinney Engineering that compared the current Alyeska Resort Master Plan with the proposed modifications to development on Tracts A and B. The report indicated a decrease in approximately 78 trips when development on Tracts A and B are fully developed. It did not include the proposed single family housing units based on time frame of proposed development in the trip generation analysis. This information has been reviewed and accepted by Municipal Traffic and State Traffic Engineer(s). No significant upgrades to Arlberg Road are required with this development.

The proposed development on Tract B indicates new commercial use and multifamily housing units. New and existing roadway will need to be upgraded or constructed to meet private road standard of AMCR 21.90 at time of development on the tracts. The new development site plan appears to show new access to Arlberg Road near southern property boundary. Traffic Engineering is recommending at time of development that the existing pedestrian crossing be relocated from south side of the intersection of new and existing driveways to the north side of this new intersection.

Traffic Engineering has reviewed the proposed modifications to AMC 21.07 and 21.09 listed under the development design standards on pages 33 through 38. Traffic Engineering has no objections to the proposed alternatives for the listed standards.

Advisory Comment

Any modifications to existing access and proposed new access to Arlberg Road will require Traffic Engineering Department approval for location, size and requested modifications at time of development. Minor peripheral improvements to Arlberg Road may be required.

MUNICIPALITY OF ANCHORAGE



Development Services Department

Private Development Section

Mayor Dave Bronson

MEMORANDUM

Comments to Planning and Zoning Commission Applications/Petitions

DATE: May 1, 2024
TO: Francis McLaughlin, Senior Planner
FROM: Judy Anunciacion, Private Development Engineer
SUBJECT: PZC Case 2024-0061

Case 2024-0061 – Request for modifications to the Alyeska Resort Area Master Plan (PZC Resolution No. 2007-089/Case No. 2007-169); and a request for Development Master Plan.

Department Recommendations: Private Development has no comments on the Request for modifications to the Alyeska Resort Area Master Plan and a request for Development Master Plan.

Advisory comment: At time of development of Tract B, internal roads shall be designed in accordance with 21.90 Private Road standards.



Municipality of Anchorage
Project Management and Engineering
MEMORANDUM



DATE: April 29, 2024

RECEIVED

To: Dave Whitfield

MAY 01 2024

FROM: Kyle Cunningham

SUBJECT: Cases S12778, 2024-0046 & 2024-0061: Comments from Watershed Management Services.

Watershed Management Services (WMS) has the following comments for the June 3, 2024 Planning and Zoning Commission hearing:

- S12778 – Fragment Lots 1-13, Alyeska Subdivision Prince Addition Tract A; Fragment Lots 1-9, Alyeska Subdivision Prince Addition Tract B (Plat 2008-126);
 - Add Plat note: There are streams located on this plat and the stream protection setbacks will be as specified in AMC 21.07.020 or as specified in future adopted provisions of AMC 21. Portions of streams contained within mapped wetlands are subject to setbacks as described in the Anchorage Wetlands Management Plan.
- 2024-0046 - Lot 17A, Eagle River Valley Ranchettes (Plat 63-129A);
 - WMS has no comments on or objections to this request.
- 2024-0061 – Fragment Lots 1-13 & Fragment Lots 1-9 of Tracts A & B, respectively Alyeska Subdivision Prince Addition (Plat 80-126); Tracts C, E & I, Alyeska Subdivision Prince Addition (Plat 87-310); Fragment Lots 1-5, Alyeska Resort Subdivision, Tract 1 (Plat 2013-23); Lots 1 & 4, Block 1, Unit No. 1 North Addition to Alyeska Subdivision (Plat 68-95) ; Lot 3A PTN & Lots 3B & 3C, Block 1, Unit 1 North Addition to Alyeska Subdivision (Plat 69-21) & USS 3569 PTN & T10NR2E SEC 16 PTN; T10N R2E Sections 9-11,14-16,21,22 REM AFTER ADL-226424,227515 & TA-71602; Tract A, Lot 10, Block 21 & Lot 14, Block 22, Third Addition Alyeska Subdivision (Plat 66-167); Fragment Lots 1-7 Alyeska Subdivision Prince Addition, Tract D (Plat 2009-69)
 - WMS has no comments on or objections to this request.

Kimmel, Corliss A.

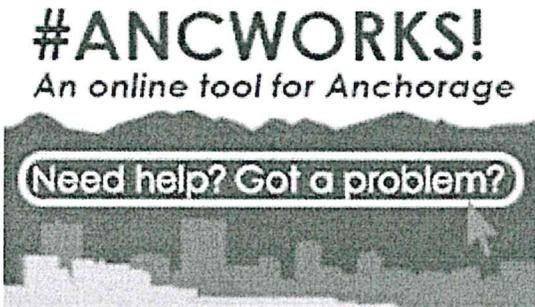
From: Walters, Michael S.
Sent: Wednesday, April 24, 2024 5:15 PM
To: Blake, Lori A.; Kimmel, Corliss A.
Subject: 2024-0061 Request for Reviewing Agency Comments

ROW has the following comments for case number 2024-0061:

ROW has no comment or objections on the proposed action.

Regards,

Michael S Walters
Senior Plan Reviewer
Right of Way Section
michael.walters@anchorageak.gov
Office: 907-343-8226
Cell: 907-727-7637
Fax: 907-249-7910





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

Department of Transportation and
Public Facilities

Program Development and Statewide Planning
Anchorage Field Office

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

April 25, 2024

RECEIVED

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

APR 25 2024

[Sent Electronically]

Re: MOA Zoning Review

Dear Mr. Whitfield:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has reviewed the following zoning cases and has no comments:

- 2024-0046 - 18540 Whirlaway Rd - CUP
- 2024-0055 - Commons on Boston Site Plan Review
- 2024-0061 - Alyeska Area Master Plan Modification

All properties accessing DOT&PF roads must apply to Right-of-Way for a driveway permit, subject to provisions listed in 17 AAC 10.020. Any previously issued driveway permits become invalid once the property undergoes a platting action and must be reissued.

We recommend the petitioner verify all section line easements and DOT&PF road rights-of-way adjacent to their property. For assistance, the petitioner may contact the Engineering group within the Right of Way section in DOT&PF at (907) 269-0700. The petitioner is liable to remove any improvements within the easements and rights-of-way that impede the operation and maintenance of those facilities even if they are not shown on the plat, so it is in the petitioner's best interest to identify the exact locations and widths of any such easements or rights-of-way before they improve the property.

If any section line easements or road rights-of-way exist within the bounds of their plat, we recommend the petitioner dedicate them. If there is an existing right-of-way or easement, the petitioner is unable to

"Keep Alaska Moving through service and infrastructure."

develop that portion of the property yet continues to pay property taxes on it; dedicating will remove that cost to the petitioner.

If there are any questions regarding these comments, please feel free to contact me at (907) 269-0522 or mark.eisenman@alaska.gov.

Sincerely,



Mark Eisenman
Anchorage Area Planner, DOT&PF

cc: Sean Baski, P.E., Highway Design Group Chief, DOT&PF
Matt Walsh, Property Management Supervisor, Right of Way, DOT&PF
Corliss Kimmel, Office Associate, Current Planning, MOA
Lori Black, Office Associate, Current Planning, MOA
Devki Rearden, Engineering Associate, DOT&PF
Anna Bosin, P.E., Highway Safety Engineer, DOT&PF

Kimmel, Corliss A.

RECEIVED

From: Wilson, Karleen K.
Sent: Monday, April 22, 2024 3:22 PM
To: Blake, Lori A.; Kimmel, Corliss A.
Subject: Case 2024-0061 Addressingr Reviewing Agency Comments
Attachments: 2024-0061 Routing Coversheet.pdf

APR 22 2024

1. Please contact MOA Addressing 907-343-8466 for planned private access road and naming

Regards,

Karleen Wilson
Addressing Official
907.343.8168 (desk)
907.343.8466 (shared Addressing)
[Official Address Map](#)

From: Stewart, Gloria I. <gloria.stewart@anchorageak.gov>
Sent: Wednesday, April 17, 2024 3:36 PM
Cc: Stewart, Gloria I. <gloria.stewart@anchorageak.gov>
Subject: 2024-0046 & 2024-0061 Request for Reviewing Agency Comments

Hello all. Attached please find our Routing Coversheets for the above referenced cases (2024-0046 CU Amendment & 2024-0061 Development Master Plan & Modification to Area Master Plan) which are scheduled as Public Hearings before the Planning and Zoning Commission on 06/03/24. Routing Materials can be viewed by clicking on the links below, scrolling to bottom of page and selecting Reviewing Agency Routing preceded by the case number of interest. **PLEASE REMIT COMMENTS EITHER BY MAIL OR EMAIL AS FOLLOWS:** by email to Corliss Kimmel & Lori Blake (corliss.kimmel@anchorageak.gov & lori.blake@anchorageak.gov) or by USPS to the address listed in the upper right hand corner of the Routing Cover Sheet.

2024-0046 <https://www.muni.org/CityViewPortal/Planning/Status?planningId=17975>.

2024-0061 <https://www.muni.org/CityViewPortal/Planning/Status?planningId=17999>.



Planning Department
MUNICIPALITY OF ANCHORAGE

Gloria I. Stewart
Senior Planning Technician •
Planning Department
Current Planning Division - Zoning & Platting
Email: gloria.stewart@anchorageak.gov
Phone: (907) 343-7934
4700 Elmore Road, Anchorage, AK 99507
www.muni.org/planning

Affidavit of Posting



AFFIDAVIT OF POSTING

CASE NUMBER: 2024-0061

I, William Lawrie hereby certify that I have posted a Notice as prescribed by Anchorage Municipal Code 21.03.020H.5. on the property that I have petitioned for Master Plans. The notice was posted on 04/24/2024 which is at least 21 days prior to the public hearing on this petition. I acknowledge this Notice(s) must be posted in plain sight and displayed until all public hearings have been completed.

Affirmed and signed this 6th day of May, 2024.

Signature

LEGAL DESCRIPTION

Tract or Lot:

A & B & I

Block:

Subdivision:

Alyeska Prince Addition

T10N R2W Sec 9-11, 14-16, 21, 22 DNR

McLaughlin, Francis D.

Subject:

FW: Alyeska Development Signs and Affidavit

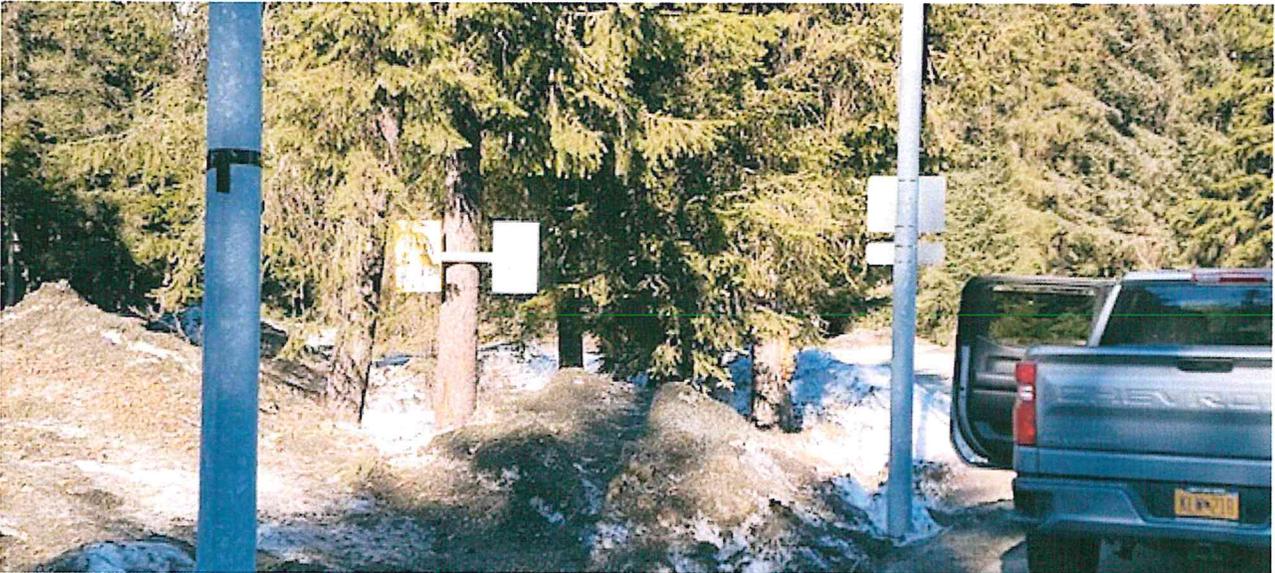
Attachments:

Affidavit of Posting_Alyeska Development_5.7.2024.pdf

Just past hotel entrance



Left side of the road at intersection



Right side of road at intersection



Locations on Map



For the application see Case 2024-0061 at muni.org/CityViewPortal/Planning/Locator