



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

OFFICE OF THE COMMISSIONER
Ryan Anderson, P.E., Commissioner

PO Box 112500
Juneau, Alaska 99811-2500
Main: 907.465.3900
dot.alaska.gov

May 23, 2024

Girdwood Board of Supervisors
PO Box 390
Girdwood, AK 99587

Dear Community Leader:

As 2024 DOT&PF construction kicks off across the state, we're excited to share information about the projects in your communities and offer resources to keep you informed throughout the season. We've been continuing to make improvements to our tools to increase communication and transparency to what you can expect to see this season. Community engagement is ongoing, and we encourage you to interact with these tools and connect with us.

We are excited to announce that we expect the following projects to be active in your community this year:

- Central Region Guardrail Inventory & Upgrade (HSIP)
- Seward Highway MP 75-90 Phase III
- Seward Highway MP 75-90: Ingram Creek to Girdwood Road and Bridge Rehabilitation Phase II, Portage Curve Multimodal Connector

Enclosed with this letter are project information sheets with an overview of each project, including maps and contact information. We would also like to share some online resources that you may find helpful this season:

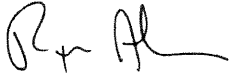
2024 Construction Website at dot.alaska.gov/construction: You will find an interactive map that allows you to explore road, airport, and harbor projects across the state. Zoom in and click on projects to see detailed information on project scopes, traffic impacts, contact information, funding sources, and links to more information.

Alaska 511: Find traffic impacts from road projects (along with road cameras, maintenance activities, and more) through the Alaska 511 system, which includes 511.alaska.gov, the 511 Alaska mobile app, and by phone at 5-1-1.

"Keep Alaska Moving through service and infrastructure."

Please pass along these resources to anyone in your community who may be interested. We also welcome your questions and feedback. If you have questions about specific projects, please reach out using the contact information provided on the attached information sheets. You can also contact my office any time at dot.commissioner@alaska.gov or 907-465-3900.

Sincerely,

A handwritten signature in black ink, appearing to read "Ryan Anderson". The signature is fluid and cursive, with a long horizontal stroke at the end.

Ryan Anderson, P.E.
Commissioner

Enclosure(s)



Alaska Department of Transportation and Public Facilities



2024 Construction Project Overview

Project Name: Central Region Guardrail Inventory & Upgrade (HSIP)

Project Number: CFHWY00939

Project Description: This project will replace guardrail and end terminals on roadways with a posted speed limit of 50 mph or greater within the Anchorage area. Project work includes clearing, grading, and roadway hardware.

Project Website: <https://arcg.is/1SruG40>

Anticipated/Actual Start: Currently Active

Anticipated End:

Project Contact:

David Song
907-770-2612
david.song@alaska.gov



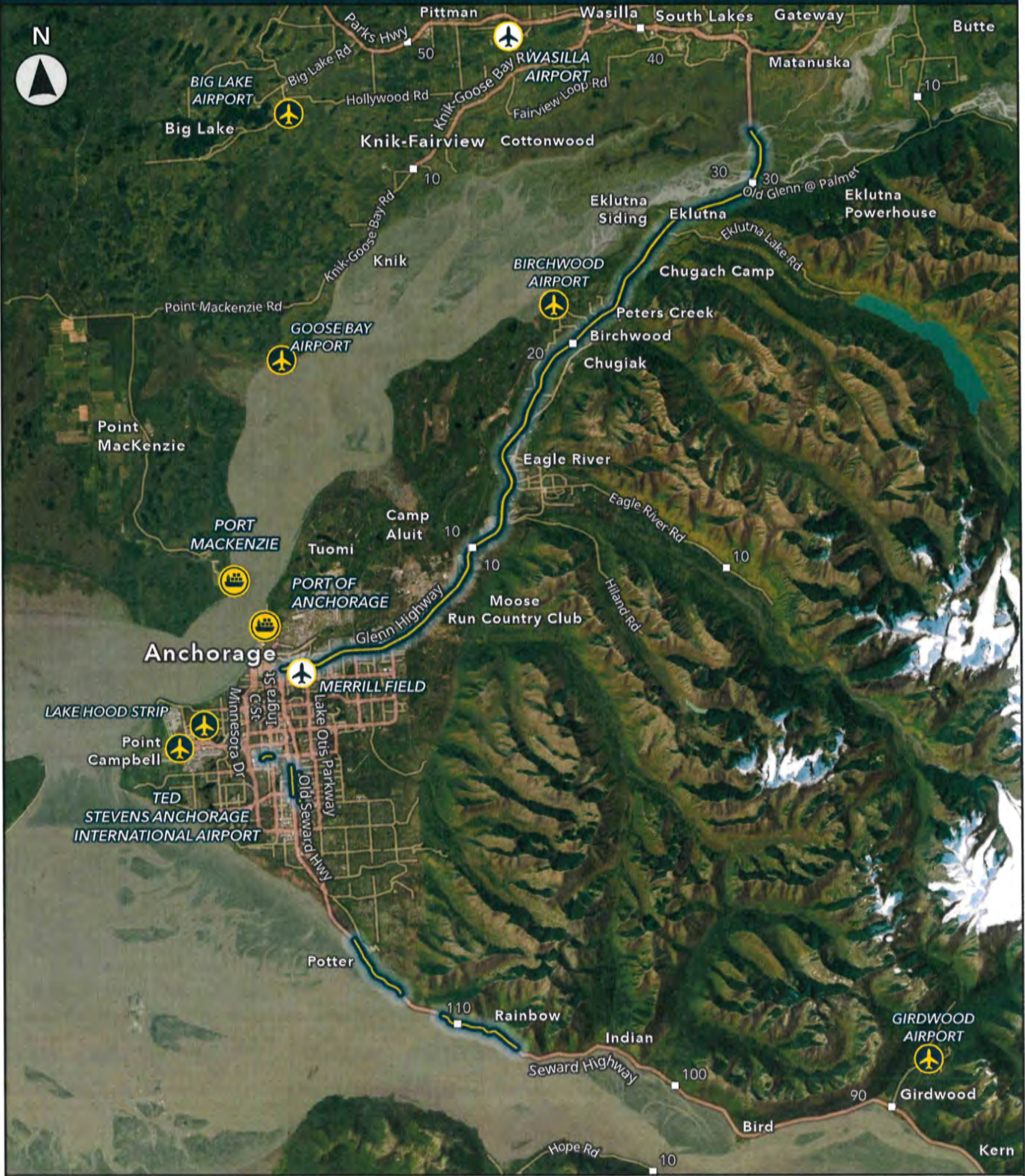
Visit the APEX website:



<https://dot.alaska.gov/construction>

It is the policy of the Alaska Department of Transportation and Public Facilities (DOT&PF) that no one shall be subject to discrimination on the basis of race, color, national origin, sex, age, or disability, regardless of the funding source, including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration, Federal Motor Carrier Safety Administration and State of Alaska funds.

Central Region Guardrail Inventory & Upgrade (HSIP) Map



Project Footprint	DOT&PF Controlled Airports	Non DOT&PF Controlled Airports	0 1 2 Miles
Harbors	Mileposts		



Alaska Department of Transportation and Public Facilities

2024 Construction Project Overview



Project Name: Seward Highway MP 75-90 Phase III

Project Number: Z581050000

Project Description: Construct a pathway and parking lots along the Seward Highway between MP 84 and the Twentymile River. Work includes grading, drainage, paving, signing, and striping.

Project Website: <https://arcg.is/1CDOfe>

Anticipated/Actual Start: 2024

Anticipated End: 2024

Project Contact:

Ted Meyer

907-854-8810

ted.meyer@alaska.gov



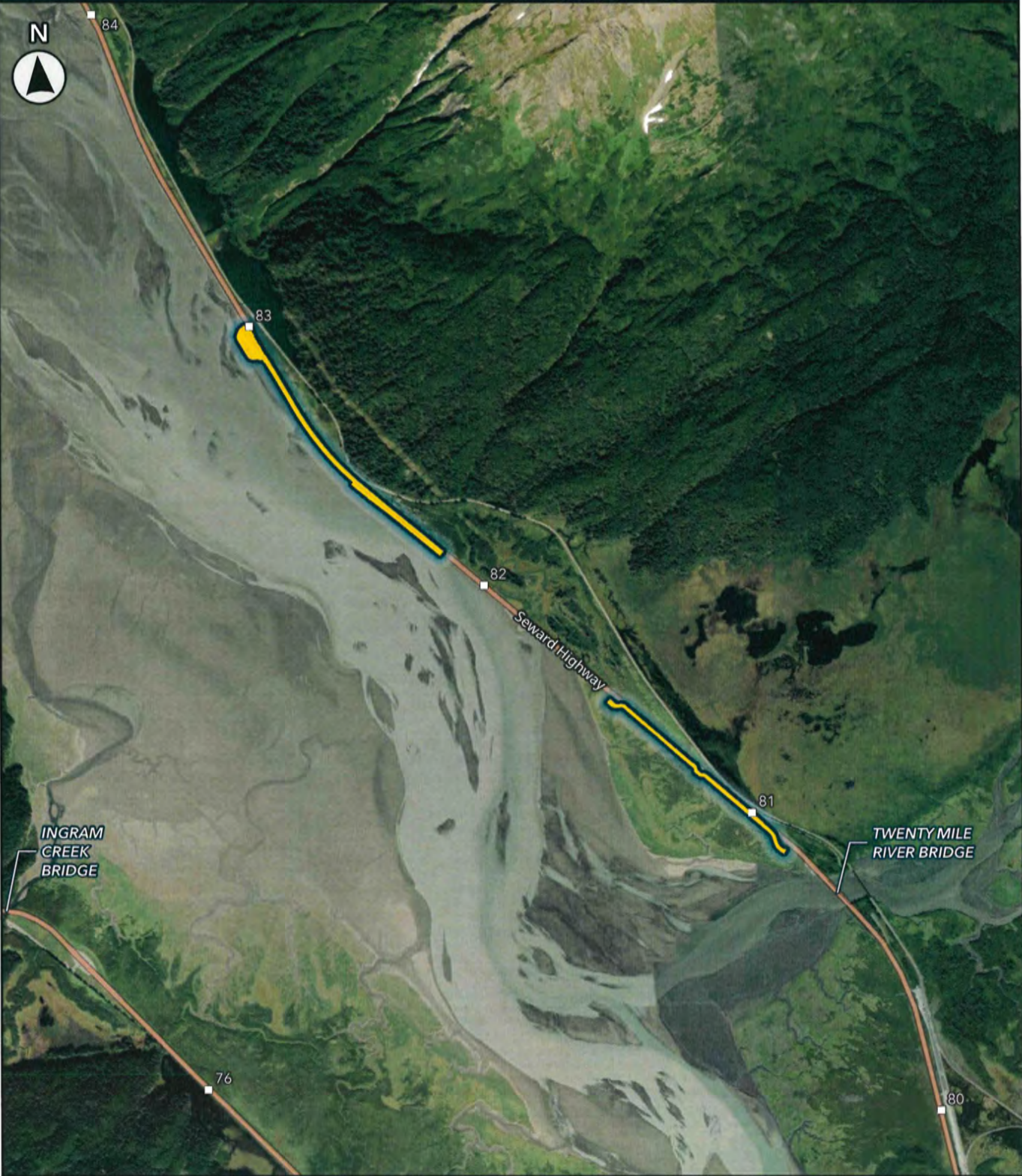
Visit the APEX website:




<https://dot.alaska.gov/construction>

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Seward Highway MP 75-90 Phase III Map



 Project Footprint
 Mileposts

0 0.25 0.5
 Miles



Alaska Department of Transportation and Public Facilities



2024 Construction Project Overview

Project Name: Seward Highway MP 75-90: Ingram Creek to Girdwood Road and Bridge Rehabilitation Phase II, Portage Curve Multimodal Connector

Project Number: CFHWY00213, CFHWY00308

Project Description: Rehabilitate pavement and replace the following bridges on the Seward Highway: Placer Creek at MP 77.9 and MP 78.3, Portage Creek at MP 79.0 and MP 79.3, and Twentymile River at MP 80.7. Work includes road realignment, grade separations at Portage Valley Road, passing lanes, and pedestrian accommodations, including constructing a multi-modal pathway adjacent to the Seward Highway from MP 75-82

Project Website: <https://arcg.is/iyWCD>

Anticipated/Actual Start:
2021

Anticipated End: 07-2024

Project Contact:
Ted Meyer
907-854-8810
Ted.meyer@alaska.gov



Visit the APEX website:



<https://dot.alaska.gov/construction>

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Seward Highway MP 75-90: Ingram Creek to Girdwood Road and Bridge Rehabilitation Phase II, Portage Curve Multimodal Connector Map

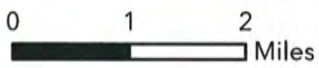


 Project Footprint

 Maintenance Facilities

 DOT&PF Controlled Airports

 Mileposts



Comprehensive Plan Amendment

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



PETITIONER*			PETITIONER REPRESENTATIVE (if any)		
Name (last name first): Edgington, Mike, Imagine! Girdwood Chair			Name (last name first): Spoth-Torres, Holly, Huddle AK		
Mailing Address: PO Box 514			Mailing Address: 605 W 2nd Ave		
Girdwood	AK	99587	Anchorage	AK	99501
Contact Phone – Day: 907-231-6819		Evening:	Contact Phone – Day: 907 223 0136		Evening:
E-mail: mike.edgington@gmail.com			E-mail: holly@huddleak.com		

*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): See Title 21.09.020C & 21.09.020E		
Site Street Address: n/a		
Current legal description: (use additional sheet if necessary) See Title 21.09.020C & 21.09.020E		
Existing Designation:	Acreage:	Grid #:
Proposed Designation:		
Existing use:	Proposed use (if any):	

I hereby certify that (I am) (I have been authorized to act for) the owner of the property described above and that I petition to amend the Comprehensive Plan 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 Comprehensive Plan Amendment. 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 the Assembly for administrative reasons.

Holly Spoth-Torres _____ 5/6/2024
 Signature Owner Representative Date
 (Representatives must provide written proof of authorization)

Holly Spoth-Torres

 Print Name

Accepted by:	Poster & Affidavit	Fee:	Case Number:	Meeting Date:
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RECENT REGULATORY INFORMATION (Events that have occurred in last 5 years for all or portion of site)	
<input type="checkbox"/>	Rezoning - Case Number:
<input type="checkbox"/>	Preliminary Plat or <input type="checkbox"/> Final Plat - Case Number(s):
<input type="checkbox"/>	Conditional Use - Case Number(s):
<input type="checkbox"/>	Zoning variance - Case Number(s):
<input type="checkbox"/>	Land Use Enforcement Action for
<input type="checkbox"/>	Building or Land Use Permit for
<input type="checkbox"/>	Wetland permit: <input type="checkbox"/> Army Corps of Engineers <input type="checkbox"/> Municipality of Anchorage

SUBMITTAL REQUIREMENTS (Only one copy of applicable items is required for initial submittal)	
1 copy required:	<input type="checkbox"/> Signed application (original) <input type="checkbox"/> Ownership and beneficial interest form
16 copies required:	<input type="checkbox"/> Signed application (copies) <input type="checkbox"/> Signatures of other petitioners (if any) <input type="checkbox"/> Map of the surrounding area, including zoning and existing uses <input type="checkbox"/> Narrative statement explaining; <ul style="list-style-type: none"> <input type="checkbox"/> need and justification for the rezoning; <input type="checkbox"/> the proposed land use and development; and <input type="checkbox"/> the probable timeframe for development.
(Additional information may be required.)	

COMPREHENSIVE PLAN AMENDMENT STANDARDS (AMC 21.03.070)	
A comprehensive plan amendment may only be approved if it meets the approval criteria stated in AMC 21.03.070C. Please explain how the proposal meets the required criteria:	
A.	The proposed amendment is necessary in order to address one or more of the following: <ul style="list-style-type: none"> i. A change in projections or assumptions from those on which the comprehensive plan is based; ii. Identification of new issues, needs, or opportunities that are not adequately addressed in the comprehensive plan; iii. A change in the policies, objectives, principles, or standards governing the physical development of the municipality or any other geographic areas addressed by the comprehensive plan; or iv. Identification of errors or omissions in the comprehensive plan.
B.	The proposed amendment maintains the internal consistency of the comprehensive plan and is consistent with the other elements of the comprehensive plan without the need to change other components of the plan to maintain consistency.
C.	The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the community.
D.	If the proposed amendment is to the comprehensive plan map, the requested land use designation is found to be equally or more supportive of the comprehensive plan goals, objectives, policies, and guidelines, than the old land use designation.
E.	If the proposed amendment is to the comprehensive plan map, the subject site is consistent with the adopted description and locational criteria for the requested land use designation, and is physically suitable to accommodate the proposed designation, including but not limited to access, physical constraints, provision of utilities, and compatibility with surrounding designations and development patterns.



PO Box 514
Girdwood
AK 99587

May 1, 2024

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

Subject: Letter of Authorization - Girdwood Comprehensive Plan Update

Imagine! Girdwood authorizes Huddle AK, LLC to act as a representative to submit applicable comprehensive plan amendment applications for the recently updated Girdwood Comprehensive Plan with supporting documents. We anticipate our representatives will submit the following application (including but not limited to):

(1) Comprehensive Plan Amendment Application.

Sincerely,

Mike Edgington

Chair, Imagine! Girdwood

Municipality of Anchorage

*P.O. Box 390
Girdwood, Alaska 99587
<http://www.muni.org/gbos>
David Bronson, Mayor*



*GIRDWOOD VALLEY SERVICE AREA BOARD OF SUPERVISORS
Briana Sullivan & Jennifer Wingard, Co-Chairs
Mike Edgington, Brian Burnett, Guy Wade*

Resolution 2024-03 Of the Girdwood Board of Supervisors

RESOLUTION OF SUPPORT TO SUBMIT THE GIRDWOOD COMPREHENSIVE PLAN REVISED DRAFT AS AN AMENDMENT TO THE MUNICIPALITY OF ANCHORAGE COMPREHENSIVE PLAN

WHEREAS, the current Municipality of Anchorage Comprehensive Plan has four top level elements covering distinct localities across the Municipality:

- Anchorage Bowl 2020 Comprehensive Plan (2001), partially updated by the Anchorage 2040 Land Use Plan (2017)
- Chugiak-Eagle River Comprehensive Plan (2006)
- Turnagain Arm Comprehensive Plan (2009)
- Girdwood Area Plan (1995); and

WHEREAS, the Girdwood Area Plan is the oldest of these documents and several prior attempts to update the plan have been unsuccessful; and

WHEREAS, in 2017, the Girdwood Board of Supervisors (GBOS) formed the Girdwood Area Plan Update Committee to develop an updated Girdwood Area Plan, as authorized by Anchorage Assembly Resolution AR 2018-176; and

WHEREAS, due to the identification of a lack of planning powers in Girdwood Valley Service Area (GVSA) and the related inability for GVSA to hold funds for the plan revision project, the non-profit Imagine!Girdwood was formed to direct and manage development through a new Girdwood Comprehensive Plan, with formal authorization under Anchorage Assembly Resolution AR 2021-140; and

WHEREAS, Imagine!Girdwood has undertaken extensive community engagement, including four community-wide Town Halls to seek feedback and inform the public, regularly presenting updates at local community meetings and holding over 50 publicly-noticed regular monthly meetings; and

WHEREAS, Imagine!Girdwood presented and published the initial community survey results, the distillation of community survey and focus groups into a Vision Policy and Goals document, initial and updated reports on existing conditions and housing & economic analyses, preliminary Land Use Map alternates, and a Public Review Draft of the Girdwood Comprehensive Plan with a subsequent local Public Comment process; and

WHEREAS, in response to over 400 Public Comments on the Review Draft, Imagine!Girdwood published a Revised Draft on April 24, 2024, the version of the Plan currently under GBOS consideration; and

WHEREAS, GBOS may provide additional formal comments and recommendations during the MOA application process as part of the Planning and Zoning Commission and/or Anchorage Assembly Public Hearings.

THEREFORE, the Girdwood Board of Supervisors resolves that the Girdwood Comprehensive Plan Revised Draft reflects extensive community engagement and supports the submission of the plan as a substantial amendment to the MOA Comprehensive Plan.

Resolution of Support for the Girdwood Comprehensive Plan Revised Draft is recommended by the Girdwood Land Use Committee by a vote of 27 in favor, 0 opposed and 5 abstaining in the GBOS LUC Joint Special meeting on April 29, 2024.

Resolution of Support is passed and approved by the Girdwood Board of Supervisors concurrently by a vote of 4 in favor and 0 opposed.

Jennifer Wingard

Jennifer Wingard
GBOS Co-Chair and Land Use Supervisor

Margaret Tyler

Attest



Application

Comprehensive Plan Amendment

Girdwood Comprehensive Plan

May 6, 2024

Introduction

The Girdwood Comprehensive Plan (Plan) is a concerted effort by Imagine! Girdwood Inc., the Girdwood community, local organizations, local officials, and partners organizations coming together for a holistic conversation about the future of land use in Girdwood. The Plan is a 20-year guiding document for the community that defines visions, goals, policies, and implementation strategies to guide land use and community priorities in the Girdwood Valley. The Girdwood Comprehensive Plan is divided into four parts:

1. Plan Introduction and Vision
2. Background and Analysis
3. Land Use Plan
4. Implementation Actions

During the initial stakeholder and community engagement in 2019, a comprehensive list of Visions, Goals, and Policies were created. Four main vision statements were developed by the Girdwood community:

1. Increase economic opportunities for people to live, work, and play in Girdwood. Girdwood's environment drives its economy – development must be sustainable and sensitive to the current and changing environment. Girdwood aspires to be a low environmental impact community.
2. The range of housing options in Girdwood allows residents the opportunity to live and work in Girdwood. The cost of housing in Girdwood balances employment and income distribution.
3. Recreation and natural spaces are a cornerstone of life in Girdwood. Local parkland, natural spaces, trails, commercially developed recreation, and indoor facilities are all critical elements of a robust community recreation system. Our driveways are our trailheads, and our backyards are gateways to natural spaces.

4. All modes of transportation, including human-powered, are considered equally and Girdwood is a walkable community.

These vision statements, along with more detailed goals and policies, set the basis of the Plan's new land use plan map (LUP Map) and implementation recommendations.

Below is a short narrative that addresses the questions of the Comprehensive Plan Amendment Application. Attached is the full Girdwood Comprehensive Plan document; this is a stand-alone document that will supersede the 1995 Girdwood Area Plan (GAP).

Purpose and Need for the Girdwood Land Use Plan

Girdwood is overdue for a new Comprehensive Plan; the previous plan has not been updated since 1995. Per 21.03.070, comprehensive plan revisions should be reviewed and completed at least once every 20 years. The 1995 GAP has population projections that are no longer accurate and reflect an outdated vision for Girdwood. Part of the process in developing this Plan was identifying updated visions, goals, and policies for Girdwood over the next 20 years.

The Plan meets the approved criteria for a Comprehensive Plan Amendment outlined in AMC 21.03.070C as follows:

A. The proposed amendment is necessary in order to address one or more of the following:

i. A change in projections or assumptions from those on which the comprehensive plan is based;

The 1995 GAP is based on data and population projections that are outdated and no longer accurate. The proposed Plan is based on updated population data and projections. In the 1995 Plan the Girdwood resident population was projected to increase from 1,350 to 3,300 in 2013, with a total resident and visitor population of 8,175. The current population today is estimated at 2,371. Girdwood has seen flat and/or declining year-round population trends over the past decade. Between 2013 and 2022 Girdwood has had an average population decrease of -2.7 percent. Only modest year-round population growth is expected in Girdwood. This Plan uses these updated metrics in its recommendations.

ii. Identification of new issues, needs, or opportunities that are not adequately addressed in the comprehensive plan.

The Plan identifies issues, needs, and opportunities that are different from the issues, needs, and opportunities of the 1995 GAP. The 1995 Plan was focused on expected community growth, resort expansion, and establishment and preservation of open spaces. The current Plan is focused less on population growth, and more on addressing the housing shortage in Girdwood. This Plan also focuses on establishing and preserving open space and considers the newly adopted Girdwood Trails Plan to ensure compatibility with Girdwood's current and proposed trail systems. The proposed Plan responds to Girdwood's Vision, Goals, & Policies which highlight housing needs, walkability, and promoting sustainable infrastructure and development.

B. The proposed amendment maintains the internal consistency of the comprehensive plan and is consistent with the other elements of the comprehensive plan without the need to change other components of the plan to maintain internal consistency.

The purpose of this amendment is to supersede the 1995 GAP.

C. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the community.

The proposed Plan seeks to provide adequate land designations for the various needs of the Girdwood community, from parks and open space to housing, mixed-use, industrial, and public lands. The Plan is based on the visions and goals established by the community to meet their health, safety, and welfare needs. The layout of land uses is based on a land suitability analysis which identified environmental hazards areas as inappropriate for development.

D. If the proposed amendment is to the comprehensive plan map, the requested land use designation is found to be equally or more supportive of the comprehensive plan goals, objectives, policies, and guidelines, than the old land use designation.

The public involvement process for the Visions, Goals and Policies included a community survey, public meetings, and years of Imagine! Girdwood committee meetings and work sessions. These Visions, Goals, and Policies drive the decisions made in the proposed Plan and LUP Map. Changes to the map are also based on updates to other more current planning documents.

E. If the proposed amendment is to the comprehensive plan map, the subject site is consistent with the adopted description and locational criteria for the requested land use designation, and is physically suitable to accommodate the proposed designation, including but not limited to access, physical constraints, provision of utilities, and compatibility with surrounding designations and development patterns.

All proposed changes to the land use plan map have been made with environmental constraints, surrounding designations, and development patterns under consideration. The proposed Plan was developed using a land suitability map which took into account slope, avalanche paths, wetlands, waterbodies, and flood hazards. These factors were overlaid into a land suitability map where land was rated as either generally unsuitable, marginally suitable, or generally suitable (further explained in the Plan in pages 2-38 - 2-42). Land use designations were determined based off a wide variety of considerations from utilities and transportation (2-20 – 2-24), to zoning and land use (2-13 – 2-19).

Proposed Land Use and Development

The Land Use designation in both the 1995 GAP and the proposed Plan have similar form and shape as they were both based on land suitability.

The proposed plan doesn't include a Commercial designation, only Mixed-use, so that there is as much opportunity as possible for housing. . All existing Single Family Residential has been retained as Low-density Residential. Many areas that were designated as Reserve in the 1995 GAP have been given designations. The Resort land designation in the 1995 GAP has been removed, with Mixed-use and Commercial Recreation encompassing resort lands in the updated LUP Map. In the 1995 GAP a large area designated as Development Reserve south of Virgin Creek and north of the railroad has been updated to Open Space, as projected growth would not demand extending Girdwood's footprint in this area.

Probable Time Frame for Development

The proposed Plan will be formally submitted through this application on May 6, 2024. The Planning and Zoning Commission public hearing is slated for July 15th. After a resolution, the plan will be presented to the Assembly for a public hearing sometime in fall of 2024. The proposed Plan is anticipated to be adopted in fall of 2024.

Many of the proposed changes in the Plan will require changes in Chapter 9 of Title 21 to be implemented. It is suggested that after the Plan is adopted, that a rewrite of Chapter 9 of Title 21 is initiated.

Community and Stakeholder Engagement

There was extensive outreach and engagement during the development of the Girdwood Comprehensive Plan. The Plan was collaboratively developed with Girdwood residents, stakeholders, municipal staff, and agency partners providing valuable input throughout the process. Community participation took place over the duration of multiple years. Participants engaged in challenging conversations to develop a land use plan that meets Girdwood's Visions and Goals and is representative of Girdwood's community identity. Various engagement strategies were employed including:

- Imagine! Girdwood, a community group, was formed in 2019 and authorized by the Anchorage Assembly to lead the plan development process and complete the rewrite of the Girdwood Comprehensive Plan.
- Imagine! Girdwood meetings on the fourth Wednesday of every month from 2019 - 2024 reviewing and discussing land use designations. These meetings were open to the public and recordings are available online.
- 4 Focus Groups held in April 2021 (Economic Development, Recreation + Open Space, Transportation, Housing)
- Community Survey mailed to every property owner in Girdwood and intercept surveys were conducted in Girdwood, as well as an online survey which garnered 732 responses.
- Individual Stakeholder Interviews
- Public Meeting #1: April 29, 2019, Girdwood PreK-8 School
- Public Meeting #2: November 10, 2020, Virtual Via Zoom
- Land Use Plan Mapping Workshop: May 10, 2023, Girdwood Community Room
- Public Meeting #3: October 11, 2023, Girdwood PreK-8: School

- GBOS/LUC Joint Meeting where resolution was passed to support submitting the Girdwood Comprehensive Plan Revised Draft to the Planning Department and Planning and Zoning Commission: April 29, 2024, Virtual Via Zoom

Details about the engagement process can be found on pages 1-2—1-3 of the Plan (attached to this application).

Attachments

- Letter of Authorization
- Resolution 2024-04 of the Girdwood Board of Supervisors
- Comprehensive Plan Amendment Application Form
- Girdwood Comprehensive Plan – April 2024 Draft (Full Document)
- GCP LUP Map – Full Extent
- GCP LUP Map – Lower Valley Enlargement
- GCP Attachments:
 - Girdwood Community Survey Results 2019
 - GCP Economic and Housing Analysis Draft April 2024
 - GCP Comment Responses from the Public Review Draft - April 2024

GIRDWOOD COMPREHENSIVE PLAN

APRIL 2024 - DRAFT



Image courtesy of Mike Edgington

ACKNOWLEDGEMENTS

Thank you to all the individuals and organizations who have participated in creating the Girdwood Comprehensive Plan-2024, by attending a meeting, providing a written letter, responding to a questionnaire, spreading the word, or in any other way working on this plan to help make Girdwood's future brighter! Additional thanks to the Imagine! Girdwood Committee, focus groups, community and business organizations, and all who have provided input and shared their expertise along the way.

Imagine! Girdwood Committee

Mike Edgington, Chair
Chase Berenson, Vice-Chair
Shannon O'Brien, Secretary
Amanda Sassi, Treasurer
Mitch Roth, Director-at-Large

Pior Committee Members

Janice Crocker
Erin Fullerton
Ed Harris
Diana Livingston
Craig Schubert

Girdwood Board of Supervisors

Jennifer Wingard
Amanda Sassi
Guy Wade
Mike Edgington
Briana Sullivan

Girdwood Valley Service Area - Staff

Kyle Kelley, Service Area Manager
Margaret Tyler, Girdwood Administrative Officer

Planning Department Team

Daniel McKenna-Foster, Senior Planner
Ryan Yelle, Long-Range Planning Manager

Consultants

Huddle AK
Agnew::Beck

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PLAN INTRODUCTION + VISION

1. INTRODUCTION + VISION

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PLAN INTRODUCTION

The Girdwood Comprehensive Plan (Plan) is a guiding document for Girdwood with visions, goals, policies, and an implementation strategy to guide land use and community priorities in the Girdwood Valley for the next 20 years. The Plan was developed with extensive public participation involving the Imagine! Girdwood Committee, the Girdwood community, local organizations, local officials, and partner organizations.

The Plan is an update to the 1995 Girdwood Area Plan. The Plan is a comprehensive plan element of the Municipality and supersedes the 1995 Girdwood Area Plan. The Plan is a policy document that will guide future land use and community priorities in the Girdwood Valley Service Area for the next 20 years. The plan includes a Land Use Plan Map, policies, and implementation actions that when used together by the community and regulatory bodies, will aid in decision-making about land-use and growth while protecting community character, the natural environment, and Girdwood's strong outdoor recreation economy.

The Land Use Plan Map provides guidance for how land use decisions can proceed, by:

- Identifying parcels that are suitable for housing, commercial, and industrial uses, while preserving areas that have historical, aesthetic, outdoor recreation, or open space values.
- Promoting efficient land use aligned with the community's needs for housing, transportation, utilities, and other public infrastructure.

The Plan was developed with a planning horizon of 20 years which is typical for demographic and economic forecasting. However, many factors could change over 20 years. There are procedures identified in Chapter 3 that outline a Land Use Plan Map amendment process if necessary.

Guide to the Plan

The Girdwood Comprehensive Plan is divided into four parts:

1. **Plan Introduction and Vision-** provides an overview of the Girdwood Comprehensive Plan, summarizes the plan development and public process, and details Girdwood's Visions, Goals, and Policies for the future.
2. **Background and Analysis-** provides detailed information about the Girdwood valley, location, environment, existing land use, planning context, housing, transportation, and analysis.
3. **Land Use Plan-** the revised Land Use Plan map shows the current vision and goals of the community and projected growth, and land use needs for the next 20 years.
4. **Implementation Actions-** this chapter outlines tangible implementation actions for each of the community derived policies with a list of potential implementors and/or partners to move the action forward.

PLAN DEVELOPMENT & PUBLIC PARTICIPATION PROCESS

Imagine! Girdwood, a community group, was formed in 2019 and authorized by the Anchorage Assembly to lead the plan development process and complete the rewrite of the Girdwood Comprehensive Plan. The plan was developed in four phases, beginning in 2019 with a community survey. Each subsequent phase occurred as the Imagine! Girdwood committee successfully secured funds. The plan was developed in the following phases:

- Phase 1 – Community Survey
- Phase 2 – Developing Visions, Goals, & Policies
- Phase 3 – Land Supply & Demand Analysis
 - Phase 3a – Existing Conditions & Land Suitability Analysis
 - Phase 3b – Economic & Housing Analysis
- Phase 4 – Develop Land Use Plan & Implementation Plan

The Girdwood Comprehensive Plan was collaboratively developed with Girdwood residents, stakeholders, municipal staff, and agency partners who all provided valuable input throughout the process. Community participation and engagement occurred extensively throughout all four plan phases and was aligned with the technical work completed as part of the plan's development. Girdwood residents engaged in challenging conversations about land-use, housing, economic development, transportation, and recreation & open space to develop a plan for Girdwood that is balanced, and representative of Girdwood's community identity.

Following is a brief narrative of the public participation that occurred during the Plan's development process to inform the development of (1) the Visions, Goals, & Policies, (2) the Land Use Plan Map, and (3) the Implementation Plan.

Community Survey

In 2019, the Imagine! Girdwood Committee hired a survey and research firm to complete a statistically relevant community survey to identify the issues that matter most to Girdwood residents and property owners. The survey was mailed to every known Girdwood area property owner, intercept (in person) surveys were completed in town, and additional advertising with a link to participate on the web was implemented through social media. A total of 732 verified responses were recorded after the survey was open from January 5, 2019 through February 15, 2019.

The survey results were the starting point to begin addressing many issues important to Girdwood, however, housing, both cost and availability, emerged as Girdwood's most significant issue needing attention.

A complete Community Survey Report can be found in the Appendix.

Imagine! Girdwood Committee Monthly Meetings & Work Sessions

Between 2018 and 2024, the Imagine! Girdwood Committee regularly met on the 4th Wednesday of the month. The committee meetings were run by elected officers and were open to anyone. The meetings were used to manage the Plan development process, provide Plan updates to the broader community during the four project phases, listen to community comments and feedback, and to work through important topics/issues in the plan.

A compilation of agendas, minutes, packets, and recordings can be found at <https://www.imaginegirdwood.org/>.

Community Presentations

The Imagine! Girdwood Committee extended an invitation to all Girdwood groups and organizations to attend a monthly committee meeting to give a brief presentation about their organization and its vision for the future of Girdwood and the those they serve. The information gathered was used in the development of the Plan’s Visions, Goals, & Policies. The Committee welcomed presentations in the winter of 2019-2020.

Focus Groups

As themes began to emerge in developing the plan’s Visions, Goals, and Policies, the Imagine! Girdwood Committee hosted a series of focus groups to have a broader discussion on each topic and what implementation actions might evolve. In April 2021, four focus groups were held on the following topics (1) Economic Development, (2) Recreation & Open Spaces, (3) Housing, and (4) Transportation.

Individual Stakeholder Interviews

As the planning team developed both the Existing Conditions & Land Suitability Analysis and the Economic & Housing Analysis, detailed information was needed from a variety of technical experts, housing providers, local businesses, and others. The team interviewed the following agencies, organizations, and Girdwood businesses:

Table 1-1. Agency and organization interviews.

Existing Conditions & Land Suitability Analysis	Economic & Housing Analysis
Anchorage Water & Wastewater Utility	Pomeroy Lodging LP (Alyeska Resort)
Enstar	Jack Sprat
Chugach Electric	Powder Hound
Alaska Department of Transportation & Public Facilities	Ice Cream Shop
Municipality of Anchorage Heritage Land Bank	Plowing Contractor
Municipality of Anchorage Solid Waste Services	Girdwood Clinic
Municipality of Anchorage Long Range Planning	Girdwood Brewery
Municipality of Anchorage Watershed Management	Local Contractor/Cleaning Company

Public Meetings and Workshops

Three (3) public meetings and one (1) workshop were held over the course of the Plan’s development. More than 100 people attended each of the public meetings and about 80 people attended the workshop.

Table 1-2. Public meetings/workshop.

Public Meeting/Workshop	Meeting Purpose
Public Meeting #1: April 29, 2019, Girdwood PreK-8 School	Share & Confirm Community Survey Results
Public Meeting #2: November 10, 2020, Virtual Via Zoom	Share Draft Visions, Goals, & Policies – Launch Public Comment Period (Nov 10 – Dec 11, 2020)
Land Use Plan Mapping Workshop: May 10, 2023, Girdwood Community Room	Community Workshop to Begin Translating Visions, Goals, & Policies into a Future Land Use Plan Map
Public Meeting #3: October 11, 2023, Girdwood PreK-8 School	Present Two (2) Future Land Use Plan Map Scenarios – Launch Public Comment Period (Oct 11 – Nov 11, 2023)

GIRDWOOD VISIONS, GOALS, & POLICIES

Through a community survey, public meetings, and years of Imagine! Girdwood committee meetings and work sessions, the following four goals emerged as overarching themes that have guided the development of this Plan. These four themes are remarkably similar to the broad goals identified in the 1995 GAP.

- Girdwood values its small-town atmosphere.
- A community with equitable and affordable access to services, facilities, and housing that maintain and enhance the quality of community life.
- Girdwood is a community that is active outdoors.
- Girdwood's natural environment is the basis/foundation of our identity and economy.

Girdwood residents want to make decisions about land-use and growth that protect quality of life, the natural environment, and make Girdwood economically strong and an attractive place for business. To do so the goals and policies outlined in this Plan will work to establish a mix of land uses, create a range of housing choices, promote walkable neighborhoods and public spaces, preserve open/natural/wild spaces, foster attractive development consistent with Girdwood's sense of place, encourage a variety of transportation choices, make development decisions predictable, and encourage transparent participation and collaboration in community processes.

Clearly over the past three decades there is continuity that Girdwood residents want a healthy, sustainable, and vibrant small town with access to the outdoor environment. The community vision has not changed. However, 25 years later, there are a different set of community conditions and concerns requiring a new set of strategies, policies, and actions to address and guide change now and into the future. The Girdwood Comprehensive Plan goals and policies are organized into four different topic areas::

1. Economic Development
2. Housing
3. Recreation & Open Space
4. Transportation

The following Visions, Goals, and Policies were used to develop the Land Use Plan Map and Implementation Plan in Chapters 3 & 4 respectively. The Visions, Goals and Policies can be used as guidelines for evaluating development proposals and other initiatives in Girdwood and as a bases to identify and propose appropriate mitigation measures for adverse community impacts.

Economic Development

VISION:

Increase economic opportunities for people to live, work, and play in Girdwood. Girdwood's environment drives its economy – development must be sustainable and sensitive to the current and changing environment. Girdwood aspires to be a low environmental impact community.

GOAL E1: Economic Diversification and Sustainability

POLICY E1.1: Increase commercial space (office and retail).

POLICY E1.2: Provide space for light industrial.

POLICY E1.3: Girdwood is business-friendly – Girdwood has opportunities for entrepreneurs and innovators.

POLICY E1.4: Girdwood increases opportunities for cottage craft.

GOAL E2: Economic development in Girdwood is compatible with the natural environment.

POLICY E2.1: Economic development initiatives will minimize the impact on Girdwood's natural environment.

POLICY E2.2: Conservation as a form of development. For example, the protection of valuable wild/natural/open space can be a contributor to the local economy.

POLICY E2.3: New and existing developments are connected to the trail and active transportation system.

GOAL E3: Development that is sensitive to and enhances the natural environment.

POLICY E3.1: All roads and parking lots don't have to be paved.

POLICY E3.2: Green Infrastructure.

POLICY E3.3: Commercial development design guidelines reflect the characteristics of the community.

GOAL E4: Girdwood is a climate resilient community.

POLICY E4.1: Girdwood develops a Climate Action Plan.

POLICY E4.2: Encourage industry/commerce that reflects the changing climate.

POLICY E4.3: Enhance existing and build new infrastructure to support future climate norms.

GOAL E5: Girdwood has a broad range of support services within the community.

POLICY E5.1: Encourage the expansion of childcare facilities to promote the family atmosphere of people living and working in Girdwood.

POLICY E5.2: A variety of ancillary health care services are provided locally.

GOAL E6: Girdwood decreases its carbon footprint.

POLICY E6.1: Girdwood develops programs and incentives to increase efficiency, decrease energy use, and promotes renewable energy sources.

POLICY E6.2: Girdwood works with utilities to develop sustainability programs and incentives, including a recycling program.

GOAL E7: Girdwood maintains and enhances our community character and sense of place.

POLICY E7.1: Encourage development and design guidelines that maintain and enhance the natural character and small town feel of Girdwood.

POLICY E7.2: Encourage the preservation of Girdwood's historical and cultural resources by utilizing Federal and State Historic Preservation Tax Incentive Programs, creating new incentive programs where appropriate, and participating in the local landmark program.

POLICY E7.3: Support knowledge and preservation of Girdwood's unique historical and cultural resources through community-driven and led interpretation projects.

POLICY E7.4: Encourage and streamline events and festivals.

POLICY E7.5: Girdwood has a variety of indoor and outdoor community gathering spaces.

Housing

VISION:

The range of housing options in Girdwood allows residents the opportunity to live and work in Girdwood. The cost of housing in Girdwood balances employment and income distribution.

GOAL H1: Maximize the use of existing housing inventory to meet housing needs in Girdwood.

POLICY H1.1: Develop strategies and best practices to maximize the use of existing Girdwood housing inventory to address housing need in Girdwood.

POLICY H1.2: Acknowledge the need for the short-term rental housing market in Girdwood while minimizing its impacts to the community through appropriate regulations.

POLICY H1.3: Encourage long-term rentals by providing incentives such as using tax incentives or exemptions for property-owners.

POLICY H1.4: Encourage property renovations that increase density through regulatory changes, tax, or financial incentives where appropriate zoning allows.

GOAL H2: Encourage a broad range of new housing development that is consistent with Girdwood's community character, natural character, and Girdwood's housing vision, needs, and cost challenges.

POLICY H2.1: Girdwood encourages mixed-use residential and multi-family housing developments where appropriate.

POLICY H2.2: All residential zoning in Girdwood allows for duplex developments with multi-family housing (more than triplex) allowed in targeted areas.

POLICY H2.3: Accessory Dwelling Units (ADUs) are encouraged where appropriate.

POLICY H2.4: Explore and encourage non-conventional residential alternatives for meeting the diversity of housing demands (for example, tiny homes, or alternative construction).

POLICY H2.5: Encourage and explore alternatives for more affordable housing such as but not limited to single-family housing and detached development: for example, small lot, shared equity housing, or unit lot subdivisions.

POLICY H2.6: Pursue opportunities to fund infrastructure improvements to reduce overall housing development costs such as water, sewer, or public roads.

POLICY H2.7: Pursue the development of community-supported senior housing where residents can age in place. (For example, Public-Private Partnership, Look at example in Cooper Landing.)

GOAL H3: Develop additional organizational capacity for housing development in Girdwood.

POLICY H3.1: Support efforts to create additional funding for housing and/or bridge financing gaps; collaborate with other communities and organizations to provide these opportunities. Examples are a housing trust, community land trust, mezzanine fund, tax increment financing, and non-conventional loan programs.

POLICY H3.2: Girdwood creates a housing coalition comprised of public, non-profit, and the private sector to advocate solutions for housing development.

POLICY H3.3: Market Girdwood to community-oriented housing developers that can bring creative financing options to address housing affordability and build housing that reflects Girdwood's community character.

POLICY H3.4: Include HLB as a major stakeholder in the Girdwood Housing Action Plan effort.

GOAL H4: Girdwood collects and analyzes housing data to better support community planning and development (this is action-informing, not a requirement for new housing development).

POLICY H4.1: Girdwood develops a process to collect and publish regular market data.

POLICY H4.2: Develop a housing strategy and needs assessment.

POLICY H4.3: Develop performance measures for housing to track progress and market adjustments.

POLICY H4.4: Develop an appropriate property tax incentive program to implement in Girdwood.

Recreation and Open Space

VISION:

Recreation and open spaces are a cornerstone of life in Girdwood. Local parkland, open spaces, trails, commercially developed recreation, indoor facilities, are all critical elements of a robust community recreation system. Our driveways are our trailheads and our backyards are gateways to open spaces.

GOAL R1: The Girdwood recreation system is balanced – there are a range of year-round experiences for community-supported activities.

POLICY R1.1: Ensure that parks, trails, open spaces, and outdoor recreation facilities meet community needs. The quantity of outdoor recreation assets meets both Girdwood's community goals and level of service guidelines for a community the size of Girdwood.

POLICY R1.2: Maintain existing outdoor park facilities for safety and long-term durability.

POLICY R1.3: Limit motorized uses within the recreational and open space system.

POLICY R1.4: The Girdwood recreation and open space system is easy and convenient for everyone to experience during everyday life.

GOAL R2: Girdwood has indoor and covered recreation facilities.

POLICY R2.1: Identify locations.

POLICY R2.2: Public-Private Partnerships are recommended to leverage funding and other resources.

GOAL R3: Girdwood has a formal, established, maintained, and protected system of trails and open spaces.

POLICY R3.1: Identify areas that are primarily recreation and open space areas and manage them as such. Transfer management authority of Heritage Land Bank parcels that would be better managed by Girdwood Parks & Recreation.

POLICY R3.2: Identify and protect trails and trail access via easements.

POLICY R3.3: Support implementation of Girdwood trails and open space plans.

GOAL R4: Girdwood's trails and open spaces are integrated into the community.

POLICY R4.1: Girdwood explores public-private partnerships to market and support our trails and open space system. (For example, consider Trail Town designation.)

POLICY R4.2: New development (e.g. housing, transportation) is consistent with ensuring access and protection of trails and open spaces.

POLICY R4.3: Support use of trails for active transportation within the community.

Transportation

VISION:

All modes of transportation, including human-powered, are considered equally and Girdwood is a walkable community.

GOAL T1: Girdwood has a connected system of trails and walkways. A car is not required to live here.

POLICY T1.1: Every new and existing subdivision is connected to the active transportation network.

POLICY T1.2: Improve multi-modal access within the Alyeska Basin Subdivision.

GOAL T2: Support a year-round, regular, and reliable transit between Girdwood and Anchorage.

POLICY T2.1: Explore public-private partnerships to provide transit service.

GOAL T3: Parking in Girdwood complements our community and does not encourage unnecessary driving.

POLICY T3.1: There is a viable park and ride lot.

POLICY T3.2: Parking is right sized for our community.

GOAL T4: Ensure that Girdwood's transportation infrastructure is resilient if emergency evacuation is necessary.

POLICY T4.1: Create a transportation plan for Girdwood that identifies and addresses weak points in current infrastructure.

GOAL T5: Maintain the Girdwood Airport as a valuable community asset.

POLICY T5.1: Support development at the Girdwood Airport that recognizes the community, sense of place, and natural environment.

GOAL T6: Encourage the integration of the Alaska Railroad Girdwood Depot into the local transportation network.

POLICY T6.1: Advocate for Girdwood as a continued stop.

POLICY T6.2: Explore opportunities for the train to become a more affordable and feasible public transportation option for locals.

POLICY T6.3: Pursue the train depot as a location for a transportation hub.

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Image courtesy of Mike Edgington



Image courtesy of Kate Sandberg



Image courtesy of Julie Jonas

BACKGROUND + ANALYSIS

2. BACKGROUND + ANALYSIS

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EXISTING ENVIRONMENTAL CONDITIONS & HAZARDS

The community of Girdwood sits in a narrow valley in Southcentral Alaska, near the head of Turnagain Arm. Girdwood is at the tip of North America's northern-most temperate rainforest and is surrounded by the glaciated Chugach Mountains. The town is approximately 42 miles southeast of Alaska's largest city, Anchorage, and is accessed from the Seward Highway. The valley is bordered by Chugach State Park and Chugach National Forest land, which provide ample opportunity for outdoor activities year-round. The location, natural beauty, and ski resort infrastructure make Girdwood a desirable place to live and a valued year-round recreation hub for residents and visitors. (Map 2-2 – Girdwood Location Map)

The terrain and climatic conditions provide scenic beauty, but also create constraints on how the town

can be planned and developed. Waterbodies, wetlands, avalanche zones, and topography create constraints that affect sustainable and maintainable development in the valley.

Slopes

The base of the Girdwood Valley is broad and flat and then quickly rises in elevation in between peaks of the Chugach Range. Mt. Alyeska, which is home to the Alyeska resort and ski area, has a summit elevation of 3,939 feet creating the dramatic terrain relief that characterizes the valley. Map 2-3 – Slope Analysis shows three slope ranges within the valley: slopes ranging from 0 – 15 percent steepness, 15 – 35 percent, and greater than 35.

Avalanche Paths

Due to the steep nature of the Girdwood Valley, avalanche activity needs to be a consideration for future development. Avalanches most frequently occur on slopes between 35-50 degrees. The majority of the Girdwood Valley, aside from the valley floor, contains slopes within this range. The avalanche hazard zone mapping was developed in the 1982 Anchorage Snow Avalanche Zoning Analysis report.

Avalanche paths are categorized into high and moderate hazard zones. The high hazard avalanche zones are defined as a 10-year approximate return period whereas the moderate zones are defined as a 100-year approximate return period. The 1982 report states that buildings and other facilities that concentrate human activity should be excluded from the high hazard zone. The report also states that development should be limited in moderate hazard zones. It recommends that if buildings are permitted in the moderate zone they should be reinforced for design-avalanche loads. The



report states that utilities and roads can be permitted in moderate areas, but they should be placed as far away from the high hazard zone as possible, and roads should be signed with avalanche hazard and no parking. (Map 2-4 – Avalanche Hazard Zones)

Waterbodies

The Girdwood Valley is surrounded by several glaciers that feed into various creeks within the valley that empty into the Turnagain Arm. The main creek channels which flow through or near the downtown core include Glacier Creek and California Creek, and there are numerous secondary creeks (Winner, Crow, Alyeska, and Virgin Creeks) and unnamed creeks that feed into these main channels. Map 2-5 – Water Bodies.

Flood Hazards

Glacier Creek is a major glacial melt-water stream that runs through the center of the valley. The nature of the glacial stream banks and contributing drainage areas create a flood hazard at the center of the valley, adjacent to portions of the town's development. Map 2-5 – Flood Hazard Map shows the extent of Glacier Creek's floodway, 100-year, and 500-year flood hazard areas. Map 2-6 includes information from the Federal Emergency Management Agency (FEMA). FEMA publishes flood hazard maps (Flood Insurance Rate Maps, or FIRMs) showing Municipal areas subject to flooding that are currently regulated by FEMA.

The current FEMA maps are the official documentation used for development policy and setting flood hazard permit requirements. While the FEMA map for Girdwood is the currently adopted map some things should be noted. First, the FEMA mapping was developed in the 1970s using rainfall data at that time, and does not account for any culvert installations that have occurred along the stream since. An updated map would likely reflect higher precipitation due to changing climate conditions. Second, the nature of a glacial stream floodplain can be less predictable than other river-types. While the FEMA map shows a floodway in an updated map, hydrologists may not delineate a distinct floodway corridor in the same way potentially altering flood hazard areas significantly.

The Municipality should work with FEMA to develop a more up to date flood map for Girdwood that reflects

recent rainfall data and climate change expectations. For current planning purposes the FEMA map should be used as a general reference for flood hazard areas, but granular parcel design within or near flood hazard areas should be based on more recent flood hazard modeling.

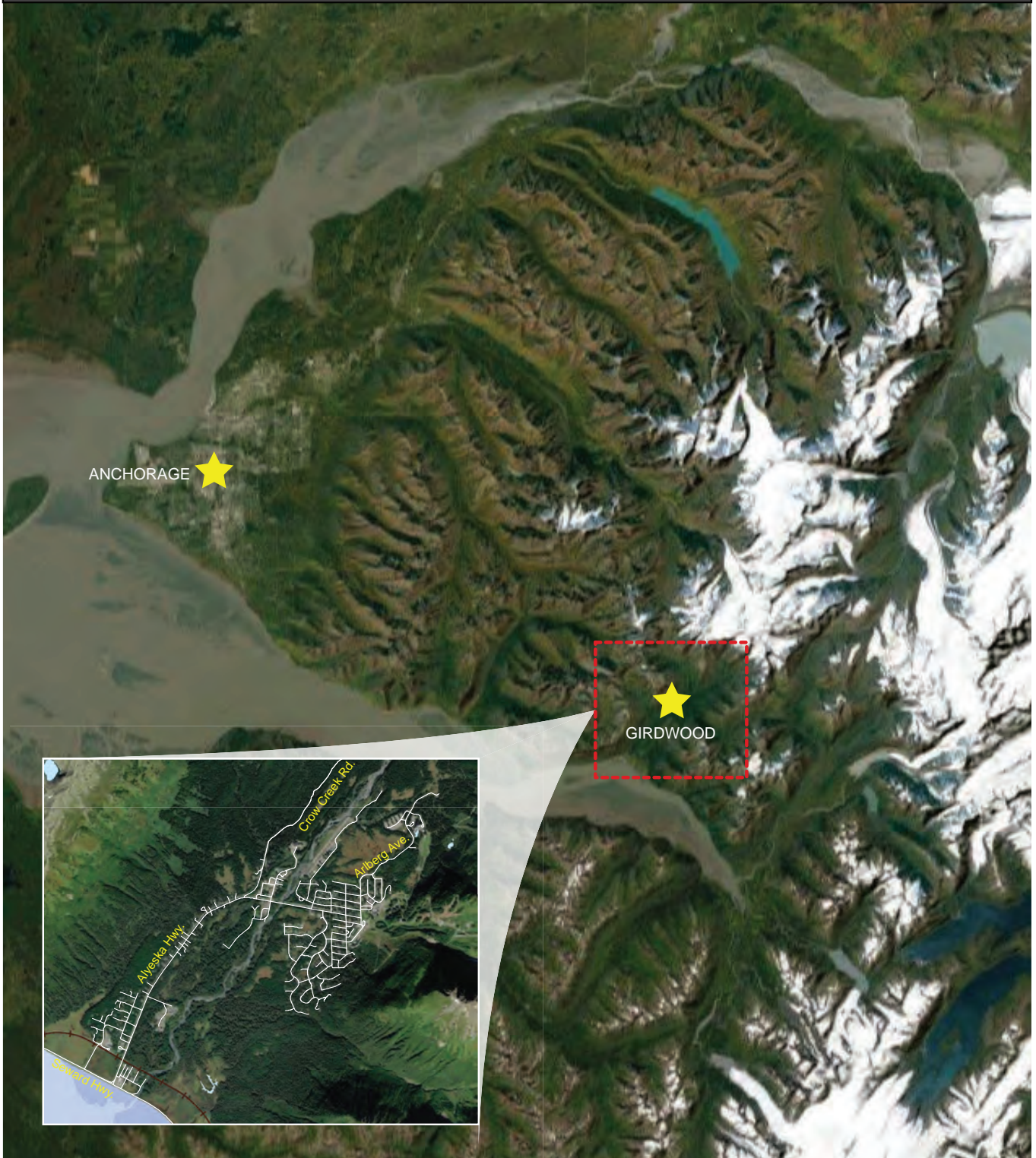
Wetlands

Girdwood contains a variety of wetland types ranging from open patterned ground peat bog in the middle and upper valley, to floodplain wetlands along stream corridors, and intertidal wetlands on Turnagain Arm. The wetlands are further categorized into a series of classes that are distinguished by wetland value classifications. The wetland designations for this area includes A (high valuation), B (moderate valuation), C (low valuation), D (undesignated), and P (potential). The classification data is derived from Anchorage's online mapping database and the Anchorage Wetlands Management Plan (AWMP) adopted in 2014.

The AWMP defines Class A wetlands as those that "have the highest wetland resource values. They perform at least two, but typically more, significant wetland functions. "A" wetlands are considered most valuable in an undisturbed state, as most uses or activities, especially those requiring fill, negatively impact known wetland functions." The AWMP states that "A" wetlands are generally not to be developed, cleared, or filled unless actions enhance or restore a site's functions and values. The AWMP provides caveats to development for public recreation facilities, utilities, or some private development needs along fringe edges. The AWMP states that projects in class A wetlands can be reviewed on a case-by-case basis in accordance with Individual Section 404 Permit through the Army Corps of Engineers.

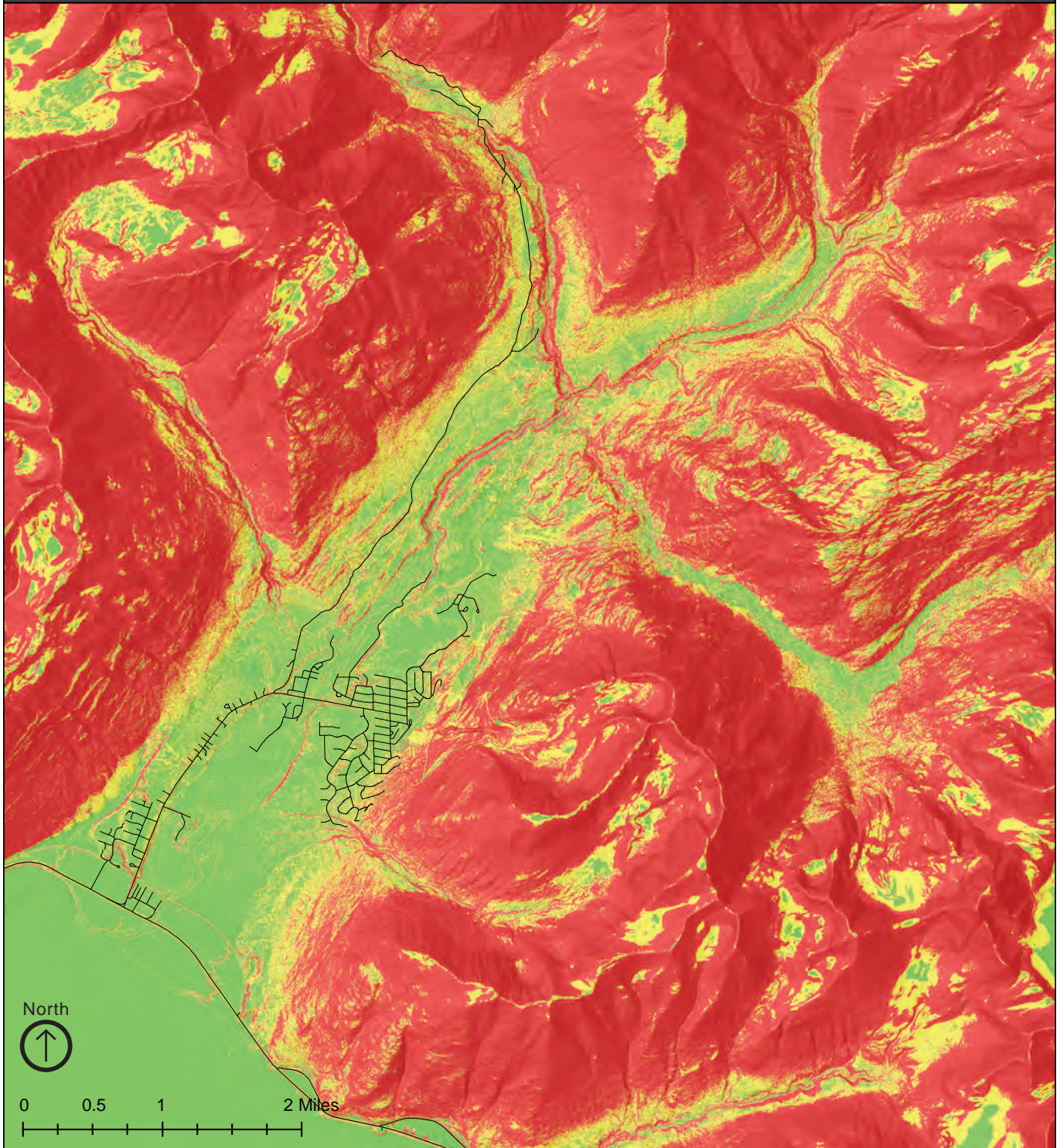
While the goal of the AWMP is to preserve wetland values and functions the plan notes that there is potential for development in some wetland classifications with a nuanced approach. Any proposed land uses in or near wetland areas should assume that Best Management Practices of balancing preservation of productive wetland functions and development needs will need to be used for site design.




GIRDWOOD COMPREHENSIVE PLAN: LOCATION MAP



Map 2-2. Girdwood Area: Location map

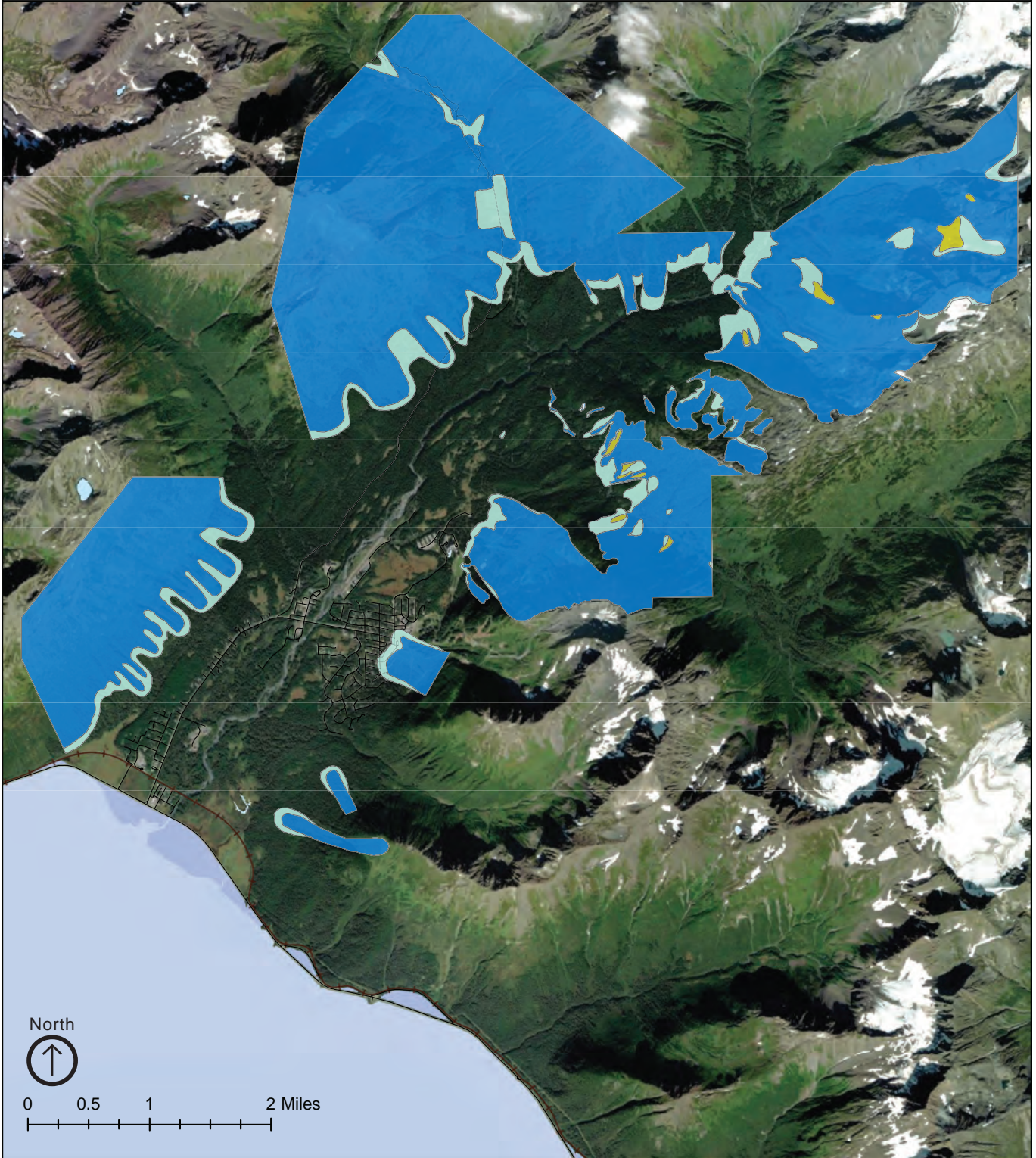
GIRDWOOD COMPREHENSIVE PLAN: SLOPES MAP



GENTLE		0 - 15
MODERATE		15 - 35
STEEP		35 - 100

Map 2-3. Slope map

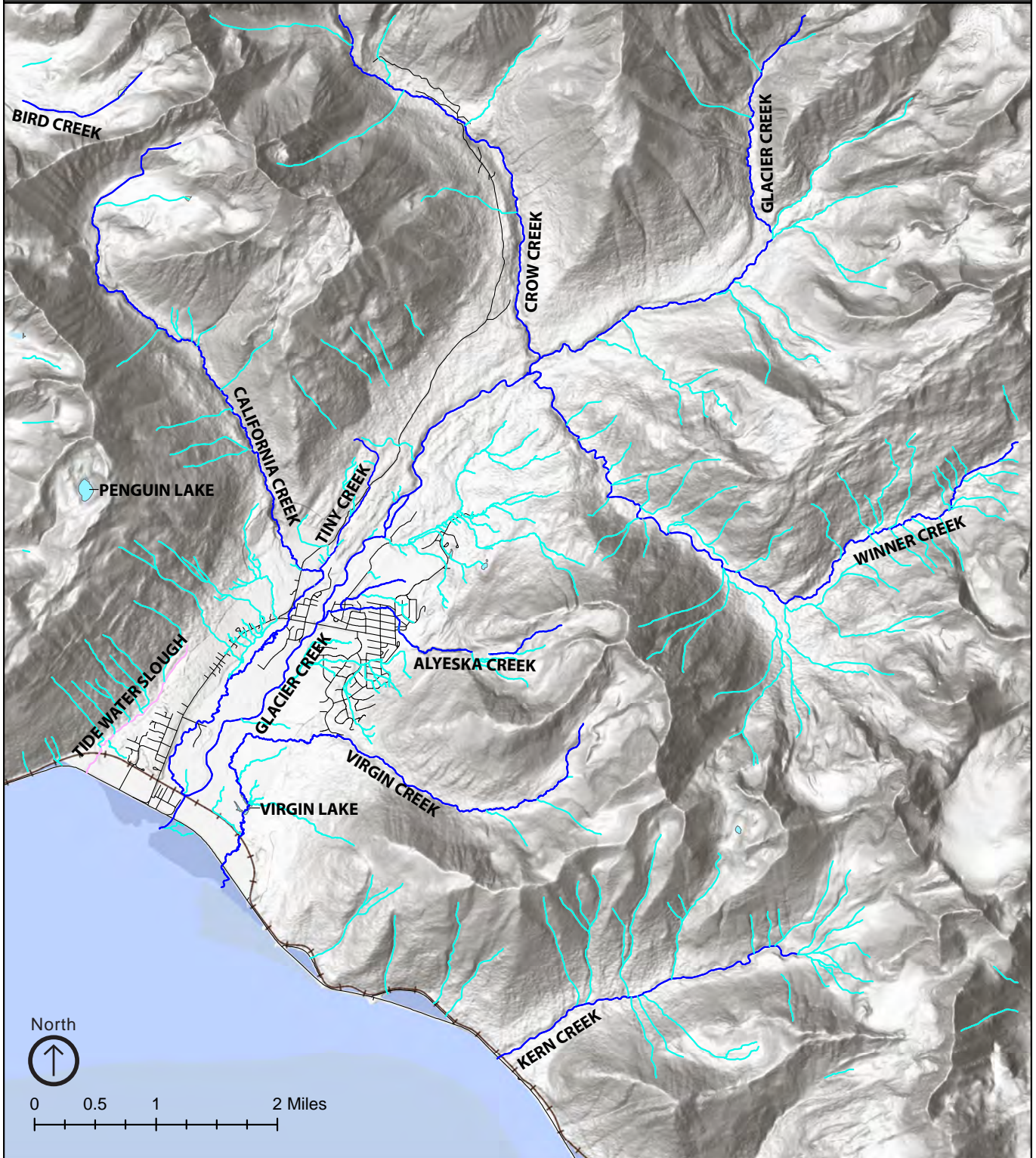
GIRDWOOD COMPREHENSIVE PLAN: AVALANCHE MAP



■ HIGH HAZARD ■ MODERATE HAZARD ■ ISLAND

Map 2-4. Avalanche Hazard map

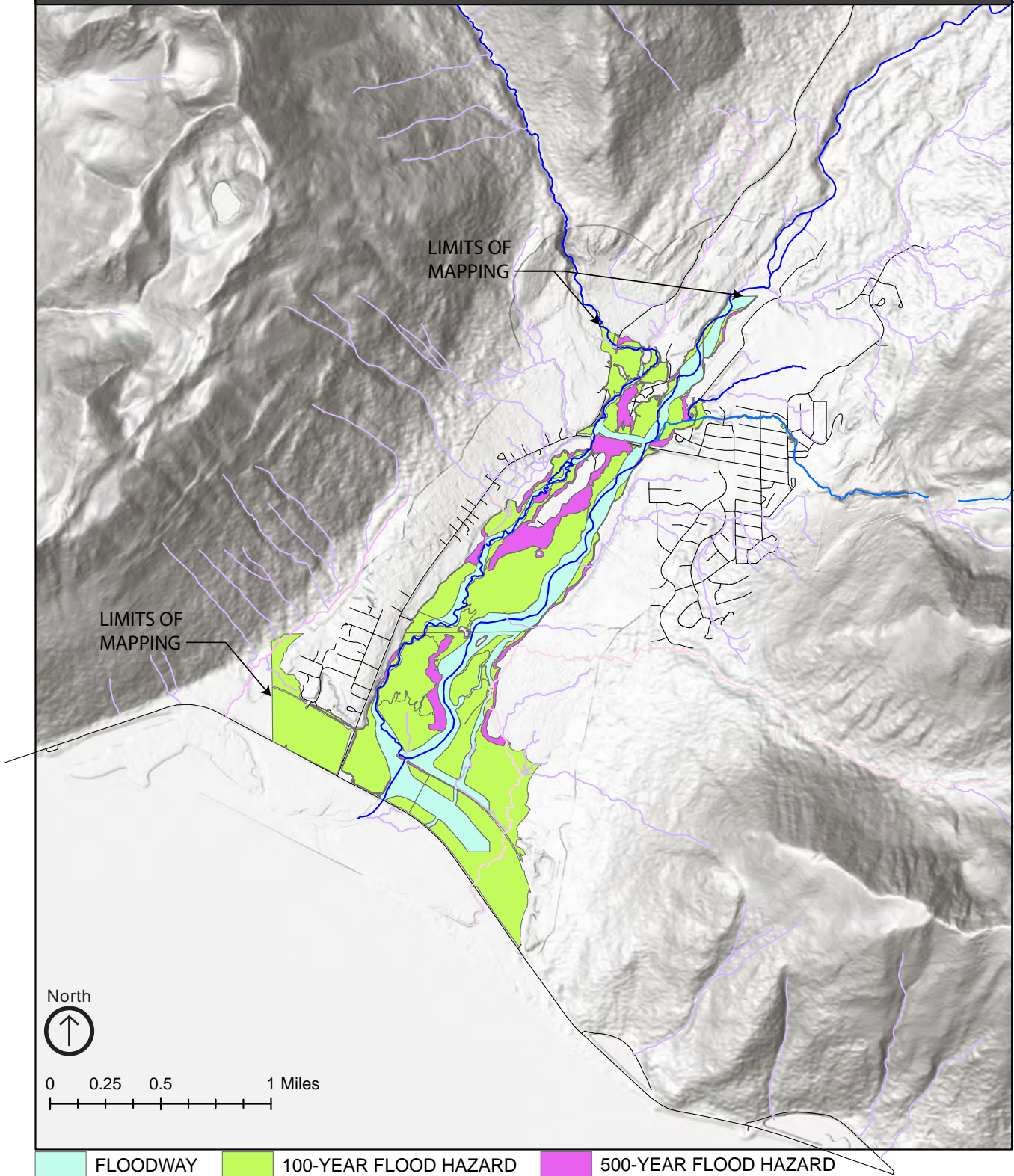
GIRDWOOD COMPREHENSIVE PLAN: WATER BODIES MAP



UNNAMED CREEKS

Map 2-5. Water Bodies map (Creeks and Lakes)

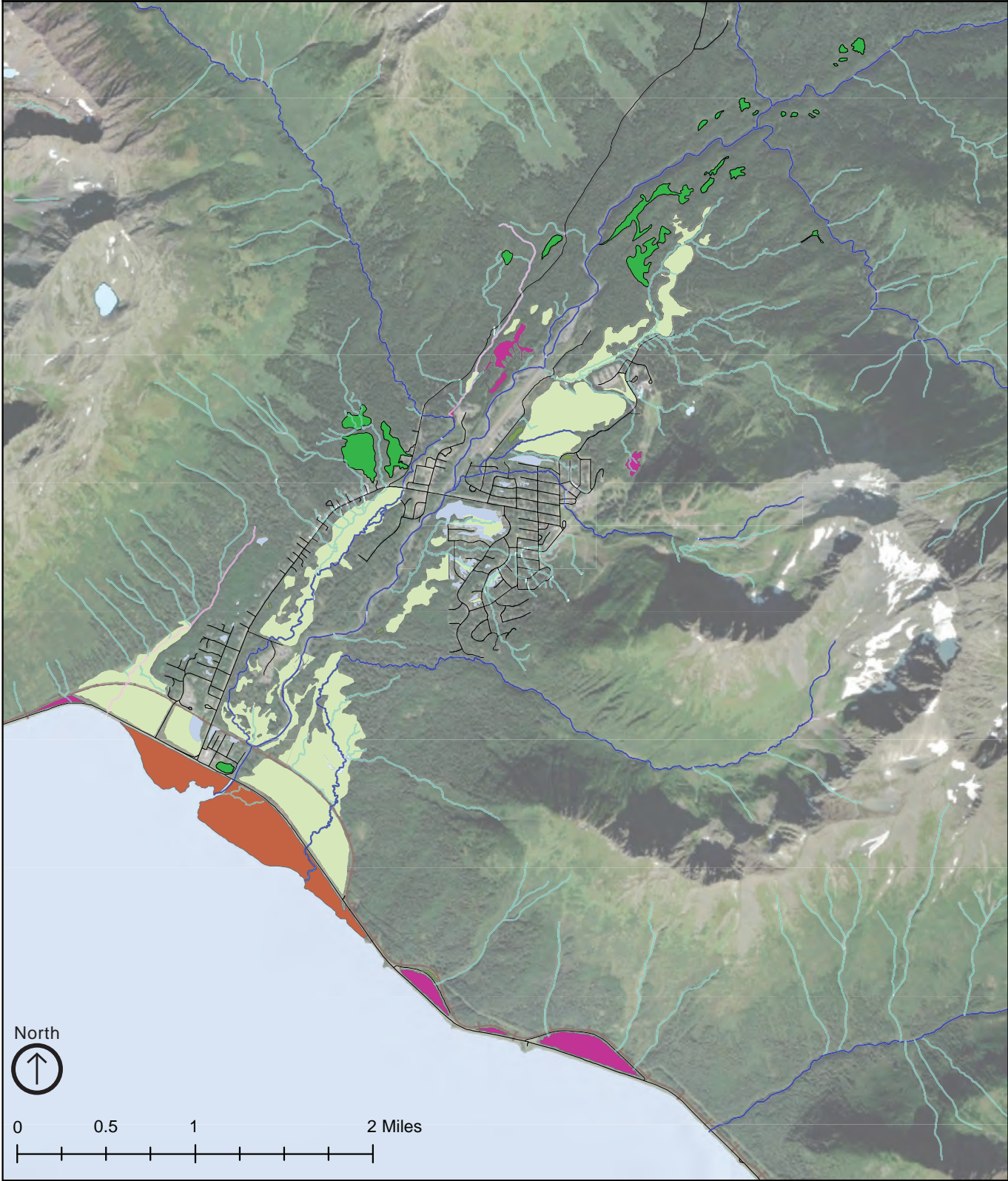
GIRDWOOD COMPREHENSIVE PLAN: FLOOD HAZARD MAP









* MAP LAYERS DOWNLOADED FROM FEMA

Map 2-6. Flood Hazard map

GIRDWOOD COMPREHENSIVE PLAN: WETLANDS MAP



- | | | |
|--|--|--|
|  INTERTIDAL |  B-MODERATE |  D-UNDESIGNATED |
|  A-HIGH VALUATION |  C-LOW |  P-POTENTIAL |

Map 2-7. Wetlands map

EXISTING ZONING, LAND OWNERSHIP, AND LAND USE

Zoning

The Girdwood valley is within the Municipality of Anchorage (MOA); therefore, Girdwood's land use code is within the Anchorage Municipal Code (AMC). The Girdwood zoning districts and associated allowed uses, dimensional standards, and design criteria are established in the AMC Title 21 Land Use Planning code. Chapter 9 of Title 21 establishes the overall municipal land use guidelines and regulations specific to Girdwood.

Girdwood's zoning includes residential, commercial, industrial, and resort-specific districts as well as other Girdwood-specific districts. The table below is derived from section 21.09.040 of Title 21 and outlines all the existing district types in the valley as of 2024.

Table 2-1. Table of existing Girdwood zoning districts. (Table 21.09-1 from Title 21)

GIRDWOOD ZONING DISTRICTS ESTABLISHED		
District Type	District Name	District Description
Residential Districts	gR-1	Alyeska Highway Mixed Residential
	gR-2	Single-Family/Two-Family Residential
	gR-2A	Single-Family/Two-Family Residential (Crow Creek Road)
	gR-3	Single-Family/Two-Family Residential
	gR-4	Multiple-Family Residential
	gR-5	Multiple-Family Residential
Commercial Districts	gC-1	Seward Highway/Alyeska Highway Commercial
	gC-2	Girdwood Station/Seward Highway Commercial
	gC-3	Old Townsite Commercial/Residential
	gC-4	Lower Alyeska Highway Commercial
	gC-5	New Townsite South Commercial
	gC-6	Crow Creek Road Commercial/Residential
	gC-7	Townsite Square Commercial
	gC-8	New Townsite North Commercial
	gC-9	East Hightower Commercial/Residential
	gC-10	Upper Alyeska Highway Commercial
Industrial Districts	gI-1	Ruane Road Industrial
	gI-2	Upper Crow Creek Industrial
Resort Use Districts	GRST-1	Original Mountain Base Resort
	GRST-2	New Base Resort
Other Districts	GA	Girdwood Airport
	GOS	Girdwood Open Space
	GIP	Girdwood Institutions and Parks
	GCR-1	Commercial Recreation (Golf Course/Nordic Ski Course)
	GCR-2	Commercial Recreation (Glacier – Winner Creek)
	GCR-3	Commercial Recreation (Crow Creek Historic Mine)
	GDR	Development Reserve
	GRR	Recreation Reserve
GW	Girdwood Watershed	

Land Ownership / Land Use

Girdwood's land uses include resorts infrastructure and facilities, residential uses, supporting commercial uses, public facilities, and recreational uses. While many developed parcels are privately owned most of the land in the area is publicly owned by a combination of the Municipality of Anchorage, the State of Alaska, and the Chugach National Forest. Most of the municipal land is managed by the Heritage Land Bank (HLB). In fact, Girdwood has the most HLB lands in the Municipality. Private lands consist of residential and commercial uses as well as the Alyeska Resort.

Parks and Trails

Girdwood Parks and Recreation is a department within the MOA that manages parks and recreation facilities and events for the Girdwood Valley. Girdwood Parks & Recreation oversees: Ten (10) parks

- Ten (10) parks
- Town square
- One (1) ball field
- One (1) soccer field
- One (1) playground with a separate "tot lot"
- One (1) tennis court
- One (1) skate park
- One (1) disc golf course
- Two (2) sheltered park pavilions with picnic tables
- One (1) tent-only campground during the summer camping season

The Girdwood trail network runs through park land as well as through easements. Trails provide year-round recreation ranging from hiking and biking to skiing and snow biking. Many of the in-town trails provide connections to trails within the Chugach National Forest and Chugach State Park land as well as the Alyeska Resort which includes a large network of downhill mountain bike trails and summer hiking trails.

In Girdwood, trail managers are defined as non-profit organizations or businesses that have obtained an easement from the MOA Heritage Land Bank to build and manage trails for public use in the Girdwood Valley. Current trail managers include the Girdwood Nordic Ski Club, Chugach Powder Guides, Bikewood, and the Girdwood Trails Committee.

The community recently underwent a process to create the Girdwood Trails Plan (GTP). The GTP should be used to guide trail policy and development over the next 10 - 20 years.

Image courtesy of Brian Burnett

Girdwood Comprehensive Plan | Background & Analysis



Public Facilities

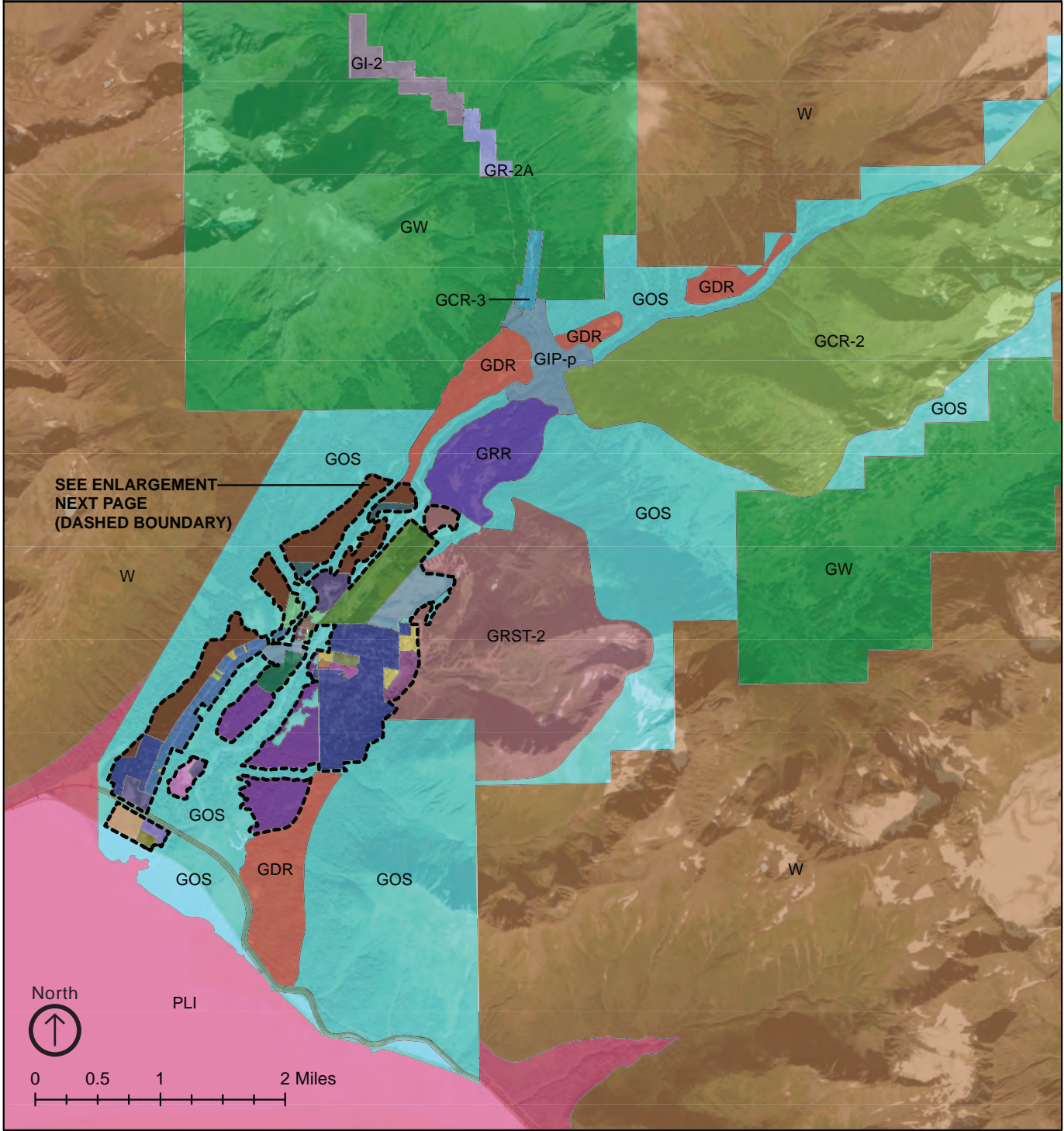
In addition to the variety of recreation facilities, Girdwood has rich availability of public facilities. The public library, Girdwood K-8 school, fire station, and post office all support the residents of the area. These public facilities are located in the central area of Girdwood in and near the New Townsite surrounding town square north of the Alyeska Highway and there is a hub of facilities just south of town square along Egloff Drive at the Girdwood south townsite. Also located in town square is the Girdwood Health Clinic, a recently 7500 square foot facility constructed in 2022 that provides primary care serves for Turnagain Arm communities. Girdwood Health Clinic, Inc. is not a public entity, but operates as a nonprofit serving local resident and visitors health care needs.

Image courtesy of Emma Burick

Girdwood Comprehensive Plan | Background & Analysis



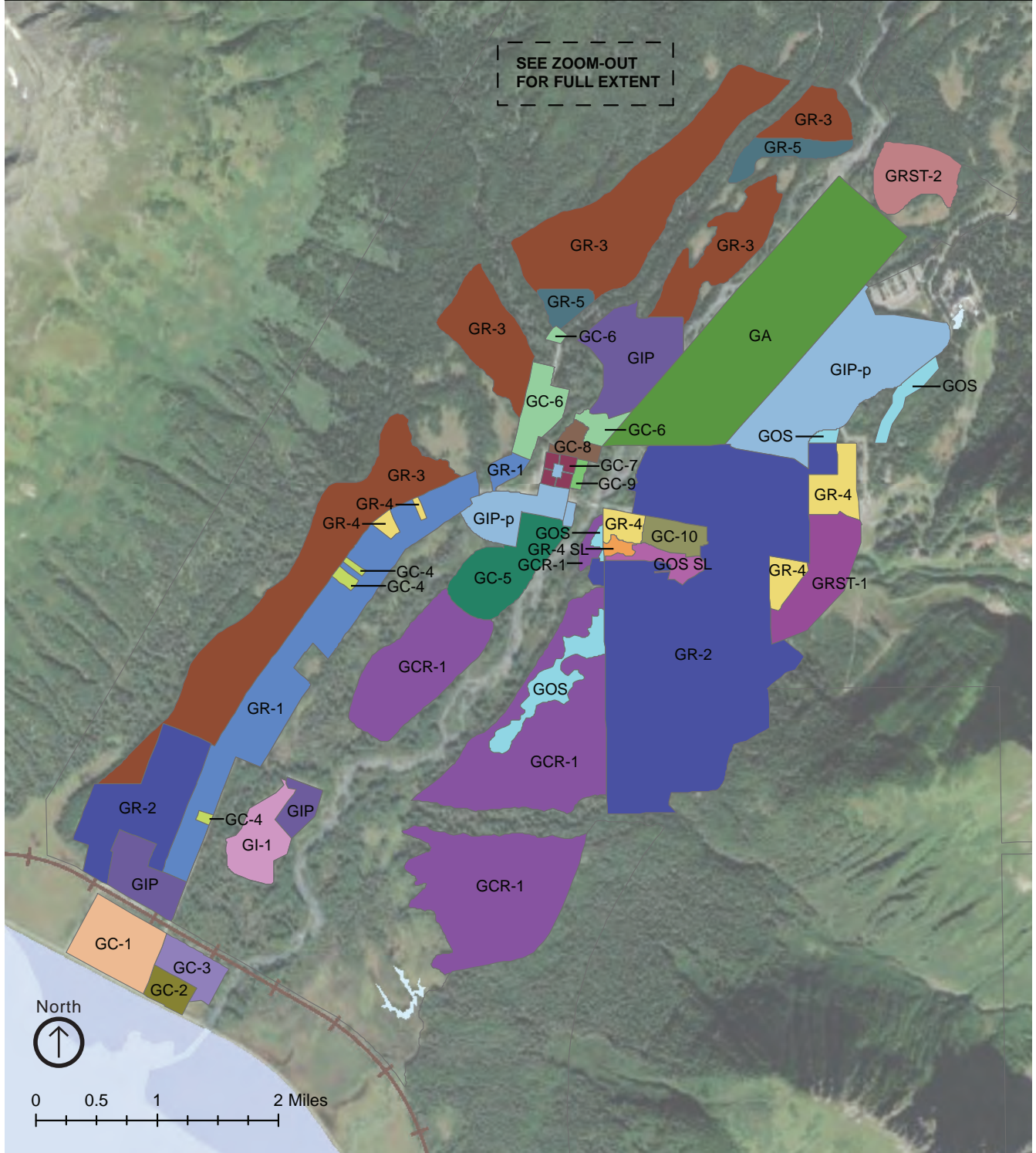
GIRDWOOD COMPREHENSIVE PLAN: ZONING MAP



GC-1	GC-5	GC-9	GR-2A	GR-5	GOS SL	GRR	GI-1	GA
GC-2	GC-6	GC-10	GR-3	GIP	GCR-1	GRST-1	GI-2	GW
GC-3	GC-7	GR-1	GR-4	GIP-p	GCR-2	GRST-2	PLI	W (ANCHORAGE WATERSHED ZONE)
GC-4	GC-8	GR-2	GR-4 SL	GOS	GCR-3	GDR		

Map 2-8. Zoning map

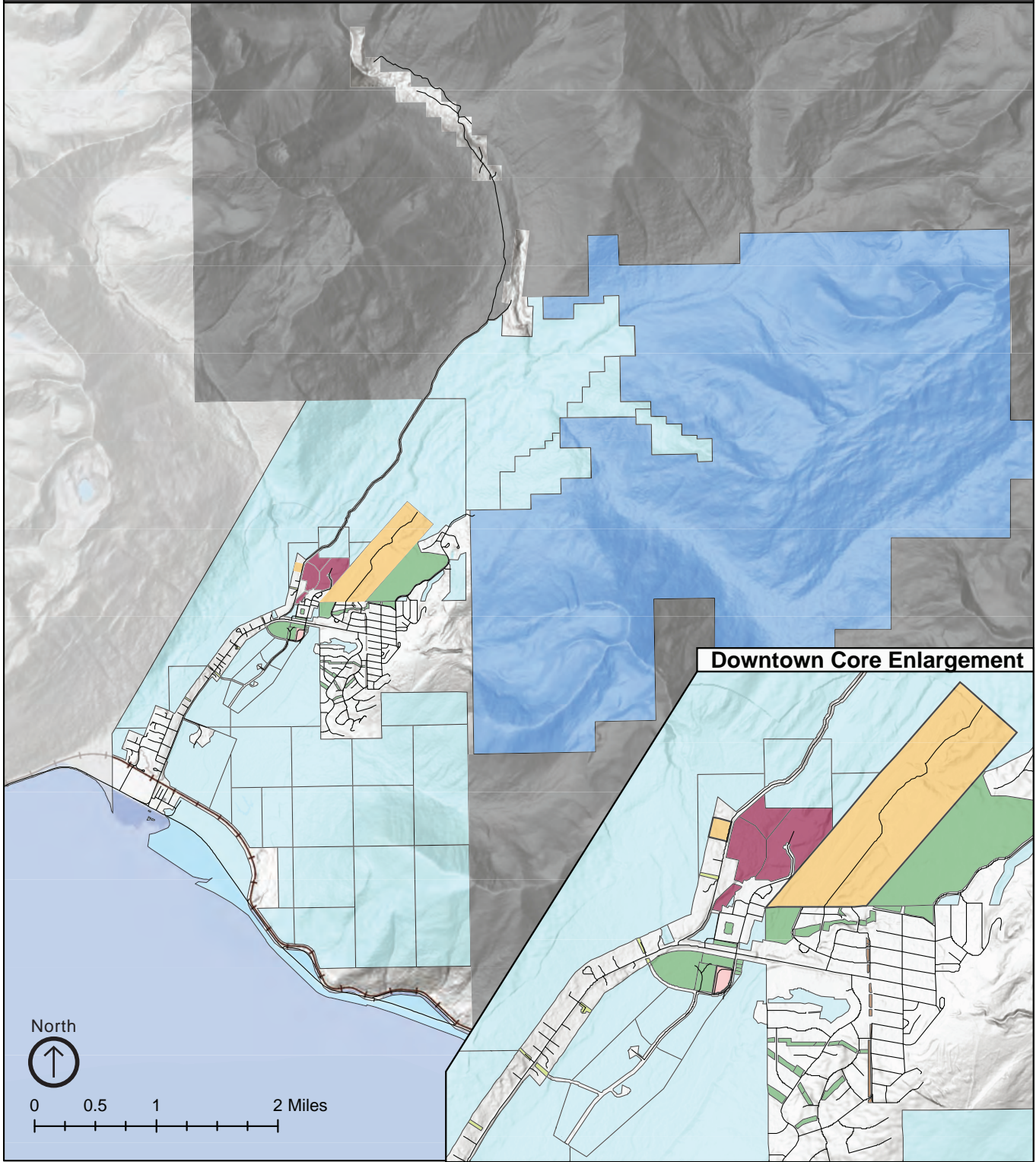
GIRDWOOD COMPREHENSIVE PLAN: ZONING MAP



GC-1	GC-5	GC-9	GR-3	GIP	GCR-1	GA
GC-2	GC-6	GC-10	GR-4	GIP-p	GI-1	
GC-3	GC-7	GR-1	GR-4 SL	GOS	GRST-1	
GC-4	GC-8	GR-2	GR-5	GOS SL	GRST-2	

Map 2-9. Zoning map-Enlargement

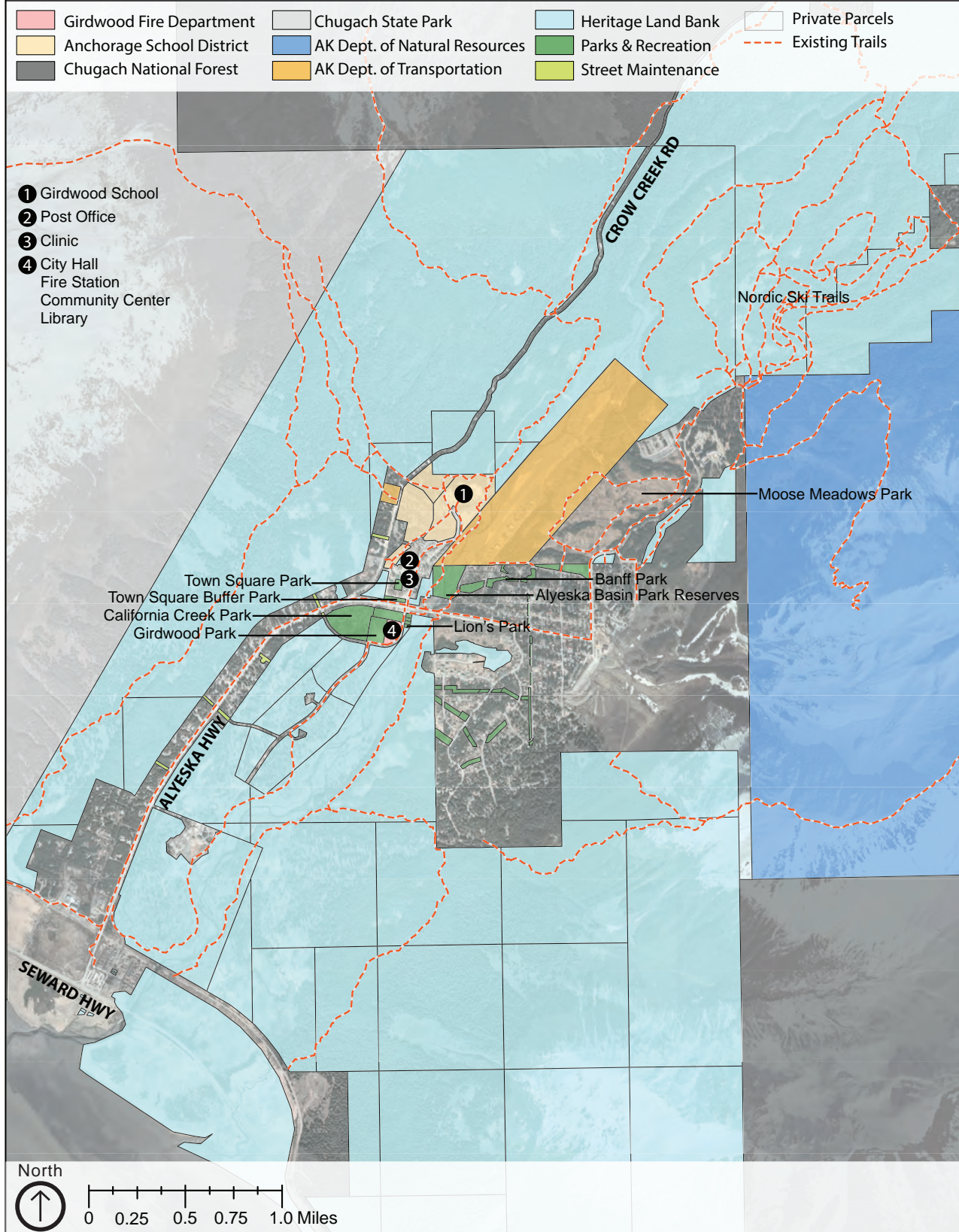
GIRDWOOD COMPREHENSIVE PLAN: LAND OWNERSHIP MAP



- | | | | |
|---|---|--|--|
| Girdwood Fire Department | Chugach State Park | Heritage Land Bank | Private Parcels |
| Anchorage School District | AK Dept. of Natural Resources | Parks & Recreation | |
| Chugach National Forest | AK Dept. of Transportation | Street Maintenance | |

Map 2-10. Land Ownership map

GIRDWOOD COMPREHENSIVE PLAN: PARKS, TRAILS, AND PUBLIC FACILITIES



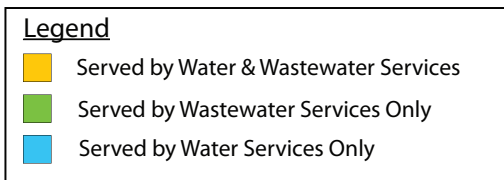
Map 2-11. Girdwood Parks, Trails, and Public Facilities

EXISTING UTILITIES AND TRANSPORTATION

Water & Wastewater

The Anchorage Water and Wastewater Utility (AWWU) provides water and wastewater services for Girdwood. The majority of Girdwood is served by wastewater services while the valley is only partially served by water services. Figure 2-1 below shows the distribution of water and wastewater services.

Figure 2-1. AWWU Girdwood service distribution map



The Girdwood water system relies on an independent water system separate from the infrastructure that serves the Anchorage Bowl and Northern Communities. The Girdwood water system consists of two groundwater wells and a reservoir tank with delivery through a distribution network. The valley east of Glacier Creek is served by water, except for some parcels; while areas west of Glacier creek along the Alyeska Highway, the Old Girdwood Townsite near the Seward Highway, and areas along Crow Creek Road are served by private wells. The 2012 Water Master Plan notes that there have been reports of saltwater intrusion in the wells serving the Old Girdwood Townsite, and areas west of Glacier Creek have reported water-quality issues including arsenic contamination.

The wastewater system covers most of the valley except for some residential parcels near the Seward Highway, areas up Crow Creek Road, and a few parcels highlighted in blue in Figure 2-12. Wastewater is treated at the Girdwood Wastewater Treatment Facility (GWWTF) located at the end of Ruane Road east of the Alyeska Highway.

Areas currently not served by AWWU services are likely due to a lack of need or the costs of expanding service to these areas is potentially cost prohibitive; in either case the property would be served by a private septic system and/or private well.

AWWU completed the Water Master Plan in 2012 and Wastewater Master Plan in 2014. AWWU is in the process of updating the Water Master Plan and will be updating the Wastewater Master Plan in the coming years. The purpose of these plans is to take inventory of existing conditions, plan for maintenance and upgrades, and understand if the systems are adequate for existing and estimated future needs. Future needs are based on population projections and anticipated possible projects subject to available funding. Both the 2012 and 2014 plans assume increases of about 2% average population growth over 20 years. It should be noted that AWWU will be reassessing population projections in their master plan updates and the projections from the currently available plans are almost ten years old.

Expansion of either system will be driven by population growth and development projects such as the Crow Creek Neighborhood planned development, Alyeska Resort expansion, and development in the New Townsite area. Both master plans anticipate that estimated future demands can be met by the current infrastructure capacities in conjunction with system adjustments as projects come online.

The 2012 Water Master Plan identified the following recommendations to address potential water system needs over the next 20 years and beyond for Girdwood:

1. Consolidation of pressure zones allowing decommission of aged infrastructure.
2. Improvements to existing well supply to provide better water quality (this is specific to the backup well which meets all water quality parameters but has elevated iron and manganese).
3. Construction of additional water storage for redundancy if the system expand.

The 2014 Wastewater Master Plan identified the following recommendations to address the wastewater system upgrades, maintenance, and potential future needs for Girdwood: Continue to upgrade and replace the GWWTF to meet current and future wastewater flows and permit requirements.

4. Continue to upgrade and replace the GWWTF to meet current and future wastewater flows and permit requirements.
5. Continue the Inflow and Infiltration (I&I) abatement program in the collection system. I&I refers to groundwater flow that enters the wastewater collection system through extraneous sources.
6. Work with private development to size and locate trunk sewer extensions.

In addition to following Municipal codes, State of Alaska statues, and federal law, AWWU operates under a water and wastewater tariffs, a set of policies and procedures outlining their services and facilities. AWWU focuses on maintaining and serving active customers while planning for potential growth through the master plan process. AWWU does not actively expand services unless a new project comes online when constructed by private developers. Individual developments must cover costs of additional connections or improvement districts can be created where parcels within a

district pay for improvements by special assessments levied against them in accordance with Municipal Code and tariffs. Although it is possible to serve future development in the valley with water and wastewater services, based on current growth predictions, infrastructure costs could influence feasibility of development.

Stormwater

The stormwater drainage system in Girdwood consists of surface drainage and the piped storm drain system. Existing surface drainage is a combination of streams, natural drainage ways, and roadside and non-roadside ditches of varying depths. Glacier, California, Virgin, and Alyeska Creeks carry significant amounts of sediments during flood events, which causes drainage issues in some areas. In developed areas, road ditches, culverts, and storm drain pipes overlay the original drainage pattern, altering the natural system as well as increasing storm water runoff due to an increase in impermeable surfaces and more direct flow routing. Other than road and driveway culverts, the piped storm drain system in Girdwood is limited.

Girdwood's climate, annual rainfall, significant snowfall, glacial melt, and intermittent development play a role in Girdwood's stormwater drainage system challenges. In the late fall and spring, culverts are often frozen preventing precipitation and melt water from draining which exaggerates problems. The 2006 Draft Girdwood Area Drainage Study warns that additional development will continue to strain the existing drainage network as density increases and expands into less suitable and often steep terrain. The plan outlines a series of recommendations that should be considered for new development; these include:

- Rigorously enforce the no net increase in runoff policy for all new development. With the steep topography and 70 inches of annual rainfall this is vitally important.
- Carefully evaluate and map existing streams and drainage ways in new development areas. New development should not mirror the present village area where small streams flow under cabins and decks, and down fence lines.
- Do not allow road ditches to capture and concentrate runoff, provide numerous connections to natural drainage ways. This will reduce erosion and icing problems. Layout road networks to off load drainage frequently at natural drainage ways. Avoid long extended downhill stretches that tend to collect and concentrate flows.
- Preserve natural detention storage in the form of wetlands and natural depressions.
- Restrict overall development footprints by increasing lot size and/or planning cluster housing developments.
- Provide a planned walking pathways network to reduce the wear on natural vegetation and compaction of soils caused by random access.
- Place restrictions on the amount of impervious area in the form of roof surfaces, decks, driveways etc.
- Preserve natural ground cover and vegetation. Reduce lawn areas.
- Avoid direct connections between impervious surfaces and the drainage system.

- Keep the groundwater in the ground. Avoid curtain drains that daylight to ditches, build above grade or use pile foundations, channel water to sumps or vegetation on the back of lots rather than to roadside ditches.
- Avoid development on steep terrain with significant subsurface flow that is easily captured and channeled by foundations, utilities, and road networks.
- Carefully evaluate development on alluvial fans. These are a source of potential drainage and flooding problems.
 - Some are remnants of larger glacial flows and have incised channels that protect the surrounding uplands from flooding. These include the upper California Creek and upper Virgin Creek alluvial fans.
 - Other areas are more active fans and should be developed with caution. These include lower California and lower Virgin Creeks fans.
 - The alluvial fan north of the Prince Hotel is an unknown quantity and should be evaluated before it is developed.

Natural Gas

Girdwood's natural gas utility is provided by ENSTAR Natural Gas Company. Natural gas is a relatively new utility for the area with the first service lines installed in the summer of 1996 down the Alyeska Highway. Since 1996 service lines have continued to be installed providing coverage through most of the valley except for northern sections of Crow Creek Road and some other individual parcels. ENSTAR operates with a 'cost cause is the cost payer' system where each specific project is responsible for the capital costs associated with extending the utility to provide service. ENSTAR does not do future scenario planning unless there is a known project or development underway. Although ENSTAR does not model out various future scenarios, ENSTAR anticipates that the current system would provide sufficient capacity for the valley based on historic growth rates; large residential developments or large load facilities would have to be analyzed on a case-by-case basis to determine if the system was adequate. While growth can cause capacity concerns, homes and developments are becoming more and more efficient which helps reduce demand.

Electricity

Chugach Electric Association (CEA) is the electric provider for the Girdwood community. CEA has a substation in Girdwood at the Old Townsite north of the Seward and east of the Alyeska Highway. The main distribution line runs from the Seward Highway. The Alyeska Hotel is powered by an underground feeder to the hotel while the majority of the town is fed by overhead infrastructure.

MOA's current AMC section 21.07.050 and section 21.09.070.J require undergrounding of overhead electrical infrastructure of all new and relocated infrastructure (with some exceptions as described in code), and an undergrounding plan for existing overhead lines. The purpose of this policy is mostly for aesthetic and viewshed purposes. While undergrounding electrical lines does improve viewsheds, the infrastructure needed for undergrounding lines can take up more real estate. Currently, 2% of retail sales in Girdwood goes towards undergrounding.

At this time, CEA does not have any capital improvement projects planned in Girdwood and does not anticipate any issues or load capacity restrictions providing electrical infrastructure

as development progresses; a potential development that would exceed the load capacity in Girdwood would be the development of a large industrial complex. New development typically requires a primary line extension, expansion costs are covered by the developer on a project-by-project basis.

Solid Waste Services

Solid Waste Services (SWS) operates a transfer station in Girdwood on Ruane Rd, which is used to temporarily store waste before it is transported. The Girdwood transfer station typically transfers approximately 88% of its tonnage to the Central Transfer Station in Midtown Anchorage and the remainder to the Anchorage Regional Landfill (ARL). The Girdwood Transfer Station accounts for 0.64% of the total recycling material that SWS receives. The 2019 Integrated Solid Waste Master Plan recommends SWS expand yard and garden waste drop-off for beneficial use to the Girdwood Transfer Station within one to five years to divert waste from the landfill and to reduce greenhouse gas emissions.

Transportation

Road access to the Girdwood valley is from the Alyeska Highway which intersects with the Seward Highway at mile post 90. The Alyeska Highway is the main spine that runs through town (currently classified as a minor arterial) leading the southern base of the Alyeska ski area. Several collector and local roads branch off from the Alyeska Highway providing vehicular access to commercial uses, residential uses, and public facilities. Crow Creek Road is a collector that provides the northern most access in the valley up into the Crow Pass Valley, dead ending at the Crow Pass trailhead. Hightower Road is a collector that provides access to the Girdwood New Townsite; just south of Hightower is Egloff Drive which gives access to the library, fire station, and park facilities. Arlberg Avenue is another collector road along the east side of the valley providing access to the Alyeska Hotel, dead ending at the Girdwood ski trails in the northeast area of the valley.

The 1995 Girdwood Area Plan (1995 GAP), the 2001 Girdwood Commercial Areas & Transportation Master Plan (CAT Plan), and the 2014 Municipality of Anchorage Official Streets and Highways Plan (OS&HP) plan all make recommendations for valley-wide road system changes. While these plans have slight differences some of the consistent changes include:

- A new access road to the Seward Highway on the east side of the valley
- A new arterial connection between Arlberg Avenue and Crow Creek Road
- New collector roads west of the Alyeska Highway before the intersection with Crow Creek Road

Figures 2-15, 2-16, AND 2-17 show the road network plans from the 1995 GAP, CAT, and OS&HP. Other area specific plans also make detailed recommendations on specific collector and arterial improvements; these plans include: the 1996 Glacier-Winner Creek Access Corridor Study Final Routing Report, the 2006 Crow Creek Neighborhood Land Use Plan, and the 2014 Girdwood South Townsite Master Plan.

Alyeska Highway, a portion of Crow Creek Road and the road in the airport parcel are State of Alaska Department of Transportation roads. Many of the collector and local roads are maintained by Girdwood Street Maintenance; the remaining roads are privately maintained.

Girdwood is served by Glacier Valley Transit (GVT) for bus services available to the public. GVT is a private non-profit, 501c (3), corporation funded by 5311 Rural Transportation grant funds from the Federal Transit Authority and the Alaska Department of Transportation. GVT provides service between the Seward Highway, Town Square, the Alyeska hotel and day lodge, and up to Crow Creek Mine.

The Alaska Railroad intersects the Alyeska Highway just north of the Seward Highway and has a stop in Girdwood on Brudine Road. This stop does not have services such as a depot or railroad staff and is currently not available in the winter. The next closest train stop is at the Portage Train Station southeast of Girdwood.

PLANNING CONTEXT

Relationship to Other Plans

This Plan is a comprehensive plan for Girdwood and as such a comprehensive plan element of the Municipality (Anchorage Municipal Code Title 21.01.080). This Plan will serve as an update to the original 1995 GAP. Functional plans and area-specific plans within Girdwood and the Municipality of Anchorage also serve as planning tools for the community as either adopted elements of the comprehensive plan or as guiding documents when formal adoption has not occurred. Section 21.01.080 and “Table 21.01-1 Comprehensive Plan Elements” of AMC’s Title 21 outlines what plans are adopted as components of the Municipality’s overall comprehensive plan. The adopted comprehensive plans elements specific to Girdwood, in addition to the 1995 GAP, include:

- Crow Creek Neighborhood Land Use Plan (adopted 2006)
- Glacier-Winner Creek Access Corridor Study Final Routing Report (adopted 1997)
- Girdwood-Iditarod Trail Route Study (adopted 1997)
- Girdwood Commercial Areas and Transportation Master Plan (adopted 2001).

Other plans not explicitly listed in Table 21.01-1 of Title 21 that are relevant to Girdwood include:

- 2023 Girdwood Trails Plan (pending approval with Planning and Zoning Commission)
- 2009 Girdwood South Townsite Area Master Plan and Amendment (2014)
- Snow Avalanche & Mass-wasting Hazard Analysis-Glacier/Winner Creek Area
- Glacier-Winner Creek Resort Development Land Use plan, 2006

These plans focus on their respective functions and establish priorities for infrastructure improvements, and natural resource management. The goals, objectives, and infrastructure priorities of functional plans and area-specific plans are developed in compliance with the overall Comprehensive Plan.

Other functional plans within the Municipality help provide specific policy direction for transportation and infrastructure such as the Turnagain Arm Management Plan for State Lands (1974), the Utility Corridor Plan, the Anchorage Wetlands Management Plan, and the Anchorage Coastal Zone Management Study.

Below is a table of existing Girdwood plans and studies that are relevant to the Girdwood Comprehensive Plan update. The table provides a general description of the plan and key elements that relate to the current plan.



Image courtesy of Kalie Harrison

Table 2-2. Table of existing Girdwood plans and studies relevant to the GAP update

Plan/Study	Plan Description	Considerations for the Girdwood Comprehensive Plan Update
<p>Girdwood Area Plan (1995 GAP), 1995</p>	<p>The 1995 GAP provides a land use plan for the valley as well as direction for development of public facilities, transportation, and policy. It was adopted in 1995 and sets the land use policy for the Girdwood area. The updated Girdwood Comprehensive Plan will supersede the 1995 plan once adopted.</p>	<p>The 1995 GAP provides an overview of existing conditions in 1995, history of the valley, a land suitability analysis, a land use plan and an implementation plan. The context and proposed planning solutions from the 1995 GAP are important context for the comprehensive plan update.</p> <p>Elements in the 1995 GAP that will be important to revisit include:</p> <ul style="list-style-type: none"> • Land use categories/ zoning and layout • Residential zones, density, housing type • Public institution proposals • Transportation plans • Policy and regulation recommendations <p>(Maps 2-12, 2-13, & 2-14 – 1995 GAP Land Use Plans)</p>
<p>Glacier-Winner Creek Access Corridor Study Final Routing Report, 1996</p>	<p>The purpose of this study was to look at how road access could be provided to the Glacier-Winner Creek area while minimizing disturbance to the natural landscape and provide access across Municipal land to access State land.</p>	<p>The study was developed in response to the 1995 GAP which identified the Glacier-Winner Creek area as a potential commercial recreational/resort development. This report included an analysis of the terrain and environmental conditions of the area and a proposed horizontal layout and profile for the road.</p>
<p>Girdwood Commercial Areas & Transportation Master Plan, 2001 (CAT Plan)</p>	<p>The Girdwood Commercial Areas and Transportation Master Plan provides a long-range, multi-modal transportation plan and a long-range strategy for improving the commercial areas in the Girdwood Valley.</p>	<p>The composite transportation system map proposes new collector connections based on the land uses in the 1995 GAP. The new connections include a new road to the highway on the east side of the valley and new collector roads within the valley connecting the east and west sides of the valley. The plan also includes a potential railroad line that connects to the resort area along the west side of the valley. (Map 2-15 – Composite Transportation Plan 2001)</p> <p>The commercial areas portion of the master plan proposes different pods for development as areas that include a mix of commercial, civic, and residential uses. The plan focuses on three areas: the new Girdwood townsite, the valley entry and the original Girdwood townsite, and the resort base area.</p>

Plan/Study	Plan Description	Considerations for the Girdwood Area Plan Update
<p>Crow Creek Neighborhood Land Use Plan, 2006</p>	<p>The Crow Creek Neighborhood Land Use Plan was developed in 2006. Its purpose was to master plan a large portion of HLB land that had been identified as residential zoning in the 1995 GAP. The area of the plan is a portion of HLB lands on the west side of Glacier Creek along Crow Creek Road. The plan provides a land use suitability analysis and development recommendations with proposed preliminary site layouts.</p>	<p>The Crow Creek Neighborhood Land Use Plan proposes a residential development within the plan area. The proposed residential uses are consistent with the 1995 GAP and the current zoning. The plan accounts for sensitive habitat and trails connectivity by preserving areas of valuable habitat and proposing continued trail connections.</p> <p>The proposed residential uses include multifamily complexes, condos, and single-family homes. While the plan proposes a mix of different density types to preserve open space the overall plan accounts for a minimum of 465 units and a maximum of 710 units.</p> <p>In addition to the residential uses and conservation of lands the plan proposes transportation improvements. This includes a trolley route branching from the railroad that runs along the Seward highway, along the west-side of the valley, passing through this plan area and connecting to the resort.</p>
<p>Glacier-Winner Creek Resort Development Land Use plan, 2006</p>	<p>The purpose of this study was to develop a land use plan for a new ski and year-round resort development in the Glacier/ Winner Creek Area.</p>	<p>The plan proposes various development zones within the Glacier/Winner Creek Area including ski area development with 7 new lifts, 18-hole golf course, Nordic trails, and real estate development for residential and commercial uses. The Glacier/Winner Creek Area encompasses over 3,000 acres north of Arlberg Avenue and the Alyeska Resort.</p>

Plan/Study	Plan Description	Considerations for the Girdwood Area Plan Update
Girdwood South Townsite Master Plan, 2014 (Update from the 2009 Plan)	<p>This area master plan establishes the general arrangement of land uses, circulation and infrastructure systems for the Girdwood South Townsite including proposed vehicular and pedestrian circulation and the types of acceptable proposed development.</p>	<p>The plan proposes a series of recommendations for the Girdwood South Townsite including:</p> <ul style="list-style-type: none"> • Retain the Kids' Playground and Skateboard Park in current locations • Relocate the Little Bears Playhouse childcare center • Improve the Forest Fair Venue • Protect and improve the Iditarod Trail • Provide for a flexible mix of civic and commercial uses • Provide adequate access routes • Provide adequate parking • Provide a range of modestly priced housing • Create South Townsite development standards • Calm traffic on Alyeska Highway
Municipality of Anchorage Official Streets and Highways Plan (OS&HP), 2014	<p>The Official Streets and Highways Plan (OS&HP) provides a means for the community to prepare for future development through establishing the location, classification, and minimum rights-of-way of those streets and highways required to accommodate the street and highway transportation needs of the community in years to come. The OS&HP prescribes the location and classification of present and future primary streets within the Municipality.*</p> <p>*From the OS&HP</p>	<p>Map 2-16 is the OS&HP Girdwood map. The map shows the network of existing and proposed roads. The map differs from the CAT plan and recommendations in the Crow Creek Neighborhood Land Use Plan.</p>

Plan/Study	Plan Description	Considerations for the Girdwood Area Plan Update
<p>Heritage Land Bank Annual Work Program & 5-year Management Plan, 2024 Public Review Draft</p>	<p>The HLB Work Program is an approved guide for allocating and managing HLB land and resources. The programs functions and activities must be consistent with Municipal Code, HLB policies, and pertinent comprehensive or area plans.</p>	<p>The 2024 plan identifies the status of various Girdwood parcels and their potential for upcoming projects:</p> <p>2024 Potential Disposals, Exchanges & Transfers:</p> <ul style="list-style-type: none"> • Portions of HLB Parcels 6-011 – Disposal of approximately 72 acres, (27 of which for mixed-use development, the remainder for recreation and access) to facilitate the development of Glacier Creek Village through a purchase and development agreement with Alyeska Holdings, LP, and Seth Anderson for the development of a mixed-use project consistent with the Request for Proposals (RFP) completed in 2021. • HLB Parcel 6-014 – Evaluate process for disposal, with direct sale, to owners of Alyeska Resort. • HLB Parcel 6-057F – Staff to evaluate options and present feasibility of the following options to HLBAC for guidance: <ul style="list-style-type: none"> ○ Disposal of this property as-is; ○ Disposal with platting of reconfigured lots (not requiring improvements or limited improvements); ○ Disposal with platting of Phase II only and improvements completed by the MOA; ○ Disposal with platting of Phases II and III with improvements completed by the MOA. • HLB Parcels 6-074A, 6-074B – HLBAC has recommended, and Assembly has approved (AO 2022-047) a disposal by non-exclusive lease. It is anticipated that this lease will be executed in 2024.

Plan/Study	Plan Description	Considerations for the Girdwood Area Plan Update
Heritage Land Bank Annual Work Program & 5-year Management Plan, 2024 Public Review Draft	<p>The HLB Work Program is an approved guide for allocating and managing HLB land and resources. The programs functions and activities must be consistent with Municipal Code, HLB policies, and pertinent comprehensive or area plans.</p>	<ul style="list-style-type: none"> • HLB Parcel 6-076 – Girdwood Community Land Trust has submitted an application requesting a short-term land use permit for site development work and a long-term ground lease request. A Letter of Intent was expected to allow due diligence to move forward. More details on the development potential will be shared as it becomes available, and it will be presented to the HLBAC. Development of the site consistent with the Girdwood South Townsite is supported. • HLB Parcel 6-011, 6-016, 6-017 – The improvements to the Iditarod National Historic Trail (INHT) began in 2020 led by Girdwood Parks & Recreation and the USFS. Until the Girdwood Trails Plan and Girdwood Comprehensive Plan are completed and the previous alignment reconfirmed or a new one prescribed, the remainder of the improvements to the INHT have been placed on hold. A new trail easement may be required to develop the INHT north of Alyeska Highway through the properties identified as Holtan Hills and up valley. <p>Five Year Management Plan 2022 – 2026</p> <ul style="list-style-type: none"> • HLB Parcel 6-039 – Evaluate this parcel for potential replat into residential lots for disposal. • HLB Parcels 6-053, 6-054, 6-055, 6-056 – Potential Pursue disposal to ADOT&PF in support of future Alyeska Highway intersection redesign. • HLB Parcel 6-075 – Withdraw from HLB inventory and transfer to Girdwood Parks and Recreation. <p>(Map 2-17 - Map of HLB lands from the 2024 HLB annual work plan.)</p>

Plan/Study	Plan Description	Considerations for the Girdwood Area Plan Update
Girdwood Coastal Wetland Natural and Historic Interpretive Area (1981)	The Girdwood Coastal Wetland Natural and Historic Interpretive Area plan presents a preliminary study examining the potential for developing the Old Girdwood Townsite located south of the Seward Highway as a natural and historic interpretive area. The plan outlines ways to resolve conflicts and provide both future growth and conservation in an acceptable manner.	The plan recommends that the significant natural features together with cultural history make the Girdwood Coastal Wetlands a rich interpretive center. Careful conservation and development of the interpretive experience would be of great educational and recreational benefit. The plan favors conservation of the wetlands in response to the 1918 plat for the Old Girdwood Townsite.
Results Of the Girdwood Community Archaeological Survey (2021)	The Girdwood Community Archaeological survey was conducted to complete a synthesis of past cultural resource investigations, conduct cultural resource surveys, and provide a historic properties roster of the built environment within the community boundaries of Girdwood, Alaska.	<p>The document proposes a series of recommendations for Girdwood based on the survey sites including:</p> <p>Further archeological investigation and an updated preservation plan is recommended along the Girdwood Bluff, with interpretive signage for educational visits and tours.</p> <p>The scopes of future archaeological investigations should be outlined in a stand-alone identification and treatment plan focusing on both archaeological resources and culturally sensitive areas within the Girdwood Community Boundaries.</p> <p>Distinguish between historic trails and recently developed recreational trails in mapping.</p>
Final Girdwood Historic Buildings Survey And Historic Properties Roster with Historic Preservation Recommendations (2021)	<p>The Final Girdwood Historic Buildings Survey and Historic Properties Roster Historic with Historic Preservation</p> <p>Recommendations provide the roster of properties for Girdwood with recommendations.</p>	<p>The document proposes a series of recommendations for Girdwood based on the survey sites including:</p> <p>Develop a historic district in the Girdwood Community to enforce stylistic considerations on new development and residents.</p> <p>Additional historic context development is recommended for the Girdwood community to create a coherent picture.</p>

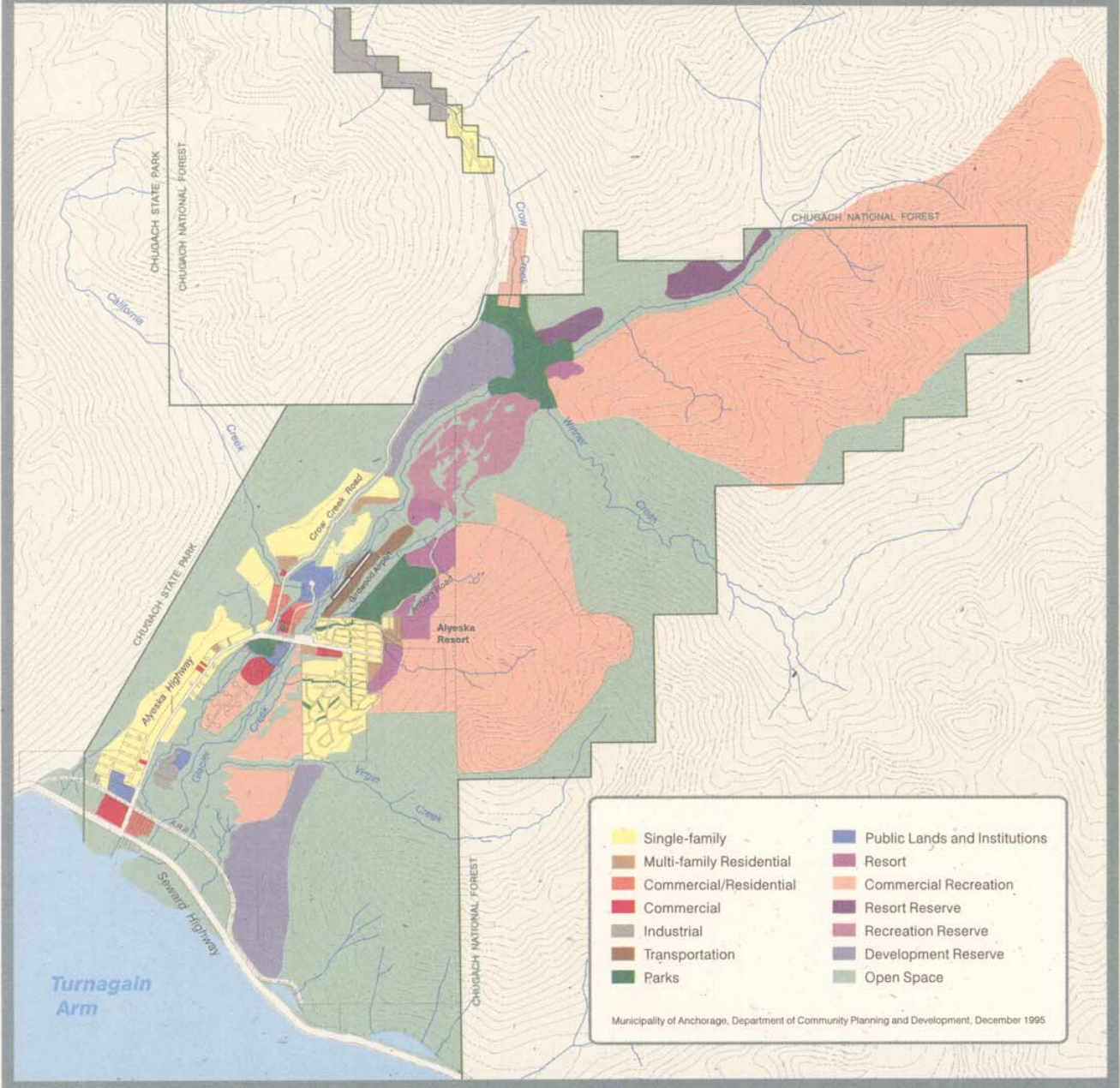
Plan/Study	Plan Description	Considerations for the Girdwood Area Plan Update
<p>Alyeska Area Master Plan (2007)</p>	<p>The objectives of this Area Master Plan are centered on reestablishing the qualities at Alyeska Resort that will encourage visitors to come, stay, and participate in the experience of Alaska. Another major objective of the plan was to evaluate and establish balance at the resort between the day skier and the destination guest. The technical goals for the Area Master Plan are to establish the density and uses within the project area, listen to and react to public and municipal input, understand and develop strategies for addressing the major areas of potential impact, and align the vision for the mountain with the planning process.</p>	<p>The master plan proposes a series of recommendations for the 1995 GAP including:</p> <ul style="list-style-type: none"> • Revise resort land use designation to commercial recreation. Alyeska should be viewed as one resort, not two separate areas. <p>Modify the description of resort to include single and duplex residential development.</p>



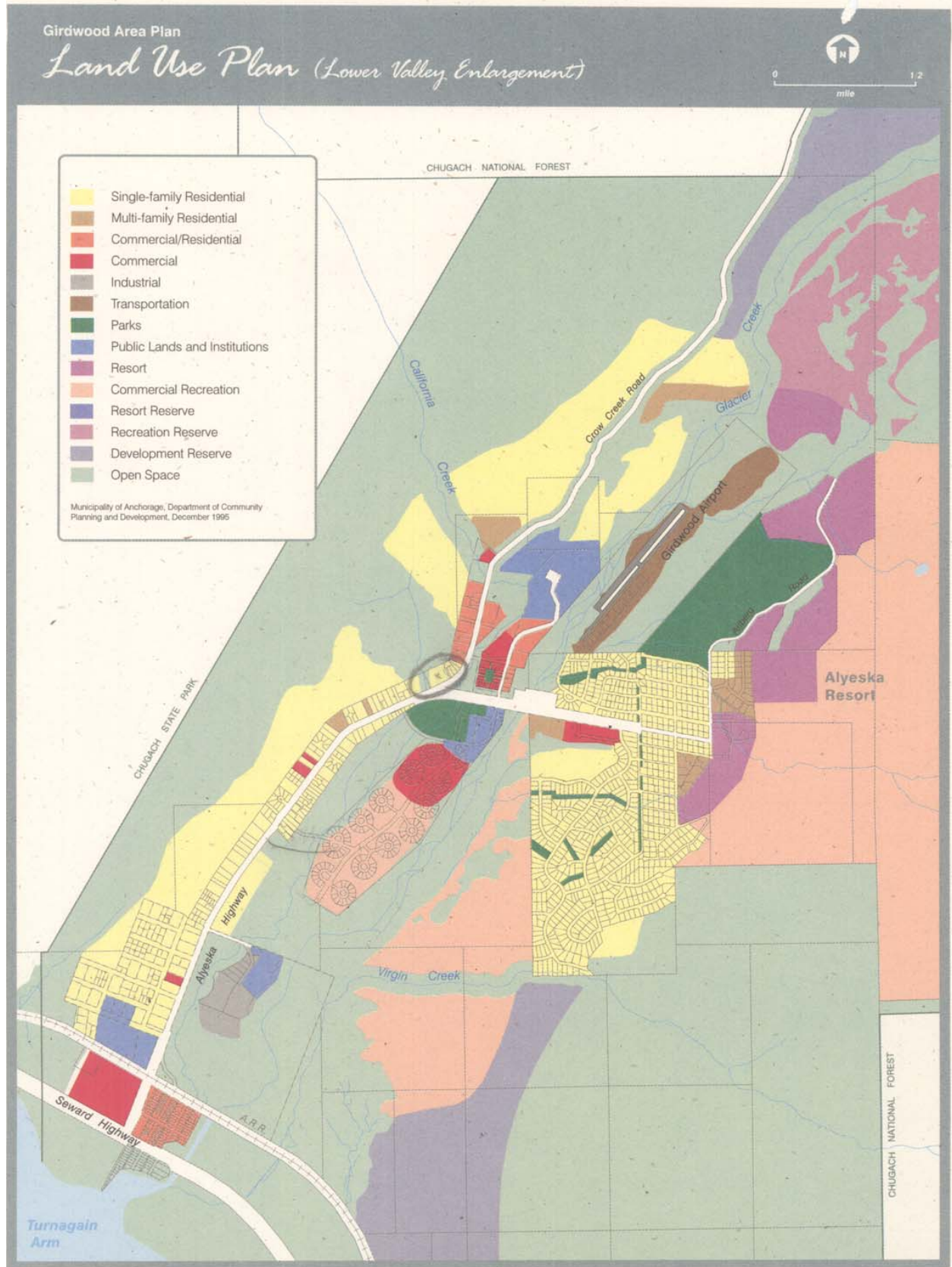
Image courtesy of Girdwood Valley Builders

Girdwood Area Plan

Land Use Plan



Map 2-12. 1995 GAP Land Use Plan



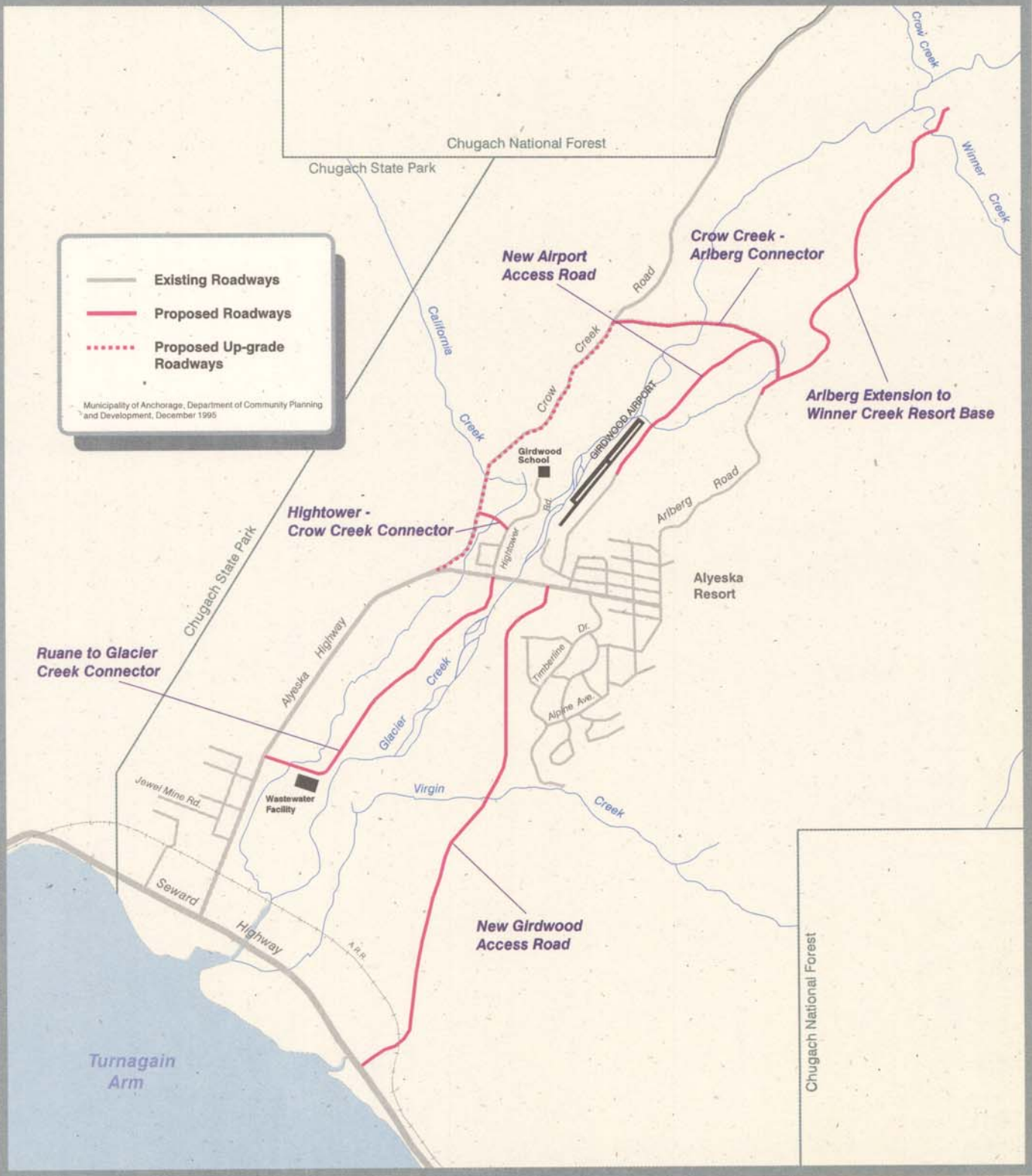
Map 2-13. 1995 GAP Land Use Plan: Zoom-In

Transportation Plan, Proposed Roadways

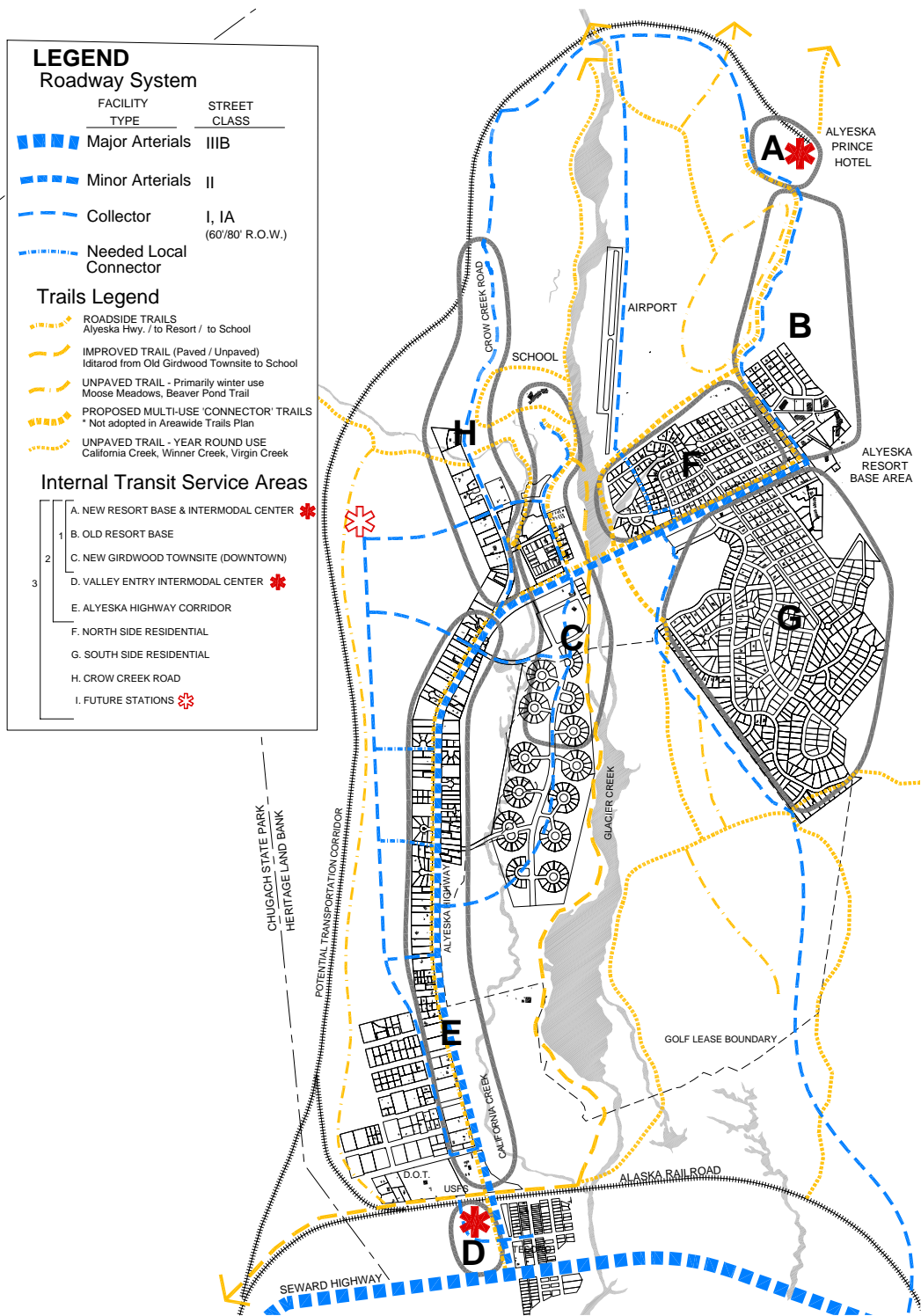


Existing Roadways
Proposed Roadways
Proposed Up-grade Roadways

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



Map 2-14. GAP Transportation Plan



MAP 11- COMPOSITE TRANSPORTATION SYSTEMS PLAN

Map 2-15. Composite Transportation Plan Map from the 2001 Plan

Official Streets and Highways Plan

Map 5. Girdwood

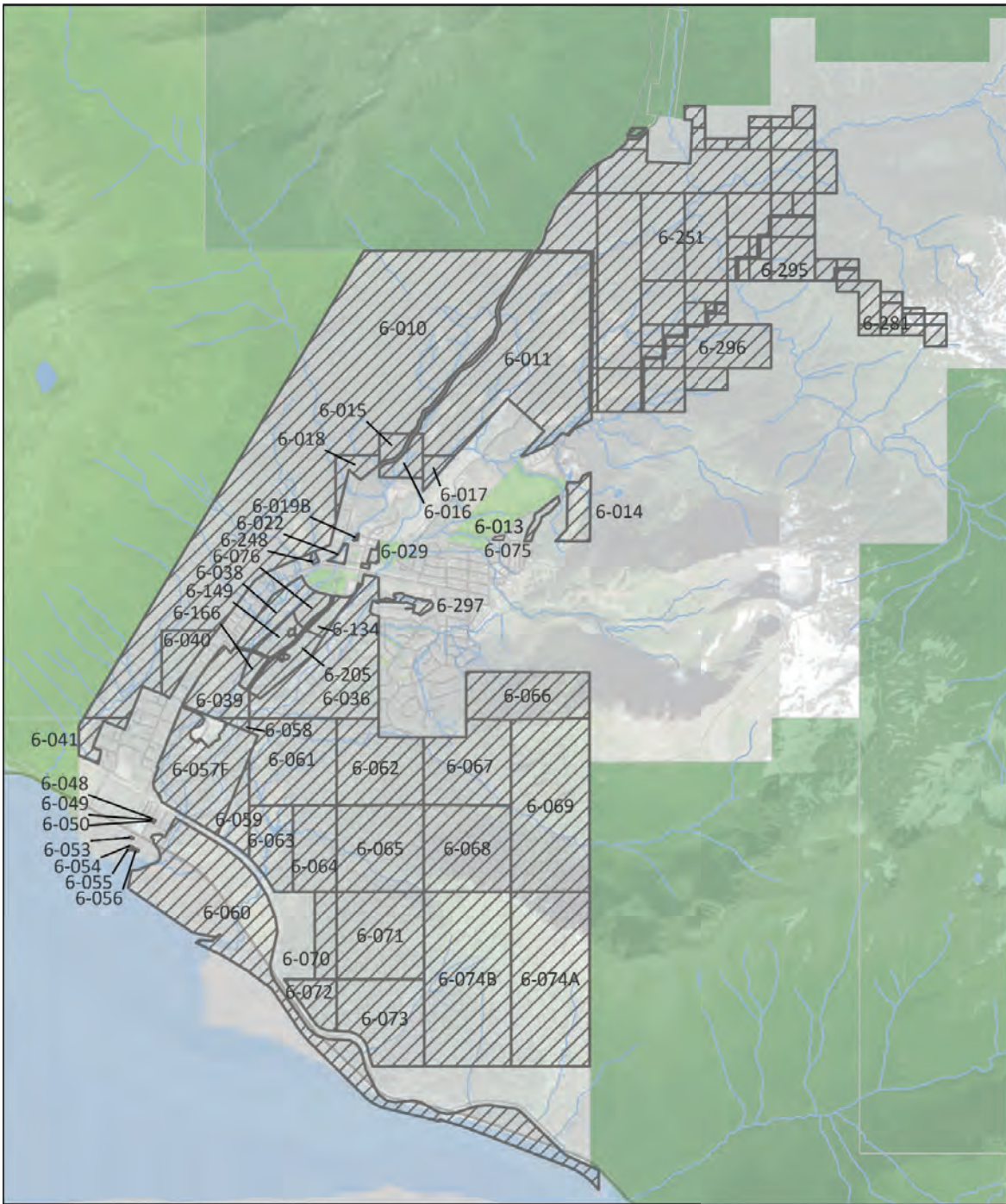
RIGHT-OF-WAY STANDARDS				
Facility Type	Street Class	Number of Lanes	Minimum ROW Width	Average Daily Traffic
MAJOR ARTERIAL	III	4	100'	over 20,000
MINOR ARTERIAL	II	2-4	80'	10,000 - 20,000
COLLECTORS	I	2	80'	2,000 - 10,000
	IA	2-4	80'	2,000 - 10,000
	IC	2	60'	2,000 - 10,000

Source: AO 2014-63, June 2014

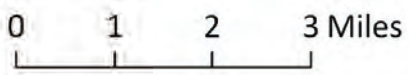
Municipality of Anchorage
Community Development Department
Planning Division
Transportation Planning Section
4700 Elmwood Road
Anchorage, AK 99507
(907) 343-7991



Map 2-16. 2014 Official Streets and Highways Plan for Girdwood



**HLB Property Region 6
Girdwood Parcels**



Map 2-17. Map of HLB lands from the draft 2024 HLB annual work plan

LAND SUITABILITY ANALYSIS

The purpose of the land suitability analysis is to assess where environmental factors could limit development. Land suitability is specific to buildable lands and is meant to show where construction may be appropriate. Areas that are shown as unsuitable for building may be suitable for land uses that do not require constructed buildings such as recreation uses. The Land Suitability Map is intended to provide general areas of potential buildability throughout the valley; it is not intended to provide development data on individual parcels. The developable design of any individual parcel would need to be looked in detail to assess its best potential use. Land suitability is one factor in developing the land use plan map for Girdwood. Other factors such as utility access, land ownership, and land use policies must also be considered in combination with the land suitability map in developing the land use plan.

Environmental Constraints Criteria

To determine what areas are suitable for building environmental factors were classified into three categories, either generally suitable, marginally suitable, or unsuitable. The classification was based on the environmental factors that affect constructability including slopes, avalanche hazards, water bodies, flood hazards, and wetlands.

Table 2-3 provides an outline of how each environmental factor was classified into the three suitability categories. Many of the ranges below are based on how the Anchorage 2040 Land Use Plan (2040 LUP) also defined suitable lands or how Title 21 defines building constraints.

Land Suitability Map

After each environmental factor was reclassified into the three suitability factors of generally suitable, marginally suitable, and unsuitable, the factors were then overlaid to create one overall map. The Land Suitable Map represents an overlay of all the factors with the most restrictive (most unsuitable) factor being represented graphically. For example, if an area includes a moderate avalanche hazard but a class A wetland the area will be represented as unsuitable (red) because that is the most restrictive factor of the overlays.



Table 2-3. Environmental Constraints Criteria

Environmental Constraints Criteria				
Level	Definition	Category	Criteria	How the Ranges Were Determined + (Data Source)
Generally Suitable or Unconstrained	Lands not constrained by environmental factors	All	Areas not impacted by environmental factors	
		Seismic	Not restrictive to buildable lands (zones 1-3 in Girdwood)	Seismically-induced ground failure mapping comes from a 1979 geotechnical report. The Girdwood area consists of hazard zones 1, 2, and 3. Zone 1 is considered the lowest ground failure susceptibility, 2 is moderately low, and 3 is moderate. All three zones are classified as generally suitable lands in the Anchorage 2040 Land Use Plan (2040 LUP). (Mapping is in the 1979 geotechnical report by the firm Harding-Lawson.)
Marginally Suitable or Partially Constrained	Lands with some environmental constraints that reduce the amount of development that the property can support	Slope	Between 15% and 35%	The low end of the range, 15%, is based on how the 2040 LUP defines marginal lands for industrial and commercial uses. The high end of the range, 35%, is based on section 21.09.070.C.1 of Title 21. This section states that no lot shall have an average slope of greater than 35%. (The mapping data is derived from Anchorage's GIS downloadable data.)
		Avalanche	Moderate Hazard	The 1982 Anchorage Snow Avalanche Zoning Analysis Report states that development should be limited in moderate hazard zones. It recommends that if buildings are permitted in the moderate zone they should be reinforced for design-avalanche loads. The report states that utilities and roads should be permitted in moderate areas but they should be placed as far away from the high hazard zone as possible and roads should be signed with avalanche hazard and no parking. (The mapping data is derived from Anchorage's GIS downloadable data.)

Environmental Constraints Criteria

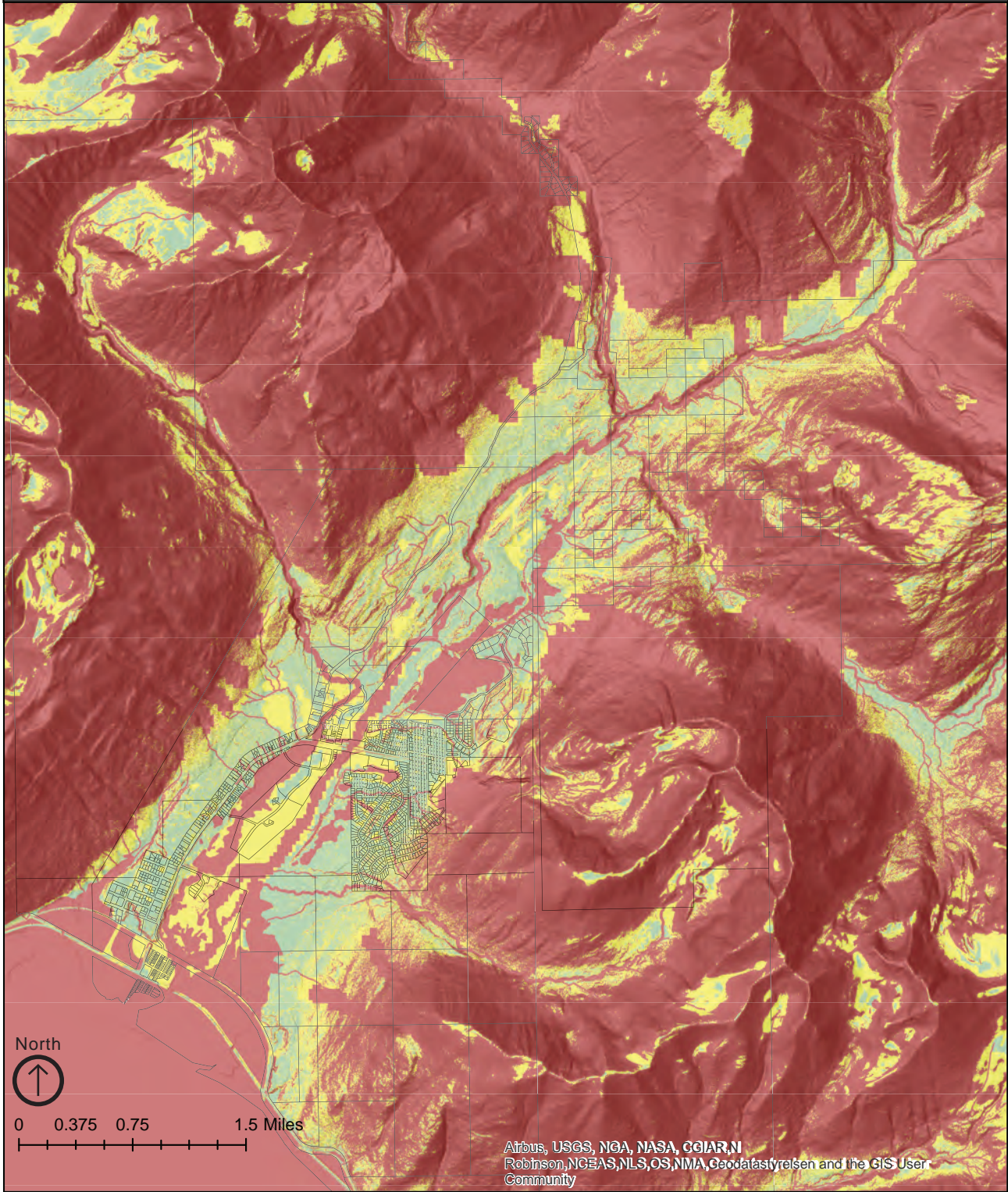
Level	Definition	Category	Criteria	How the Ranges Were Determined + (Data Source)
Marginally Suitable or Partially Constrained	Lands with some environmental constraints that reduce the amount of development that the property can support	Flood	100-year Floodplain 500-year Floodplain	The 2040 LUP defines the 100-year floodplain as a limiting factor in the marginal category. The MOA Watershed Department also recommends that the 500-year floodplain be included in the marginal category for Girdwood, because the nature of glacial stream flooding can be less predictable than other stream types. The 500-year floodplain should be considered restrictive to critical infrastructure. (The flood mapping is derived from FEMA's Flood Map data.)
		Wetlands	Class B, C, D, and P (permit review and undesignated wetlands) and a 15-foot buffer	Including these wetland classifications in the marginally suitable category is consistent with the 2040 LUP. The wetland buffer is derived from section 21.07.020.B.12 of Title 21. (This data is derived from Anchorage's GIS downloadable data and is based on the Anchorage Wetlands Plan.)
Unsuitable or Prohibitively Constrained	Lands assumed to be undevelopable and are subtracted from the buildable land supply	Slope	Greater than 35%	The high end of the range, 35%, is based on section 21.09.070.C.1 of Title 21. This section states that no lot shall have an average slope of greater than 35%. (The mapping data is derived from Anchorage's GIS downloadable data.)
		Avalanche	High Hazard Area	The 1982 Anchorage Snow Avalanche Zoning Analysis Report states that buildings and other facilities that concentrate human activity should be excluded from the high hazard zone. This criteria is consistent with the 2040 LUP. (The mapping data is derived from Anchorage's GIS downloadable data.)
		Flood	Floodways	Defining the floodway as unsuitable is consistent with the 2040 LUP. (FEMA Flood Map)
		Wetlands	Class A and a 15-foot buffer	Defining class A wetlands as unsuitable is consistent with the 2040 LUP land suitability classifications. The wetland buffer is derived from section 21.07.020.B.12 of Title 21. (This data is derived from Anchorage's GIS downloadable data.)

Environmental Constraints Criteria

Level	Definition	Category	Criteria	How the Ranges Were Determined + (Data Source)
Unsuitable or Prohibitively Constrained	Lands assumed to be undevelopable and are subtracted from the buildable land supply	Streams	100 Feet (California & Glacier Creek) 50 Feet (Crow, Virgin, & Winner Creek) 25 Feet (Moose Meadows Creek, Alyeska Creek; all other unnamed stream tributaries)	The stream buffers are based on Table 21.07-1 from Title 21. (This data is derived from Anchorage's GIS downloadable data.)
		Lakes	25 Feet from Ordinary High Water Mark	The lake buffer is based on section 21.07.020.B.11 of Title 21. (This data is derived from Anchorage's GIS downloadable data.)



GIRDWOOD COMPREHENSIVE PLAN: ENVIRONMENTAL LAND SUITABILITY



- GREEN GENERALLY SUITABLE
- YELLOW MARGINALLY SUITABLE
- RED GENERALLY UNSUITABLE
- WHITE PARCEL LINES

Map 2-18. Land Suitability Map

POPULATION, EMPLOYMENT, HOUSING, AND LAND USE DEMAND

The following chapter shares key findings related to trends in population, housing and employment and the impact those trends are expected to have on the demand for residential and commercial land in Girdwood. The full economic and housing analysis can be found in the appendices.

This analysis uses existing publicly available data to develop housing forecasts based on expected population growth in Girdwood, as well as other factors influencing housing demand, such as the share of units that may need to be replaced due to age and condition, overcrowding and housing for the local workforce. The housing forecast is translated into anticipated land demand to assist in the planning process. Interviews with local Girdwood businesses were conducted to help understand the overall need for new housing to support the workforce.

This analysis also addresses an expected demand for commercial land that builds from historical employment data to develop a 10-year commercial land use forecast. The commercial land demand model relies on industry specific assumptions related to space needs to estimate land needed to support Girdwood's growing workforce and businesses.

The impact of seasonal housing, which includes short-term rentals and recreational housing, is also taken into consideration and quantified as much as possible throughout this analysis.

Seasonal and Year-Round Resident Housing

Girdwood is a resort community, where visitors come from all over the world and housing is owned by people in Girdwood, as well as out of State and throughout Alaska. In a resort community with a relatively small number of year-round residents and a surge of people who visit or work seasonally, population and economic trends are less predictable and data sources are often unable to capture the full demographic and economic picture. In this report, we document the types of source data used and the specific population that data characterizes. To help interpret the data and better understand the context for housing in Girdwood, a few key definitions are listed below.

Housing for year-round residents: This term reflects housing for current and future year-round residents in Girdwood. Year-round housing units can be occupied by renters or owners but must be the occupant's primary residence.

Recreational housing units: Recreational units are housing units that could be a household's second or third home. Recreational units are not a household's primary residence. For example, households with a recreational unit may rent the unit as short-term rentals part of the year and use the unit when they go skiing on the weekends during the winter. Sometimes a recreational unit might be considered a "dark home," which means that the unit sits empty or is not used very much at all during the year. The U.S. Census categorizes recreational units as unoccupied by year-round residents that are used "for seasonal, recreational or occasional use."

Seasonal housing: Seasonal housing includes all housing in Girdwood that is not inhabited by year-round residents. There are three general categories of seasonal housing: temporary or seasonal workforce housing, recreational housing, and short term rentals.

As a resort community, Girdwood is fairly unique in that 42% of the housing units are owned by people living in Alaska but not in Girdwood; most of whom are from Anchorage or Eagle River. Another 11% of housing units are owned by people who live outside of Alaska and 47% of housing units are owned by people who call Girdwood their primary residence.

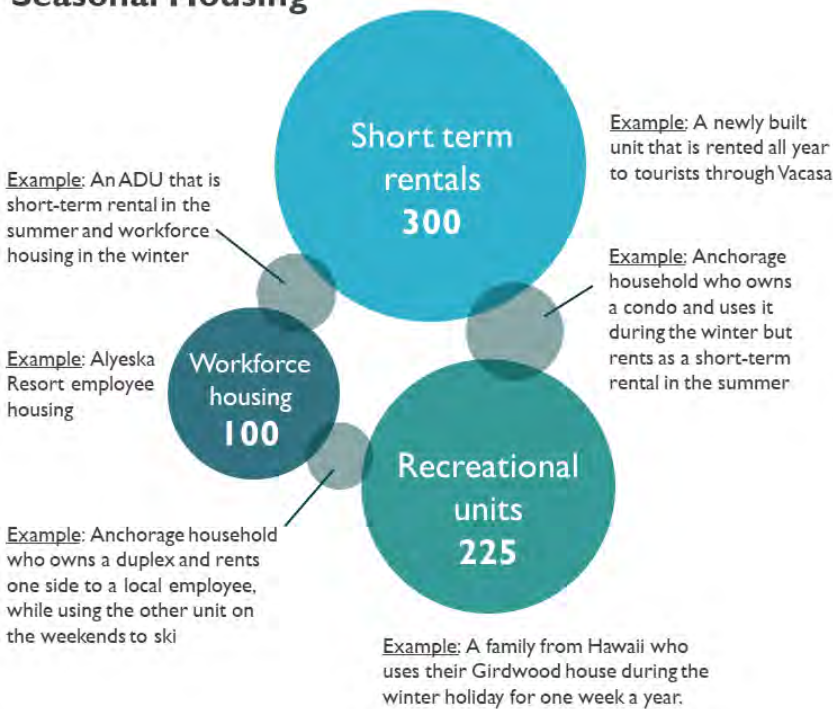
Short term rentals (STRs): Short term rentals are housing units that are available to rent for a stay shorter than 30 days. These units are subject to bed tax and available for tourists and visitors. The U.S. Census does not track the number of short-term rentals. Data in this report on short-term rentals is from publicly available data published by AirDNA and AllTheRooms.

Temporary or seasonal workforce housing: This is housing that is for the Girdwood workforce that is typically used temporarily while someone is working during the winter or summer seasons. Temporary does not mean housing that could be constructed, used temporarily, and then taken down. Examples include the use of an accessory dwelling unit (ADU) to house a new chef for a local restaurant until such time as permanent housing can be found. Another example is housing owned by Alyeska Resort that is built for their seasonal workforce. The U.S. Census categorizes some of these temporary or seasonal workforce housing units as group quarters or units for “seasonal or migrant workers.”

Year-round residents: Throughout this report the term year-round residents reflect people who call Girdwood their primary residence. They could be renters, or they could own their own home; they could work in Girdwood or commute to Anchorage for their job. Most population data sources, such as the U.S. Census and the Alaska Department of Labor, record population estimates that reflect the number of residents in a community who identify that community as their primary residence.¹

Figure 2-2. Seasonal Housing Graphic

Seasonal Housing



Year-Round Housing



¹ In Girdwood, as in many resort communities, year-round residents don't always live in Girdwood all 12 months of the year but in order to be captured in the Department of Labor population estimates derived from the Alaska Permanent Fund dividend, they must live in Alaska at least 180 days per year

Affordable and Attainable Housing

Housing that is affordable: The U.S. Department of Housing and Urban Development defines “affordable housing” as housing on which the occupant is paying no more than 30 percent of gross income for housing costs, including utilities. Housing that is affordable can be built by private developers and open to all income groups. This is sometimes called naturally occurring affordable housing. Housing that is affordable is also built using public investment and restricted to certain incomes. In some communities, there is an abundance of naturally occurring affordable housing that has been built by private developers. In other communities, the opportunities for housing that is affordable are few and far between, as prices have risen and may be out of reach for many households.

Income restricted affordable housing: This type of affordable housing targets lower-income households (below 80% of area median income). Typically, income restricted affordable housing receives public investment through local, state, federal or foundation funds and is available to households who are under a certain income.

Attainable housing: a newer term and generally refers to housing options that are accessible and affordable for middle-income families typically those between 80% and 120% of area median income. Source: “Incentives for Market-Rate Attainable Housing Development” report produced by McKinley Research.

Study Area Geographies

Girdwood is not its own political jurisdiction so not all data is collected at the Girdwood community level. There are several types of geography utilized to share out demographic, housing, and economic data throughout this report. All the geographies used overlap to some degree and capture the community of Girdwood as well as some of the surrounding areas. To help interpret the data, a few key definitions are listed below and Figure 2-3 illustrates the borders of each geographic area.

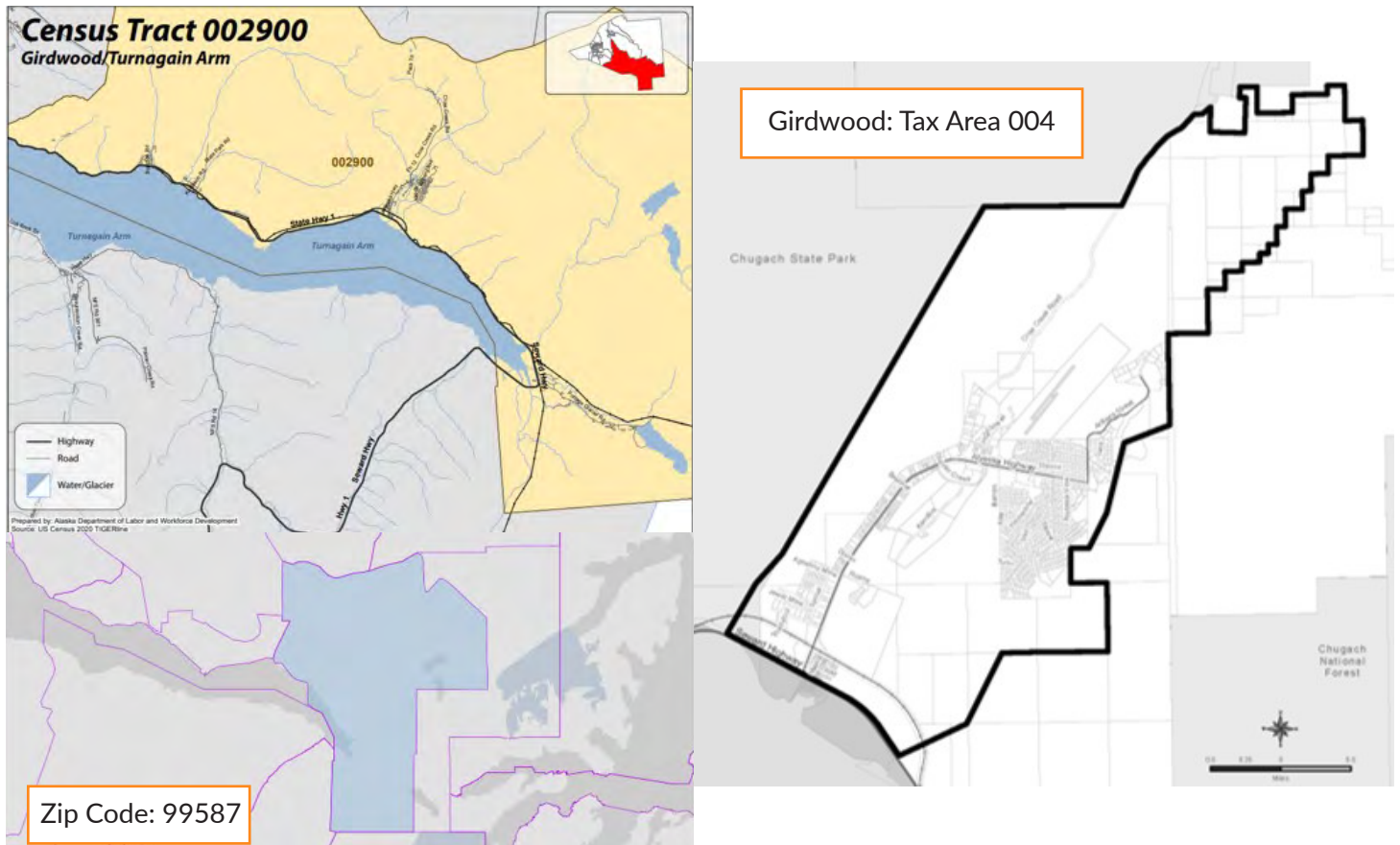
Municipal Level- Girdwood is part of the Municipality of Anchorage. Data for the Municipality of Anchorage is used for comparison purposes and to look at broader trends.

Census Tract- Census Tract 29 encompass the communities of Girdwood, Indian, Bird Valley, and the Portage Valley. While this geography is larger than just the community of Girdwood, it is often the closest available geographic proxy for publicly reported data.

Zip Code- Zip Code 99587 encompasses Girdwood and the Portage Valley and is the closest geographic proxy for the community of Girdwood. Where possible, this geography is used to further refine secondary data sources.

CAMA Database- Where possible, this analysis uses the Municipality of Anchorage assessment data, accessed through the CAMA Database. Tax District 4 closely aligns with the Girdwood Community, but this data source is limited in terms of the information it is tracking.

Figure 2-3. Geographic References



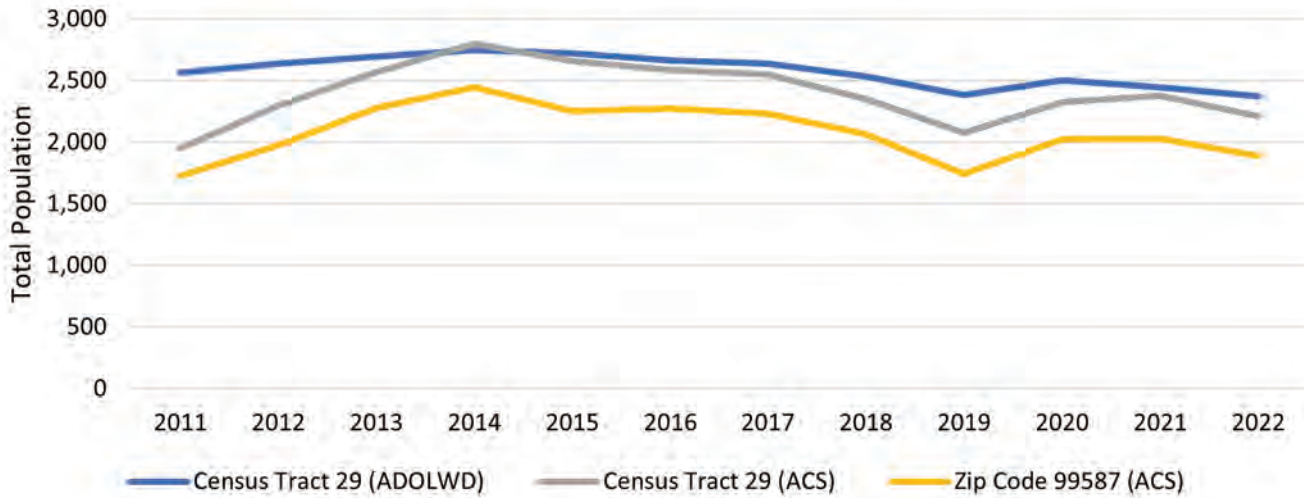
Population + Demographics

The community of Girdwood is influenced by people who live year-round in Girdwood and call Girdwood their primary residence, as well as the surge of people visiting or seasonally working in Girdwood. The Alaska Department of Labor estimates that there are approximately 2,371 people who call Girdwood their primary home, but we acknowledge that year-round residents are not the only people living and working in Girdwood. In the winter and summer months, tourists visit Girdwood, and during that same time, the seasonal workforce grows to accommodate the influx of visitors. The Alaska Visitor Statistics Program estimated that Girdwood saw roughly 153,000 visitors in 2016 and that number has likely increased as Statewide visitor volumes continue to rise.²

Girdwood has seen flat and/or declining year-round population trends over the past decade. After a period of tempered growth in the year-round population from 2010 to 2014, Girdwood experienced modest declines between 2013 and 2022 with an average annual population decrease of -2.7 percent. During this same period, the Municipality of Anchorage also experienced population decline at an average annual rate of roughly -0.5 percent.

² Alaska Visitors Statistics Program 7, Prepared for the Alaska Dept. of Commerce, Community and Economic Development and Alaska Travel Industry Association by McDowell Group, May 2017 (available at https://dot.alaska.gov/stwddes/desbridge/assets/grant/eastbridges/a_visitor_report_7.pdf)

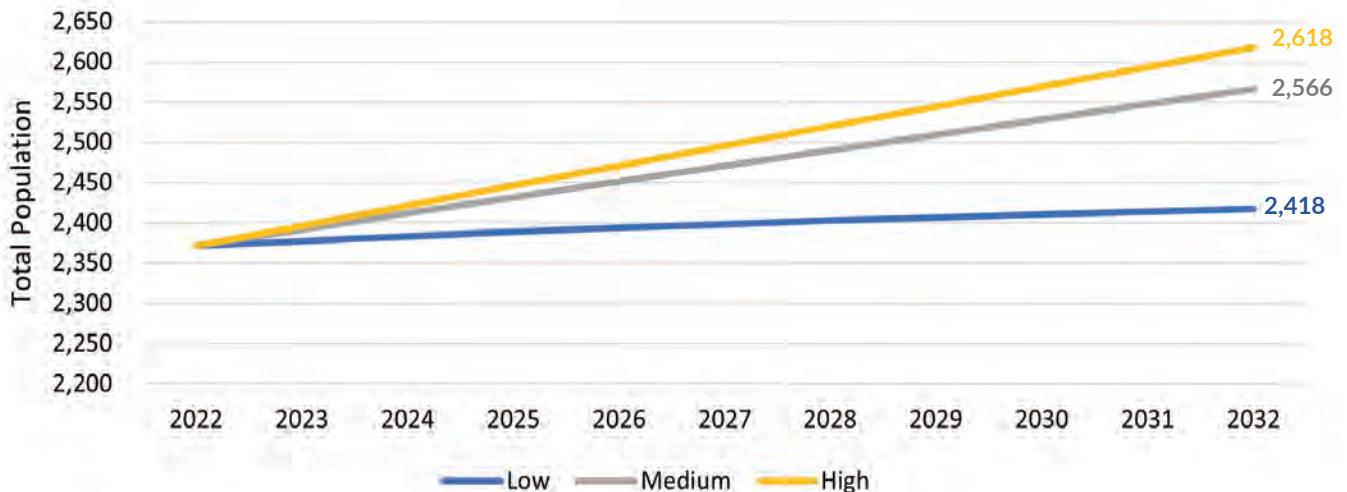
Figure 2-4. Girdwood Population Trends (2011-2022)



Source: Alaska Department of Labor and Workforce Development Population Estimates (Census Tract 29); U.S. Census Bureau, American Community Survey 5-Year Estimates (Census Tract 29 and Zip Code 99587).

Modest year-round population growth is expected in Girdwood. Population estimates produced by the Alaska Department of Labor indicate that the current Girdwood year-round population is 2,371 people. Based on a review of historical data, future forecasts for the Municipality and an understanding that there is pent up demand for housing in Girdwood, we believe that it's possible the year-round population in Girdwood could grow at an average annual rate between 0.2 and 1.0 percent over the next 10-years, especially if housing is made available to accommodate new growth. It's also possible that population levels could decline if housing continues to be constrained. Comparably, the population in the Municipality of Anchorage is expected to increase at an average annual growth rate of roughly 0.4 percent over that same time period. In recent years, Girdwood has experienced a slight decline in population, which is largely attributed to the lack of available housing within the community to accommodate population growth. Through proactive planning and new residential development, Girdwood has the potential to absorb a higher proportion of the Municipality of Anchorage's overall population growth and capture a portion of the local workforce who is currently commuting.

Figure 2-5. Girdwood Population Projections (2022-2032): Low, Mid and High Scenarios



Source: Projections based on Alaska Department of Labor and Workforce Development population forecasts and Anchorage 2040 Land Use Plan.

Girdwood has slightly smaller household sizes and fewer households with children. Girdwood has an average household size of roughly 2.1 individuals per household, while the Municipality of Anchorage has an average household size of 2.7. Since 2016, the average household size in Girdwood has been decreasing from 2.5 people per household to 2.1. The Municipality of Anchorage also saw a decrease in the average household size during this time, but at a much slower rate. Additionally, roughly 23 percent of households in Girdwood include one or more people under 18 compared to 35 percent of households in the Municipality of Anchorage. Smaller household sizes suggest that more housing units may be needed to accommodate the same number of people. For example, if 200 people move to Girdwood with an average household size of 2.5, 80 homes are needed but with an average household size of 2.1, 95 housing units are needed to serve the same number of people.

Table 2-4. Population Characteristics

Population Characteristics	Municipality of Anchorage	Census Tract 29 (Girdwood, Portage, Indian)	Zip Code 99587 (Girdwood and Portage)
Total Population (2022)	289,810	2,371	1,889
Average annual population growth rate (2012-2022)	-0.3%	-0.7%	-0.4%
Total population change since 2012	-9,119	-186	-86
Projected annual population growth rate (2023-2033)			
Low Scenario [1]	0.1%	0.2%	0.2%
Mid Scenario [2]	0.4%	0.8%	0.8%
High Scenario [3]	0.8%	1.0%	1.0%
Median Age	35.4	49.6	49.6
Average Household Size	2.68	2.09	2.16
Median Household Income	\$83,280	\$105,136	\$105,433
Households with Children %	34.9%	22.7%	23.2%
Households with Seniors (Age 65+) %	19.7%	9.9%	7.5%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2017-2021); Alaska Department of Labor and Workforce Development Population Estimates and Projections.

[1] Forecast based on Alaska Department of Labor and Workforce Development forecast for the Municipality of Anchorage

[2] Forecast based on Anchorage 2040 Land Use Plan

[3] Forecast based on Alaska Department of Labor and Workforce Development forecast for the Mat-Su Borough (a market not constrained by housing)

Girdwood Housing Need + Affordability

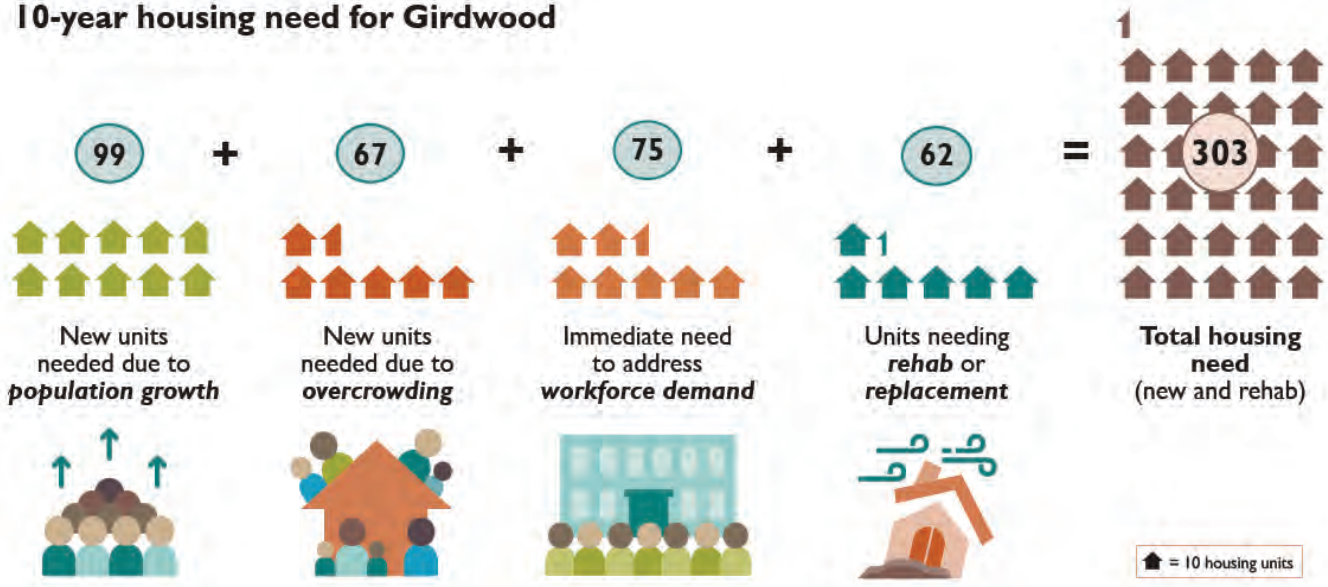
The community of Girdwood has seen flat and/or declining population trends over the past decade, yet there continues to be a need for quality affordable and achievable housing in Girdwood to serve a range of incomes and households, especially to meet the needs of the Girdwood workforce.

Demand for new housing is expected to reach roughly 242 new housing units in Girdwood over the next 10 years. This housing need estimate considers the number of new units needed due to expected population growth, housing units needed to address overcrowding and housing units needed to address workforce demands. Under our mid-range forecast, the population of Girdwood is expected to increase by roughly 200 people over the next ten years and drive demand for an estimated 100 new housing units. An additional 67 new housing units are needed to alleviate the overcrowding of existing housing units in Girdwood. Overcrowding is often an indicator of pent-up demand in the housing market. Interviews with employers also indicated a need for additional new housing units in Girdwood to address the immediate need for workforce housing within the community. Based on those interviews, we estimate that roughly 75 new housing units will help address this immediate workforce need.

Housing rehab is also important. In addition to new housing units there is also a need for rehab or renovation of existing housing units in Girdwood. Roughly 60 of the existing housing units in Girdwood are expected to need substantial renovation/rehab over the next 10 years. If existing housing units are not maintained or rehabbed, it is likely that some portion of the existing units will eventually fall off the market and further compound the need for housing in Girdwood.

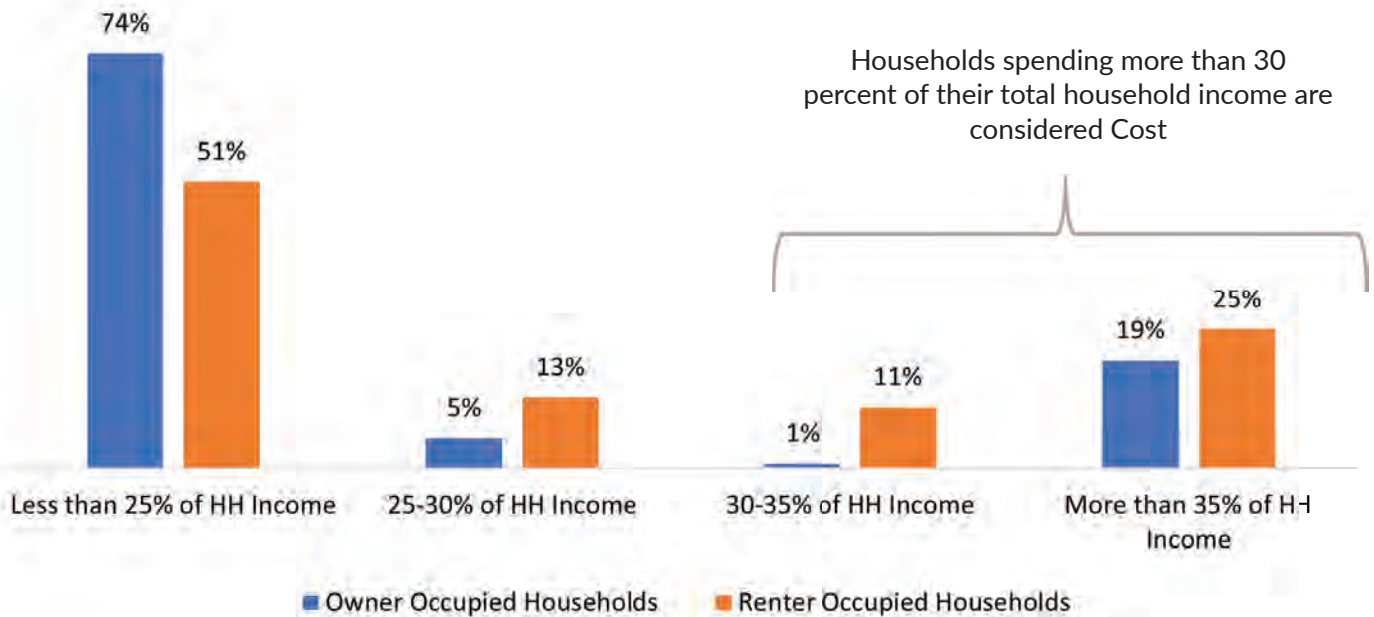
Figure 2-6. Girdwood Housing Need Graphic

10-year housing need for Girdwood



Roughly 26 percent of households in Girdwood are cost burdened (spending more than 30 percent of their total income on housing). Renter occupied households are more likely to be cost burdened compared to owner occupied households and nearly 40 percent of all renter occupied households in Girdwood spend more than 30 percent of their total household income on housing. This suggests that there is a need for additional affordable housing, specifically affordable rental housing, in Girdwood.

Figure 2-7. Monthly Housing Costs as a Percent of Household Income in Girdwood

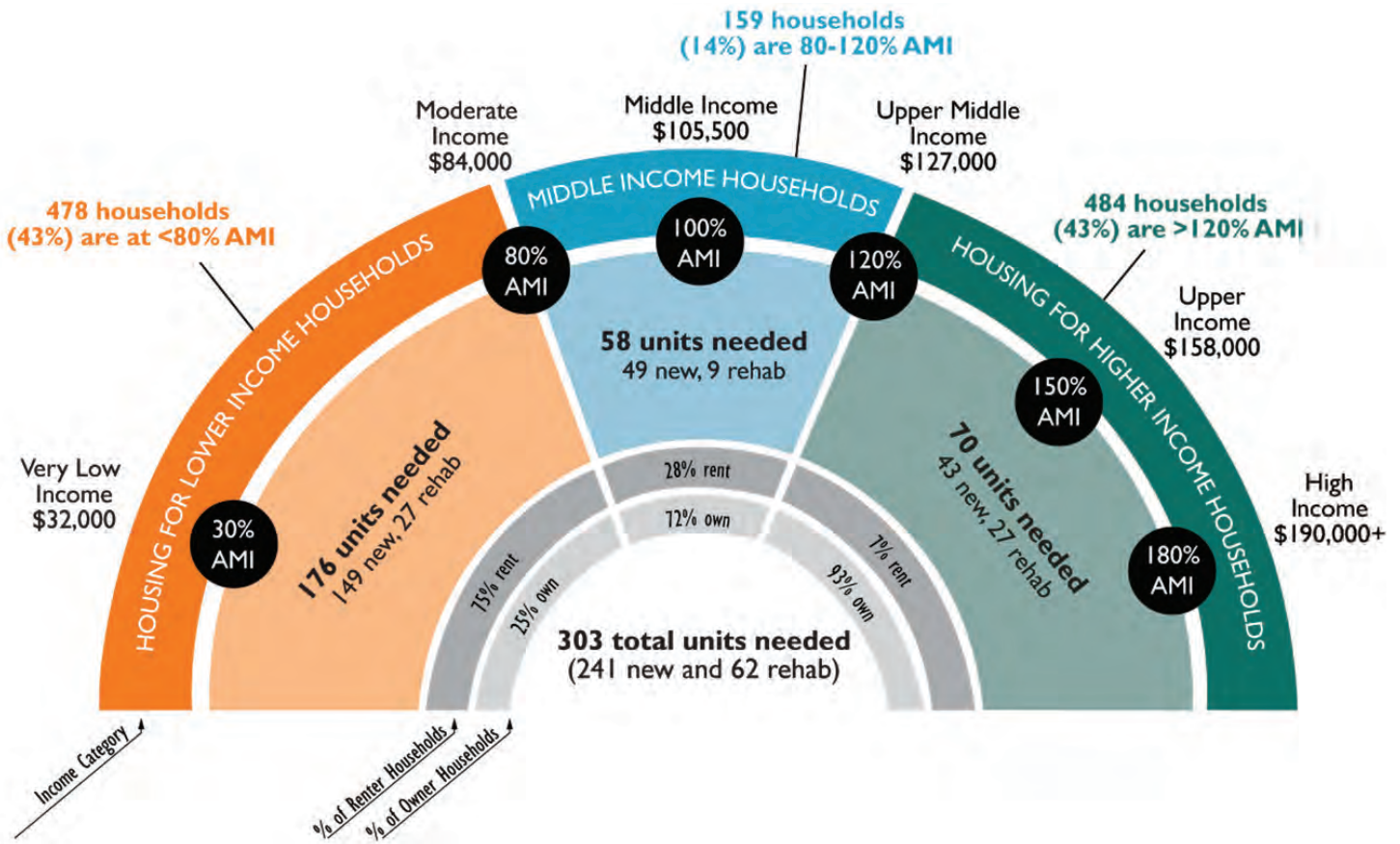


Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2017-2021), Census Tract 29

Income distribution in Girdwood reflects a shrinking middle class. Currently, in Girdwood, 43 percent of households make incomes less than 80 percent of area median income (or less than \$84,000 annually), while another 43 percent of households have incomes that put them at 120 percent of area median income or higher (\$127,000 or above). Only 14 percent of Girdwood households fall into the middle-income category, making between \$84,000 and \$127,000 annually or between 80 percent and 120 percent of area median income.

We expect that the majority of new housing need in Girdwood is for low- or middle-income households. While demand for seasonal housing, including short term rentals and vacation properties is strong, the forecasted housing need for the workforce and year-round residents' skews toward households under 120 percent of area median income (middle- and lower-income households). Roughly 149 new units (or 62 percent) are needed for households earning 80 percent of the area median income or lower. Housing need derived from new population growth is allocated to each of the three income groups using the existing income distribution of households in Girdwood. We estimate that demand driven by overcrowded households and housing for the workforce will likely be distributed to low- and middle-income households only. The reason for this assumption is that households with higher incomes would typically opt for other housing options as opposed to remaining in overcrowded conditions. Additionally, most of the workforce housing needs appear to be in the lower- and middle-income categories, based on interviews with employers. Although, higher paid professionals still struggle to find housing in Girdwood.

Figure 2-8. Housing Need by Income Type



Rental and ownership products are both needed. Roughly 25 percent of low-income households and 72 percent of middle-income households in Girdwood own their housing, while the remainder of households rent their homes. Given these trends, we anticipate a need for about 112 ownership units and another 129 rental units in Girdwood. The ownership vacancy rate in Girdwood is particularly tight at less than five percent and the rental market is cost burdened. Both types of housing are needed.

Table 2-5. Housing Need by Income Group and Tenure (New Units)

Item	Low Income	Middle Income	High Income
Annual Household Income	Less than \$84K	Between \$84K and \$127K	Greater than \$127K
Housing Need: New Units [1]	149	49	43
Affordable Monthly Housing Costs [2]	\$2,100 or less	\$2,100-\$3,100	More than \$3,100
Ownership/Rental	37/112 units or 25%/75%	36/14 units or 72%/28%	40/3 or 93%/7%

[1] Only showing housing need for year-round Girdwood residents.
 [2] Assuming households spend is 30% or less of their gross income.

Table 2-6. Housing Characteristics

Housing Characteristic	Municipality of Anchorage	Census Tract 29	Zip Code 99587	Tax District 4 [4]
Total Housing Units	118,055	1,839	1,620	1,714
Owner Occupied (of total housing) [1]	56%	38%	35%	32%
Owner Occupied (of occupied housing)	63%	63%	62%	n/a
Renter Occupied (of occupied housing)	37%	37%	38%	
Vacant Units	11,360	719	695	
Homeowner Vacancy Rate	1.6%	0.0%	0.0%	
Renter Vacancy Rate	4.1%	5.5%	6.4%	
Average Household Size	2.7	2.1	2.2	
Overcrowded Households [2]	2.7%	0.0%	0.0%	
Severely Overcrowded Households [3]	1.9%	6.0%	0.0%	
Built Prior to 1950	1.7%	1.1%	1.3%	

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2017-2021). AHFC Alaska Rental Market Survey, Municipality of Anchorage 2022

[1] Girdwood Census estimates of owner-occupied housing as a percent of total housing stock (35-38%) is similar to the estimate of the share of owner-occupied housing in Girdwood using CAMA data (32%). These estimates are different from the typical tenure split shown by the Census between renter and ownership, which is calculated as a share of occupied housing, not total housing.

[2] More than 1.0 occupants per room. A “room” includes bedrooms, kitchens and living rooms, but not bathrooms, hallways, or unfinished basements. For example, a two-bedroom apartment with a living room and a kitchen would be considered overcrowded if there were five or more people living in the apartment. The same apartment would be considered severely overcrowded if six5 people were living in the apartment.

[3] More than 1.5 occupants per room. A “room” includes bedrooms, kitchens and living rooms, but not bathrooms, hallways, or unfinished basements. For example, a two-bedroom apartment with a living room and a kitchen would be considered overcrowded if there were five or more people living in the apartment. The same apartment would be considered severely overcrowded if six people were living in the apartment.

[4] Municipality of Anchorage Assessors Database (CAMA), accessed in February 2024.

Seasonal Housing + Short Term Rentals

Despite adding more housing units to the market in recent years, demand for housing has been increasing faster than new housing units are being added to the market. One of the factors contributing to Girdwood’s tight housing market is the conversion of year-round dwelling units or long-term rental units to short-term rentals (STRs). Based on rental listings from platforms like AirBnB and VBRO, an estimated 310 units in Girdwood were being used as a STR in some capacity in 2023. While STR conversions may be contributing to the overall housing shortage, it is among multiple factors, including changing demographics and household size, and second home market that continue to strain the housing market in Girdwood. Additionally, STRs can help drive economic growth when individual households may benefit from the added income that STRs offer allowing them access to housing in Girdwood, particularly in the ownership market.

Short-Term Rental density is high in Girdwood. Compared to other communities across Alaska, STR units account for a higher percentage of the total housing units in Girdwood. Just over 16 percent of all residential housing units in Girdwood are used as a STR in some capacity. For comparison, STR units only account for 2 percent of the total housing units in the Municipality of Anchorage.

Table 2-7. Short-Term Rentals as a Percent of Total Housing Units

Community	Short-Term Rentals	Total Housing Units	% of Total Units
Girdwood	310	1,839	16.9%
Homer	326	2,201	14.8%
Kenai Peninsula	2,149	31,330	6.9%
Sitka	151	4,229	3.6%
Juneau	379	13,792	2.7%
Kodiak Island	140	5,450	2.6%
Chugach	72	3,287	2.2%
Matanuska-Susitna	903	42,018	2.1%
Ketchikan Gateway	127	6,427	2.0%
Anchorage, Municipality	2,323	118,293	2.0%
Fairbanks North Star	717	44,270	1.6%
Wrangell-Petersburg	37	3,251	1.1%

Sources: U.S. Census Bureau, American Community Survey 5-Year Estimates (2017-2021); City of Homer October 2022 City Council Work Session; Alaska Department of Labor and Workforce Development, Alaska Economic Trends, September 2022; AirDNA Quarterly Reports for Girdwood 2023 Q3.

The Number of Short-Term Rentals is increasing. On average, 10-15 new STR listings have been added per year since 2020. This includes new homes that have been purchased with the intention of being used as a STR and the conversion of long-term rental or full-time dwelling units to STR units. If this trend were to continue, Girdwood could expect an increase of 85 short-term rental listings by 2032.

Figure 2-9. Active Short-Term Rental Listings by Quarter in Girdwood



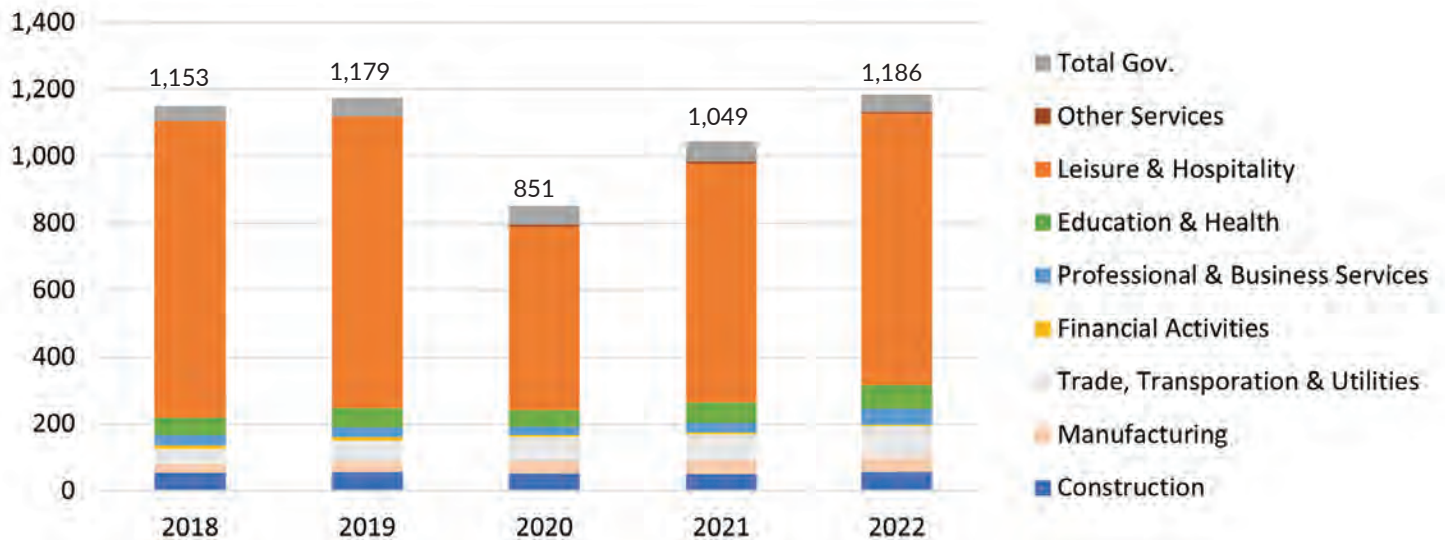
Source: AirDNA Quarterly Reports for Girdwood (Q2 2020-Q2 2023, Q3 2023 partial)

Employment Forecasts

The average annual employment in Girdwood experienced steady growth in recent years but was impacted greatly by the COVID-19 pandemic, losing nearly a third of its total employment in 2020. Since then, Girdwood had made a full recovery and is forecasted to continue an upward trajectory over the next 10-years.

Employment has rebounded to surpass pre-pandemic levels. Employment in Girdwood was hit hard by the pandemic but made a full recovery in 2022 with an average annual employment of 1,186, surpassing the previous employment peak reported in 2019. Leisure and Hospitality account for nearly 70 percent of the total employment in Girdwood.

Figure 2-10. Average Annual Employment in Girdwood



Source: Alaska Department of Labor & Workforce Development, Quarterly Census of Employment and Wages, (QCEW)- August 2023 Data Request

Considerable job growth is expected. Based on historical growth rates, interviews with employers and industry level job forecasts for the Municipality of Anchorage, it is estimated that around 630 new jobs will be created in Girdwood over the next 10 years. This translates to roughly a 5 percent average annual increase in the total number of jobs in Girdwood. Growth is forecasted across all existing employment sectors in Girdwood, with leisure and hospitality and trade, transportation and utilities expected to see the greatest increase in employment.

Table 2-8. Girdwood 10-Year Employment Forecast by Industry

Sector	Girdwood Employment 2022	Girdwood AAGR (2018-22)	MOA	State	Assumed AAGR for Girdwood (2022-23)	2032 Jobs	Net
Construction	57	1%	5%	1%	2%	72	15
Manufacturing	42	10%	5%	1%	6%	73	31
Trade, Transportation & Utilities	95	23%	2%	1%	9%	214	119
Financial Activities	4	-11%	0%	4%	0%	4	0
Professional & Business Services	47	9%	2%	1%	4%	70	23
Education & Health	72	9%	1%	1%	4%	105	32
Leisure & Hospitality	809	-2%	4%	4%	4%	1,214	405
Other Services	6	0%	0%	1%	1%	7	0
Government	51	3%	0%	0%	1%	57	6
Total Nonfarm Employment	1,186	1%	2%	1%	5%	1,816	633

Source: Alaska Department of Labor January 2023 Trends Article: Anchorage Jobs by Industry 2022 to 2023; Alaska Department of Labor October 2022 Trends Article: Alaska Industry Projections 2020 to 2030 (AAGR extrapolated by Agnew::Beck)

Job growth could spur demand for around 194,000 square feet of commercial/employment space in Girdwood over a 10-year period. Using industry standards for types of facility spaces and employment densities, it is expected that approximately 194,000 square feet of commercial space or roughly 22 acres of commercial land, will be in demand over the next ten years. This includes demand for office, industrial/flex, retail, accommodation and food services, and institutional space.

Development Forecasts

This study estimates population, employment, and housing forecasts to model the demand for residential and commercial land in Girdwood. The development forecasts are compared with the land suitability analysis completed by Huddle AK to determine whether there is an adequate available land supply to accommodate projected demand based on existing zoning districts and land use regulations.

Overall, there is enough suitable vacant land in Girdwood to accommodate projected demand Based on the findings of the land suitability analysis completed by Huddle AK, there is enough suitable vacant land to meet the forecasted demand for industrial, commercial, and residential land in Girdwood over the next 10 years based on existing zoning.

There is adequate land supply to accommodate commercial development in Girdwood. Approximately 24 acres of commercial/industrial land will be needed in Girdwood over the next 10 years to accommodate the physical land requirements of the projected employment growth. This demand is based on employment forecast that estimate 540 of the new employees are expected to require physical space within Girdwood over the next 10 years.

Table 2-9. 10-Year Commercial Land Use Forecast for Girdwood

Land Use	Projected Employees Requiring Space	Space Needs per Employee (SqFt)	Building Space Needed (SqFt)	Floor Area Ratio (FAR)	Space Needed (SqFt)	Land
Office	34	250	8,500	0.30	28,400	1
Industrial/Flex Space	63	750	47,500	0.15	316,200	11
Retail	82	350	28,800	0.25	115,200	4
Accommodation + Food Service	347	300	104,000	0.5	208,000	7
Institutional	14	350	5,000	0.30	16,700	1
Total	540		194,000	0.00	685,000	24

Note: An estimated 92 employees or 15 percent of forecasted job growth are not expected to have physical space requirements.

Adequate suitable vacant land supply exists to accommodate residential demand in Girdwood. Based on the forecasted population growth and estimated distribution housing types for future residential development, 24 to 56 acres of land will be needed to develop 241 new housing units in Girdwood over the next ten years. This does not include replacement or refurbishment of existing housing units.

Table 2-10. Residential Land Demand: Variation Depends on Density (Mid-Growth Scenario)

Unit Type	Based on Existing Building Trends			Higher Density Buildout Scenario		
	Distribution of Existing Units [1]	Forecasted New Units by Type	Total Acres	Higher Density Distribution	Forecasted New Units by Type	Total Acres
Single Family	71%	170	48.5	15%	36	10.3
Duplex	13%	32	5.7	10%	24	4.3
3-9 Units	7%	16	1.1	35%	84	5.7
10+ Units	10%	23	0.8	40%	96	3.4
Total	100%	241	56.1	100%	241	23.7

Source: Existing density patterns from Girdwood CAMA data, split of housing type is ACS Census.

Land Use Considerations

The housing and economic analysis offers the following considerations to the housing policies and strategies as part of the Girdwood Comprehensive Planning process.

Housing supply should be increased whenever possible. Adding to the overall supply of housing within infill lots, larger tracts of land that are owned by one owner such as Heritage Land Bank or Pomeroy Lodging, and adding housing to existing buildings will help to increase opportunities for needed housing in Girdwood.

Target strategies to add housing for lower- and middle-income households. Adding supply alone does not necessarily result in affordable or attainable housing. For example, as described in the attached Economic and Housing Analysis report, roughly 83 percent of the new housing built in Girdwood in 2022 and 2023 is not being used as a primary residence by people who call Girdwood their home. Additionally, the number of short-term rentals continues to increase and put pressure on an already tight housing market. Businesses share that the housing market for their employees is more challenging now than it was five years ago. The Girdwood Comprehensive Plan should consider strategies to incentive new housing at affordable levels. Examples are listed below.

- Property tax incentives
- Publicly funded infrastructure
- Reduced land costs, when possible
- Development agreements with large landowners, including Heritage Land Bank, to ensure affordable and attainable housing

3



Image courtesy of Girdwood Valley Builders



Image courtesy of Amanda Sassi



Image courtesy of Jeff Samuels



Image courtesy of Julie Jonas

LAND USE PLAN

3. LAND USE PLAN

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LAND USE PLAN OVERVIEW

The Land Use Plan (LUP) Chapter of the Girdwood Comprehensive Plan outlines the community vision for the built environment and establishes policy direction for land use for the next 10 - 20 years.

Many development and land use patterns that existed when the original Girdwood Area Plan was adopted in 1995 (1995 GAP) still exist today, however, the community's vision and anticipated population and economic growth has changed significantly. The 1995 GAP projected a resident population growth from about 1,350 in 1993, to 3,300 in 2013, almost doubling over 20 years. In fact, the population has not grown as anticipated. Today, Girdwood's population is approximately 2,371 residents. The 1995 GAP also anticipated an expanded ski area between Glacier and Winner Creeks being three times the size of the Alyeska Resort, including a golf course in the center of the valley. A thriving outdoor recreation industry remains a priority for Girdwood, however a larger resort area and golf course have not been in the community's visions for decades.

Girdwood's population growth is projected to remain low over the next 10 years somewhat relieving certain land use pressures that were anticipated in the 1995 GAP. However, as a resort community, there are other land use demands, such as the second home market and short-term vacation rentals, that require a new policy focus for the Girdwood Comprehensive Plan to balance the needs of year-round residents, seasonal residents, and visitors.

Developing the LUP map was an iterative, community process that considered several factors. Overall, the LUP map reflects the land-use pattern that exists today with some future land use designations based on community input. Below is an outline of the factors that influenced land use categories and the patterns shown on the map:

- The 1995 GAP LUP map was overlaid with the Girdwood Comprehensive Plan land suitability analysis to determine future land use changes.
- The 1995 GAP land use categories were reviewed and redefined to align with Girdwood's current visions, goals, and policies.
- A new set of land use categories were developed to reflect Girdwood's current visions, goal, and policies.
- The LUP map was revised to reflect new land use categories and new proposed land use patterns.

As these different factors were incorporated into the map specific themes emerged that drove LUP mapping decisions

- Expand opportunities for mixed-use development throughout the valley.
- New residential areas should include opportunities for increased density.
- Transition previously designated "Development Reserve" areas to Open Space.

LUP CATEGORIES

One of the first steps in revising the LUP was to revisit the 14 land use categories in the 1995 GAP map:

Table 3-1. 1995 Plan Land Use Categories

1995 Category	1995 Definition
Single-family Residential	This classification is for areas substantially developed for single-family residential purposes and are expected to remain so for the duration of the Plan, and for vacant areas best suited for single-family residential use.
Multi-family Residential	This classification is for areas substantially developed for multifamily purposes and are expected to remain so for the duration of the Plans, and for vacant areas best suited for multi-family residential use
Commercial / Residential	This classification is for areas substantially developed with a mix of commercial and residential uses and are expected to remain so for the duration of the Plan, and for vacant areas best suited to a mix of commercial / residential uses.
Commercial	This classification is for areas substantially developed for commercial purposes and are expected to remain so for the duration of the Plan, and for vacant areas best suited to commercial development.
Industrial	This classification is for areas substantially developed for commercial purposes and are expected to remain so for the duration of the Plan, and for vacant areas best suited to industrial development.
Transportation	This classification is for areas substantially developed or specifically reserved for transportation purposes and are expected to remain so for the duration of the Plan.
Public Lands & Institutions	This classification is for areas substantially developed for active public and institutional purposes and are expected to remain so for the duration of the Plan, and for vacant areas best suited for such use.
Parks	This classification is for areas substantially developed with park/recreational facilities and/or areas that are specifically reserved or dedicated for such purposes and are expected to remain so for the duration of the Plan. This classification is also intended for areas with natural features that have special significance in the valley.
Commercial Recreation	This classification is for areas substantially developed with recreation facilities for which there is a fee or charge for use and are expected to remain so for the duration of the Plan, and for vacant areas best suited for commercial recreation development.
Resort	This classification is for areas substantially developed with facilities and services that have a primary relationship to a major commercial recreation resource and that are expected to remain so for the duration of the Plan, and for vacant areas best suited for resort use.

1995 Category	1995 Definition
Resort Reserve	This classification is for areas that are suitable for base facilities and services that have a primary relationship to a major commercial recreation resource, but which are not anticipated to be developed during the near or intermediate timeframe covered by this Plan.
Recreation Reserve	This classification is for an area that is suitable for multi-purpose recreation use, but which is not anticipated to have any major recreational facilities development during the near or intermediate timeframe covered by the Plan.
Development Reserve	This classification is for areas that are generally suitable for development, but whose location and absence of public facilities and lack of projected demand make near- and intermediate-term development inappropriate and unnecessary.
Open Space	This classification is for areas with environmental characteristics or functions that should be protected, areas which are physically unsuitable or unsafe for development, and areas which have high recreational and/or scenic/wildlife habitat values.

Girdwood’s visions, goals, and policies, along with contemporary land use practices were used to determine if and how land use categories should change. For example, policy statement H2.2 proposes to eliminate single family-only land use designations. Therefore, the land use category ‘Single-family Residential’ has been adapted to ‘Low-density’ residential. Single-family homes can inherently be more expensive due to land and development costs, creating land-use designations that exclude more economically feasible housing types. Eliminating the Single-family land use category does not prohibit single family homes and allows for more flexibility and diverse housing types.

Below is a table that describes how the 1995 GAP land use categories were adapted for this LUP update.

Table 3-2. 1995 Plan Land Use Categories Update

1995 Category	New Category	Reason For Change
Single-family Residential	Low-density Residential	This category allows increased flexibility to develop more housing types. Development is allowed that follows a form that retains existing neighborhood character. This category also allows for some light commercial uses. This change is based on the following: Policy H2.2 “All residential zoning in Girdwood allows for duplex developments”. Policy E1.1 “Increase commercial space (office and retail).” Policy E1.4 “Girdwood increases opportunities for cottage craft.” Community members expressed interest in allowing for more mixed-use opportunities throughout the valley as appropriate.

1995 Category	New Category	Reason For Change
Multi-family Residential	Mixed-density Residential	Using the term “mixed-density” as opposed to “multi-family” allows for more broad types of housing developments along with some mixed-use opportunities.
Commercial / Residential	Mixed-use	Mixed-use allows for housing to be developed alongside commercial uses throughout the valley, creating more opportunities for diverse housing types and walkable areas.
Commercial	Mixed-use	See above.
Industrial	Industrial	No changes except for including the transportation category as described below.
Transportation	Industrial	The Industrial and Transportation land use categories were consolidated into the Industrial category, this is to allow for more flexibility for land uses surrounding the airport.
Public Lands & Institutions	Public Land & Institutions	Same land use category title.
Commercial Recreation	Commercial Recreation, and Commercial Recreation Reserve	Commercial Recreation maintains the same land use category title in this Plan. A new category, Commercial Recreation Reserve, has been added. Commercial Recreation Reserve includes locations that are generally suitable for multi-purpose recreational facilities operated commercially, but development is not anticipated in the timeframe of this plan.
Resort	N/A (Removed)	To simplify land use designations, the resort land use has been removed. Areas that were previously identified as ‘Resort’ have been identified as mixed-use.
Resort Reserve	N/A (Removed)	This land use category was intended for a new resort base in the Glacier-Winner Creek region. There are no plans for a secondary resort area and this category has been removed. Areas previously designated ‘Resort Reserve’ are now designated Open Space.

1995 Category	New Category	Reason For Change
Recreation Reserve	N/A (Removed)	<p>The Recreation Reserve area that was identified in the 1995 GAP was located north of the airport and south of the “Four Corners” site. At the time, this area was considered as an option for a golf course, although the 1995 GAP discouraged that option. Instead, the 1995 GAP described the area being used for non-motorized trail uses. Due to the existing and proposed trail system running through this area today this area is shown as Open Space on the LUP map update. Open Space is compatible with current uses and consistent with the original intent of this area.</p> <p>In general, while reserve designations may be beneficial when there is a high expected population growth, the current population growth projections do not warrant the need to maintain ‘reserve’ designations.</p>
Development Reserve	N/A (Removed)	<p>Development Reserve was used in the 1995 GAP to allow for growth beyond population projections. More recent projections have not indicated that Girdwood needs a land reserve to build out areas outside of existing vacant land near the town’s center. Areas previously designated as Development Reserve were either given a specific development designation or made Open Space.</p>
Open Space	Open Space	Same land use category.
Park	Park	Same land use category.

Updated Land Use Categories and Definitions

Each of the proposed land use categories are outlined below with a distilled definition, more detailed objectives and guidelines for the categories are in the narrative that follows. The definitions and guidelines build off the 1995 GAP and the Anchorage 2040 Land Use Plan, where applicable, and have revisions to fit Girdwood’s unique community vision and goals.

Table 3-3. Land Use Categories & Definitions - Update

Category	Definition
<p>Low-density Residential</p>	<p>This land use designation is primarily for residential land uses. Residential character is maintained through form-based code and design standards, not necessarily by indicating the desired number of units or dwelling units per acre. The form-based regulations match the scale and development pattern of existing neighborhoods, including the preservation of old growth trees and small development footprints.</p> <p>“Low-Density” refers to the development footprint on a parcel; the maximum development footprint is relatively low to other districts and matches existing neighborhood development patterns.</p> <p>Home-based businesses that have a limited customer interface and that do not create traffic or parking impacts on neighbors are permitted by-right as accessory uses and as primary uses through entitlement review processes.</p>
<p>Mixed-density Residential</p>	<p>This land use designation is primarily for residential land uses. Residential character is maintained through form-based code and design standards, not necessarily by indicating the desired number of units or dwelling units per acre. The form-based regulations promote walkability and create development patterns ranging from single-family style development through low-rise multifamily developments.</p> <p>“Mixed-Density” refers to the development footprint on a parcel; this district allows for a larger development footprint than the “low-density” category while still preserving onsite vegetation.</p> <p>Businesses that have a limited customer interface and that do not create traffic or parking impacts on neighbors are permitted by-right as accessory uses and as primary uses through entitlement review processes.</p>
<p>Mixed-use</p>	<p>Mixed-use includes commercial and residential uses. Commercial uses are sized appropriately for Girdwood (i.e., no large development footprints with expansive parking lots). A full range of residential types are permitted, ranging from single-family style homes to multi-family buildings.</p>
<p>Industrial</p>	<p>This land use designation includes light industrial uses, airports, and transportation. Light industrial includes light manufacturing, processing, service, storage, wholesale, and distribution purposes with limited commercial uses that support industrial uses. Residential is excluded.</p>
<p>Public Lands and Institutions</p>	<p>The Public Lands and Institutions designation provides for public, civic, administrative, and institutional uses, and activities that serve the Girdwood community including schools, libraries, civic centers, government buildings, and recreation facilities.</p>

Park	The Park designation provides for active and passive outdoor recreation needs, conservation of natural areas and greenbelts, and trail connections. Parks are currently dedicated, municipally owned parks.
Commercial Recreation	The Commercial Recreation designation provides for development that is related to mountain use or outdoor industry uses. All residential uses are permitted if there are no conflicts with environmental hazards such as avalanches or if hazards are mitigated.
Commercial Recreation Reserve	Commercial Recreation Reserve provides a reserve for areas that may be feasible for commercially operated recreation resources. Any development would require a Girdwood LUP map amendment from Commercial Recreation Reserve to an active classification.
Open Space	Open Space is undeveloped land including wetlands and floodplains, steep slopes, and hazardous lands, as well as creek greenbelt areas and forested areas. In general, these lands will remain undeveloped, notwithstanding transportation and utility placements as well as recreation facilities to support open space uses.

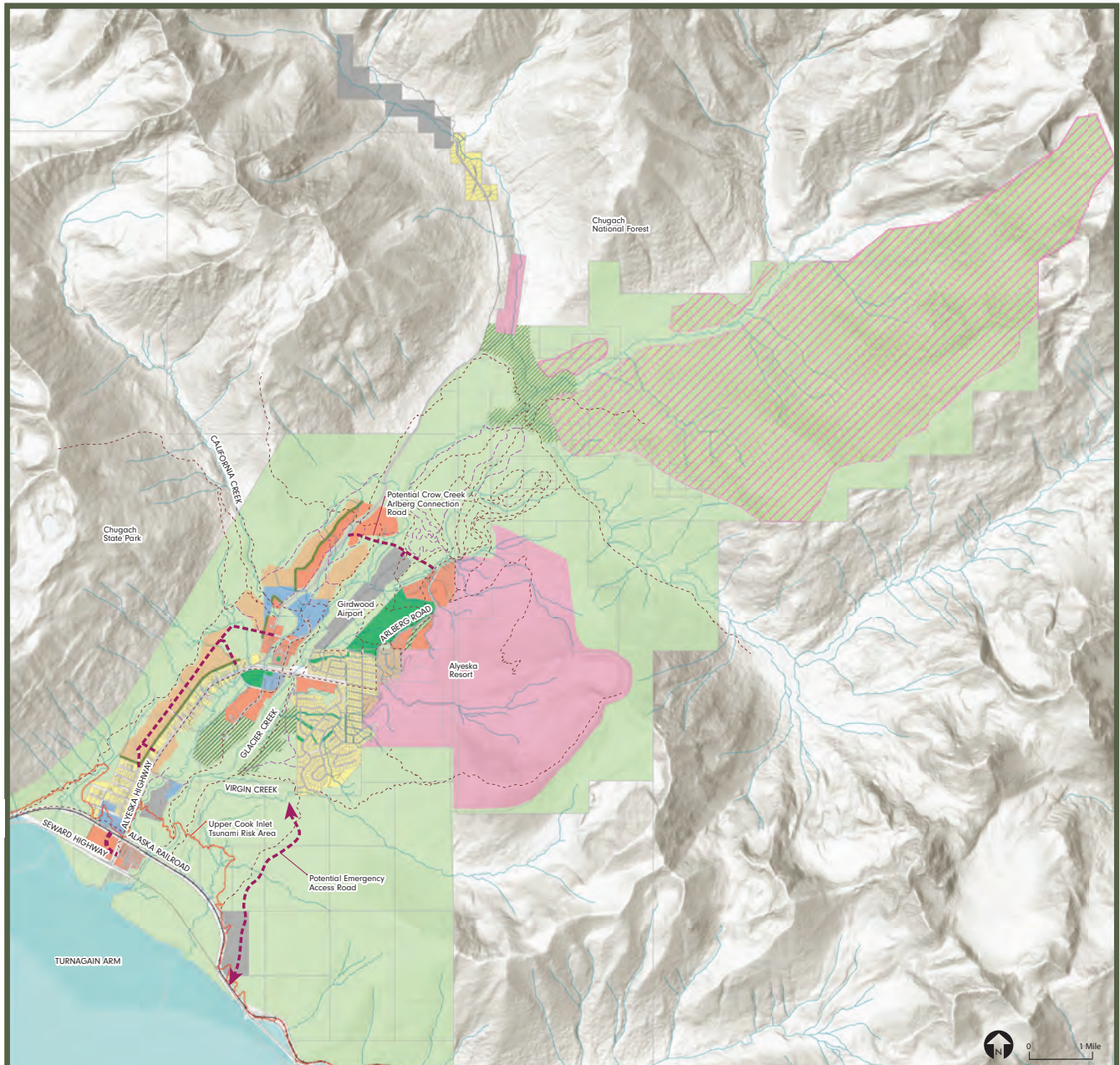


Image courtesy of Kalie Harrison

Girdwood Comprehensive Plan Land Use Plan Map

April 2024 DRAFT

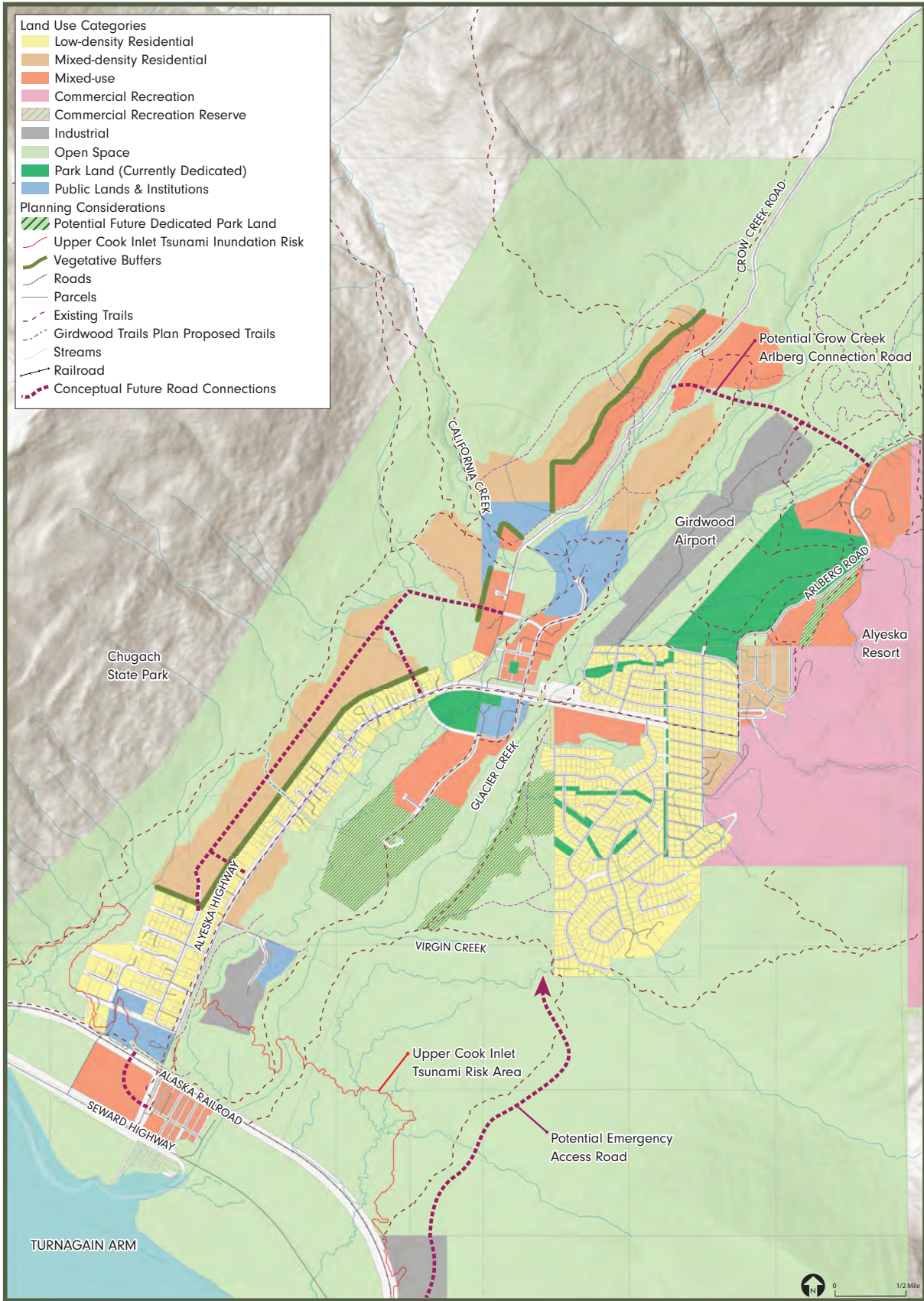
Land Use Categories	Planning Considerations
Low-density Residential	Potential Future Dedicated Park Land
Mixed-density Residential	Upper Cook Inlet Tsunami Inundation Risk
Mixed-use	Vegetative Buffers
Commercial Recreation	Roads
Commercial Recreation Reserve	Parcels
Industrial	Existing Trails
Open Space	Girdwood Trails Plan Proposed Trails
Park Land (Currently Dedicated)	Streams
Public Lands & Institutions	Railroad
	Conceptual Future Road Connections



Map 3-1. Girdwood Land Use Plan Map - DRAFT

Girdwood Comprehensive Plan Land Use Plan Map

Lower Valley Enlargement April 2024 DRAFT



Map 3-2. Girdwood Land Use Plan map- Lower Valley Enlargement - DRAFT

LAND USE DESCRIPTIONS, APPLICATIONS, AND PLANNING CONSIDERATIONS

Residential Land Uses

Several goals and policies of this Plan address Girdwood’s housing shortage, and more specifically the shortage of attainable housing for people with low- to mid-range incomes. Many factors contribute to the price and availability of housing, some of which this LUP cannot affect, such as interest rates and material costs. However, this LUP *can* recommend changes to land use regulations that create barriers to housing development. Additionally, this Plan provides recommendations for policy actions and guidance for next steps. Of the eight proposed land use categories, four allow residential uses:

- Low-density Residential
- Mixed-density Residential
- Mixed-use
- Commercial Recreation

Two categories are primarily for residential uses: Low-density Residential and Mixed-density Residential. The other two categories, Mixed-use and Commercial Recreation, allow residential development, as further described in those subsections.

Low-density Residential is identified in four areas of Girdwood: the neighborhood at the entrance to Girdwood, northwest of the intersection of the Alyeska Highway with the railroad, known as the Old Girdwood Townsite; along the Alyeska Highway until the intersection with Crow Creek Road; and in the two existing subdivisions north and south of where the Alyeska Highway intersects with Arlberg Avenue, referred to as the Alyeska Basin Subdivision.

Mixed-density Residential is identified in several areas throughout the valley. Two areas along the base of Alyeska resort are existing multi-family designations, while new areas are proposed along the west side of the valley on existing HLB parcels: one area west of the Alyeska Highway, between existing residential development and the Beaver Pond Trail; one area east of the Alyeska Highway and north of Ruane Road; two areas west of Crow Creek Road; and one area east of Crow Creek Road, north of the school.

Many of this Plan’s goals and policies encourage more housing while also maintaining the scale and development pattern of existing neighborhoods. To increase housing availability a combination of tactics will need to be implemented:

- Rewrite all land use regulations for residential districts to a form-based code. “Form-based” is a form of land use regulation that is not based on housing type (such as triplex versus fourplex), instead districts are regulated by form. The type of “form” recommended for regulation could include height restrictions, setbacks, design standards, and the percentage of the parcel that can be impacted by development. Form-based regulations allow the community to define residential character while not limiting opportunities for housing. The Low-density Residential form-based zoning district standards could be based on existing

development patterns in neighborhoods and design standards traditionally associated with single-family homes and duplexes, but not limit the number of units allowed on a parcel. In addition to single-family and duplex construction types, Mixed-density Residential areas allow larger structures such as low-rise multi-family buildings and town-home construction. The main difference between the two residential category forms will be maximum building heights and the permitted development footprint relative to the size of the parcel.

While considering zoning code regulation changes consider the recommendation to create a historic district based on the “Girdwood Buildings Survey and Historic Properties Roster with Historic Preservation Recommendations”; consider how new design standards and goals of increasing housing density (policies H1.1, H1.4, H2.2, H2.3, and H2.4) can tie into the character of the historic district and buildings. Preserving historic buildings and areas can help Girdwood preserve and emulate the existing character.

- Standards that set large minimum lot sizes and low dwelling units per acres (DUA) can significantly increase the cost of housing projects in communities with high land values. This Plan recommends reducing all residential district minimum lot sizes, except where needed for regulating septic standards. In addition, this plan recommends removing or increasing dwelling unit per acre (DUA) standards.

Reducing the minimum lot size and removing or increasing DUA standards can allow developments to proceed while simultaneously achieving the desired neighborhood form and scale by setting residential form-based standards as described above.

For example, if lot size restrictions and DUA standards were removed, a tiny home development may be permitted in a low-density housing area in a way that is consistent with the surrounding neighborhood. Tiny home developments typically have a higher DUA, but also have smaller footprints and retain existing trees and vegetation. Similarly, a taller building in the Mixed-Density district that would not be permitted in the low-density zone, could achieve the same density and have a smaller building footprint. Removing or decreasing lot size restrictions and removing or increasing DUA standards would help achieve many housing goals and policies (goal H2, policies H2.1, H2.2, H2.4 and H2.5)

- Analyze Girdwood’s current Accessory Dwelling Unit (ADU) regulations to remove barriers to ADU development and increase options for homeowners, such as allowing an ADU in both a primary and secondary structure. Many homeowners rely on income from ADUs to make housing affordable to them in Girdwood.
- All residential land use districts allow for some degree of commercial development in terms of in-home businesses, cottage craft, or other low impact commercial uses.

The strategies above are intended to increase housing supply in existing residential neighborhoods, but the change will be incremental. Additional, simultaneous actions and policies will need to be implemented to address the complex housing shortage. Girdwood should develop a Housing Action Plan to comprehensively address affordable housing using community partners to help guide the process, as also described in the “Section 4: Implementation.”

Image courtesy of Girdwood Valley Builders

Girdwood Comprehensive Plan | Land Use Plan



Figure 3-1. Diagram of Low-Density Residential District

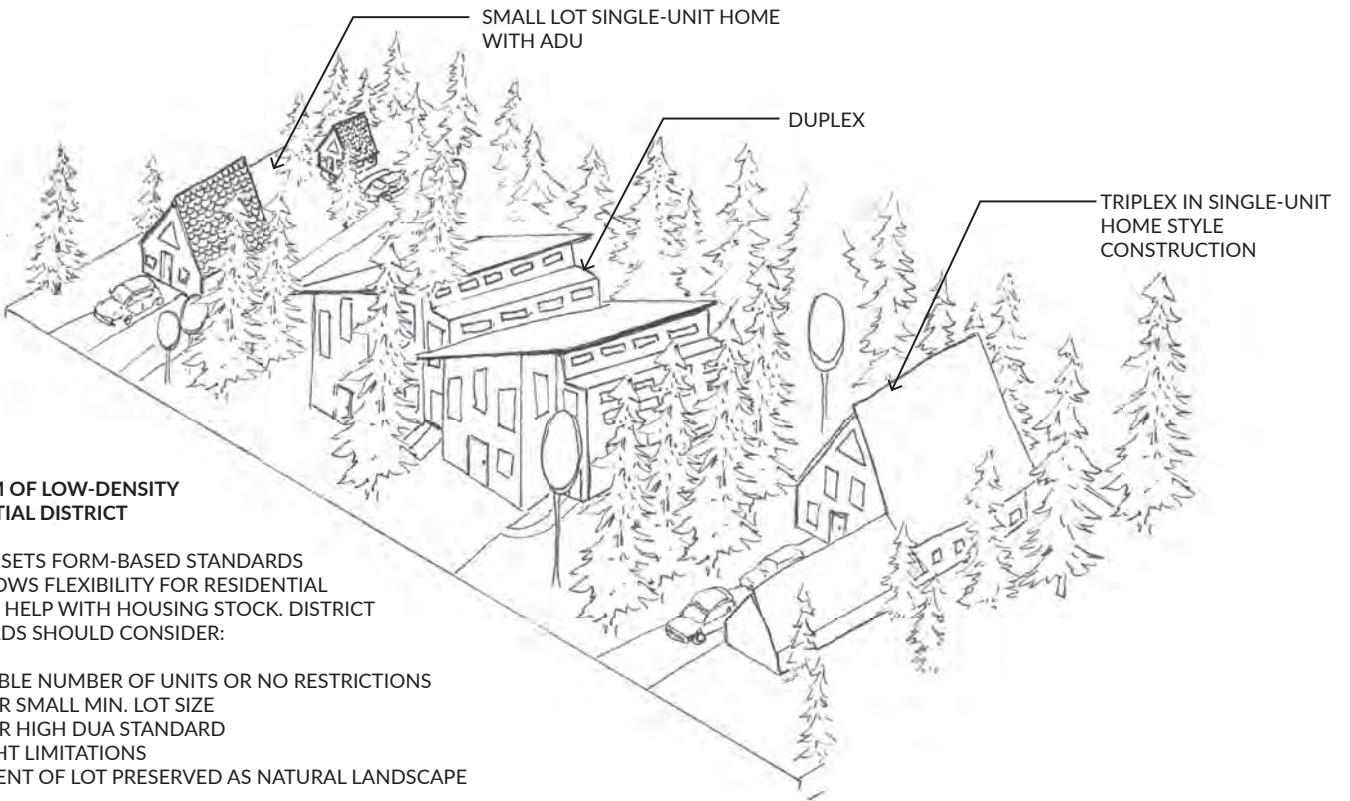


DIAGRAM OF LOW-DENSITY RESIDENTIAL DISTRICT

DISTRICT SETS FORM-BASED STANDARDS AND ALLOWS FLEXIBILITY FOR RESIDENTIAL INFILL TO HELP WITH HOUSING STOCK. DISTRICT STANDARDS SHOULD CONSIDER:

- FLEXIBLE NUMBER OF UNITS OR NO RESTRICTIONS
- NO OR SMALL MIN. LOT SIZE
- NO OR HIGH DUA STANDARD
- HEIGHT LIMITATIONS
- PERCENT OF LOT PRESERVED AS NATURAL LANDSCAPE

Figure 3-2. Diagram of Mixed-Density Residential District

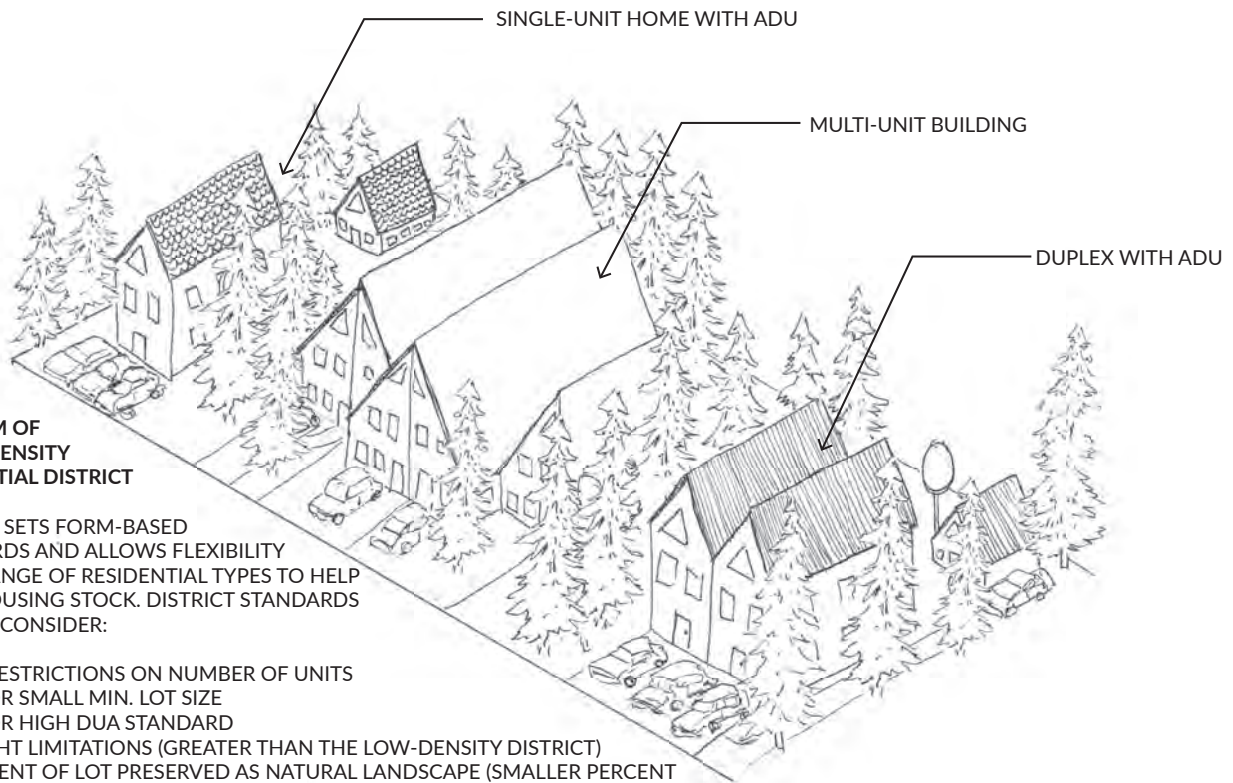


DIAGRAM OF MIXED-DENSITY RESIDENTIAL DISTRICT

DISTRICT SETS FORM-BASED STANDARDS AND ALLOWS FLEXIBILITY FOR A RANGE OF RESIDENTIAL TYPES TO HELP WITH HOUSING STOCK. DISTRICT STANDARDS SHOULD CONSIDER:

- NO RESTRICTIONS ON NUMBER OF UNITS
- NO OR SMALL MIN. LOT SIZE
- NO OR HIGH DUA STANDARD
- HEIGHT LIMITATIONS (GREATER THAN THE LOW-DENSITY DISTRICT)
- PERCENT OF LOT PRESERVED AS NATURAL LANDSCAPE (SMALLER PERCENT THAN THE LOW-DENSITY DISTRICT)

Mixed-Use

The 1995 GAP included commercial, commercial/residential, and resort land use categories. This Plan consolidates those categories into one Mixed-use designation. Mixed-use is proposed in several areas throughout the valley: at the entrance to Girdwood where the Alyeska Highway intersects the Seward Highway, parcels surrounding Town Square, South Townsite across the Alyeska Highway along Egloff Drive and Karolius Drive, areas along Crow Creek Road, and along the base of the resort.

The intent of Mixed-use is to expand the districts within which residential uses are permitted while also allowing for more commercial opportunities dispersed in the valley. Pockets of Mixed-use areas alongside residential districts will help achieve Girdwood's goals of creating a walkable community. When there are more commercial developments near and within residential areas, neighbors can walk to coffee, retail, a restaurant, or other commercial services. Mixed-use districts will need infrastructure investments that highlight streetscape and sidewalk improvements, pedestrian connectivity, and human scale.

Commercial Recreation & Commercial Recreation Reserve

The Commercial Recreation designation is for areas substantially developed with recreation facilities. The facilities can be open to the public, but the category is mostly oriented for commercial-use recreation facilities, such as the resort. The LUP map identifies two areas as commercial recreation: the Alyeska Resort ski area, encompassing the lodges and ski lifts throughout Mount Alyeska, and a parcel along Crow Creek Road where the Crow Creek Mine attraction currently operates. All Commercial Recreation areas allow for the full spectrum of residential uses permitted in Girdwood if development does not conflict with environmental factors and hazards such as wetlands and avalanches.

One region is identified as Commercial Recreation Reserve on the LUP map. This area is a large mountain massif between Glacier and Winner Creeks, northeast of the existing Alyeska resort. Studies dating back to over three decades indicated that this area is promising for alpine skiing. Although there are no immediate development plans, there has been ongoing planning work for the area and an interest in potential development in the future. The Commercial Recreation Reserve designation means that the area shall remain undeveloped until a LUP map amendment designates it as an active land use category. Currently there is heli-skiing and snow cat use occurring in this area related to outdoor recreation, and those uses should continue to be allowed for recreation purposes.

The 1995 GAP identified two other zones as Commercial Recreation at the center of the valley, straddling Glacier Creek. These areas were being considered for a golf course and a RV park at the time. While there have been ongoing discussions for an RV park along Glacier Creek, the golf course has no current development plans. The previously designated Commercial Recreation areas along Glacier Creek have changed to Open Space.

Industrial/Transportation

The 1995 GAP included one Industrial area next to the AWWU facility and one Transportation area at the airport. This plan consolidates those categories into one Industrial category which is meant to encompass both industrial and airport uses. The intent is to allow for flexibility of uses that can occur near the airport, as long as they are compatible with FAA requirements for core aviation activity, have adequate access, and are compatible with surrounding zoning uses including both residential and dedicated parks. The existing Industrial area off Ruane Road next to the AWWU facility are HLB lands that will meet the projected industrial land needs in Girdwood for the next 10 years. One additional area has been identified as Industrial on a State of Alaska owned parcel on the southeast side of the valley adjacent to the railroad and Seward Highway. Previously, this parcel was a gravel pit, and the State of Alaska Department of Transportation & Public Facilities (AK DOT&PF) has plans to develop the site to manage avalanche control for the Seward Highway to include a helicopter pad and the storage of explosives. AK DOT&PF has conducted the analysis to ensure that the planned location and storage of explosives would meet required offsets from infrastructure and other land uses.

Public Lands and Institutions

The Public Lands & Institution (PLI) land use category is identified in five areas in the valley. Four areas are consistent with the 1995 PLI designations: an area near the intersection of the Alyeska Highway and the railroad which currently serves as Chugach National Forest offices; an area off Ruane Road that serves as the Anchorage Water and Wastewater (AWWU) treatment facility; an area of land off of Egloff Drive where the library, fire station, a daycare, and park facilities are located; and an area at the end of Hightower Road where the elementary/middle school is located with some additional acreage to the north and west. The additional portion of land that has been identified as PLI is an area off Crow Creek Road across from the PLI school land is a HLB parcel identified as parcel 6-018. The purpose of this new PLI designation is for a planned cemetery on the parcel. Through community-led efforts, this location was identified as a preferable

site for a cemetery and underwent a master plan process that was completed in 2019. While cemeteries are permitted on PLI lands in Anchorage, they are not listed as a permitted use or a conditional use on PLI lands in Girdwood. The Girdwood land use code should be revised to allow cemeteries as a by-right use or a conditional use on PLI lands.

Open Space

Girdwood residents value access to open space and the natural environment. The Girdwood Valley includes an extensive system of rivers, streams, and wetlands. Open Space is proposed throughout the valley and accounts for the largest designated land use category. Open Space includes areas that would not be suitable for development such as wetlands, creeks, floodways, steep slopes, and avalanche paths along with areas that may be suitable for development but are outside the core portions of town and do not warrant development on the time horizon of this Plan. The Open Space designation prevents development in hazardous areas and environmentally sensitive areas. In addition to what was identified as Open Space in the 1995 GAP, this LUP update expands Open Space throughout several areas in the valley.

Areas that were previously designated as Development Reserve and Recreation Reserve in the 1995 GAP have been designated as Open Space. One previous Development Reserve area was in the southeast corner of the valley between the Alyeska Subdivision neighborhood and the Seward Highway; the second Development Reserve area was along Crow Creek Road northwest of the airport and south of the “Four Corners” natural area. While the Development Reserve areas were in land areas that would be compatible with development, they are farther from the core of the town than other vacant developable lands. Development over the next 10 – 20 years should be concentrated closer to the town center, not only for infrastructure cost considerations, but also for maintaining walkability. In the future if Girdwood’s population growth warrants development to extend beyond current, vacant, non-open space lands at its core, these areas could be reconsidered for other development types, but a LUP Map would be required. Up valley, the area that was

previously designated as Recreation Reserve has been designated as Open Space in this plan update.

Two additional areas with expanded Open Space include the location known as the Girdwood South Townsite (at the center of the valley, south of High Tower Road across the Alyeska Highway, also referred to as the “squirrel cages” in the 1995 GAP), and the area southwest of the existing Alyeska Subdivision neighborhood. Portions of both of these areas were identified as Commercial Recreation in the 1995 GAP, but are now proposed to be Open Space in this LUP update with a designation to consider it for dedicated park land. The previous commercial recreation designation was tied to a potential for a golf course and RV park, and while an RV park could still be feasible, this area should be considered in part of a comprehensive open space and park masterplan for Girdwood as a whole. This area overlaps Glacier Creek’s 100- and 500-year floodplain; as noted in “Section 2: Background + Analysis” the flooding impacts of a glacial melt-water stream is less predictable than other stream types. When analyzing development around the stream detailed consideration on the latest flood models and potential hazard will need to be considered.

In general, Open Space lands are to remain undeveloped, notwithstanding transportation and utility placements, and low impact recreational infrastructure. Low impact recreational infrastructure could include trails and public-use cabins. The primary use of Open Space land is recreation, development is prohibited except as related to a recreational and/or if authorized in an approved plan/permit process. Some areas identified as Open Space are also recommended to be considered as dedicated park as further described under the section “Potential Future Park Land.”

Park Land (Currently Dedicated)

The Park designation includes existing dedicated municipal park lands that provide for active and passive outdoor recreation, conservation of natural areas and greenbelts, and trail connections. Girdwood Parks and Recreation oversees ten parks, a town square, a ball field, a soccer field, a modern children’s playground with a separate “tot lot”, a tennis court, a newly redesigned skate park with rails and ramps, a disc golf course, and two sheltered park pavilions with picnic tables. During the summer camping season, Girdwood Parks & Recreation also maintains a tent-only campground with eighteen tent spaces. Park designations on the LUP Map include existing neighborhood, community, and natural resource use parks, such as Girdwood Town Square, California Creek Park, Moose Meadow Park, and Alyeska Basin Park Reserves that are currently managed by Girdwood Parks and Recreation.

One area that was previously designated as park land in the 1995 GAP is now Open Space, with a designation for potential future park land, is an area known as the “Four Corners.” As described in the 1995 GAP, this is a densely forested area where Glacier, Crow, and Winner Creeks converge. This area should continue to be protected and preserved and should only be considered as designated park land in the context of a broader park and Open Space analysis for the valley as further described below.

Potential Future Park Land

During this LUP update process many community members were interested in identifying additional dedicated park land. Instead of designating park land, this Plan recommends that Girdwood Parks and Recreation develop a Park and Open Space Plan, specifically for Girdwood, that looks at the level of service needs comprehensively. Open Space areas that are

recommended to be considered as a part of that plan are highlighted on the LUP Map.

All the areas identified with the “Potential Future Dedicated Park Land” are currently owned by the Heritage Land Bank. One of the areas, at the base of Alyeska Resort across from Moose Meadows (HLB parcel 6-075) is currently in the disposal process to become park land (as of 2024). Other areas include “Four Corners” that is described in the “Park Land” section above, an area west of the Alyeska Basin Subdivision (part of HLB parcel 6-036), and an area south of the Girdwood South Townsite (HLB parcels 6-166, 6-205, and part of parcel 6-149). The park land on HLB parcel 6-036 is proposed due to the existing trails and wetlands in the area and to create new park land adjacent to new housing proposed to the south. The South Townsite area overlaps 100- and 500-year floodplains making it preferable as open space over development; the community voiced interest in seeing this area used as park land for community gardens, RV park, dog park, disc golf, bicycle pump track, and boardwalks.

In addition to considering the proposed park lands identified in this LUP update, the park plan should use the recently adopted Girdwood Trails Plan to guide future planning. The recommendation to develop the park plan is also described in the “Implementation” section of this plan under policies E7.5, R1.1, R1.4, R2.1, and R3.1.

Vegetative Buffers

During the development of this LUP process many community members expressed concerns with maintaining Girdwood’s forested areas and mature trees. To address this concern this plan proposes vegetated buffers throughout the valley, specifically between existing and proposed housing areas and in current vacant areas with a use change between mixed-use and mixed-density residential.

Vegetated buffers provide ecological and aesthetic benefits to communities. As developments are constructed, buffers provide stormwater benefits, habitat for wildlife, improved air quality, and privacy between developments.

Like the linear park system in the Alyeska Subdivision, buffers have the potential to become park land and trail corridors, or they can remain as open space. These

buffers are to be established as 100-foot minimum width during the platting process. Buffers are to remain undeveloped except for trails or roads and utilities that need to cross them.

Trails

The LUP Map includes existing and proposed trails as they have been mapped in the recently adopted Girdwood Trails Plan (adopted 2024). Although trails were not included on the 1995 GAP map, they have been included on this LUP update. Both existing and proposed trails are mapped with a green underlay to represent a trail buffer. Any newly platted areas will need to provide a right-of-way or an easement for those trails to maintain access and connectivity.

Roads/Transportation

The 1995 GAP included a recommended road network based on the anticipated population projections at the time. Since then, additional plans have been developed related to the road system and transportation including the Girdwood Commercial Areas & Transportation Plan (CAT Plan) in 2001, and most recently the Municipality of Anchorage Official Streets and Highways Plan (OS&HP) adopted in 2014. All three plans have similar recommendations with some slight differences. For example, the CAT Plan describes a trolley network branching off from the railroad stations and running through the Valley.

In this LUP update, the road network identified in the most current (2014) OS&HP was used as a starting point to determine the proposed road network. The OS&HP identifies seven new collector level roads and/or extensions, all of which have yet to be built. Six of those alignments are included in this LUP Map with some adjustments based on community feedback as described below.

- The OS&HP proposed five new collector-level roads on the west side of the valley, including an extension of Sprout Road with three roads that connect back to the Alyeska Highway and Crow Creek Road. The fifth collector is shown as an extension of Gold Avenue near the Seward Highway. These general alignments match what was included in the OS&HP plan with no proposed alterations. The extension of Sprout Road and collector connections would

serve the proposed residential uses in the area and create connectivity to both the Alyeska Highway and Crow Creek Road.

- To the north of the airport a new connection between Crow Creek Road and Arlberg is included. Unlike previous plans, this conceptual alignment is shown just north of the airport property. While the final alignment will be driven by environmental factors and creek/gorge crossings, the purpose of this alignment is to show very little conflict with the proposed trail network in the area. If the road alignment does need to intersect existing or planned trails, the trail connectivity should be continuous through the installation of grade-separated trail infrastructure. Although the 1995 GAP and the CAT Plan both describe this connection as potentially serving the new resort base, and no new resort base is currently planned, this connection still serves to connect the east and west sides of the valley. This connection creates redundancy across Glacier Creek links proposed mixed-use areas on the east and west sides of the valley. The proposed connection will link new residential areas to community-oriented facilities that the Alyeska Resort has planned near its current base, providing more walkability across the valley. The road design should include pedestrian and bicycle infrastructure and amenities.
- A secondary access road into the valley is included southeast of the Alyeska Basin neighborhood. The primary purpose and need of this road addition in the 1995 GAP was to address population increases and the predicted influx of residents and visitors traveling by vehicle, to access new resort development. The rationale was that with this surge of new drivers, the Alyeska Highway would have to be widened to accommodate 4 lanes of traffic or if that was not desirable, there could be a secondary access road added on the other side of Glacier Creek. While the secondary road is not anticipated to be necessary from a population growth perspective, more recently the road has been considered as an evacuation route in case of emergency. If this road is to be considered for the health and safety of the community, a Safety, Resiliency, and Emergency Evacuation Plan should be conducted to understand what Girdwood needs for secondary egress. Depending on the purpose of the road, various levels of development should be considered. If possible, placement of the road should not impact private property owners. The road design shall also be mindful of the landscape. If the road is only to be used in emergency situations, a minimal impact grass road, or a narrow gravel road that can be used as a trail, may be what best suits the community.
- Karolius Drive extension has been removed from the LUP Map. This collector-level extension would have been recommended if the neighborhood development of the “Squirrel Cages” was going forward, however much of the land in the area has been identified as Open Space. This Plan recommends studying whether Karolius Drive Extension is still valuable given the new Open Space designation for the area and the potential for dedicated park land.

While this LUP provides a high-level framework for transportation planning in the valley, a more detailed plan should be developed that considers emergency egress and multimodal infrastructure. A more detailed plan would serve as an update to previous transportation plans including the CAT Plan. A transportation plan for Girdwood could be used to further explore recommendations of this LUP, and could provide basis for future OS&HP updates. In any transportation planning or development that moves forward a critical component will be the incorporation of bicycle routes, pedestrian infrastructure, and trail networks.

Girdwood Airport

Girdwood Airport is a state-owned, public-use airport on 174 acres in the middle of the Girdwood valley. Glacier Creek runs along the entirety of the northwest side of the parcel. The airport has one gravel-surfaced runway that measures 2,088 ft by 73 ft. The airport is unattended and runway conditions are not monitored. There are no control towers, navigational aids, lights, or flight service stations available.

Several hangars are located along the southeast of the runway on 16 lease lots. The airport services small single-engine airplanes and helicopters. Seasonal hang glider and paraglider activities occur during daylight hours. AWWU has two water wells at the north end of the airport property. Vehicular access to the airport is through an adjacent subdivision on several residential streets. A new access road is proposed coming from north of the airstrip.

The 1995 GAP acknowledges that future air traffic demand would depend on population growth and increased visitor-ship. Air traffic demands have remained relatively consistent since then. According to FAA data, yearly operations have increased slightly from the 3,800 identified in the 1995 GAP to 4,000 in 2022. The 28 general aviation single-engine aircraft based at the airport in 1995 has fallen to 26. The LUP update groups the airport under the same umbrella category of Industrial; the Plan encourages uses within the Airport district that are compatible with general aviation operations, consistent with federal and state guidelines established by the FAA and other governing bodies, and not limit potential federal aviation funding.

How Land Use Categories Relate to Zoning Districts

At the time this plan was published, Girdwood's existing land use code included 30 different zoning districts. Below is a table of how each of these zoning districts will fit within the new land use designations established by this Plan. As many of the implementation actions recommended in this Plan include updating or rewriting the Girdwood land use code, to achieve stated policies and goals, the third column provided in the table below describes what future zoning districts might look like through the process of updates to the code. The examples below provide scenarios on how the Land Use Plan designations are implemented, or not implemented.

Example 1: A property owner lives on a parcel that is zoned gR-3 (Single-Family/Two-Family Residential) and would like to develop a small shop. If under the updated plan, the land use designation for this property is now Mixed-use, meaning that mixed use zones other than gR-3 are allowed, the property owner could now apply to rezone their property to a mixed-use zone, which would be in accordance with the LUP Map.

Example 2: A property owner lives on a parcel that is zoned gR-3 (Single-Family/Two-Family Residential) which the LUP Map now designates as Mixed-use. The property owner has no desire to change the use or zoning of their property, and they are not required to. Without a rezone process, they still maintain their existing zoning and the uses it allows by right or through discretionary processes.

The purpose of this Plan is to provide Girdwood with the framework to make specific land use code changes and district changes based on the updated vision, goals, and policies determined by the community.

Table 3-4. How Zoning Relates to Land Use Categories

Existing Zoning	2024 Comprehensive Plan Land Use Designation	What Future Zoning Might Look Like*
gR-1, gR-2, gR-2A, gR-3	Low-density Residential	A residential district based on form and design standards that limit the development impact to a site and allow some small-scale commercial uses.
gR-4, gR-5	Mixed-density Residential	A residential district with a variety of housing types and forms ranging from single-family style development through low-rise multifamily developments, with some commercial uses permitted.
gC-1, gC-2, gC-3, gC-4, gC-5, gC-6, gC-7, gC-8, gC-9, g-C10, GRST-1, GRST-2	Mixed-Use	A district or districts allowing both commercial and residential uses.
gI-1, gI-2, GA	Industrial	A district or districts for industrial and airport uses.
GIP	Public Land & Institutions	A district for civic uses.
GIP-p	Parks	A district for dedicated park land.
GCR-1, GCR-2, GCR-3, GRST-1, GRST-2	Commercial Recreation	A district or districts for outdoor recreation industry operations.
GOS, GDR, GRR, GW	Open Space	A district for open space recreational uses.

*See the land use category definition table for more detailed descriptions of the categories.

Amendments to the Land Use Plan

While the adoption of this Land Use Plan (LUP) Map creates a community-vetted vision, it is a living map that is subject to change as Girdwood continues to grow and plan. If a development project is proposed that is not compatible with the LUP map, but is consistent with Girdwood’s visions, goals, and policies, or has community-wide benefits, that development project can amend the LUP Map through a public hearing process consistent with Title 21 regulations and standards.

For parcels with existing uses or zoning districts that are not consistent with those proposed by the LUP, the LUP does not change existing regulations or zoning. Existing zoning districts will still provide listed land use rights until the district’s regulations are changed through a text amendment process to the zoning code. The updated LUP Map may, however, be used to provide guidance for discretionary or public review processes already required by existing zoning.

For parcels that have an existing zoning district that is not aligned with the updated LUP map, but want to be, under current regulations the landowner can undergo a rezone to a district associated with the LUP designation.



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IMPLEMENTATION ACTIONS

4. IMPLEMENTATION ACTIONS

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IMPLEMENTATION ACTIONS

Through the process of updating the 1995 GAP, Girdwood has not only established a revised Land Use Plan (LUP) map, but has established clear visions, goals, and policies. Moving these policies forward into tangible actions and results is the true objective of a comprehensive plan. Without action the plan has little purpose.

The table below outlines implementation actions for each of the community-derived policies. Each Implementation Action includes a list of potential implementors and/or partners to move the action forward. Many of the Implementation Actions have specific recommendations, but overall, there are broad strategies that will address many overlapping goals and policies, including:

- Rewriting Girdwood land use regulations (currently established in the Anchorage Municipal Code Title 21 Chapter 9).
- Developing and updating functional studies and plans, such as a Housing Action Plan, a Transportation Plan and a Park and Open Space Plan.
- Collecting data and determining the best suited short-term rental regulations.

Implementing Girdwood’s policies will require ongoing community efforts with strong partners in both the public and private sectors.

Table 4-1. Implementation Actions: Economic Development

TOPIC: ECONOMIC DEVELOPMENT		
<p>VISION: Increase economic opportunities for people to live, work, and play in Girdwood. Girdwood’s environment drives its economy – development must be sustainable and sensitive to the current and changing environment. Girdwood aspires to be a low environmental impact community.</p>		
GOAL E1: Economic Diversification and Sustainability		
POLICY	IMPLEMENTATION ACTION	IMPLEMENTORS / PARTNERS
<p>E1.1 Increase commercial space (office and retail).</p>	<p>Revise Girdwood land use regulations to better reflect this policy.</p> <p>Revise zoning districts to allow for more commercial opportunities such as: expanding allowable accessory uses in residential districts; allowing some commercial uses in residential districts as a primary use through entitlement processes; ensuring dimensional standards or design criteria are not burdensome or restrictive within commercial or mixed-use zones.</p> <p>Develop Girdwood’s Town Center as a mixed-use/ commercial core with walkable, pedestrian-friendly access.</p>	<p>MOA Planning Department; GBOS</p>

GOAL E1: Economic Diversification and Sustainability		
POLICY	IMPLEMENTATION ACTION	IMPLEMENTORS / PARTNERS
E1.2 Provide space for light industrial.	<p>Utilization of the Girdwood Industrial Park is the only industrially-zoned property that is available for light industrial uses. GBOS/GVSA and MOA Planning Department are encouraged to conduct a land use suitability analysis of the Girdwood Valley to identify any further areas for industrial uses.</p> <p>Consider using vacant industrial lands to assist with large scale development projects, such as providing staging sites for gravel/excavation/soil supply and/or temporary use by contractors.</p> <p>Revise Girdwood land use regulation to better reflect this policy. Consider allowing light industrial uses in more districts with entitlement process as appropriate.</p>	HLB; GBOS/GVSA; MOA Planning Department
E1.3 Girdwood is business-friendly – Girdwood has opportunities for entrepreneurs and innovators.	Revise Girdwood land use regulations to better reflect this policy. Allow more commercial uses in all zones. Include new commercial uses that respond to changing economic conditions and start-up type uses like incubator spaces.	MOA Planning Department; GBOS; Co-working Businesses
E1.4 Girdwood increases opportunities for cottage craft.	Revise Girdwood land use regulations to better reflect this policy. Expand the districts under which cottage crafts are allowed as a primary and secondary use (specifically residential districts).	MOA Planning Department; GBOS
GOAL E2: Economic development in Girdwood is compatible with the natural environment.		
E2.1 Economic development initiatives will minimize the impact on Girdwood’s natural environment.	<p>Revise the Landscape, Vegetation, and Tree Retention section of Girdwood’s land use regulations to ensure the requirements reflect this policy or if changes to the design standards need to be made; for example the current code does not cover most residential zones, the policy should be expanded to all zoning districts.</p> <p>Trails contribute to the local economy by providing a recreational resource for visitors and residents; work with the Municipality and Girdwood Trails Committee to ensure trails continue to be developed and maintained.</p>	MOA Planning Department; GBOS; Girdwood Parks and Recreation; Girdwood Trails Committee

GOAL E2: Economic development in Girdwood is compatible with the natural environment.

POLICY	IMPLEMENTATION ACTION	IMPLEMENTORS / PARTNERS
<p>E2.2 Conservation as a form of development. For example, the protection of valuable wild/natural/open space can be a contributor to the local economy.</p>	<p>HLB is in the process of developing a wetland mitigation bank program in collaboration with USACE. Many sites in Girdwood contain high-value wetlands that may meet criteria for mitigation banking and a conservation easement. Creation of a wetland mitigation bank is supported in the Girdwood Valley and</p> <p>HLB’s continued efforts towards this program would provide opportunities for additional wetland mitigation options further supporting economic development.</p> <p>See Policy E2.1.</p>	<p>HLB; Private Land Owners</p>
<p>E2.3 New and existing development is connected to the trail and active transportation system.</p>	<p>A revised Girdwood Commercial Area and Transportation Plan (see Implementation Action T4.1) should incorporate active transportation routes on new and upgraded roadways and tie into the trails as shown in the Girdwood Trails Plan.</p>	<p>MOA Planning Department; GBOS</p>

GOAL E3: Development that is sensitive to and enhances the natural environment.

<p>E3.1 All roads and parking lots don’t have to be paved.</p>	<p>Revise Girdwood land use regulations and the Design Criteria Manual to allow more flexible road standards, paving standards, and parking lot standards. Include Watershed Management Services and the Street Maintenance Department as a part of the rewrite to account for the latest best practices for non-paved roads.</p>	<p>MOA Planning Department, Traffic Department, and Project Management and Engineering; GBOS; MOA Watershed Management Services</p>
<p>E3.2 Green Infrastructure.</p>	<p>Apply for green infrastructure grant programs that could be administered to residential and commercial uses. Explore the National Fish and Wildlife Foundation’s conservation programs and the EPA Five Star and Urban Waters Restoration grant program. Work with the MOA Watershed Management Services for technical assistance. This effort should be spearheaded by GBOS or a regional or local nongovernmental non-profit.</p> <p>Update policies to rigorously enforce that there is no net increase in runoff policy for all new development.</p>	<p>GBOS; MOA Watershed Management Services; EPA; NFWF; Anchorage Park Foundation</p>

GOAL E3: Development that is sensitive to and enhances the natural environment.

POLICY	IMPLEMENTATION ACTION	IMPLEMENTORS / PARTNERS
<p>E3.3 Commercial development design guidelines reflect the characteristics of the community.</p>	<p>Change the current 'Dimensions Standards', 'Site Development and Design Standard', and the 'Building Design Standards' in the Girdwood land use regulations to better reflect this policy. Consider whether the current standards are too restrictive, limiting opportunities for innovation.</p>	<p>MOA Planning Department; GBOS</p>

GOAL E4: Girdwood is a climate resilient community.

<p>E4.1 Girdwood develops a Climate Action Plan.</p>	<p>Develop a Climate Action Plan (CAP) for Girdwood.</p> <p>Develop a Safety, Resiliency and Emergency Evacuation/Disaster Plan that considers environmental hazards and community plans for infrastructure improvements and evacuation.</p> <p>The Safety, Resiliency and Emergency Evacuation/Disaster Plan shall include an analysis on whether an additional road on the east side of the valley is warranted. Low-impact design standards shall be considered in this analysis such as minimal surface treatments and low environmental impacts.</p>	<p>MOA Planning Department, and Watershed Management Services; GBOS; Committee to Spearhead CAP; AK DOT&PF</p>
<p>E4.2 Encourage industry/commerce that reflects the changing climate.</p>	<p>Ensure Girdwood use standards do not exclude "green-industry" uses. While developing a Climate Action Plan (CAP) consider incentives that help attract and/or drive the development of local "green industries."</p>	<p>MOA Planning Department; GBOS; Committee to Spearhead CAP; Anchorage Economic Development Corporation</p>
<p>E4.3 Enhance existing and build new infrastructure to support future climate norms.</p>	<p>Local road and utility planning should account for future climate models.</p> <p>Consider Girdwood land use changes that reflect goals of a Climate Action Plan, such as green building regulations, water efficiency, carbon sequestration, renewable energy, and clean transportation.</p> <p>Update existing natural resource and natural hazard studies, including the 1982 Anchorage Snow Avalanche Zoning Analysis Report and FEMA Flood Maps, reflect the changing climate.</p> <p>Conduct engineering analysis for flood management and identify responsible entities to maintain infrastructure.</p>	<p>MOA Planning Department, Watershed Management Services, Traffic Department, and Project Management and Engineering; GBOS; Committee to Spearhead CAP</p>

GOAL E5: Girdwood has a broad range of support services within the community.

POLICY	IMPLEMENTATION ACTION	IMPLEMENTORS / PARTNERS
<p>E5.1 Encourage the expansion of childcare facilities to promote the family atmosphere of people living and working in Girdwood.</p>	<p>Work with state and municipal funding sources to support existing and future childcare facilities.</p>	<p>GBOS/GVSA; Local Childcare Providers</p>
<p>E5.2 A variety of ancillary health care services are provided locally.</p>	<p>Assess which health services are recommended for a community such as Girdwood.</p>	<p>MOA Health Department; Alaska Department of Health and Social Services; Health Resources and Services Administration (HRSA)</p>

GOAL E6: Girdwood decreases its carbon footprint.

<p>E6.1 Girdwood develops programs and incentives to increase efficiency, decrease energy use, and promotes renewable energy sources.</p>	<p>While developing a Climate Action Plan (CAP) consider incentives that can meet this policy. See the Implementation Action under E4.1.</p>	<p>MOA Planning Department; GBOS; Committee to Spearhead CAP</p>
<p>E6.2 Girdwood works with utilities to develop sustainability programs and incentives, including a recycling program.</p>	<p>The Climate Action Plan shall include utility specific actions related to sustainable development. Work with each utility operating in Girdwood.</p>	<p>AWWU; MOA Solid Waste Services; Chugach Electric Association; GBOS; ENSTAR Natural Gas Company</p>

GOAL E7: Girdwood maintains and enhances our community character and sense of place.

<p>E7.1 Encourage development and design guidelines that maintain and enhance the natural character and small town feel of Girdwood.</p>	<p>Revise Girdwood land use regulations to better reflect this policy. See the Implementation Action under E2.1.</p>	<p>MOA Planning Department; GBOS</p>
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GOAL E7: Girdwood maintains and enhances our community character and sense of

POLICY	IMPLEMENTATION ACTION	IMPLEMENTORS / PARTNERS
<p>E7.2 Encourage the preservation of Girdwood’s historical and cultural resources by utilizing Federal and State Historic Preservation Tax Incentive Programs, creating new incentive programs where appropriate, and participating in the local landmark program.</p>	<p>Work with federal, state, and local historic preservation entities to implement historic preservation goals.</p> <p>Use the recommendations from the “Girdwood Historic Buildings Survey and Historic Property Roster with Historic Preservation Recommendations for the Municipality of Anchorage and the Anchorage Historic Preservation Commission” that was finalized in 2021 to set actions and priorities.</p>	<p>GBOS; Alaska Department of Natural Resources Office of History and Archaeology; MOA Historic Preservation Commission</p>
<p>E7.3 Support knowledge and preservation of Girdwood’s unique historical and cultural resources through community-driven and led interpretation projects.</p>	<p>Develop a comprehensive wayfinding and interpretive signage program for Girdwood as a whole. Build from the Anchorage Parks and Recreation wayfinding program. Inventory existing signs and plan for a comprehensive system of educational signage.</p>	<p>Girdwood Parks and Recreation</p>
<p>E7.4 Encourage and streamline events and festivals.</p>	<p>Create an entity that can comprehensively look at events and festivals throughout Girdwood and find opportunities for efficiencies; could become a subcommittee of GBOS. Work to ensure telecommunication infrastructure is sufficient during events.</p>	<p>GBOS; Event Subcommittee; Telecommunications Partners</p>
<p>E7.5 Girdwood has a variety of indoor and outdoor community gathering spaces.</p>	<p>Develop a Park and Open Space Plan for the Girdwood service area that also considers indoor community spaces.</p>	<p>Girdwood Parks and Recreation</p>

Table 4-2. Implementation Actions: Housing

TOPIC: HOUSING		
VISION: <i>The range of housing options in Girdwood allows residents the opportunity to live and work in Girdwood. The cost of housing in Girdwood balances employment and income distribution.</i>		
GOAL H1: Maximize the use of existing housing inventory to meet housing needs in Girdwood.		
POLICY	IMPLEMENTATION ACTION	IMPLEMENTORS / PARTNERS
H1.1 Develop strategies and best practices to maximize the use of existing Girdwood housing inventory to address housing need in Girdwood.	<p>Adopt policies that encourage housing development throughout Girdwood:</p> <ul style="list-style-type: none"> • Reduce minimum lot sizes. • Remove barriers to ADUs. • Eliminate low density single-family only zoning. • Convert residential districts to form-based code and remove or increase dwelling units per acre standards. • While considering zoning code regulation changes consider the recommendation to create a historic district based on the “Girdwood Buildings Survey and Historic Properties Roster with Historic Preservation Recommendations”; consider how new design standards and goals of increasing housing density (policies H1.1, H1.4, H2.2, H2.3, and H2.4) can tie into the character of the historic district and buildings. 	MOA Planning Department; GBOS
H1.2 Acknowledge the need for short-term rental housing market in Girdwood while minimizing its impacts to the community through appropriate regulations.	<p>Revise Girdwood land use regulations to better reflect this policy.</p> <p>Develop a comprehensive strategy to determine appropriate short-term regulations for Girdwood. Use land use regulations or other tools to minimize the negative impact of commercial rentals, such as reduced housing stock, while supporting home occupancy operators (long-term renter or homeowner) with short-term rentals as accessory uses.</p>	MOA Planning Department; GBOS

GOAL H1: Maximize the use of existing housing inventory to meet housing needs in Girdwood.

POLICY	IMPLEMENTATION ACTION	IMPLEMENTORS / PARTNERS
<p>H1.3 Encourage long-term rentals by providing incentives such as using tax incentives or exemptions for property-owners.</p>	<p>See the Implementation Action under H1.2. Develop an incentive tax structure for long-term rentals. Work with state legislators to amend any necessary state-level policies related to this goal.</p>	<p>MOA Planning Department; GBOS; State Legislators</p>
<p>H1.4 Encourage property renovations that increase density through regulatory changes, tax, or financial incentives where appropriate zoning allows.</p>	<p>See the Implementation Action under H1.1 and H2.3.</p>	<p>MOA Planning Department; GBOS</p>

GOAL H2: Encourage a broad range of new housing development that is consistent with Girdwood’s community character, natural character, and Girdwood’s housing vision, needs, and cost challenges.

<p>H2.1 Girdwood encourages mixed-use residential and multi-family housing developments where appropriate.</p>	<p>Revise Girdwood land use regulations to better reflect this policy. Change land use restrictions related to multifamily dwellings, expand by-right construction opportunities throughout various zoning districts. See the Implementation Actions under H1.1.</p>	<p>MOA Planning Department; GBOS</p>
<p>H2.2 All residential zoning in Girdwood allows for duplex developments with multi-family housing (more than triplex) allowed in targeted areas.</p>	<p>Revise Girdwood land use regulations to better reflect this policy. See the Implementation Actions under H1.1, H2.1, and H2.3. Revise the Landscape, Vegetation, and Tree Retention section of Girdwood’s land use regulations to apply to all residential districts. This can encourage more infill development that fits the scale and form of existing neighborhoods.</p>	<p>MOA Planning Department; GBOS</p>

GOAL H2: Encourage a broad range of new housing development that is consistent with Girdwood’s community character, natural character, and Girdwood’s housing vision, needs, and cost challenges.

POLICY	IMPLEMENTATION ACTION	IMPLEMENTORS / PARTNERS
<p>H2.3 Accessory Dwelling Units (ADUs) are encouraged where appropriate.</p>	<p>Revise Girdwood land use regulations to better reflect this policy.</p> <p>Revise current ADU standards that can cause barriers to development. Expand the allowance of both one attached and one interior ADU for all residential zones.</p>	<p>MOA Planning Department; GBOS</p>
<p>H2.4 Explore and encourage non-conventional residential alternatives for meeting the diversity of housing demands (for example, tiny homes or alternative construction).</p>	<p>See the Implementation Action under H1.1. Explore opportunities for pre-manufactured homes.</p>	<p>MOA Planning Department; GBOS</p>
<p>H2.5 Encourage and explore alternatives for more affordable housing such as but not limited to single-family housing and detached development: for example, small lot, or unit lot subdivisions.</p>	<p>See the Implementation Actions under H1.1 and H3.2.</p> <p>Reduce lot size minimums. Change zoning code to allow various ownership options.</p> <p>Implement shared-equity models, where stable housing is seen as a community investment, to make home ownership an option for middle-income residents.</p>	<p>MOA Planning Department; GBOS</p>
<p>H2.6 Pursue opportunities to fund infrastructure improvements to reduce overall housing development costs such as water, sewer, or public roads.</p>	<p>Work with Municipal entities on methods of funding infrastructure improvements that align with development projects. For example, explore opportunities to extend water supply to the west side of the valley in areas not served by water and for potential future housing development projects.</p>	<p>AWWU; MOA Project Management and Engineering; GBOS/GVSA</p>

GOAL H2: Encourage a broad range of new housing development that is consistent with Girdwood’s community character, natural character, and Girdwood’s housing vision, needs, and cost challenges.

POLICY	IMPLEMENTATION ACTION	IMPLEMENTORS / PARTNERS
<p>H2.7 Pursue the development of community-supported senior housing where residents can age in place. (For example, Public-Private Partnership. Look at example in Cooper Landing).</p>	<p>Establish a working group to explore senior housing opportunities and develop a series of action items. Work with private entities on potential public-private partnerships.</p>	<p>GBOS; Senior Housing Subcommittee</p>

GOAL H3: Develop additional organizational capacity for housing development in Girdwood.

<p>H3.1 Support efforts to create additional funding for housing and/or bridge financing gaps; collaborate with other communities and organizations to provide these opportunities. Examples are a housing trust, community land trust, mezzanine fund, tax increment financing, and non-conventional loan programs.</p>	<p>Develop a Girdwood Housing Action Plan that takes a comprehensive look at developing sustainable housing in the valley. Research options for funding streams under the items of this policy. Work with established affordable housing developers on how successful outcomes are achieved.</p>	<p>GBOS; MOA Planning Department; Affordable Housing Developers and Operators; HLB; Affordable Housing Non-profit in Girdwood</p>
<p>H3.2 Girdwood creates a housing coalition comprised of public, non-profit, and the private sector to advocate solutions for housing development.</p>	<p>Create a Girdwood housing coalition made up of local residents, businesses, and municipal entities to implement policies. This group would raise funds and build capacity to tackle the different policies. This group could ultimately become a non-profit involved in implementation / construction of new housing but would start by developing local capacity around housing.</p>	<p>GBOS; HLB; MOA Planning Department; Affordable Housing Non-profit in Girdwood</p>

GOAL H3: Develop additional organizational capacity for housing development in Girdwood.

POLICY	IMPLEMENTATION ACTION	IMPLEMENTORS / PARTNERS
H3.3 Market Girdwood to community-oriented housing developers that can bring creative financing options to address housing affordability and build housing that reflects Girdwood’s community character.	See the Implementation Actions under H3.1.	Affordable Housing Non-profit in Girdwood
H3.4 Include HLB as a major stakeholder in the Girdwood Housing Action Plan effort.	See the Implementation Actions under H3.1.	GBOS/GVSA; HLB

GOAL H4: Girdwood collects and analyzes housing data to better support community planning and development (this is action-informing, not a requirement for new housing development).

H4.1 Girdwood develops a process to collect and publish regular market data.	As a part of the Housing Action Plan come up with a strategy for ongoing collection and management of data and implement this strategy and means for sustaining it long term.	GBOS
H4.2 Develop a housing strategy and needs assessment.	Incorporate this policy into the Housing Action Plan - see the Implementation Actions under H3.1.	GBOS; HLB; MOA Long Range Planning
H4.3 Develop performance measures for housing to track progress and market adjustments.	Incorporate this policy into the Housing Action Plan - see the Implementation Actions under H3.1.	GBOS
H4.4 Develop an appropriate property tax incentive program to implement in Girdwood.	Incorporate this policy into the Housing Action Plan - see the Implementation Actions under H3.1.	MOA Finance Department; GBOS

Table 4-3. Implementation Actions: Recreation and Open Space

TOPIC: Recreation and Open Space		
<p>VISION: <i>Recreation and open spaces are a cornerstone of life in Girdwood. Local parkland, open spaces, trails, commercially developed recreation, indoor facilities, are all critical elements of a robust community recreation system. Our driveways are our trailheads and our backyards are gateways to open spaces.</i></p>		
<p>GOAL R1: The Girdwood recreation system is balanced – there are a range of year-round experiences for community-supported activities.</p>		
POLICY	IMPLEMENTATION ACTION	IMPLEMENTORS / PARTNERS
<p>R1.1 Ensure that parks, trails, open spaces, and outdoor recreation facilities meet community needs. The quantity of outdoor recreation assets meets both Girdwood’s community goals and level of service guidelines for a community the size of Girdwood.</p>	<p>Develop a Park and Open Space Plan for the Girdwood service area.</p>	<p>Girdwood Parks and Recreation; HLB; GBOS</p>
<p>R1.2 Maintain existing outdoor park facilities for safety and long-term durability.</p>	<p>Work with the Parks and Recreation Department on managing and maintaining existing assets through volunteer groups.</p>	<p>Girdwood Parks and Recreation</p>
<p>R1.3 Limited motorized uses within the recreational and open space system.</p>	<p>Develop strategies for managing motorized uses in the Park and Open Space Plan. Work with land managers to maintain and implement regulations that realize this policy.</p>	<p>Girdwood Parks and Recreation; HLB; Alaska Department of Natural Resources; Chugach National Forest; Chugach State Park</p>
<p>R1.4 The Girdwood recreation and open space system is easy and convenient for everyone to experience during everyday life.</p>	<p>As a part of the Girdwood Park and Open Space Plan, assess the Level of Service people have to outdoor spaces and the level of awareness there is on public outdoor resources. Level of Service includes analyzing acres of parkland available, playgrounds within walking distance, and miles of trails against a benchmark set by other similar communities.</p>	<p>Girdwood Parks and Recreation</p>

GOAL R2: Girdwood has indoor and covered recreation facilities.

POLICY	IMPLEMENTATION ACTION	IMPLEMENTORS / PARTNERS
R2.1 Identify locations.	As a part of the Girdwood Park and Open Space Plan complete an inventory of possible locations, develop scoring criteria to facilitate site selection.	Girdwood Parks and Recreation
R2.2 Public-Private Partnerships are recommended to leverage funding and other resources.	See the Implementation Actions under R2.1.	Girdwood Parks and Recreation; GVSA

GOAL R3: Girdwood has a formal, established, maintained, and protected system of trails and open spaces.

R3.1 Identify areas that are primarily recreation and open space areas and manage them as such. Transfer management authority of Heritage Land Bank parcels that would be better managed by Girdwood Parks & Recreation.	<p>As a part of the Girdwood Park and Open Space Plan assess opportunities for newly dedicated park land on existing HLB lands. Work with HLB and Girdwood Parks & Recreation on land transfers where appropriate.</p> <p>Change the Girdwood land use regulations to permit cemeteries by-right or as a conditional use in the Girdwood Public Lands and Institutions (PLI) district.</p> <p>As a part of the Park and Open Space Plan study whether the extension of Karolius Drive from the OS&HP map would be a valuable connection through the newly designated Open Space.</p>	Girdwood Parks and Recreation; HLB; AMATS; GBOS/GVSA
R3.2 Identify and protect trails and trail access via easements.	Look for opportunities where additional trail access should be provided through easements or right-of-way acquisition, including buffers, for Parks and Recreation to hold and manage.	GBOS; MOA Planning Department; Girdwood Parks and Recreation
R3.3 Support implementation of Girdwood trails and open space plans.	See the Implementation Actions under R2.1.	MOA Planning Department; Girdwood Parks and Recreation

GOAL R4: Girdwood's trails and natural spaces are integrated into the community.

POLICY	IMPLEMENTATION ACTION	IMPLEMENTORS / PARTNERS
<p>R4.1 Girdwood explores public-private partnerships to market and support our trails and open space system. (For example, consider Trail Town designation.)</p>	<p>In addition to looking at a Trail Town designation use the Girdwood Trails Plan build local public-private partnerships. Explore tourism marketing strategies to help bring awareness and funding to trail projects. Work with local non-profits who advocate for trail projects and help with grant funding.</p>	<p>GBOS/GVSA; Girdwood Parks and Recreation; Alaska Trails</p>
<p>R4.2 New development (e.g. housing, transportation) is consistent with ensuring access and protection of trails and open spaces.</p>	<p>Although the AMC subdivision standards addresses the requirement to provide trail easements and/or right-of-way from adopted plans as a part of new subdivisions, consider adding this requirement in Chapter 9, as it explicitly relates to the Girdwood Trails Plan.</p> <p>New plats shall account for 100-wide vegetation buffers as shown on the LUP map.</p>	<p>MOA Planning Department; GBOS</p>
<p>R4.3 Support use of trails for active transportation within the community.</p>	<p>See the Implementation Action under T4.1.</p>	<p>GBOS; MOA Planning and Project Management and Engineering</p>



Image courtesy of Mike Edgington

Table 4-4. Implementation Actions: Transportation

TOPIC: TRANSPORTATION		
VISION: <i>All modes of transportation, including human-powered, are considered equally and Girdwood is a walkable community.</i>		
GOAL T1: Girdwood has a connected system of trails and walkways. A car is not required to live here.		
POLICY	IMPLEMENTATION ACTION	IMPLEMENTORS / PARTNERS
T1.1 Every new and existing subdivision is connected to the active transportation network.	See the Implementation Actions under R3.2 and R4.2. Revise Girdwood’s land use code to include requirements for bike racks.	MOA Planning Department; GBOS; Girdwood Parks and Recreation
T1.2 Improve multi-modal access within the Alyeska Basin Subdivision.	Implement trail projects as outlined in the Girdwood Trails Plan that improve multimodal access to this subdivision. Include pedestrian infrastructure, lighting infrastructure, and bike routes and lanes in road improvement projects. Improve bike safety throughout neighborhoods. See the Implementation Action under T4.1.	MOA Planning Department and Project Management and Engineering; GBOS; Girdwood Parks and Recreation
GOAL T2: Support a year-round, regular, and reliable transit between Girdwood and Anchorage.		
T2.1 Explore public-private partnerships to provide transit service.	Research and develop a report of viable ways to implement a sustainable transit service program between Girdwood and Anchorage. Look to other entities such as Valley Transit.	GBOS; Alaska Department of Transportation
GOAL T3: Parking in Girdwood complements our community and does not encourage unnecessary driving.		
T3.1 There is a viable park and ride lot.	As a part of the Implementation Action of T2.1 research viable park and ride lots.	GBOS; Alaska Railroad; Alaska Department of Transportation

GOAL T3: Parking in Girdwood complements our community and does not encourage unnecessary driving.

POLICY	IMPLEMENTATION ACTION	IMPLEMENTORS / PARTNERS
T3.2 Parking is right sized for our community.	<p>Revise Girdwood land use regulations to better reflect this policy. Anchorage’s land use code recently removed minimum parking requirements, update the Girdwood code language to match by removing minimum parking requirements and implement maximum parking requirements. Require adequate and convenient short-term and long-term bike parking on developments.</p> <p>Implement better management of parking in the right-of-way along with improved pedestrian infrastructure.</p>	MOA Planning Department; GBOS/GVSA; Project Management and Engineering

GOAL T4: Ensure that Girdwood’s transportation infrastructure is resilient if emergency evacuation is necessary.

<p>T4.1 Create a transportation plan for Girdwood that identifies and addresses weak points in current infrastructure.</p>	<p>See the Implementation Action under E4.1.</p> <p>In addition to emergency planning, Revise the Girdwood Commercial Areas and Transportation Master Plan to reflect the revised LUP and previous area specific plans. In addition to studying specific road network improvements the plan update should account for all modes of transportation such as active transportation and ride-share strategies.</p> <p>Consider how to fund services beyond the Metropolitan Planning Organization area in coordination with GVSA.</p> <p>Consider creating safe pedestrian and bicycle grade-separated crossings along the Alyeska Highway.</p>	MOA Planning Department, Project Management and Engineering; Alaska Department of Transportation and Public Facilities (AK DOT&PF); AMATS; GVSA
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GOAL T5: Maintain the Girdwood Airport as a valuable community asset.

<p>T5.1 Support development at the Girdwood Airport that recognizes the community, sense of place, and natural environment.</p>	<p>Revise Girdwood land use regulations to better reflect this policy.</p> <p>Revise current use standards in the airport district, remove use restrictions that limit opportunities for appropriate development adjacent to the airport runway. Work with the Alaska Department of Transportation and private land holders within the airport area.</p>	MOA Planning Department; GBOS; AK DOT&PF
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GOAL T6: Encourage the integration of the Alaska Railroad Girdwood Depot into the local transportation network.

POLICY	IMPLEMENTATION ACTION	IMPLEMENTORS / PARTNERS
T6.1 Advocate for Girdwood as a continued stop.	Work with the Alaska Railroad on implementing policies T6.1 – T6.3. Look to precedent examples.	Alaska Railroad; GBOS
T6.2 Explore opportunities for the train to become a more affordable and feasible public transportation option for locals.	See the Implementation Action under R6.1.	See above.
T6.3 Pursue the train depot as a location for a transportation hub.	See the Implementation Action under R6.1.	See above.



Acronyms

-
- | | |
|---|---|
| ADU – Accessory Dwelling Unit | EPA – Environmental Protection Agency |
| AK DOT&PF - Alaska Department of Transportation & Public Facilities | GBOS – Girdwood Board of Supervisors |
| AMATS - Anchorage Metropolitan Area Transportation Solutions | GVSA - Girdwood Valley Service Area |
| AMC – Anchorage Municipal Code | HLB – Heritage Land Bank |
| AWWU – Anchorage Water and Wastewater Utility | MOA – Municipality of Anchorage |
| | NFWF – National Fish and Wildlife Foundation |
| | USACE – United States Army Corps of Engineers |

Girdwood Community Survey Results

Prepared for:

Girdwood Area Plan Committee

Survey Conducted January-February 2019



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EXECUTIVE SUMMARY

Introduction

Background

The Girdwood Area Plan Update Committee (GAPUC) contracted with Hays Research Group LLC (HRG) and Huddle AK (Huddle) to conduct this mixed method (web-based and in-person intercept) Girdwood community survey to identify the issues that matter to Girdwood residents and property owners as part of the process of updating the Girdwood Area Plan. Information this survey provides will be used to guide decisions regarding the future use of lands and quality of life in the Girdwood area.

Methodology

The survey instrument was finalized after several drafts, which included reviews and suggested changes by the GAPUC and final approval by Adam Hays, HRG Research Director. The survey instrument was carefully designed to obtain thoughtful answers from respondents while avoiding instrument bias. The survey included both multiple choice and open-ended questions. The methodology used to collect this data included web and intercept (in person) surveys. The survey began fielding January 5th, 2019 and continued through February 15th, 2019. A total of 732 surveys were completed. HRG mailed out an invitation to take the web-based survey to every known Girdwood area property owner and every household that receives mail in the 99587-zip code. Additional advertising for the survey was implemented through social media by HRG, GAPUC, and Huddle.

Sample

The total sample size of this survey was n=732 Girdwood residents and/or property owners. Based on the sample size of n=732, HRG estimates that the margin of error is +/- 3.0-%. This is considered to be a relatively very high response rate, and the margin of error is well within the margins of what is considered statistically significant (generally +/- 5.0% or less).

Data Analysis & Reporting

Members of the HRG team, employing SPSS software, analyzed the data. The primary procedures reported are basic frequencies and cross tabulations.

Notes to Readers

Included in the presentation of each response is a summary or example of any significant findings. All percentages in the narrative are rounded to the nearest whole percentage point.

Often times a few respondents fail to answer a question. Unless the percentage that failed to answer is significant, these people are not included in the totals upon which the percentages are based. Percentages in the tables occasionally do not add to exactly 100% because of rounding.

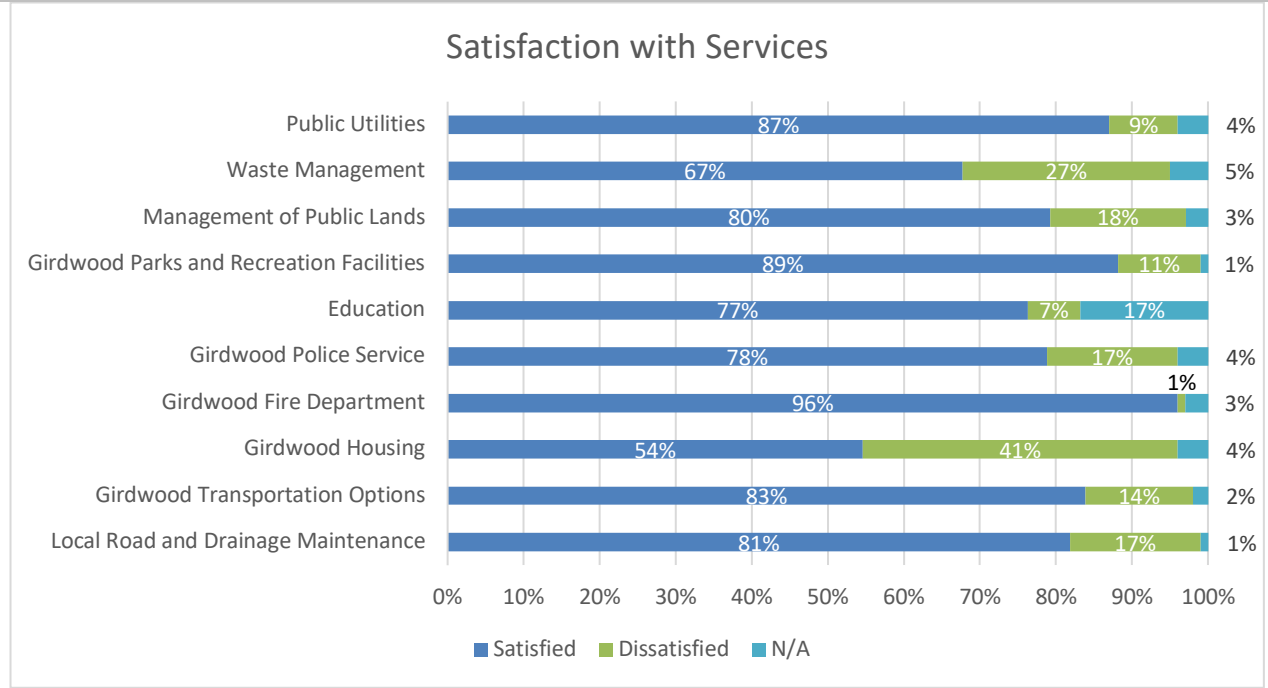
KEY FINDINGS SUMMARY

The following is a summary of key findings for the 2019 Girdwood community survey of Girdwood residents and property owners. Fifty percent (50%) of respondents were female and 46% male, while 4% preferred not to disclose. Nearly half (49%) of all respondents were between the ages of 35 and 54 years old. The majority of respondents were located in Girdwood (78%) followed by Anchorage (13%). Seventy-seven percent (77%) of respondents reported that they work full-time, while 22% said that they were not working by choice, and only 1% reported being unemployed. Fifty percent (50%) said they work in Girdwood, and 47% in Anchorage.

Satisfaction with Services

Girdwood residents were asked to rate how satisfied or dissatisfied they were with different services in the community of Girdwood. Respondents reportedly were most satisfied with the Girdwood Fire Department (96%), parks and recreation facilities (89%), and public utilities (87%). Respondents reported the most dissatisfaction with Girdwood housing (41%) and waste management (27%). (Figure 0.1)

Figure 0.1
Satisfaction with Services
 (Base = 732)



Question: Please rate how satisfied or dissatisfied you are with the following services in the community of Girdwood.

Girdwood Community Survey Report, January 2019

-
- A majority (81%) of Girdwood residents and property owners said that they were either satisfied or very satisfied with the local road and drainage maintenance in the community of Girdwood.
 - The majority (83%) reported being satisfied or very satisfied with transportation options in the community of Girdwood, with 30% of those being very satisfied.
 - When asked how satisfied or dissatisfied they are with housing in the community of Girdwood responses were mixed, with 54% reporting that they were satisfied or very satisfied, while 41% reported being dissatisfied or very dissatisfied.
 - The vast majority (96%) reported being satisfied or very satisfied with the Girdwood Fire Department.
 - Seventy-eight percent (78%) of respondents indicated that they are satisfied or very satisfied with the Girdwood Police Service.
 - More than three-quarters (77%) of respondents said that they were satisfied or very satisfied with the education available in the community of Girdwood. Seventeen percent (17%) indicated that this question did not apply to them.
 - Four out of five (80%) respondents reported that they were satisfied or very satisfied with the management of public lands in the community of Girdwood.
 - Sixty-seven percent (67%) of respondents said that they were satisfied or very satisfied with waste management in the community of Girdwood, compared to 27% who reported being dissatisfied or very dissatisfied.
 - Eighty-seven percent (87%) of respondents said that they were satisfied or very satisfied with public utilities in the community of Girdwood.

Property and Housing

- Girdwood residents and property owners were asked a series of questions related to property ownership and housing.
- When asked how many residences they own or rent in Girdwood/Turnagain, the majority (81%) reported owning or renting one place of residence, followed by 9% reporting that they own or rent two places of residence.
- Those who said that they did own or rent one residence in Girdwood/Turnagain were asked to specify if they own property, vacant land, or if they rent long-term or temporarily. Eighty percent (80%) said that they own property, followed by 15% reporting that they rent with a long-term lease.
- Of those respondents who indicated that they own a house or condominium in Girdwood, 61% report that they live in the property full-time. Sixteen percent (16%) report that they primarily live elsewhere and don't rent. Twenty percent (20%) report that they rent their property in some capacity.

-
- Those who said that they did own or rent more than one residence in Girdwood/Turnagain were asked to specify if they own property, vacant land, or if they rent long-term or temporarily. Eighty nine percent (89%) of respondents with more than one residence said that they owned a property. Twenty seven percent (27%) also reported that they own vacant land.
 - Of those respondents who indicated that they have multiple residences and own a house or condominium in Girdwood, 52% report that they live in it full-time and don't rent it. Eight percent (8%) indicate that they primarily live elsewhere and don't rent. Forty percent (40%) report that they rent the property in some capacity.

Rankings

Girdwood residents and property owners were asked to choose the top three most important items from a series of lists, and then asked to rank those items from most important to least.

- Respondents were provided with a list and asked to choose their top three housing priorities. Affordable housing options (66%), single family home development (39%), and seasonal employee housing (37%) were identified as the top three most important housing priorities in Girdwood. Those who provided an answer other than “no new housing development” were asked to rank their housing priorities in Girdwood by importance, with most important ranked #1. Of those, 51% chose affordable housing options as their most important priority.
- Respondents were provided with a list and asked to choose the three things they like most about Girdwood. Outdoor recreation (61%), sense of community (40%), and the small-town feel (38%) were chosen most often. Entertainment (3%), festivals and events (6%), and facilities (8%) were chosen the least.
- Respondents were provided with a list and asked to rank the three biggest problems in Girdwood. Cost and availability of housing was chosen most often (53%), followed by limited retail stores and services (26%), lack of a pool and indoor athletic facility (22%), and transportation between Girdwood and Anchorage (21%). Thirty four percent (34%) of respondents chose cost and availability of housing as their #1 priority.
- Respondents were given a list and asked to identify their top three most important environmental concerns in Girdwood. Insufficient waste and recycling services was chosen most often (65%), followed by lack of clean and renewable energy (37%), and impacts of climate change and greenhouse gases (37%). Poor air quality was chosen the least (1%). When asked to rate their top three choices in order of importance, insufficient waste and recycling services was

rated #1 most often (34%). Impacts of climate change and greenhouse gases was rates #1 more often (21%) than lack of clean and renewable energy (7%).

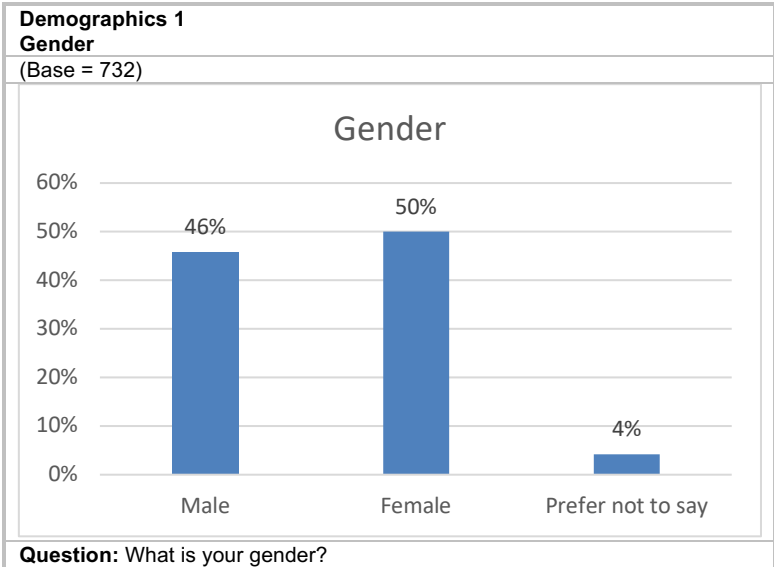
Changes Over Time

- When asked how long they intend to live in Girdwood, the majority of respondents said that they do not intend to move (61%) or did not know (19%).
- Respondents who said they were planning on moving out of Girdwood were asked to share why. Verbatim responses were coded and sorted into themes. Of those who said they were planning to move out of Girdwood, the most common reasons included retirement (22%), work/school (18%), and age (14%). Sixteen percent (16%) said that they did not know, or that they were not planning on moving. It appears as though some respondents said they would be “living in Girdwood for a limited number of years” because of old age, and not because they were planning to move.
- Respondents were asked what they would like to see change in Girdwood in the next 5 years. Verbatim responses were again coded and sorted to identify themes. Recreation (33%), housing (27%), trash/recycling (12%), and stores/services (12%) were mentioned most often.
- Respondents were asked what they would like to see change in Girdwood in the next 10 or 20 years. Verbatim responses were coded and sorted to identify themes. Similar to changes they would like to see in the next 5 years, respondents mentioned recreation (22%), housing (15%), and stores/services (12%) most often.
- Respondents identified word of mouth (69%), social media (60%), newspaper (41%), and bulletin boards (40%) as the most common ways they get information about current events and activities in Girdwood. Magazines (2%) and TV (4%) were the least common.
- Girdwood residents and property owners were asked what they would like to say to the leaders of Girdwood. The majority of responses (20%) were generic, positive, and encouraging messages, followed by housing concerns (13%), and comments on leadership/emphasis on planning (11%).

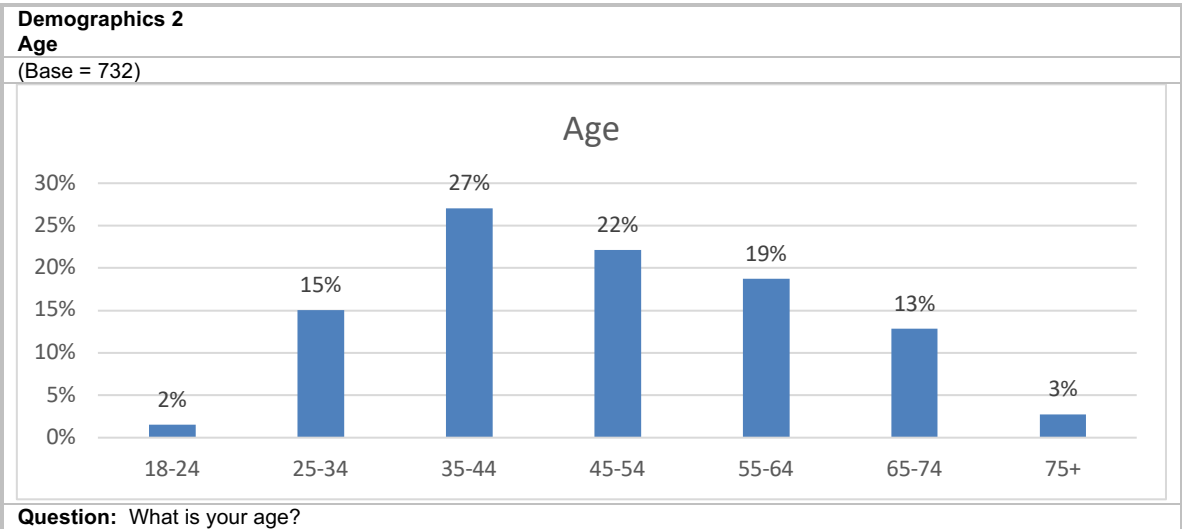
PROFILE OF RESPONDENTS

Table 1 2019 Respondent Profile			
	Total		Total
(Base)	(n)	(Base)	(n)
Sex		Employment Status	
Male	46%	Employed, Full Time	70%
Female	50%	Employed, Part Time	15%
Prefer not to say	4%	Unemployed, looking	1%
		Retired, home maker, not working	22%
Age		Self employed	25%
18-24	2%		
25-34	15%	Employment Location	
35-44	27%	Girdwood	50%
45-54	22%	Anchorage	47%
55-64	19%	Telecommute	9%
65-74	13%	Other	14%
75+	3%		
Location			
Girdwood	78%		
Anchorage	13%		
Turnagain Arm (Bird, Indian, Rainbow, Portage)	1%		
Upper Crow Creek Neighborhood	1%		
Other	7%		

Gender

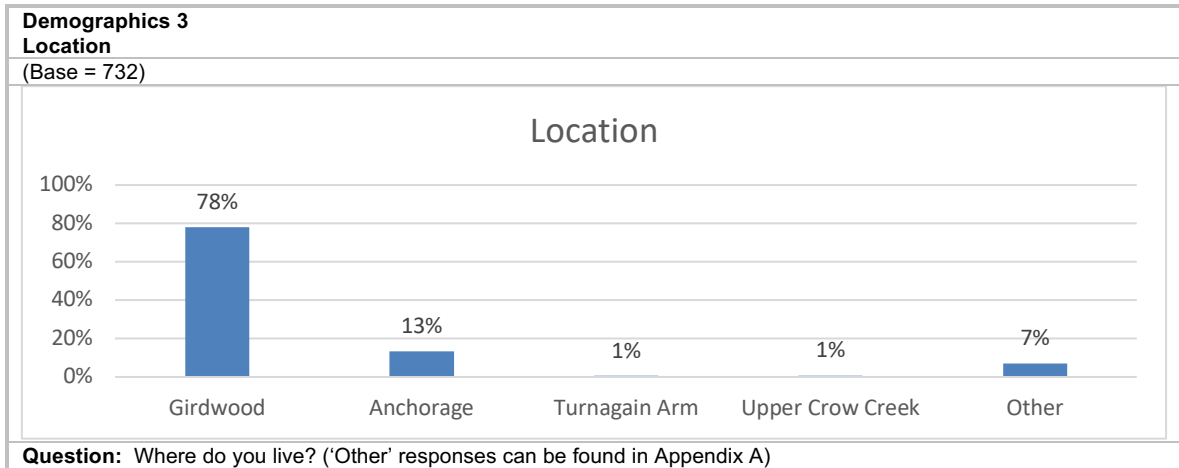


Age

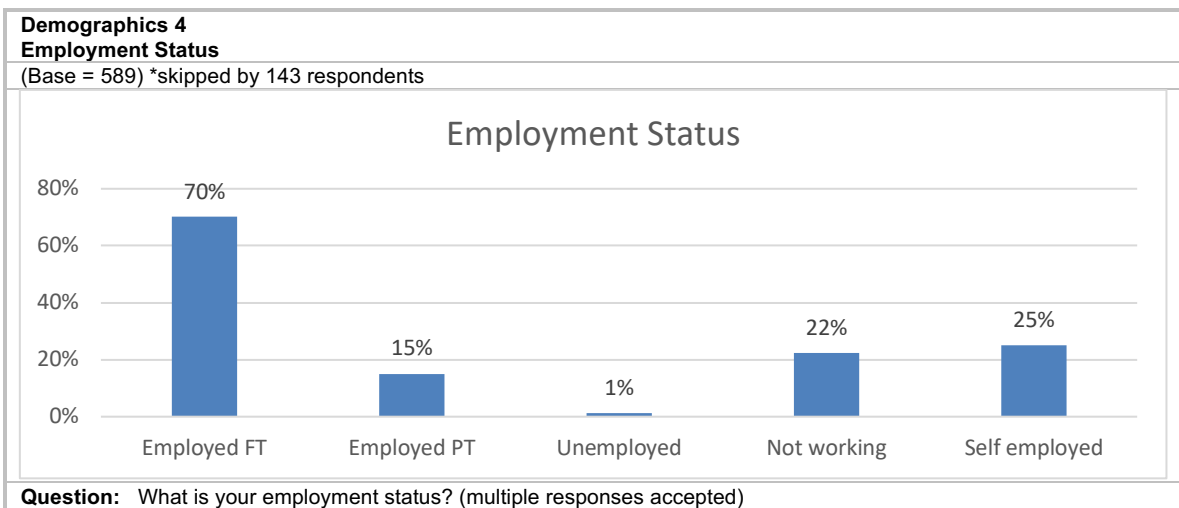


Location

*'Other' responses can be found in Appendix A.

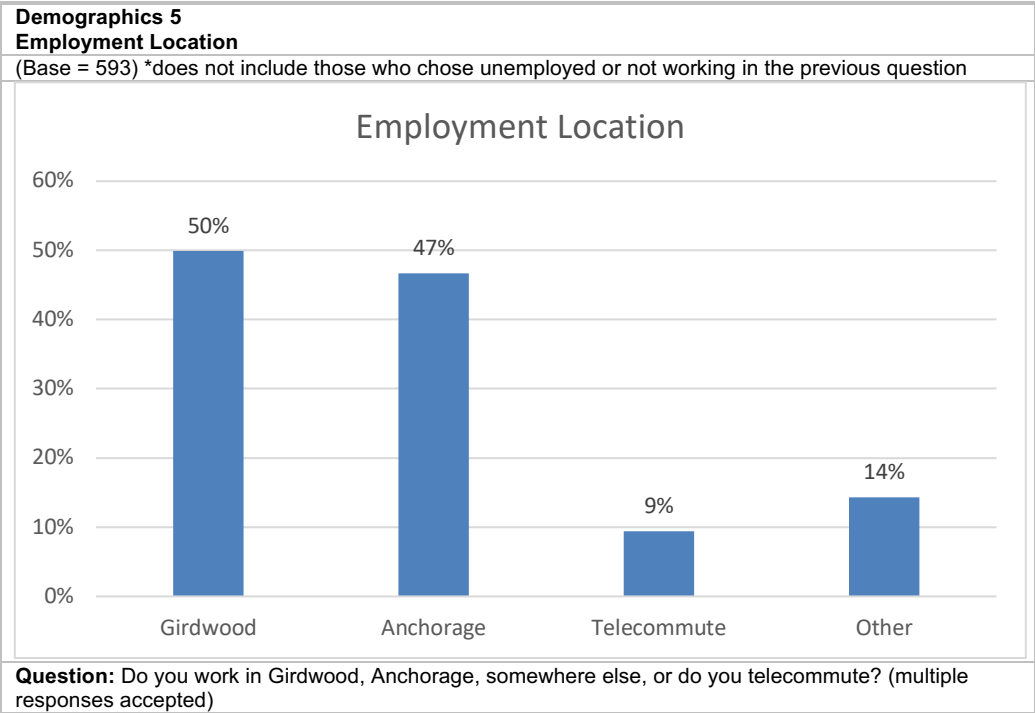


Employment Status



Employment Location

*'Other' responses can be found in Appendix B.



DETAILED FINDINGS

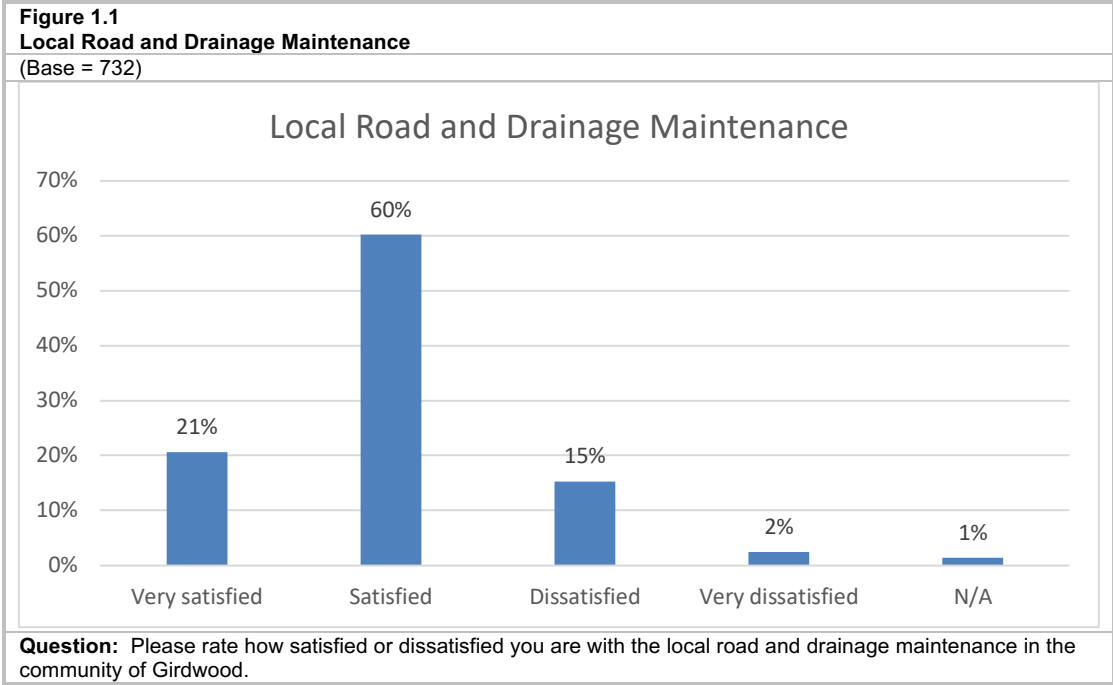
This report presents a summary of results for the 2019 Girdwood Area Plan Committee community survey of Girdwood residents and property owners. The report is organized by topic, with aggregate results for most questions displayed in graphics or in tables.

Satisfaction with Services

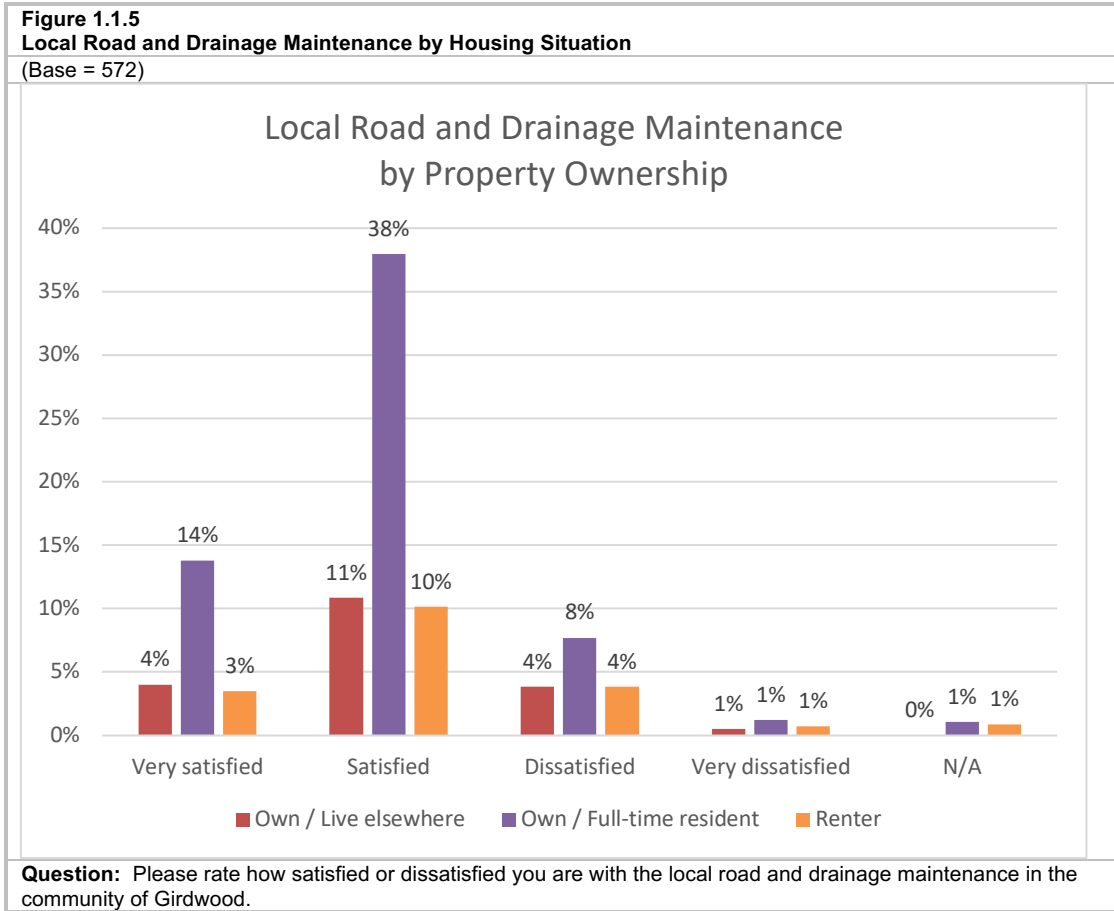
Girdwood residents were asked to rate how satisfied or dissatisfied they were with different services in the community of Girdwood. For each service an additional graph shows how respondents answered based on their housing situation (own property and live in it full-time, own property and primarily live elsewhere, or rent). These graphs exclude respondents who do not own or rent in Girdwood/Turnagain, as well as respondents who own multiple properties but, due to technical issues, did not have clear enough data to include.

Local Road and Drainage Maintenance

A majority (81%) of Girdwood residents and property owners said that they were either satisfied or very satisfied with the local road and drainage maintenance in the community of Girdwood. (Figure 1.1)



Local Road and Drainage Maintenance by Housing Situation



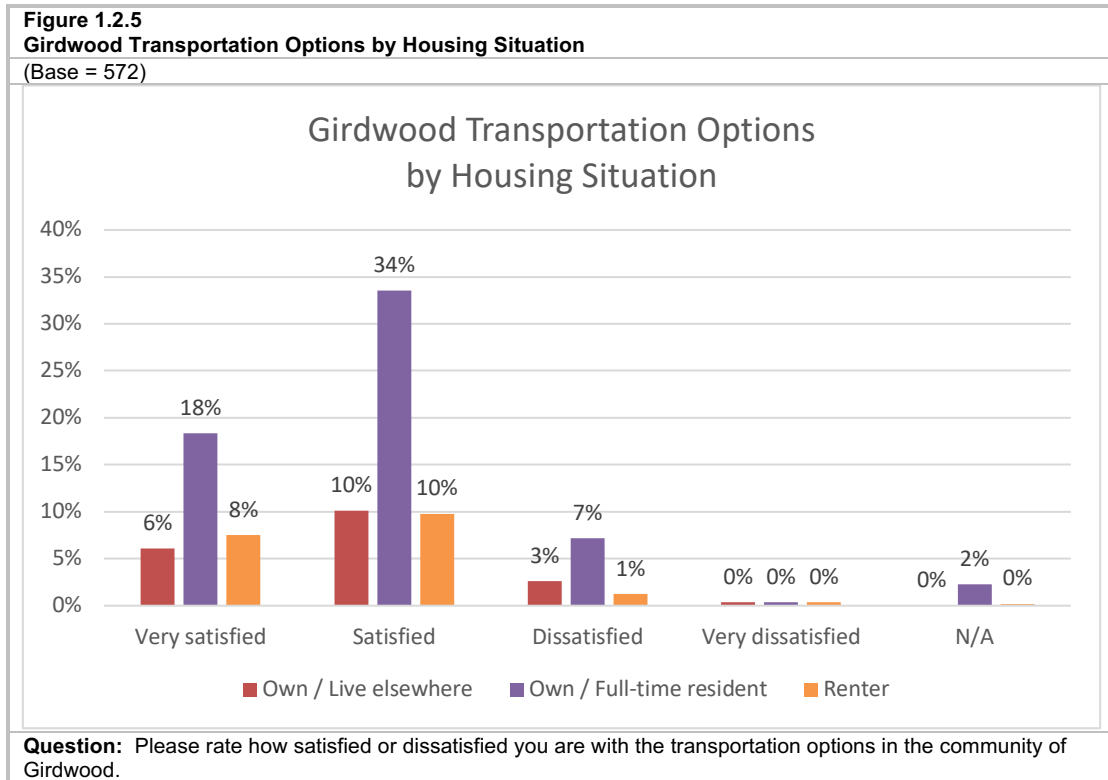
Note: This graph excludes respondents who do not own or rent in Girdwood/Turnagain, as well as respondents who own multiple properties but, due to technical issues, did not have clear enough data to include.

Girdwood Transportation Options

The majority (83%) of residents surveyed reported being satisfied or very satisfied with transportation options in the community of Girdwood, with 30% being very satisfied. (Figure 1.2)



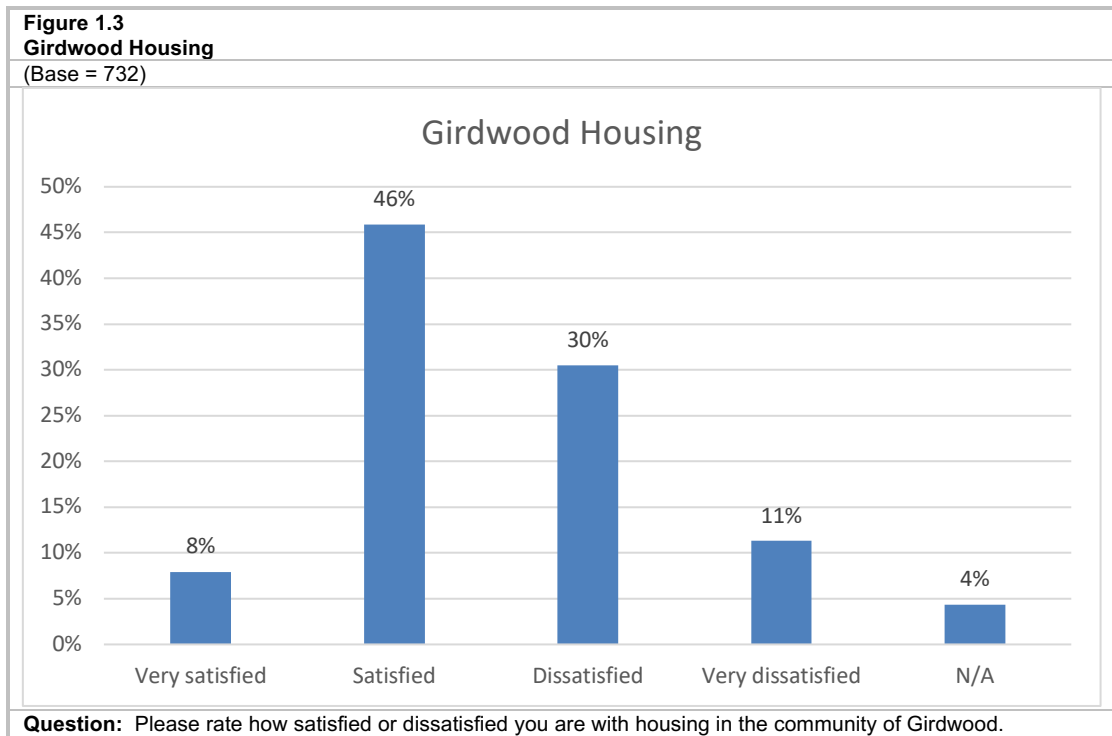
Girdwood Transportation Options by Housing Situation



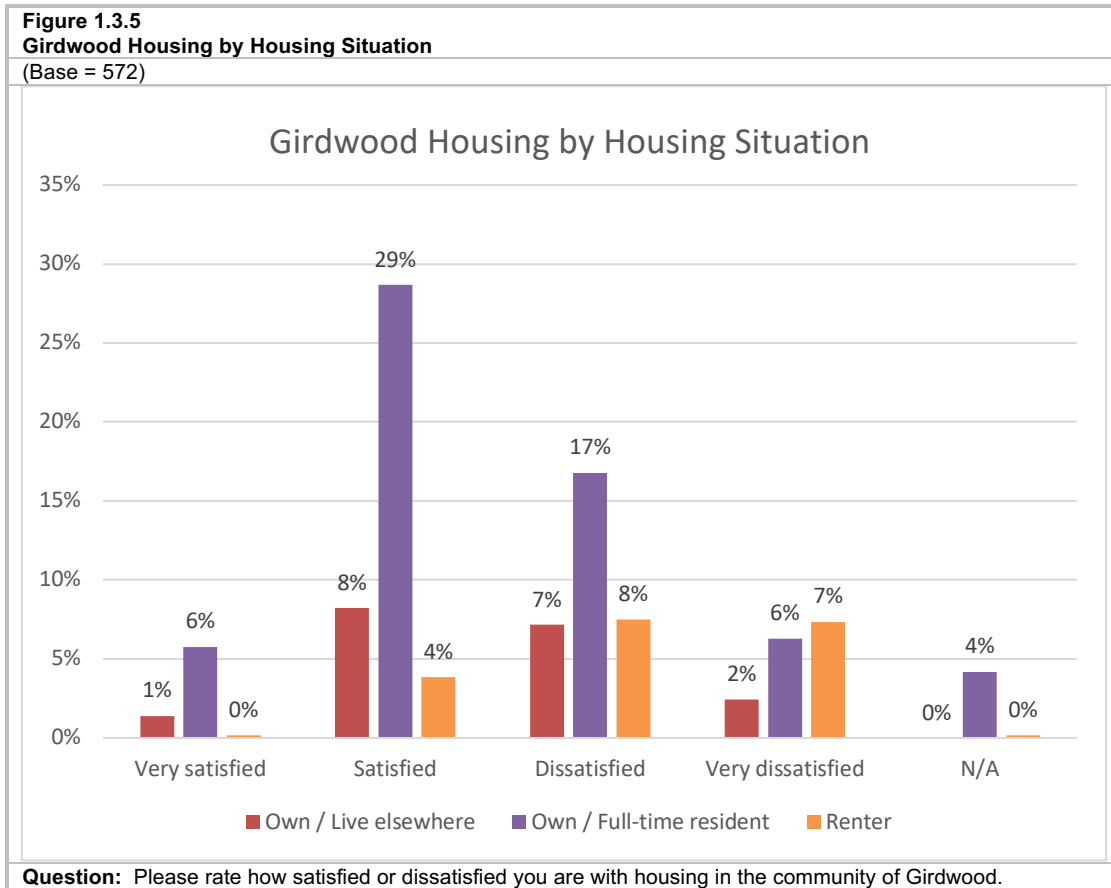
Note: This graph excludes respondents who do not own or rent in Girdwood/Turnagain, as well as respondents who own multiple properties but, due to technical issues, did not have clear enough data to include.

Girdwood Housing

When asked how satisfied or dissatisfied they are with housing in the community of Girdwood responses were mixed, with 54% reporting that they were satisfied or very satisfied, while 41% reported being dissatisfied or very dissatisfied. (Figure 1.3)



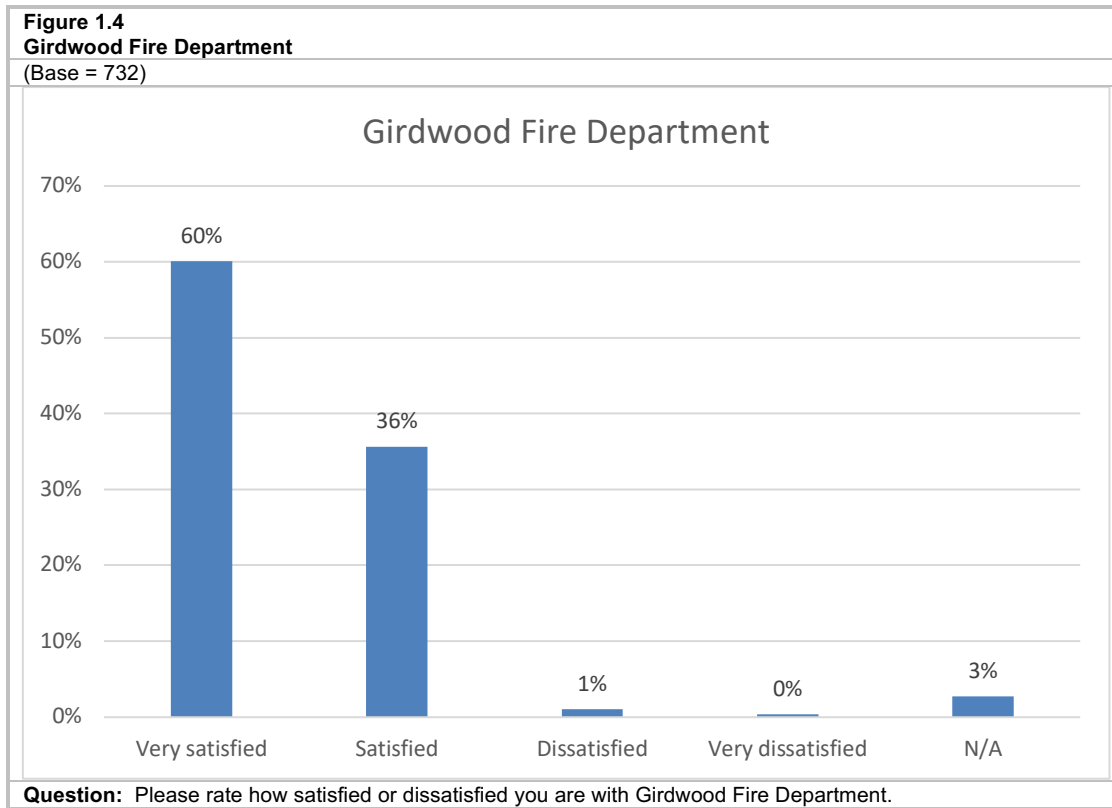
Girdwood Housing by Housing Situation



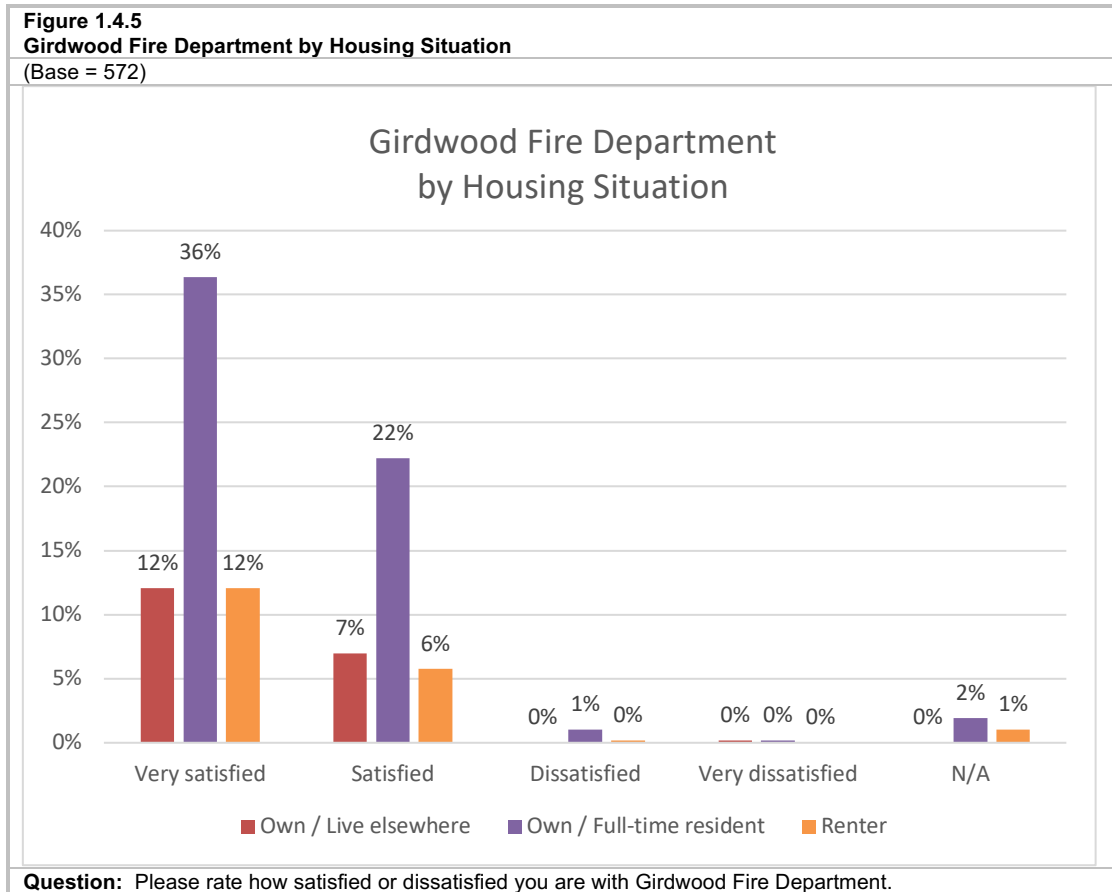
Note: This graph excludes respondents who do not own or rent in Girdwood/Turnagain, as well as respondents who own multiple properties but, due to technical issues, did not have clear enough data to include.

Girdwood Fire Department

Figure 1.4 shows that the vast majority (96%) reported being satisfied or very satisfied with the Girdwood Fire Department.



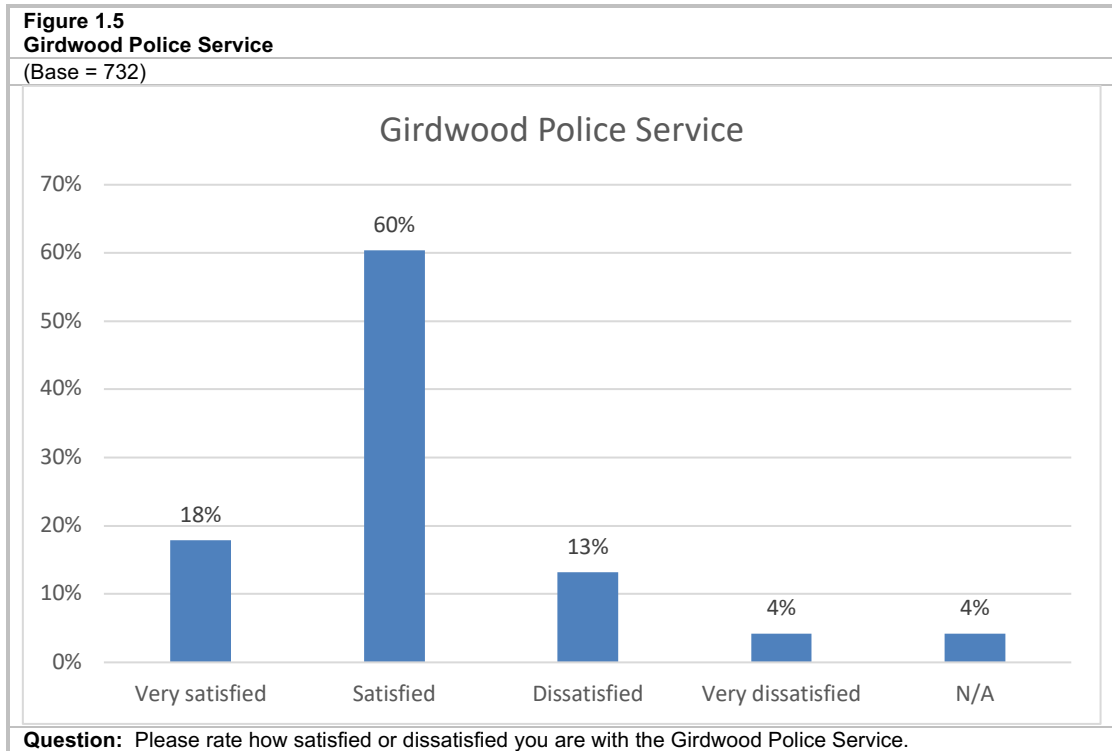
Girdwood Fire Department by Housing Situation



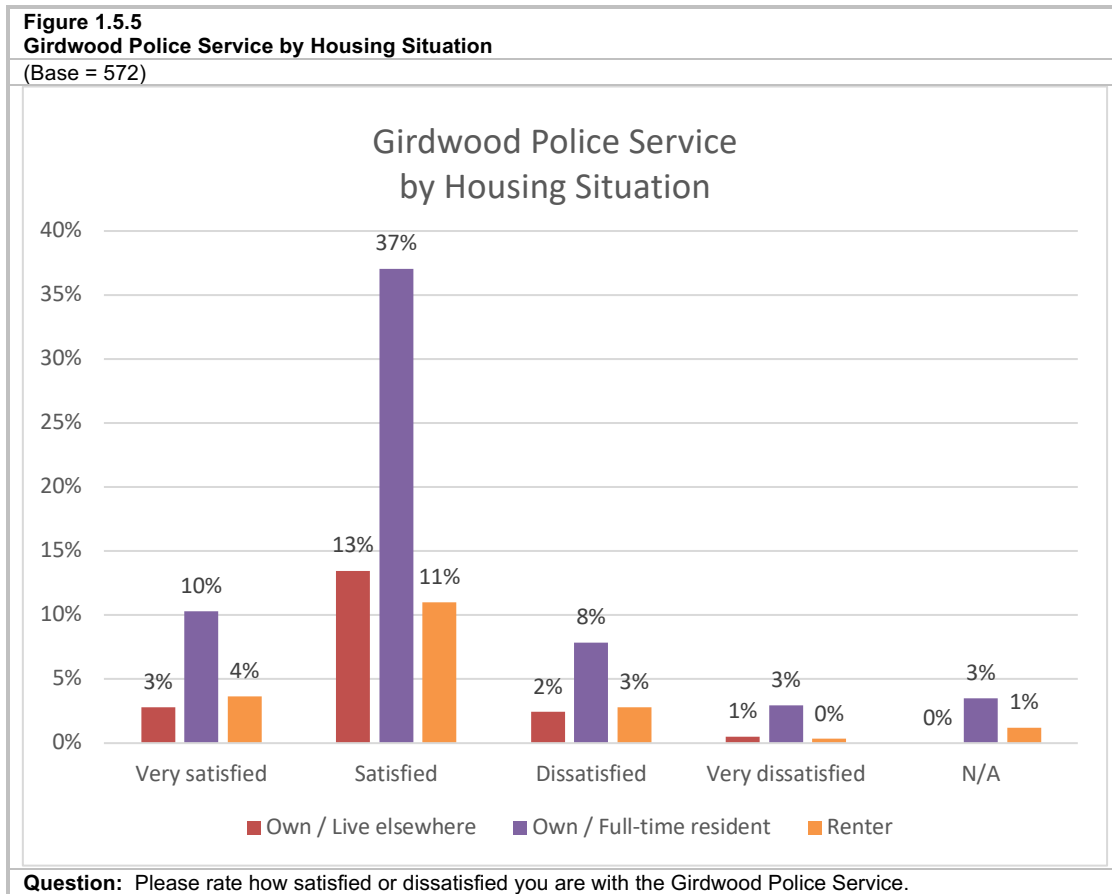
Note: This graph excludes respondents who do not own or rent in Girdwood/Turnagain, as well as respondents who own multiple properties but, due to technical issues, did not have clear enough data to include.

Girdwood Police Service

Seventy-eight percent (78%) of respondents indicated that they are satisfied or very satisfied with the Girdwood Police Service. (Figure 1.5)



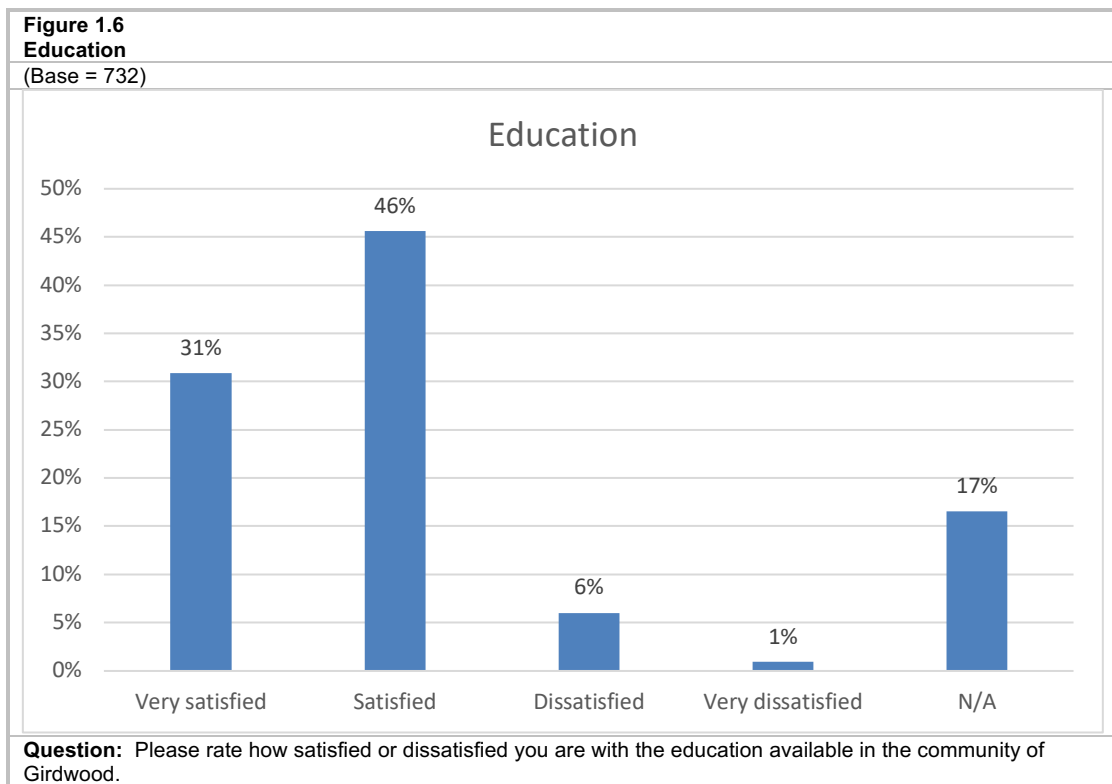
Girdwood Police Service by Housing Situation



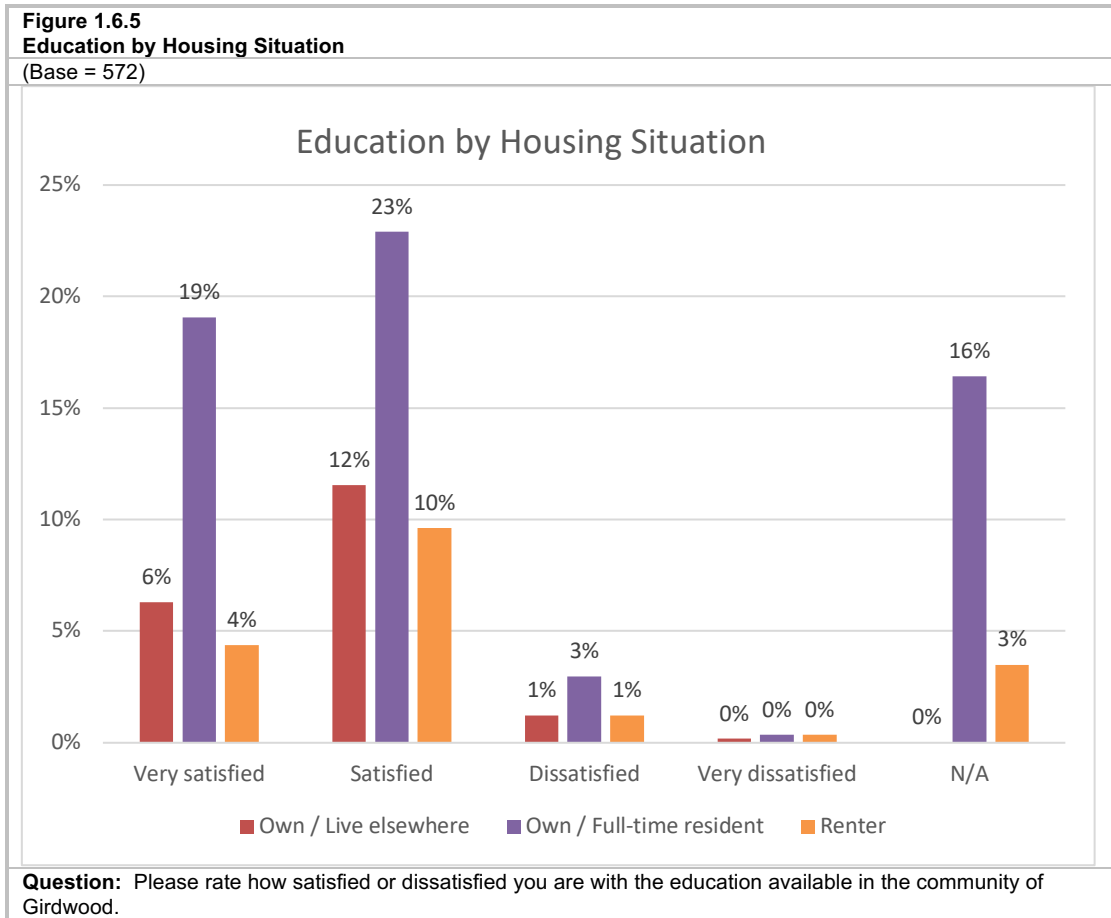
Note: This graph excludes respondents who do not own or rent in Girdwood/Turnagain, as well as respondents who own multiple properties but, due to technical issues, did not have clear enough data to include.

Education

Figure 1.6 shows that 77% of respondents said that they were satisfied or very satisfied with the education available in the community of Girdwood. Seventeen percent (17%) indicated that this question did not apply to them.



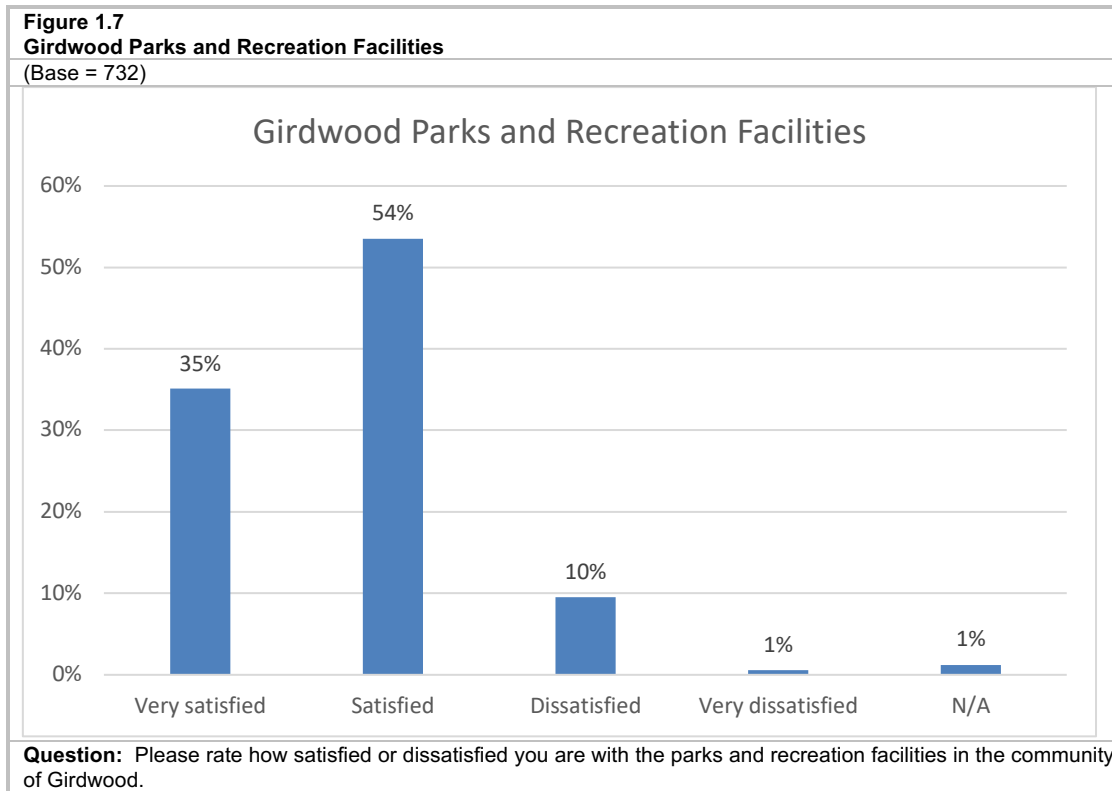
Education by Housing Situation



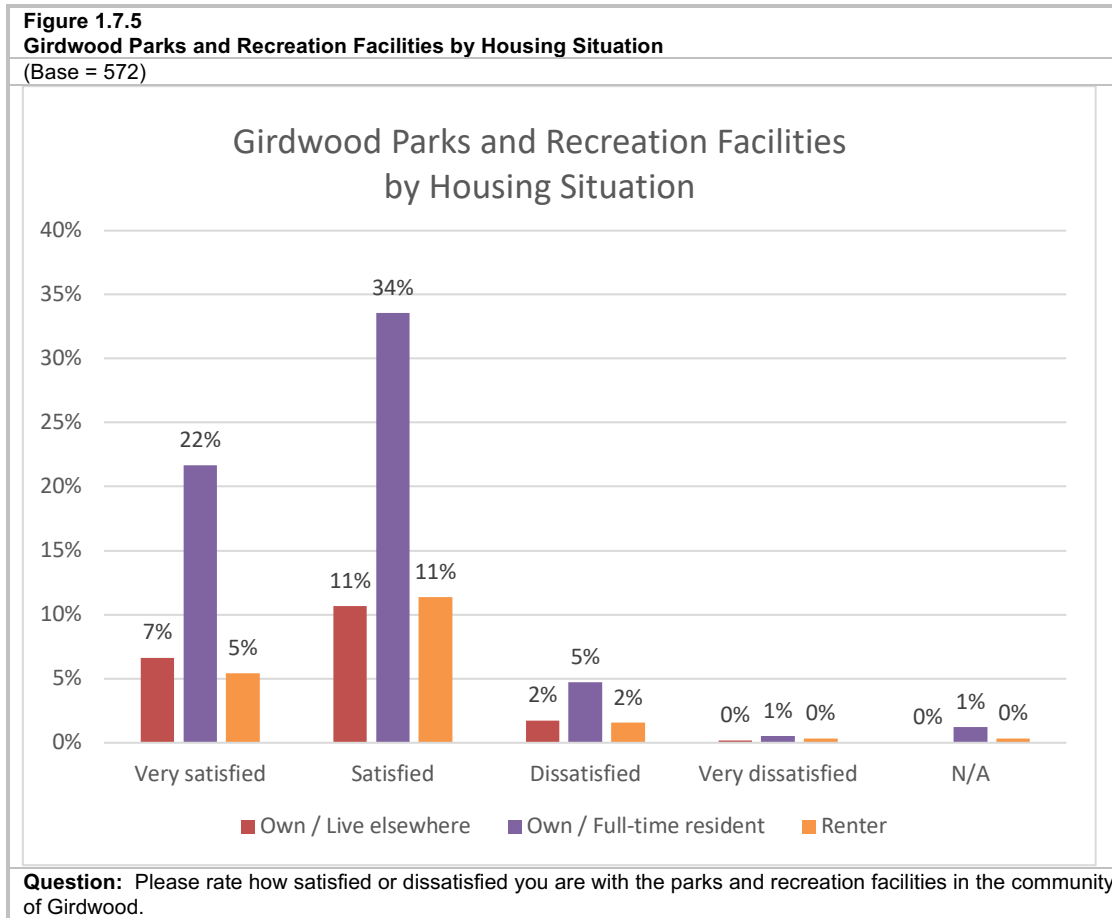
Note: This graph excludes respondents who do not own or rent in Girdwood/Turnagain, as well as respondents who own multiple properties but, due to technical issues, did not have clear enough data to include.

Girdwood Parks and Recreation Facilities

The majority (89%) of respondents said that they were satisfied or very satisfied with the parks and recreation facilities in the community of Girdwood. (Figure 1.7)



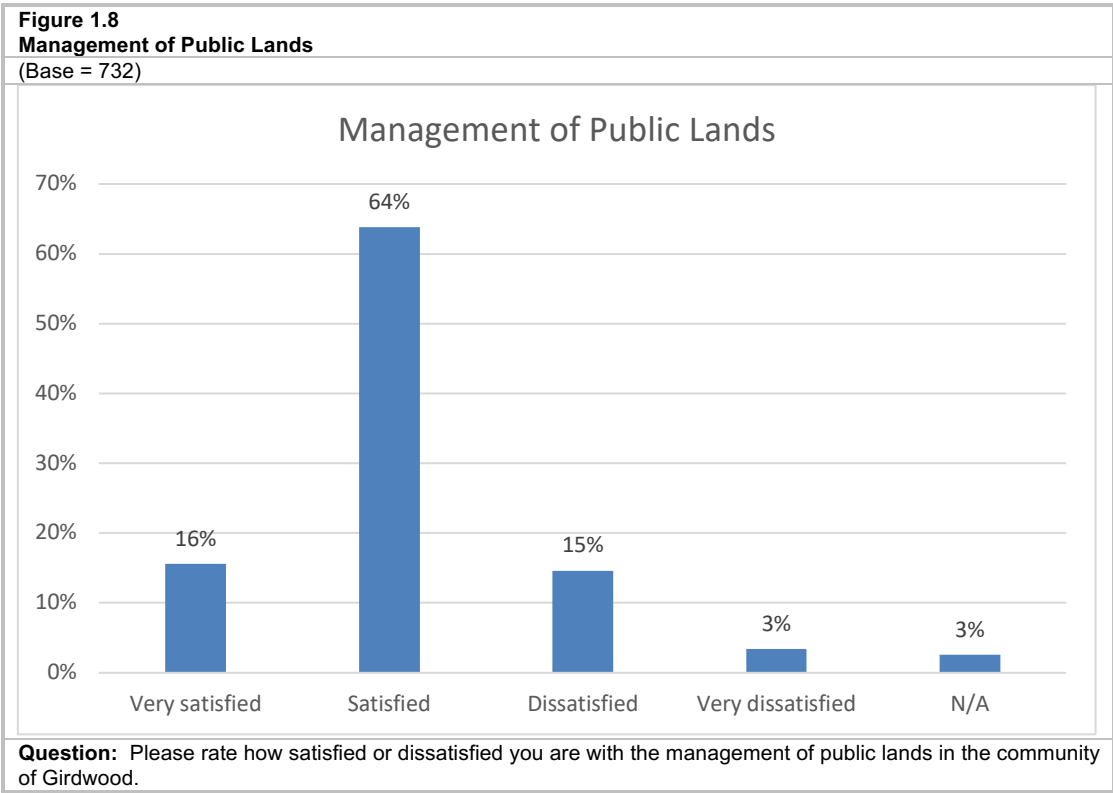
Girdwood Parks and Recreation Facilities by Housing Situation



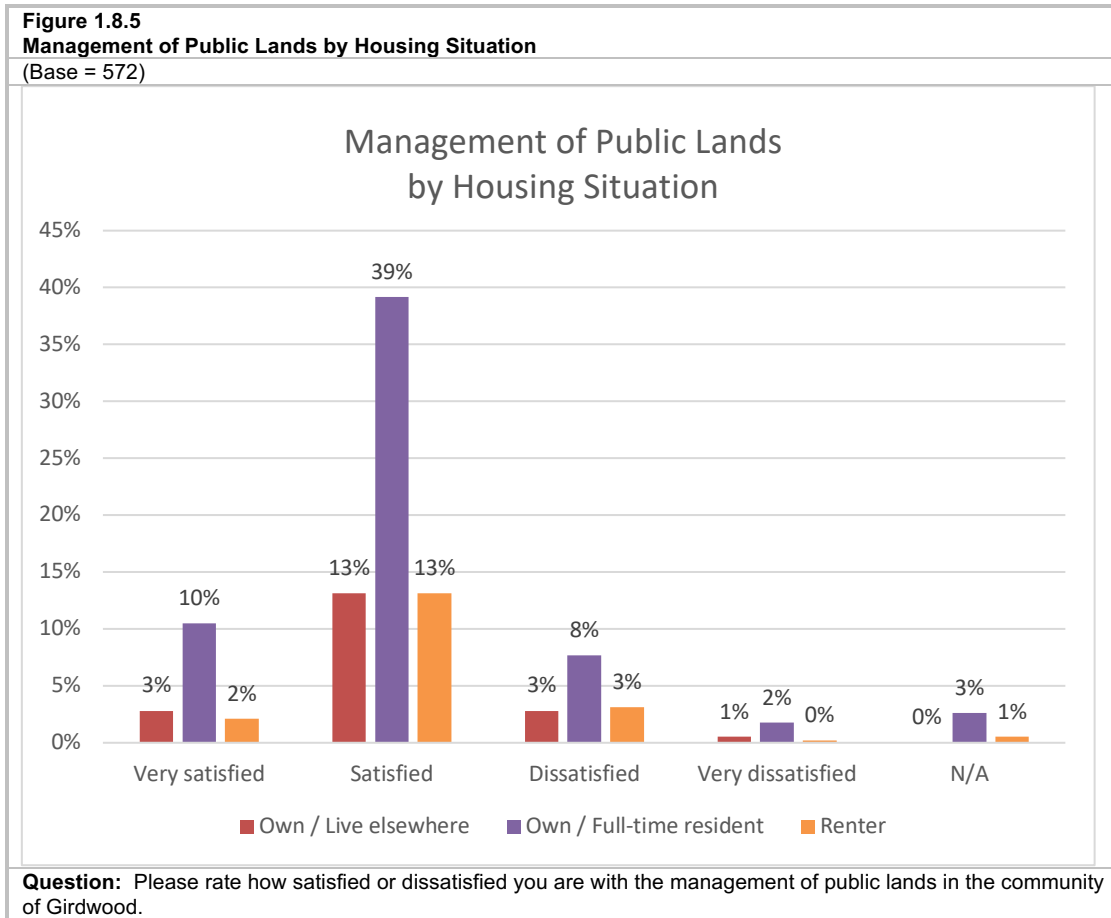
Note: This graph excludes respondents who do not own or rent in Girdwood/Turnagain, as well as respondents who own multiple properties but, due to technical issues, did not have clear enough data to include.

Management of Public Lands

Four out of five (80%) respondents reported that they were satisfied or very satisfied with the management of public lands in the community of Girdwood. (Figure 1.8)



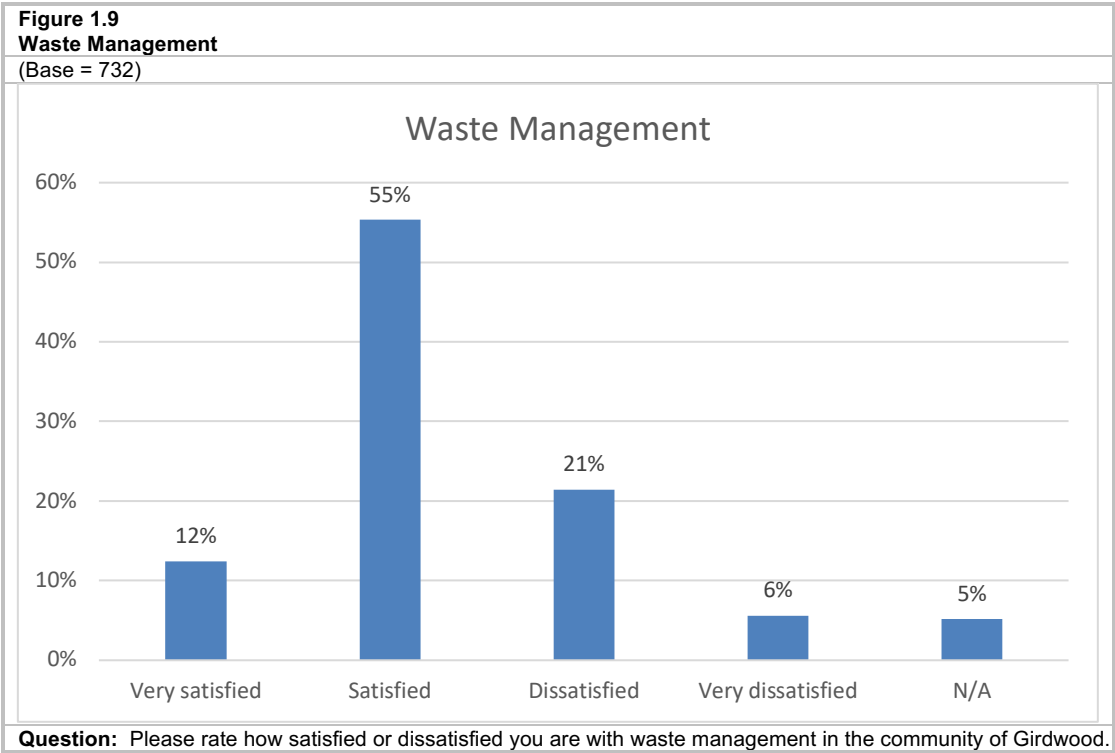
Management of Public Lands by Housing Situation



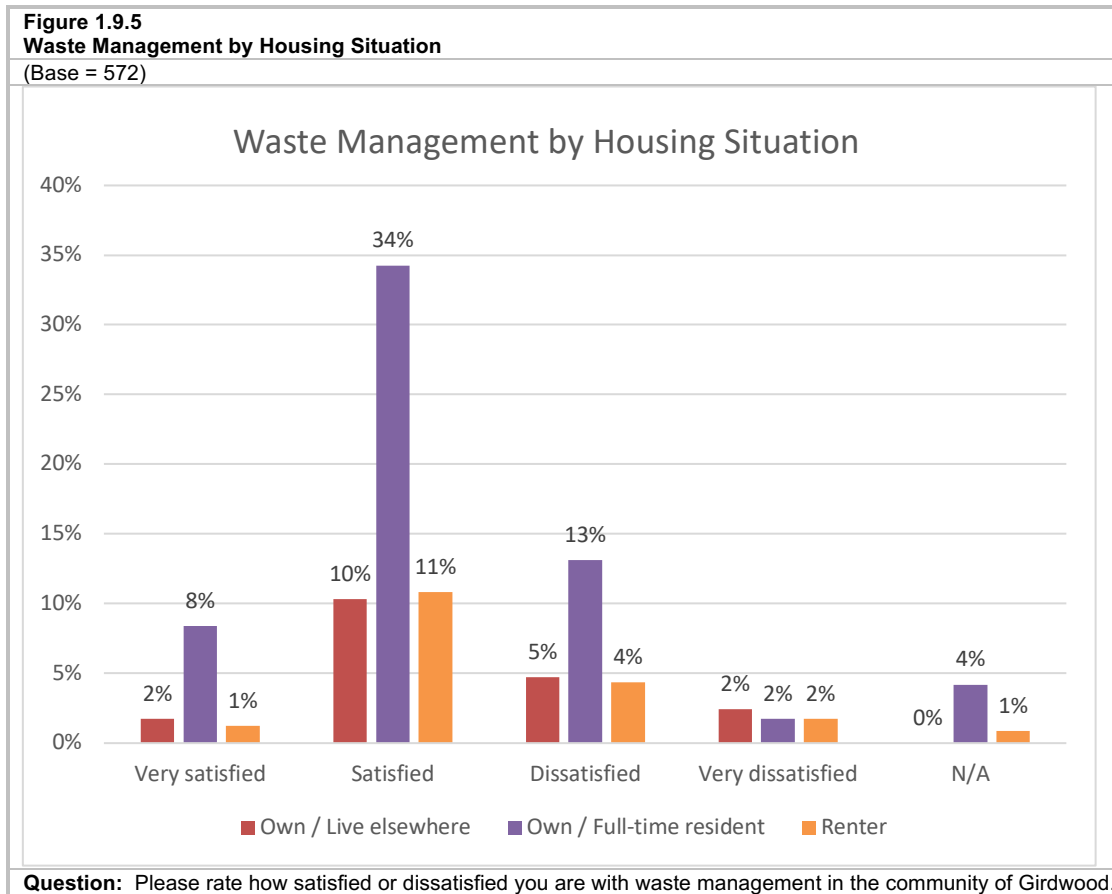
Note: This graph excludes respondents who do not own or rent in Girdwood/Turnagain, as well as respondents who own multiple properties but, due to technical issues, did not have clear enough data to include.

Waste Management

Sixty-seven percent (67%) of respondents said that they were satisfied or very satisfied with waste management in the community of Girdwood, compared to 27% who reported being dissatisfied or very dissatisfied. (Figure 1.9)



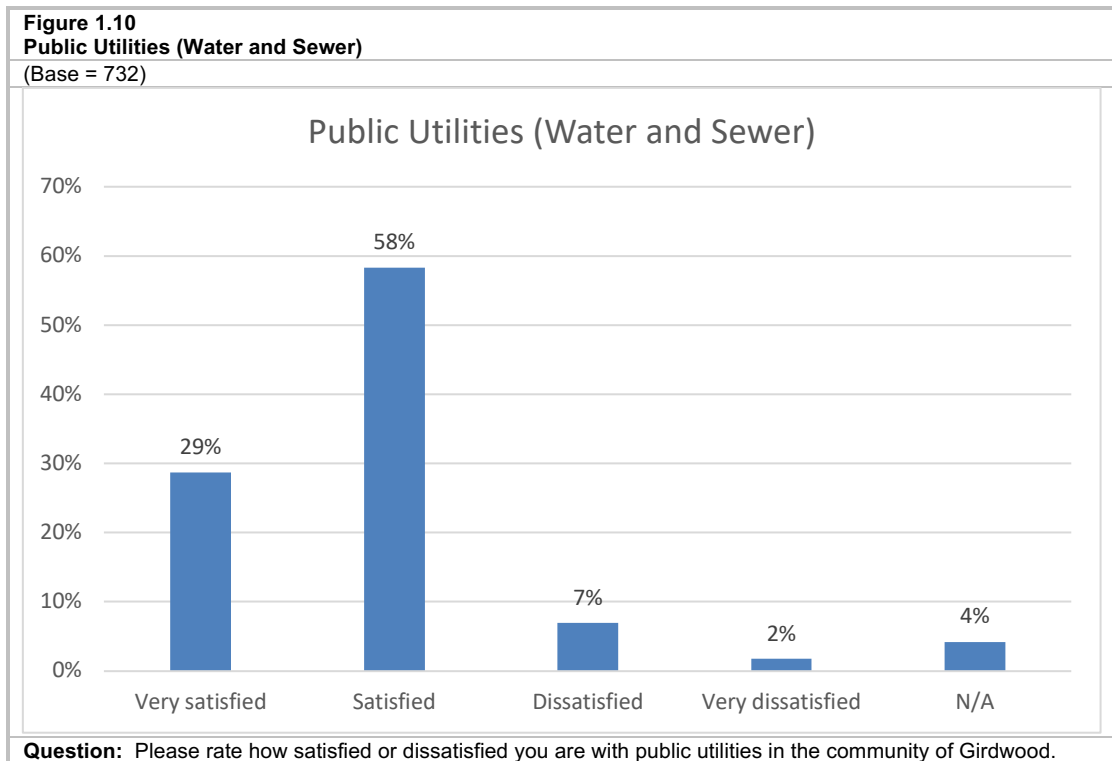
Waste Management by Housing Situation



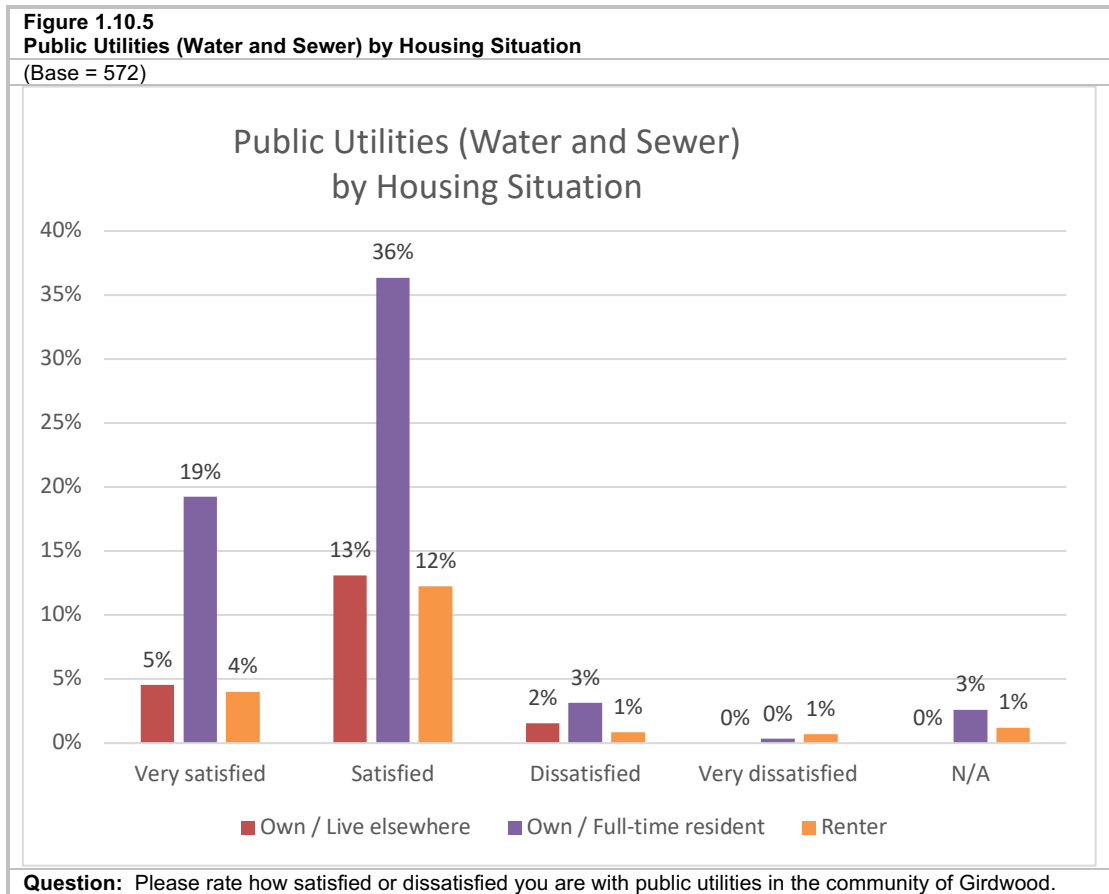
Note: This graph excludes respondents who do not own or rent in Girdwood/Turnagain, as well as respondents who own multiple properties but, due to technical issues, did not have clear enough data to include.

Public Utilities (Water and Sewer)

Eighty-seven percent (87%) of respondents said that they were satisfied or very satisfied with public utilities in the community of Girdwood. (Figure 1.10)



Public Utilities (Water and Sewer) by Housing Situation



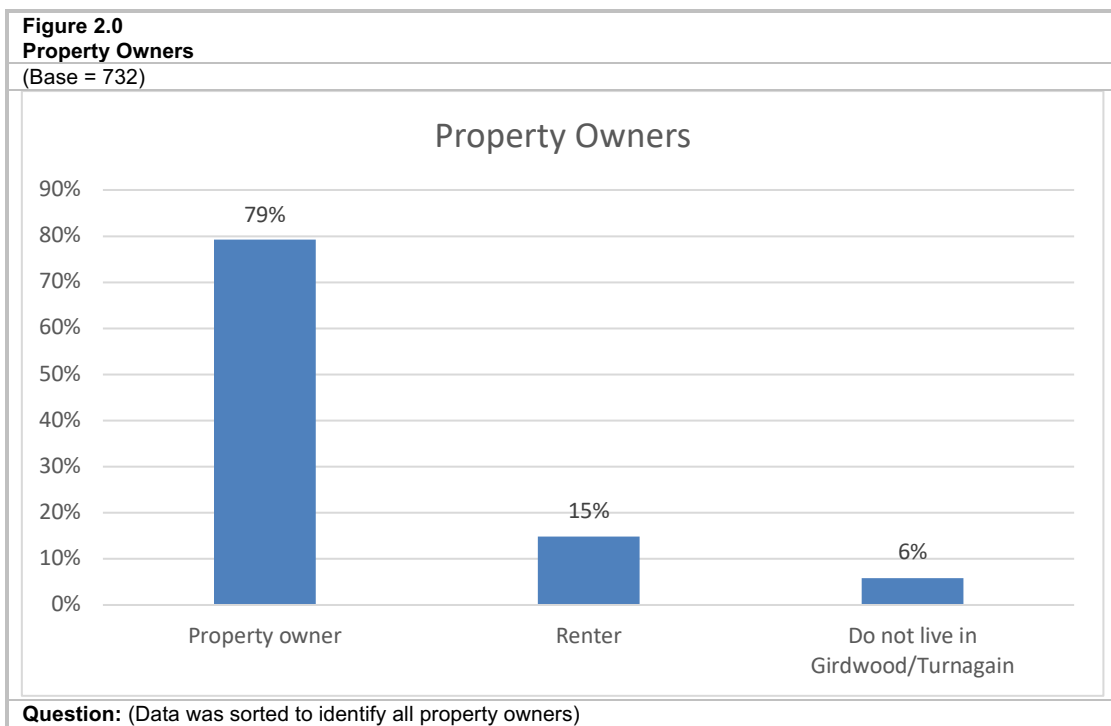
Note: This graph excludes respondents who do not own or rent in Girdwood/Turnagain, as well as respondents who own multiple properties but, due to technical issues, did not have clear enough data to include.

Property and Housing

Girdwood residents and property owners were asked a series of questions related to property ownership and housing.

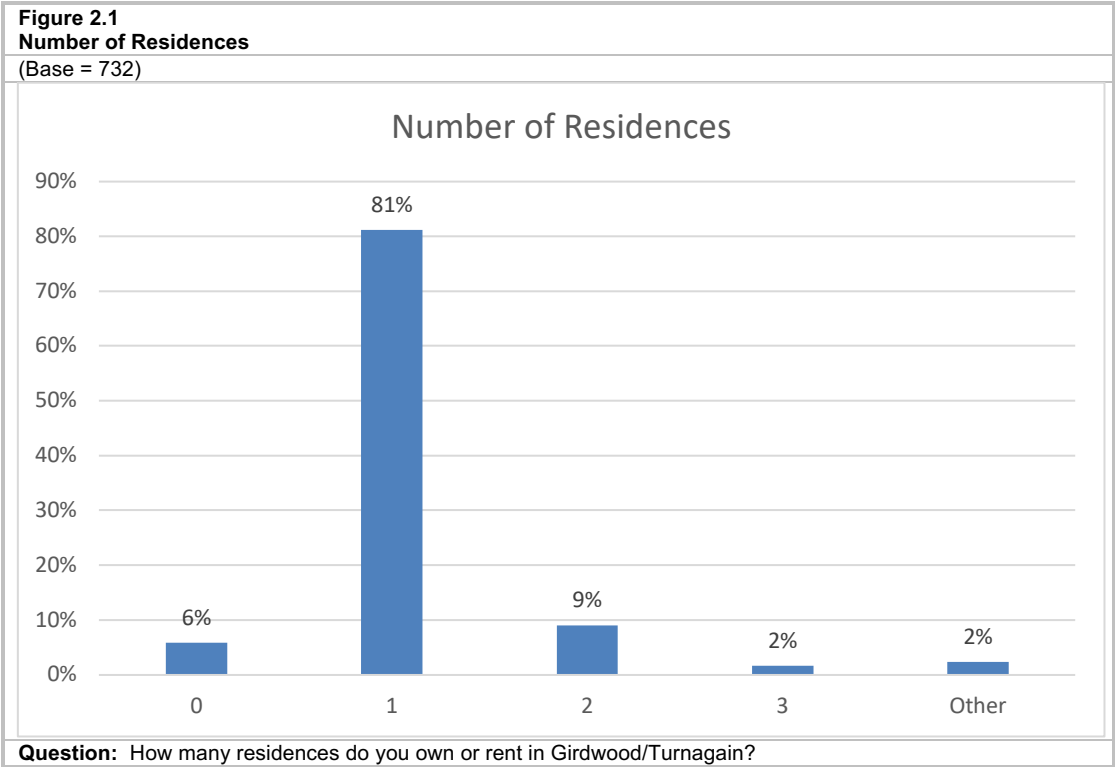
Property Owners

Seventy nine percent (79%) of all respondents reported that they own property in some capacity. Fifteen percent (15%) reported that they rent only, and 6% reported that they do not live in Girdwood/Turnagain. (Figure 2.0)



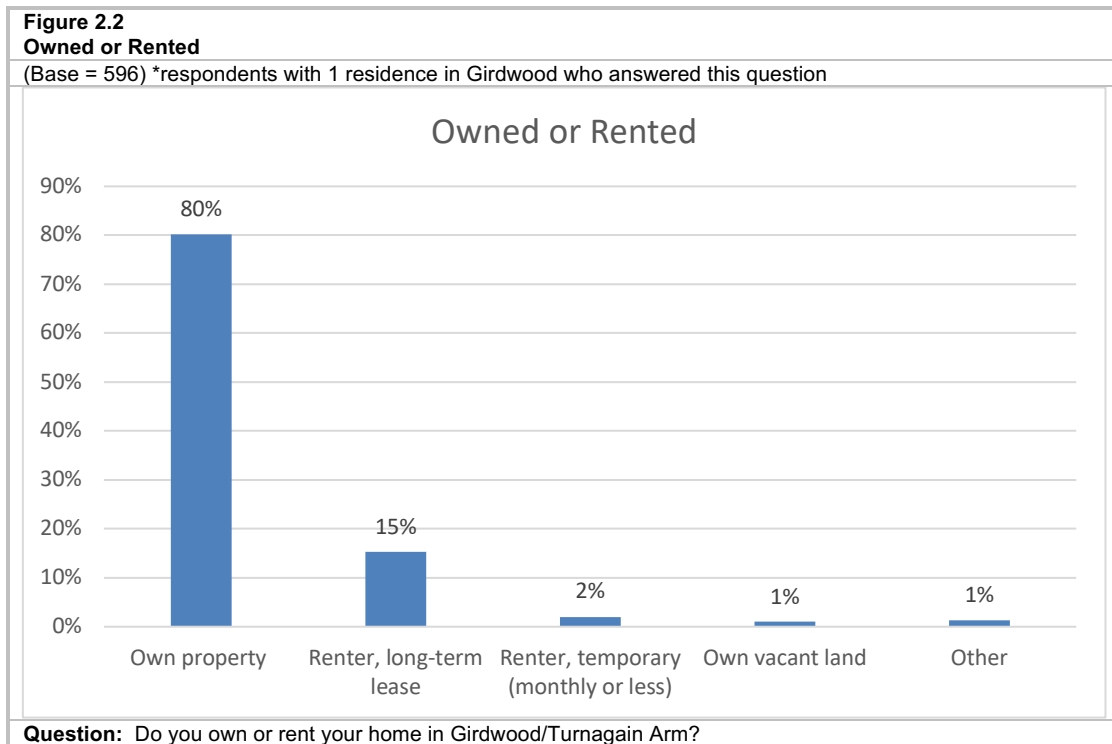
Number of Residences

When asked how many residences they own or rent in Girdwood/Turnagain, the majority (81%) reported owning or renting one place of residence, followed by 9% reporting that they own or rent two places of residence. (Figure 2.1) ‘Other’ responses can be found in Appendix C.



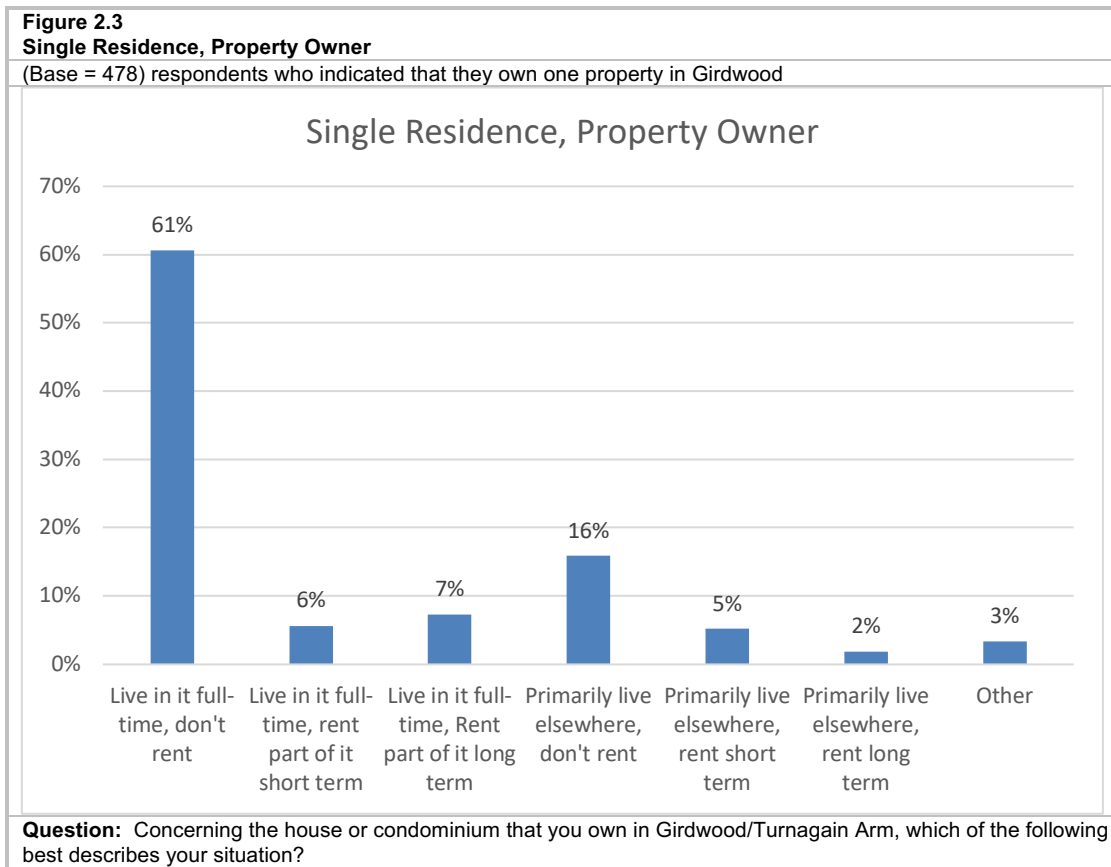
Single Residence, Owned or Rented

Those who said that they did own or rent one residence in Girdwood/Turnagain were asked to specify if they own property, vacant land, or if they rent long-term or temporarily. Eighty percent (80%) said that their own property, followed by 15% reporting that they rent with a long-term lease. (Figure 2.2) 'Other' responses can be found in Appendix D.



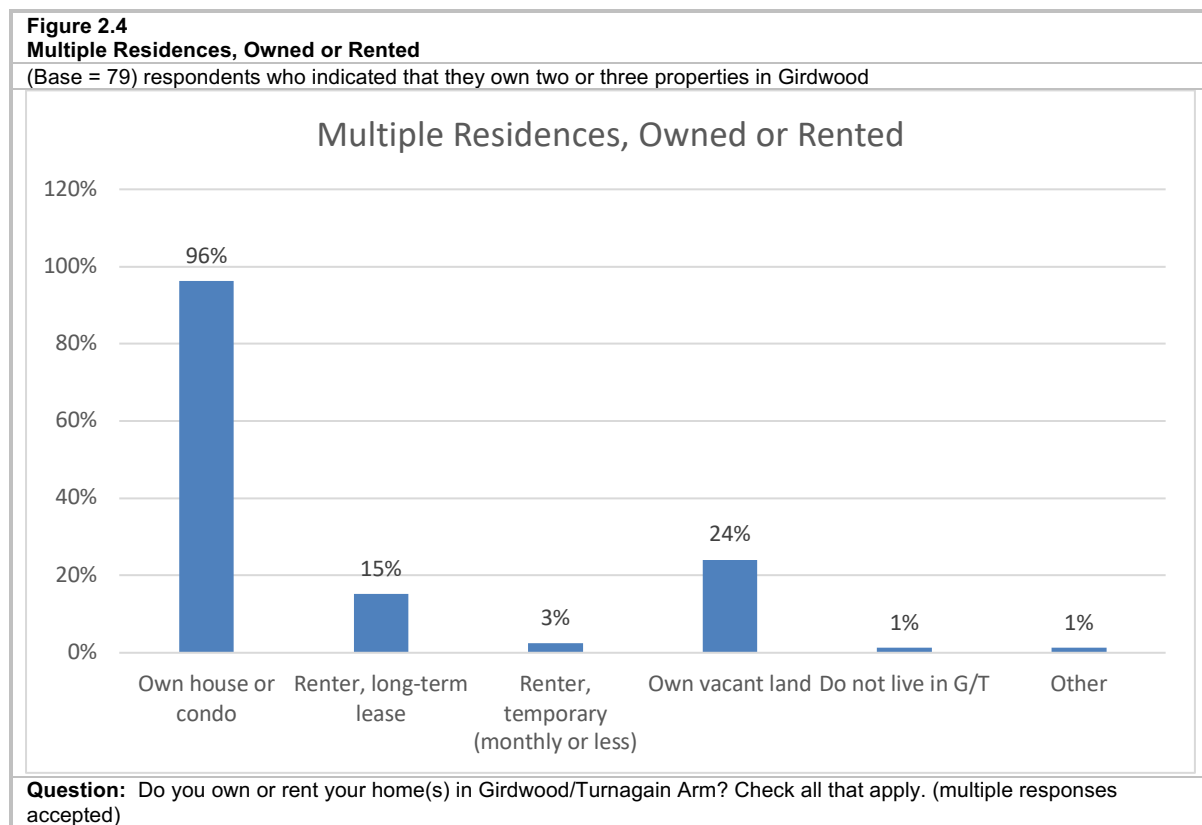
Single Residence, Property Owner

Of those respondents who indicated that they own a house or condominium in Girdwood, 61% report that they live in the property full-time. Sixteen percent (16%) report that they primarily live elsewhere and don't rent. Twenty percent (20%) report that they rent their property in some capacity. (Figure 2.3) 'Other' responses can be found in Appendix E.



Multiple Residences, Owned or Rented

Those who said that they did own or rent two or three properties in Girdwood/Turnagain were asked to specify if they own property, vacant land, or if they rent long-term or temporarily. Ninety six percent (96%) of respondents with two or three residences said that they owned a house or condo. Twenty four percent (24%) also reported that they own vacant land. (Figure 2.4) One ‘other’ response indicated that they own commercial property.



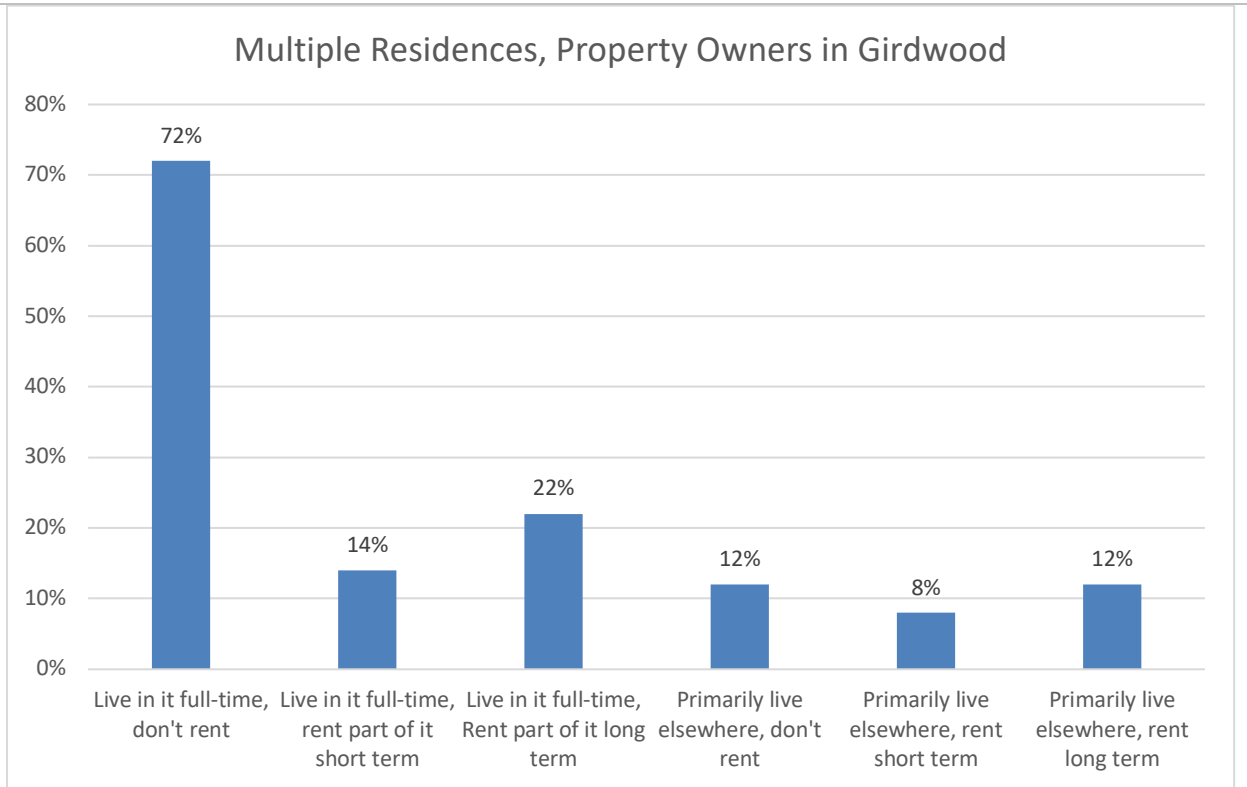
Multiple Residences, Property Owner

Of those respondents who indicated that they have two or three residences and own a house or condominium in Girdwood, 51% report that they live in it full-time and don't rent it. Eight percent (9%) indicate that they primarily live elsewhere and don't rent. Forty one percent (41%) report that they rent the property in some capacity. (Figure 2.5)

Note: Due to some issues with the logic of the survey, this question was skipped by 26 owners of two or three residences who indicated they own a house or condo.

Figure 2.5
Multiple Residences, Property Owner

(Base = 50) respondents who indicated that they have two or three residences in Girdwood/Turnagain, and at least one of them is a house or condo



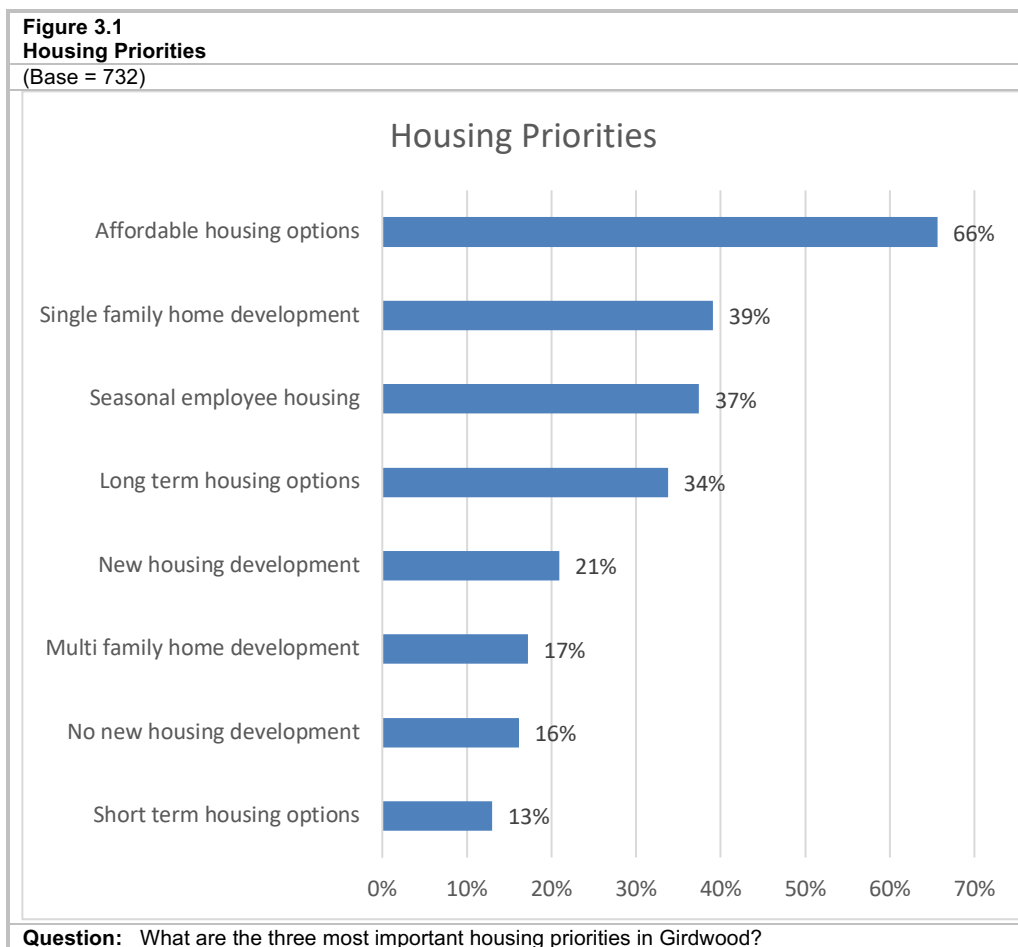
Question: Concerning the house or condominium that you own in Girdwood/Turnagain Arm, which of the following best describes your situation? (multiple responses accepted)

Rankings

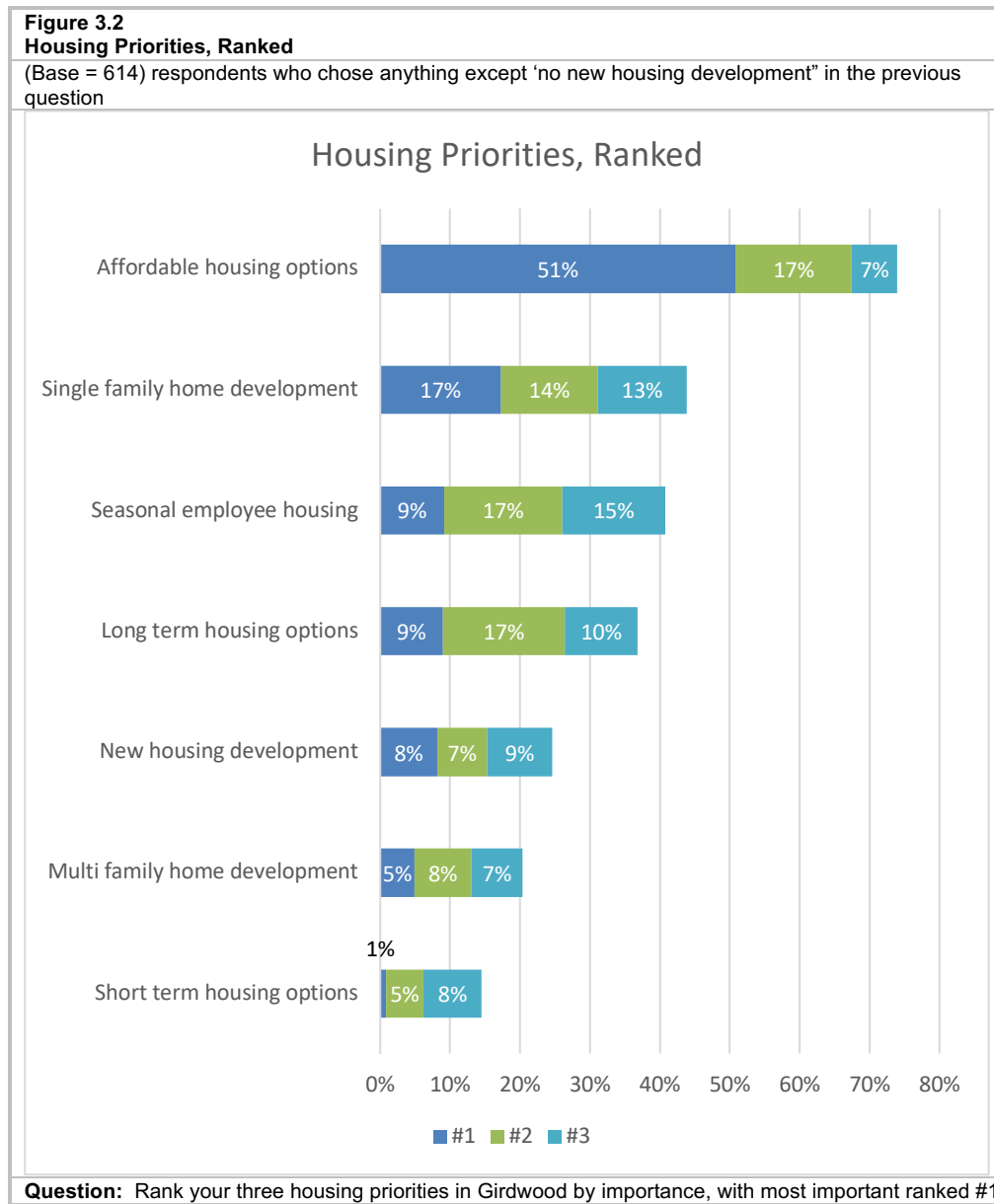
Girdwood residents and property owners were asked to choose the top three most important items from a series of lists, and then asked to rank those items from most important to least.

Housing Priorities

Respondents were provided with a list and asked to choose their top three housing priorities. Affordable housing options (66%), single family home development (39%), and seasonal employee housing (37%) were identified as the top three most important housing priorities in Girdwood. (Figure 3.1) Those who provided an answer other than “no new housing development” were asked to rank their housing priorities in Girdwood by importance, with most important ranked #1. Of those, 51% chose affordable housing options as their most important priority. (Figure 3.2)

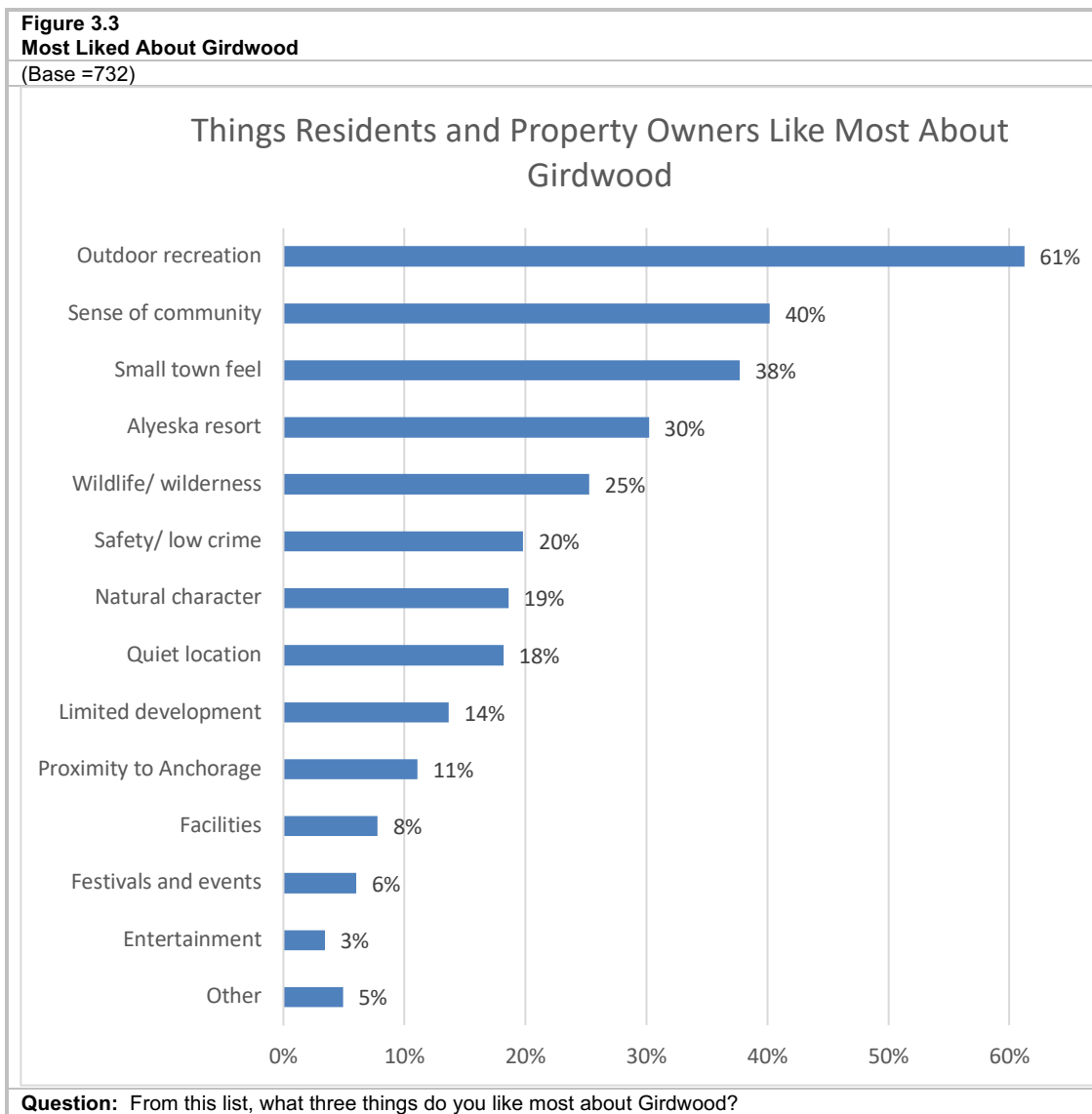


Housing Priorities, Ranked



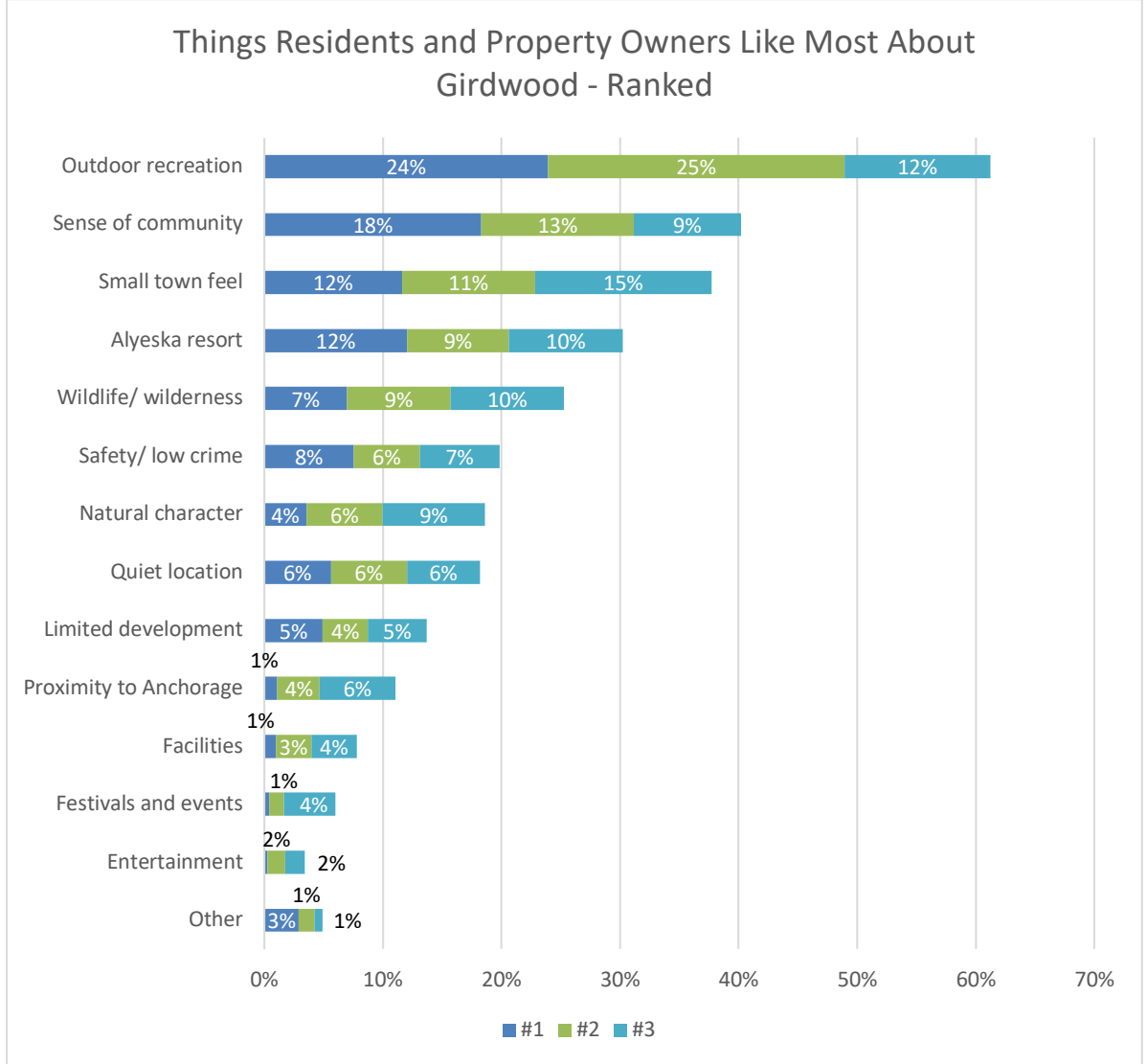
Things Residents and Property Owners Like Most About Girdwood

Respondents were provided with a list and asked to choose the three things they like most about Girdwood. Outdoor recreation (61%), sense of community (40%), and the small-town feel (38%) were chosen most often. Entertainment (3%), festivals and events (6%), and facilities (8%) were chosen the least. (Figure 3.3) ‘Other’ responses can be found in Appendix G.



Things Residents and Property Owners Like Most About Girdwood - Ranked

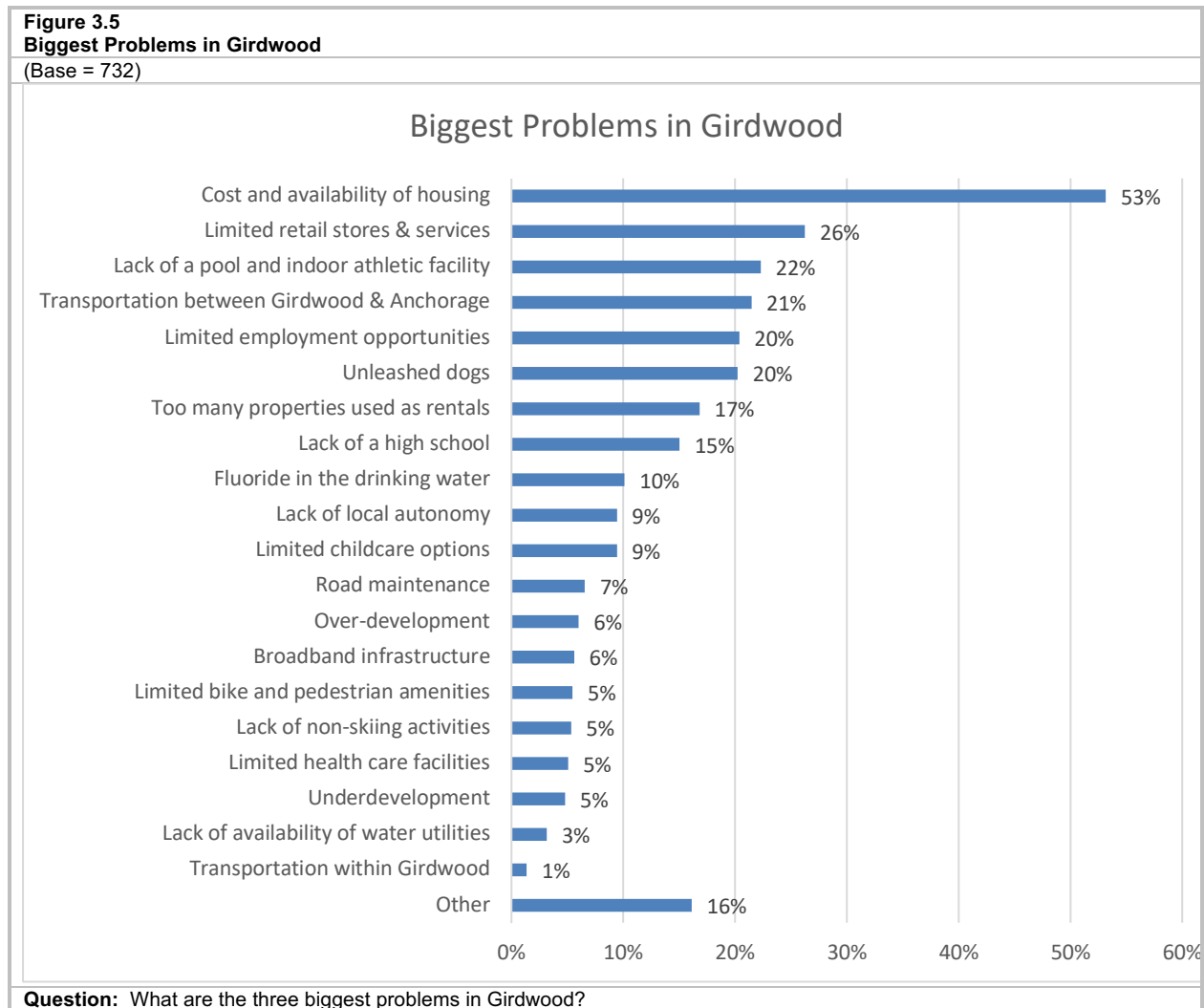
Figure 3.4
Most Liked About Girdwood, Ranked
 (Base = 732)



Question: Rank the top three things you like about Girdwood, with your favorite thing ranked #1.

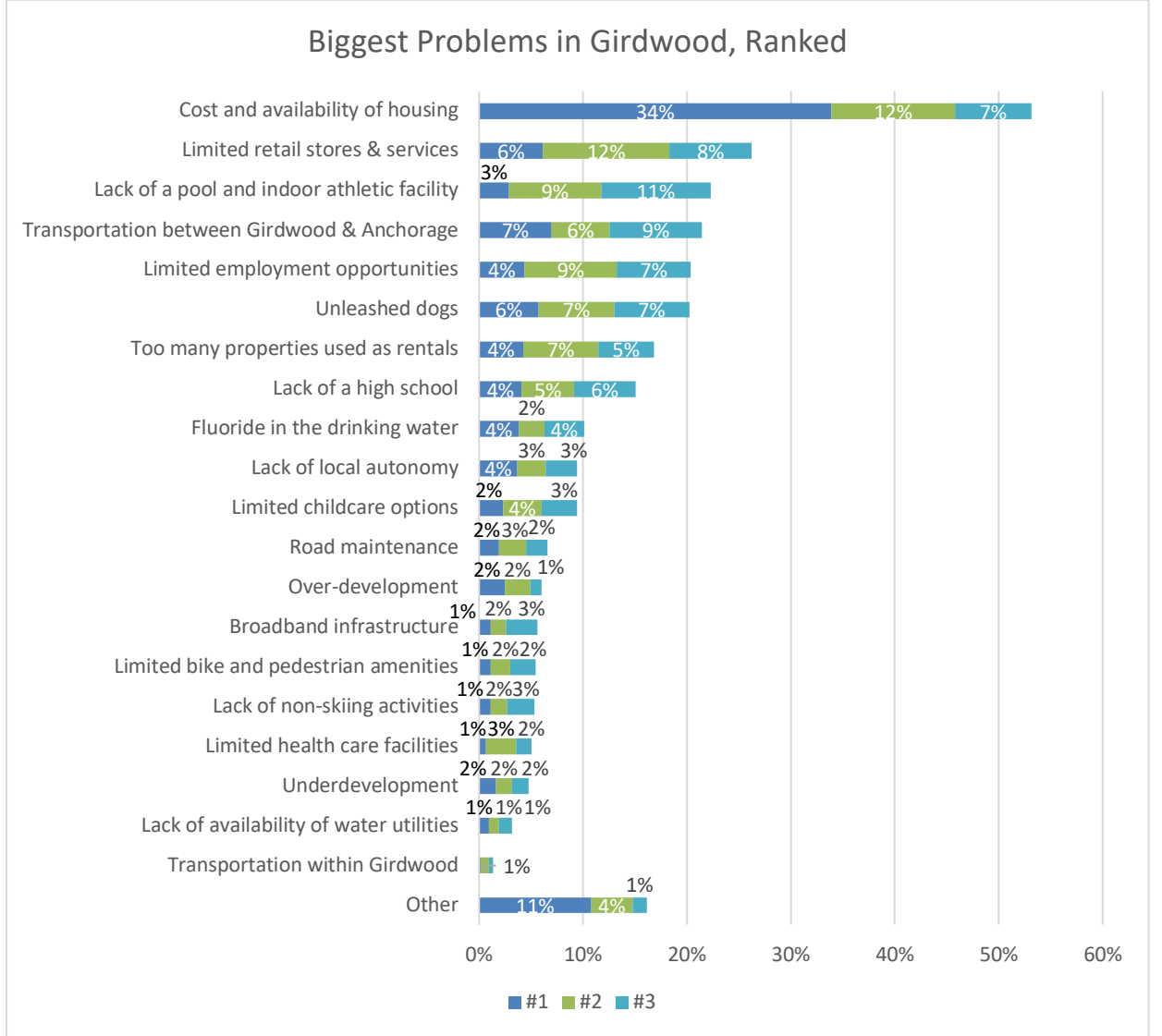
Biggest Problems in Girdwood

Respondents were provided with a list and asked to rank the three biggest problems in Girdwood. Cost and availability of housing was chosen most often (53%), followed by limited retail stores and services (26%), lack of a pool and indoor athletic facility (22%), and transportation between Girdwood and Anchorage (21%). (Figure 3.5) Thirty four percent (34%) of respondents chose cost and availability of housing as their #1 priority. (Figure 3.6) 'Other' responses can be found in Appendix H.



Biggest Problems in Girdwood, Ranked

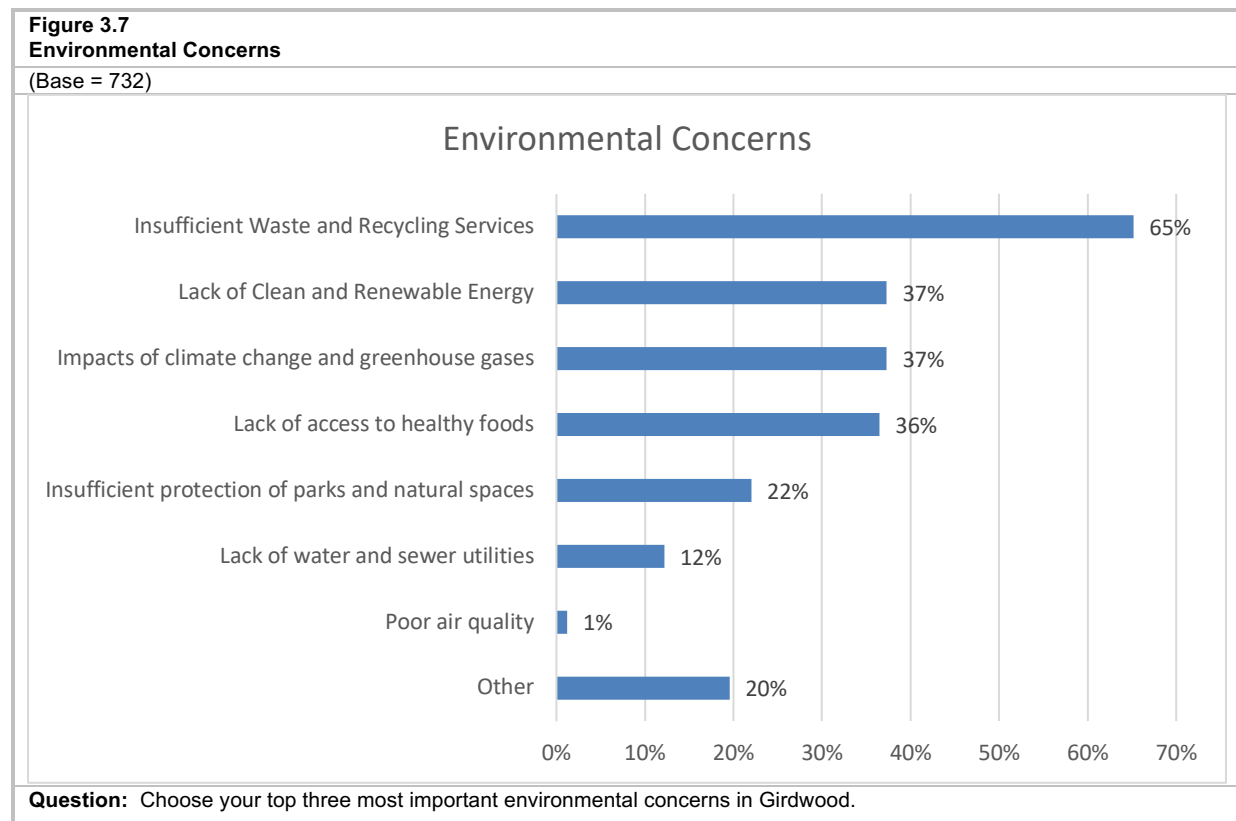
Figure 3.6
Biggest Problems in Girdwood, Ranked
 (Base = 732)



Question: Rank the top three biggest problems in Girdwood, with the biggest problem ranked #1.

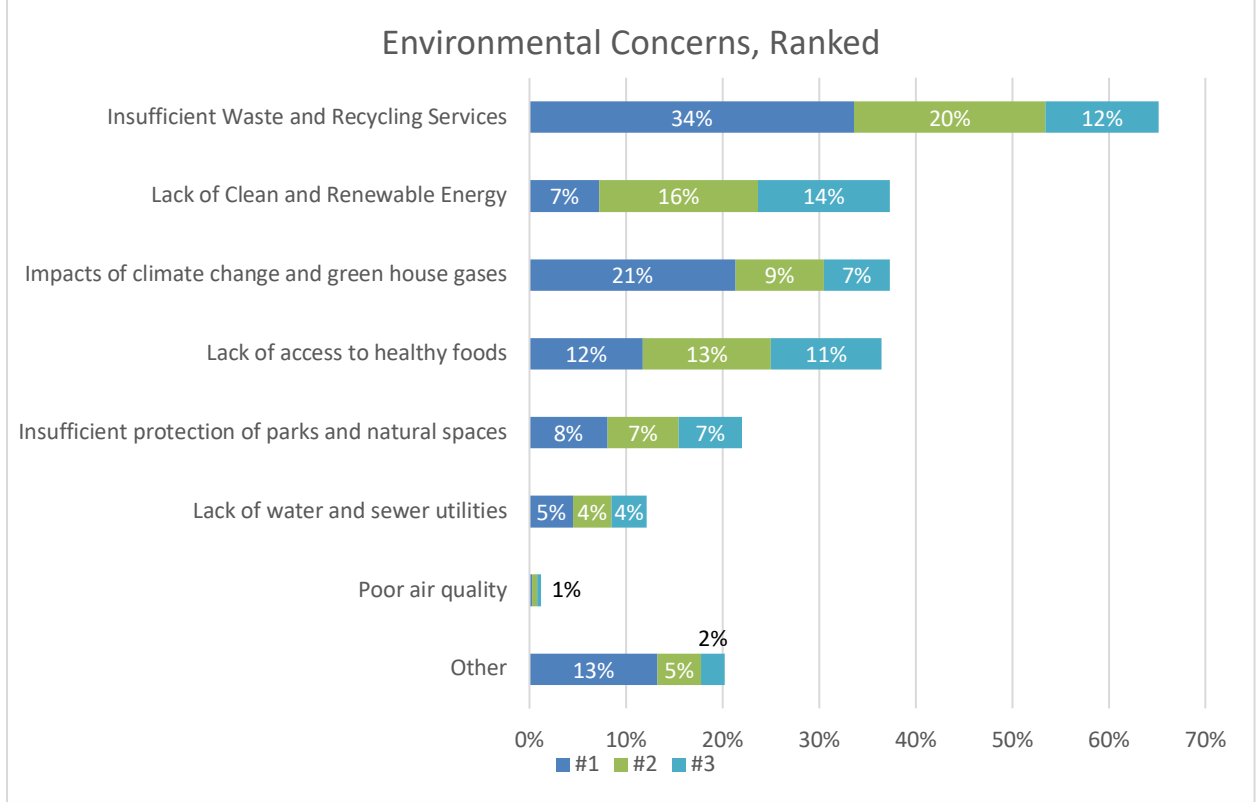
Environmental Concerns

Respondents were given a list and asked to identify their top three most important environmental concerns in Girdwood. Insufficient waste and recycling services was chosen most often (65%), followed by lack of clean and renewable energy (37%), and impacts of climate change and greenhouse gases (37%). Poor air quality was chosen the least (1%). (Figure 3.7) When asked to rate their top three choices in order of importance, insufficient waste and recycling services was rated #1 most often (34%). Impacts of climate change and greenhouse gases was rates #1 more often (21%) than lack of clean and renewable energy (7%). (Figure 3.8) ‘Other’ responses can be found in Appendix I.



Environmental Concerns, Ranked

Figure 3.8
Environmental Concerns, Ranked
 (Base = 732)

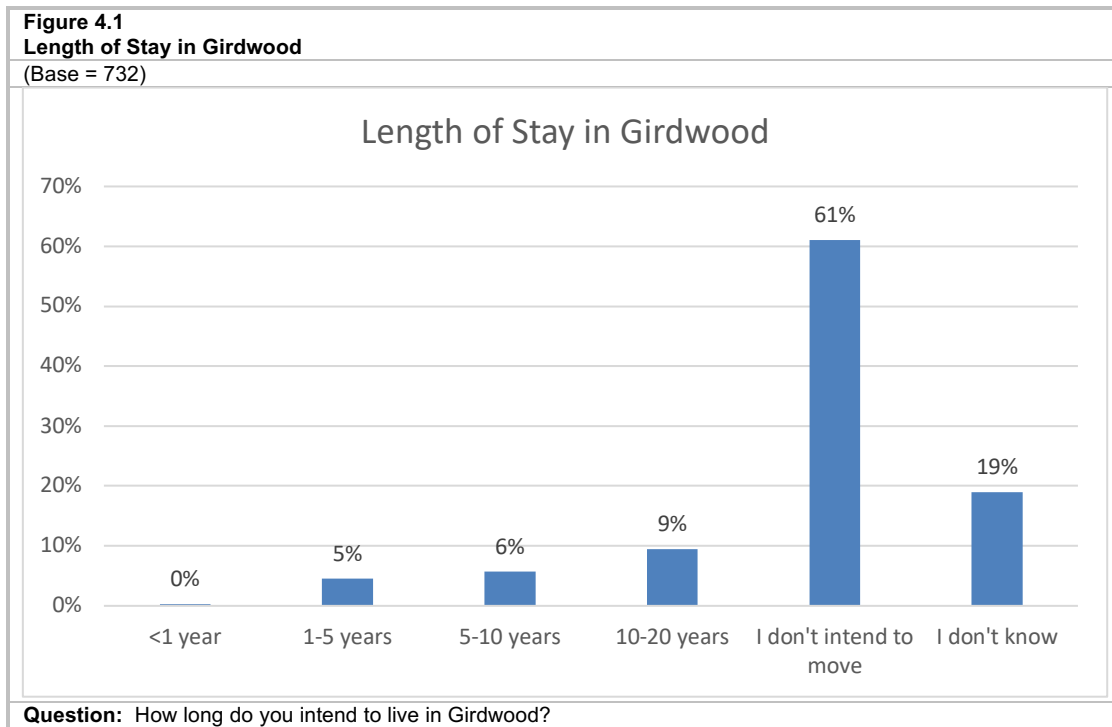


Question: Rank your top three environmental concerns, with the most important ranked #1.

Changes Over Time

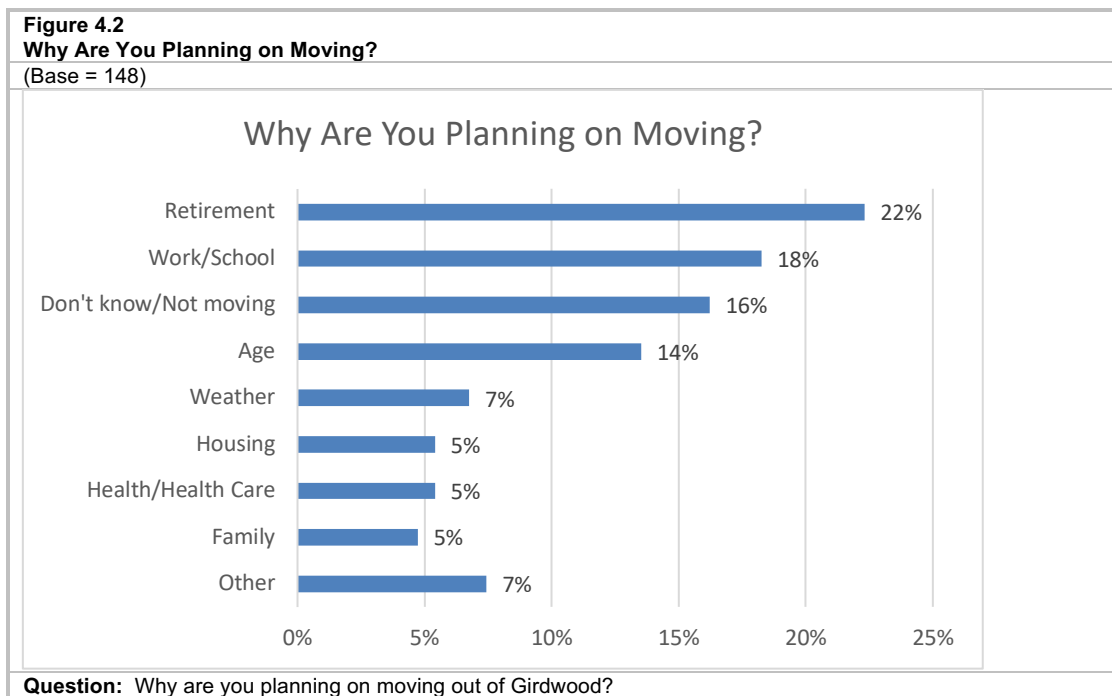
Length of Stay in Girdwood

When asked how long they intend to live in Girdwood, the majority of respondents said that they do not intend to move (61%) or did not know (19%). (Figure 4.1)



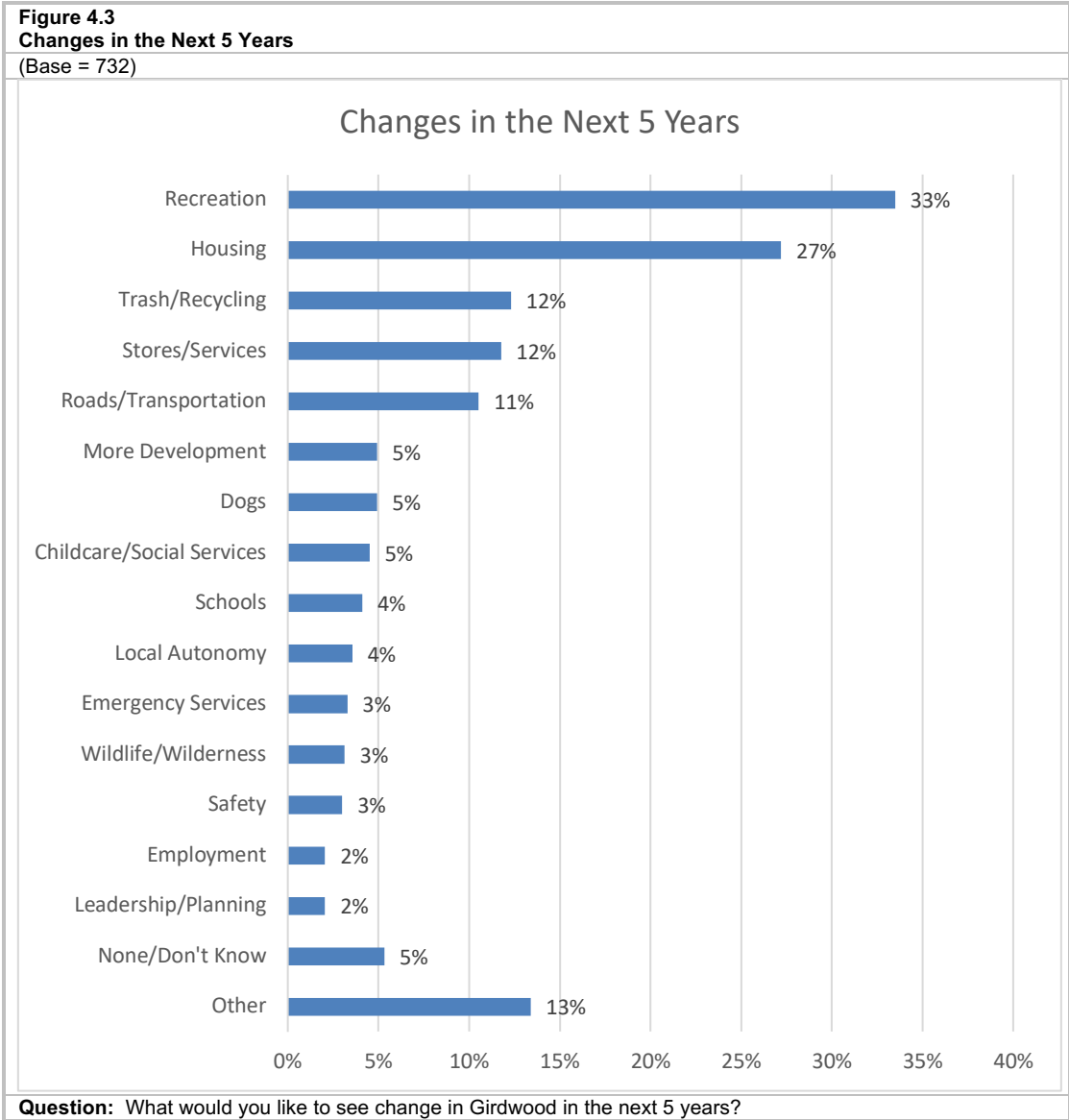
Why Are You Planning on Moving?

Respondents who said they were planning on moving out of Girdwood were asked to share why. Verbatim responses were coded and sorted into themes. Of those who said they were planning to move out of Girdwood, the most common reasons included retirement (22%), work/school (18%), and age (14%). Sixteen percent (16%) said that they did not know, or that they were not planning on moving. It appears as though some respondents said they would be living in Girdwood for a certain number of years because of old age, and not because they were planning to move. (Figure 4.2) Verbatim responses can be found in Appendix J.



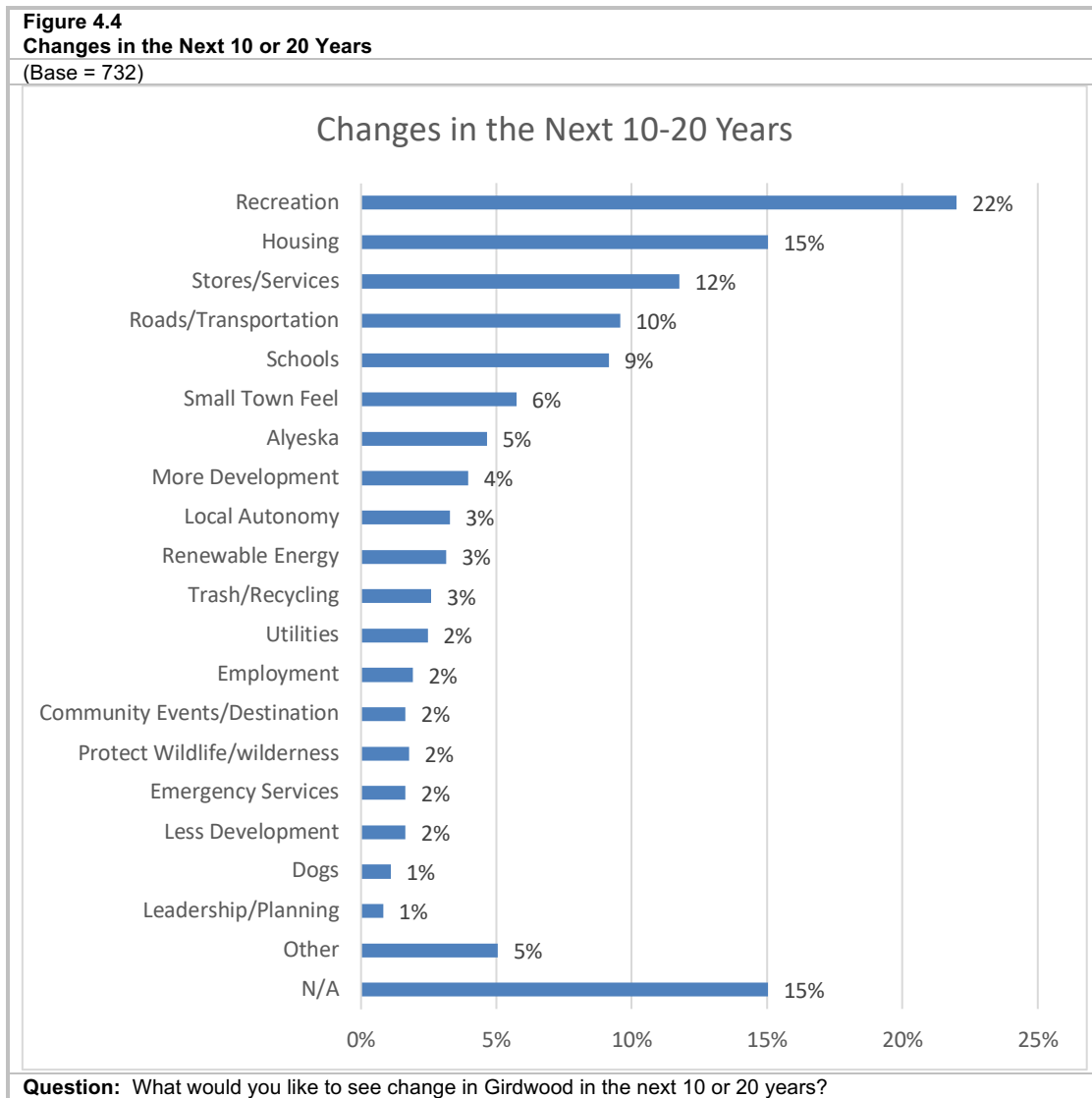
Changes in the Next 5 Years

Respondents were asked what they would like to see change in Girdwood in the next 5 years. Verbatim responses were coded and sorted to identify themes. Recreation (33%), housing (27%), trash/recycling (12%), and stores/services (12%) were mentioned most often. (Figure 4.3) Verbatim responses can be found in Appendix K.



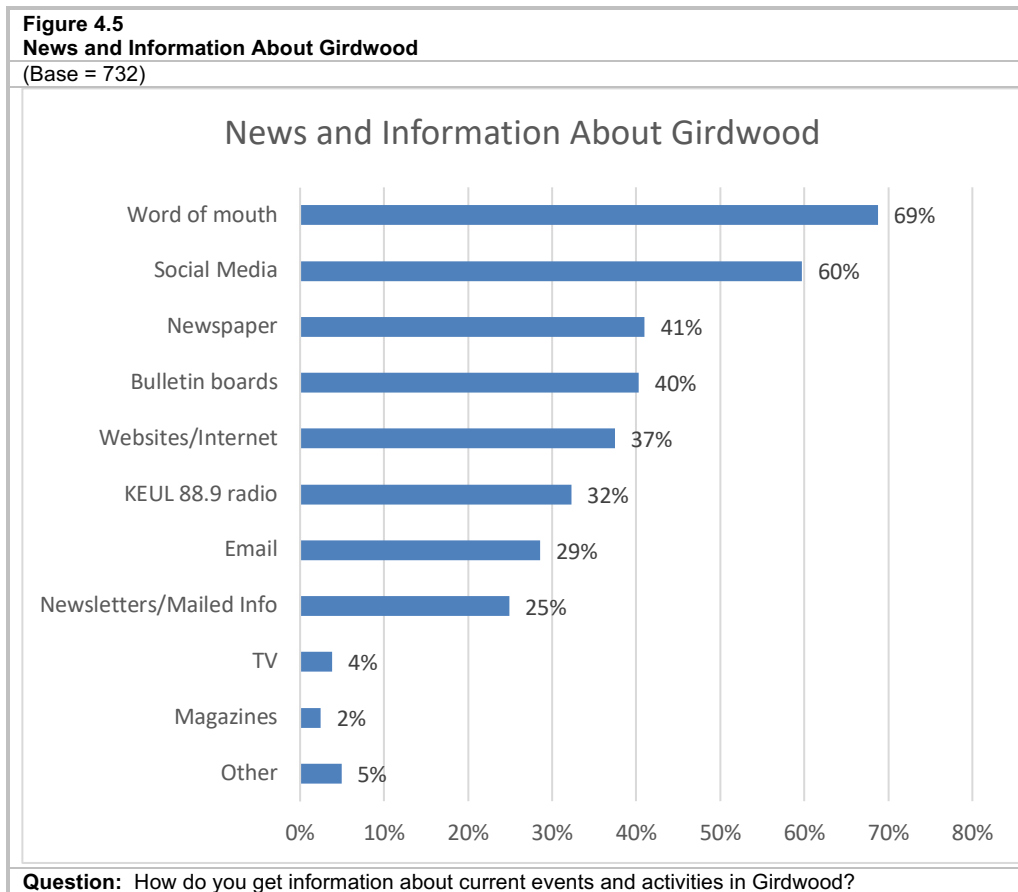
Changes in the Next 10 or 20 Years

Respondents were asked what they would like to see change in Girdwood in the next 10 or 20 years. Verbatim responses were coded and sorted to identify themes. Similar to changes they would like to see in the next 5 years, respondents mentioned recreation (22%), housing (15%), and stores/services (12%) most often. (Figure 4.4) Verbatim responses can be found in Appendix L.



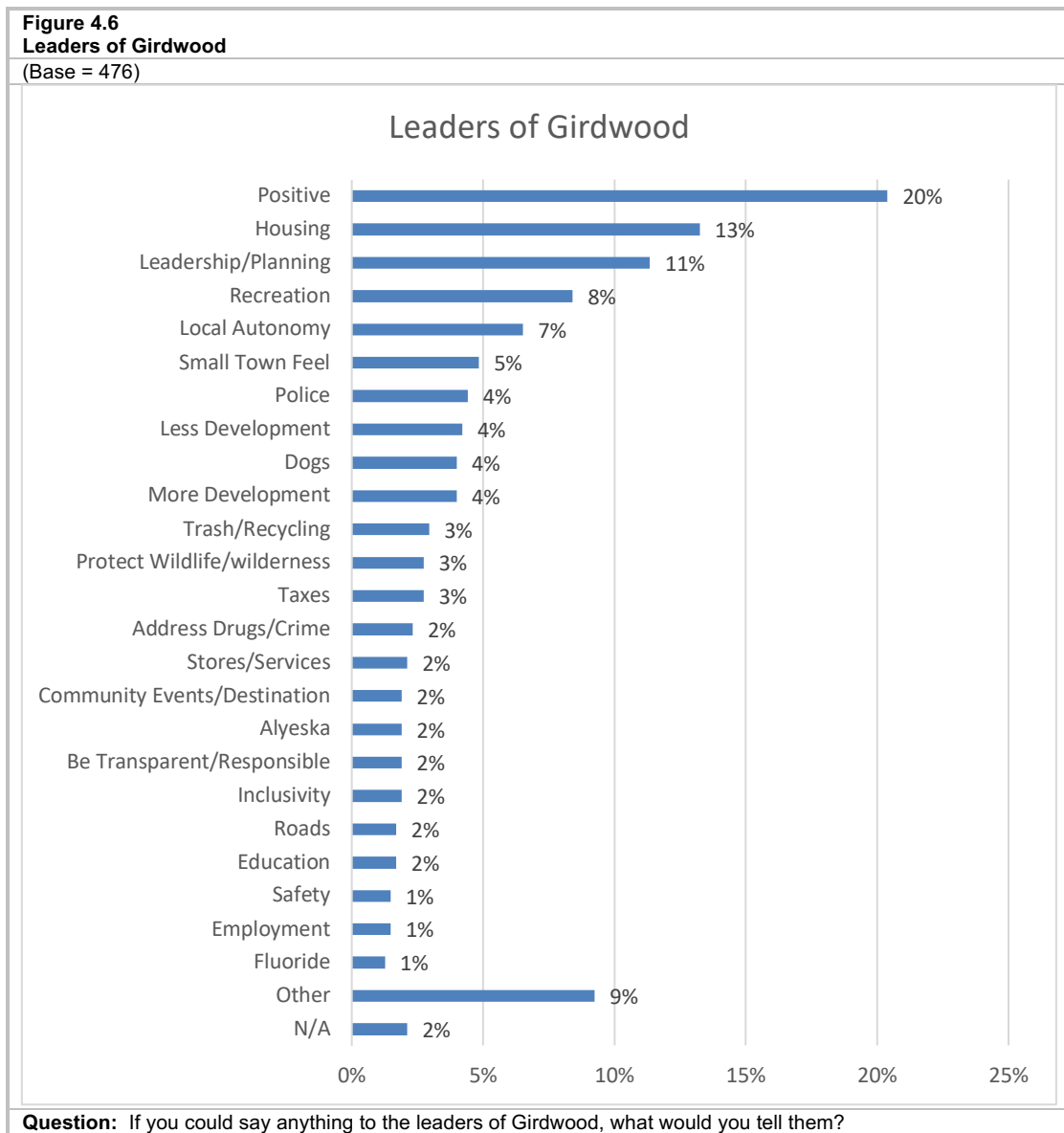
News and Information About Girdwood

Respondents identified word of mouth (69%), social media (60%), newspaper (41%), and bulletin boards (40%) as the most common ways they get information about current events and activities in Girdwood. Magazines (2%) and TV (4%) were the least common. (Figure 4.5) Verbatim responses can be found in Appendix M.



Leaders of Girdwood

Girdwood residents and property owners were asked what they would like to say to the leaders of Girdwood. The majority of responses (20%) were positive and encouraging, followed by housing concerns (13%), and comments on leadership/emphasis on planning (11%). (Figure 4.6) Verbatim responses can be found in Appendix N.



Additional Comments

Girdwood residents and property owners were given an option to expand upon their answers. Verbatim responses are alphabetized and listed below.

- "That government is best which governs least," -Thoreau
- A REAL Public Restroom in town and park (NOT PORTA POTTIES) would be nice.
- A small museum that doesn't require you lining the pockets of the resort to see would be nice. We have a lot of history to share, and a lot of unique environmental and other characteristics that would be of value to share with each other and others. Put up more lights during the holidays.
- Alaska has huge untapped outdoor recreation development potential, which if done right can help communities both grow and maintain what makes them special.
- Although it sounds good, Girdwood autonomy does not seem possible with the amount of land Anchorage /HLB owns here. They once told us at a meeting many years ago, with a sneer and a laugh, if you want to be autonomous, just purchase all our land here and you can go for it. Not feasible with our tax base, and our taxes are already too high for what we get. The Borough idea is interesting, but if we end up there with Cordova, Whittier, etc. we would be carrying the tax weight for that Borough.
- As a small business owner, the potential for growth is limited due to zoning and property cost.
- Be daring. Be innovative.
- Bears. I don't think trapping should be allowed in Girdwood valley anywhere near trails. Less expensive options for getting water and sewage to homes.
- Being able to access the untouched forests around here is so important as some of us grow older. I support the building of small impact trails for walking, skiing and biking.
- Better development practices that support the community that keep the town running. We all somewhat rely on the tourist income, but we tend to price out the peoples that help keep facilities running for the tourist and visitors.
- Breckenridge, CO had similar issues with developing affordable housing for locals. The community teamed up with Habitat for Humanity to build affordable housing. Girdwood could possibly do the same if Heritage Land Bank provided access to acreage in order to do this. There are enough volunteer organizations in Girdwood to man the work crews. What a great community project that would be!
- Connecting multi-use trails year-round open to public.
- Consider banning/limiting drones (I've been bothered by drones directly over my house and while hiking on Crow Pass Trail -they invade privacy and disturb the peace).
- Curious why no question about length of time lived here and other pertinent questions.
- Daylodge area and Sitzmark area need to be combined into one area that is easily walkable.
- Did I mention the dog shit? Or the lack of affordable housing? Or what a spectacular valley it is, how amazing Little Bears is, how nice the people are?
- Discourage or ban motorized recreation and new trailer parks.
- Do not place restrictive rental regulations upon the community. It should be the individual property owner's and their respective HOA decision if they want to allow their property to be leased nightly or long term not GBOS or MOA. How many nightly (rentals) would just sit empty if a restriction were put in place instead of becoming a long-term rental?
- Dogs are out of control being unleashed.
- Dogs! Keep them leashed, clean up after them and don't let them roam.
- Enhance the relationship with the MOA, improve the quality of general services we receive from the MOA.

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- Figure out a way for more businesses to be able to open. If there was a way to force the owners of the lots in town square next to Thriftwood, or by the old leather shop to be sold for a reasonable price and allow for new businesses to enter. Give tax breaks or something to encourage investment in the community.
 - Find ways to extend city water throughout residential areas. Cost of infrastructure is one of the major impediments to smart growth in Girdwood. Key focus on walkability & sustainability.
 - Fix the stupid squiggly bike path design when they finish the water/sewer. I still don't understand how putting kids out on the road every few driveways is safe.
 - For small businesses to be successful more affordable commercial property needs to be developed and made available.
 - Get rid of all the committees under to BOS.
 - Girdwood is a resort community. Recreational opportunities should drive this community's development.
 - Girdwood needs local housing, limits on vacation rentals, so that it does not turn into an empty resort home community.
 - Girdwood should set up a recycling facility similar to the one in Anchorage off Dowling Road.
 - Growth - for people to be here and stay, needs affordable housing, appropriate childcare and year-round employment income.
 - High school.
 - How can a working middle class married couple afford to have a family and a home if starter homes in Girdwood upwards of \$400,000? Do you really want everybody under 40 commuting from Anchorage?
 - I am concerned about the information I have heard/read about Girdwood governance association. I have no interest in having community offices located in Cordova. I'm not happy with how the Anchorage muni allocates services to Girdwood, but at least it's possible to drive there.
 - I do not currently receive information about Girdwood through email but would be open to staying abreast of Girdwood news in this format, especially since this saves paper.
 - I don't think a high school should be pursued in Girdwood unless the population grows significantly.
 - I have a crazy fear of over development. The solution in my eyes is to create multi use trails. This way, condos will not be developed.
 - I have always enjoyed living in Girdwood because of the small town feel and the number of truly wonderful people I have met here. I feel very fortunate to live here.
 - I have been here 40 years. Girdwood has always been a recreation area. It is irresponsible to tie up our limited space south of winner creek by declaring it sacred land not to be developed and saved for a limited number of folks to ski and "make their own trails."
 - I have lived here for 42 yrs. and have additional opinions.
 - I hope that the change in ownership of Alyeska Resort will result in better (any at all!) benefits for local resort employees and responsible stewardship of the ski area. I work in town (Anchorage) but feel bad for the employees who have been forced to give up benefits and fair pay under John Byrne.
 - I know a lot of young residents who want to start 'brick and mortar' businesses in town, but the lack of retail or industrial space makes this pretty impossible.
 - I love dogs, I'm a dog owner, but please leash your dog and pick up after it. It's pretty simple just give a shit about other people and dogs you live around, and the world can be a better place for people AND dogs.
 - I love Girdwood just like it is. The new tennis courts are wonderful. Enjoy the Forest Fair and other events.

-
- I love having Alyeska as a strong part of our community but would like to see more high quality and livable housing for their employees both seasonal and year-round. More Alyeska staff housing would take needed pressure off the local housing market; this is important for the survival of small businesses who struggle to keep staff due to housing options.
 - I ranked transportation at "dissatisfied" because of the lack of rail system. I enjoy the local GCT shuttle system and use it in the summer for local stops, but feel we need more commuter options and the rail system may be able to be utilized.
 - I realize a couple of my answers in places where I can check multiple boxes are contradictory. The question of living full time or part time and renting or not, was one. I live anywhere from full to part time, depending on the year, in one residence and do not rent it out. I don't live in another that I do rent out on long term leases. There was another but I don't recall the question now. For some of the questions there is a fluidity to the answer, depending on the year and my life at the time. Regardless, Girdwood has been my home base for quite some time.
 - I should have more than 3 selections.
 - I think Kyle and Margaret at Parks and Rec do an awesome job! Thank you for all your hard work.
 - I think rentals like Airbnb have gotten out of control. It's taking space away from people who want to live here full-time.
 - I think the trails committee in Girdwood is dysfunctional. The trails committee is against trails, which makes no sense. We need trails to access the many wonderful outdoor activities that Girdwood could offer.
 - I think there needs to be more commercial real estate to encourage small business development as well as housing to support workers that staff these businesses. Single family homes that are not \$500k+ and rentals that cannot be turned into Airbnb's and VRBOs would help a lot as well.
 - I want a year-round place to work and live, with neighbors who live and work here year-round. Anything that can be done to encourage that and prioritize families who want to make this their home over people who make this a second or third home.
 - I would like the opportunity to buy a small piece of land for less than \$50,000 in order to build myself a single-family home with 200-350,000. Currently that plan is impossible.
 - I would like to expand on my answers.
 - I would like to say that the library, FVCS, and the brewery are 3 facilities in Girdwood that I would give 5 stars! Love what they bring to the community! The brewery has been an awesome addition. Another shining example of the warm community spirit we have found throughout Girdwood!
 - I would love to see a survey on how many people actually live here year-round.
 - I would say that I would consider living there full time if there was a high school.
 - I've heard rumors of a new hotel to be built next to Glacier Creek by the bridge. Please say it isn't so! Girdwood's construction noise, traffic, and polluted air to pave roads and put up buildings are not worth sacrificing the qualities of life we treasure.
 - If there were more year-round xc/bike trails more people would ski at Alyeska. Not all parents downhill ski. Lots of parents cross country ski or bike. Partnership with Alyeska and both entities will benefit.
 - Improving and maintaining local trails is important.
 - It would be great to see expanded public efforts to educate folks about dog waste and its negative impact on our water quality and attractiveness as a traveler destination.
 - Keep a balance between change and protection.
 - Keep Girdwood a multi income and housing town which has mixed affordable options and provides the service and resort employees a nice place to live & work. I would not like to see only wealthy people building Mac-mansions & 2nd homes while the work force is forced out like many ski resort areas in the lower 48. My pet peeve is: PUBLIC SAFETY: How about controlling the

reckless rude and out of control skiers and snowboarders terrorizing the in-control skiers /boarders on the hill! More enforcement on the mountain and trails with accountability for those who don't give a damn. They need strict enforcement and rules which have stiff fines and lift privileges revoked. Having reckless and dangerous idiots flying around up on our playground is not good for any of us. DNR leases a good portion of the resort property to Alyeska Resort and should be attentive to public safety. The State of AK - DNR has an obligation to the recreating public to keep things safe up there for all of us. Disclosure of incidents on the mountain should be available for public review and a track record of carnage going on up on our playground. This is critical to keeping us all safe.

- Leash dogs please.
- Less of a what's mine is mine and what's yours is mine attitude when it comes to site encroachments.
- Lobbying Alyeska Resort to build more seasonal employee housing as well as more suitable housing for year-round staff with families would take a lot of pressure off the shrinking local rental market and solve many community housing issues.
- Local recycling should be available.
- Long term, responsible trail development is so important and also really exciting for Girdwood. Summer and winter outdoor infrastructure is what makes Girdwood a special place.
- Loose dogs are definitely a problem, especially when the owners are not picking up their waste. Loose dogs often hassle the wildlife. I would like to see more efforts to clean up trash on creeks and throughout the town.
- Many things listed I would have checked if you allowed for 4-5. I recommend expanding your top choice number.
- More and more snow.
- More bike/multi use trails around the 5k Nordic loop and anywhere else would be a welcome addition as there are not many trail options in the valley.
- More indoor recreation is needed. A community rock gym would add to our adventure town reputation.
- more lifts all through Chugach.
- More user-friendly dump hours to help reduce garbage bear issues. Include recycling collection at the dump.
- More cross-country ski trails for novice and experts please.
- My only quibble about the MOA water is the price of it. \$95/month seems kind of high. The lack of recycling options is scandalous. The Whittier cops are doing a good job.
- Need a high school. Lose a lot of families from living here because of no high school.
- Need for new childcare center.
- Need to find a way to discourage/penalize/tax nightly rentals. There is plenty of housing in the town, just much of it is hardly ever used. It creates many 'dead' neighborhoods.
- Need to improve and maintain sewage/runoff drainages in residential areas. Enforce current dog leash laws and waste pickup.
- No new roads developed in the valley. This includes not developing any roads up the valley, and not developing any second access/egress road for the valley.
- No voting right in Girdwood unless you are a home owner.
- Only thing I can think you missed was a question about public transportation into Anchorage. how about train service for commuters?
- Open all these mountains around. Could be as big as Whistler.

-
- Open up more days at the dump!!!!!! The bear proof trash cans are always breaking, and we need a way to get our trash taken care of on a more regular basis, so we don't have to worry about bears.
 - Opening up new land for development with some covenants limiting home size and eliminating vacation rentals will help develop our community and sustain it into the future.
 - Our kids moved to Girdwood from NH in 2011 and we purchased a second home last April. The more we meet the locals and spend more time up there. NH is legal resistance. The more we love to become involved and partake of everything there is to offer.
 - Overall, I feel Girdwood is fortunate to be part of the MOA. They helped in the 70s and 80s to build our Water and Sewer system. Without that our community would be polluted and down the drain. We would not have been able to get bank financing for homes and Condos or build the Hotel and commercial facilities.
 - Perhaps more dog poop stations? I use bags but would like to see more poop trash cans.
 - Please consider a local high school program as an option for families who don't want to commute to Anchorage, a light rail to Anchorage, the Girdwood resilience plans outlined years ago. Maybe parks and Rec can acquire the current frofing area for continued use for, well, parks and rec. The GAP should identify protected open space nearby existing trails for primitive outdoor recreation.
 - Please don't cut down more of our forest to make wide ski trails. The 5K loop is an eyesore in our forest. Our primitive style trails make this a unique community.
 - Please have a consequence for unleashed dogs.
 - Please let's figure out some drinking water that does NOT have fluoride in it. Gross.
 - Please provide a pedestrian activated stoplight at the intersection of Alyeska Highway & Hightower Rd.
 - Question #3 is poorly worded. Is it asking how one feels about supply of housing, quality of housing, price of housing, size of residential lots or what?? Should be more specific. Also, question #14 does not allow for possibility of owning home and vacant land. Overall, I do appreciate this process.
 - rec center. Summer arts camp, school classes affiliated with U of A, summer music theatre and festival.
 - Regarding answer 26 above, I think the community has made some great investments to existing infrastructure the last 5-10 years- firehall reconstruction, library, community room, and relocation of KEUL radio come to mind. Those are examples of putting these important community institutions on solid footing. I would like to see the same accomplished for Girdwood chapel, Little Bears and the Forest Service ranger station. I want to know they are set for the next 20+ years. These types of institutions are important for community stability and contribute to a sense of place that I value.
 - Regarding Girdwood Fire and Rescue: I am more than "Very Satisfied"; I am in awe. They are fantastic!
 - Regarding the point about health services: Girdwood Clinic is indeed a primary care provider, there is physical therapy and there is now a pharmacy.
 - Resist the temptation to secede.
 - Rethink the Girdwood Trails Committee. It is essentially anti-trails.
 - Snow plows should stop plowing my driveway under a berm of snow.
 - Sure, a hardware store or dentist would be nice, but that's what makes Girdwood special is we DON'T have these services. It's not "Anytown, America" with a Home Depot or generic chain restaurant down the street. We WANT people to put effort into living here; it means more in the end when you work for it.
 - Thank you for doing this!

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- Thanks again for all you do. You are some of the best stewards of a community I have ever seen. I have skied at Alyeska since I was 12 (both cross-country and on the hill), and plan to continue until I am not physically able. Keep up the good work.
 - The \$1,000,000 second homes that are being built are driving out average families and long-term renters. The answer to the lower income housing shouldn't be more apartment buildings. It should be long term rentals.
 - The bear issue is a big one. Snow machining on streets, no recycle, dogs loose and poop galore. Let's reign ourselves in a bit and manage and enforce our own rules.
 - The biggest problem is dangerous access. Seward Highway where you are potential victim to careless, negligent or drunk drivers.
 - The Chugach Electric Substation is incorrectly set on residential light commercial property. It needs to be located on industrial land near the DOT yard. Please have the soil tested for PCB at its current site. It has had a substation fire (2017) and is extremely close to residences and wells. The Reg commission states it would be a cost born area wide.
 - The cost of developable land is pushing people that would otherwise work and live in Girdwood out. We need to pry some land away from HLB for multifamily and single-family development. Also, there is very little land available for commercial development.
 - The Girdwood Clinic should have been included in the part of this survey that asked the respondents to rate the quality of services. Also, Girdwood resident have access to primary care, behavioral health care, pharmacy, physical therapy, massage therapy and chiropractic care in Girdwood so perhaps saying "limited healthcare services" is a bit outdated and inaccurate. I would suggest doing some research on things that are progressing in the community before putting together another survey.
 - The Girdwood community has potential energy on both sides of all fences. Use the energy for good purpose by compromising for common benefit.
 - The Heritage Land Bank commission should be more actively involved in Girdwood planning.
 - The parks protection answer is regarding trash leftover from bonfires and outdoor get-togethers
 - the Seward Highway, Indian to Anchorage portion needs to be fix. Please! I don't ever feel safe from the rock fall made worse since the big quake.
 - The Trails Committee needs to re-think its purpose and agenda.
 - The wildly fluctuating property assessments from the Muni should be addressed.
 - There is popular community support to expand the trail system in Girdwood with trails that can be used year-round. The majority of trails in Girdwood are primitive trails or utility trails left over from mining activities. Creating recreational trails constructed to work with topography and safe trail access is a healthy step for Girdwood, and brings in quiet, non-motorized recreational to the valley. Looking at Sitka as a fantastic example, constructing trails also creates an economic benefit to the community with visitors using the B&B's, restaurants, and the Resort. Building trails within communities also increasing trail use overall by community members, in turn creating a healthier community. There is a U.S. trend providing more trails in Resort communities in response to increased summer and winter biking.
 - There need to be a decrease in unoccupied homes in the Girdwood areas. Allow for more homes to be open to renters and seasonal employees.
 - There needs to be a Girdwood visitors center and physical building where tourists at the Tesoro Mall can obtain information about the area year-round. The commercial space is lacking at the Seward highway/Alyeska highway junction; this area should be developed with better resources for locals, drivers and tourists.
 - There should be a way for businesses to identify on this survey or there should be a separate survey sent to every business license holder in Girdwood/Turnagain Arm or businesses could be instructed to utilize the "other" boxes in the early questions to identify as employers

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- Too many VRBO / BYOB type properties. Issues: Loud parties, garbage, speeding and parking, and driving up housing costs.
 - Tourism is obviously key to this town. Although I am new, I fell in love instantly. Please be careful in finding the fine line between expansion/innovation and still keeping Girdwood the sweet, small town it is. Yes, growth is important but not if we lose what brings people to Girdwood in the first place.
 - Trails. You have an active community, and the infrastructure should continue to grow for users at all skill levels.
 - Trash day and loose trash made a real bear problem last year. People are driving too fast on our side roads. There are few trails that only allow walking, but we have ski and bike only trails.
 - Unleashed & barking dogs must be controlled and fined accordingly, higher penalties.
 - We are not going to preserve Girdwood's high quality of life, have unlimited growth, and find a way to build housing affordable to seasonal service workers. Time to start working on a realistic future plan.
 - We could reduce our carbon footprint drastically by reducing the reasons locals drive to Anchorage. I mostly hear locals wanting better access to groceries, a gym, hardware, medical care, and recycling. The property cost for anyone considering starting a business in any of these fields is the only deterrent needed, however.
 - We do have a primary care health clinic with many excellent health care providers. We also have a pharmacy in our community, and they work closely with the clinic, physical therapy and individual clients to provide what we need most in this community.
 - We don't need cops in Girdwood.
 - We love Girdwood and want to be more involved in the community and rent or own a vacation home, condo, duplex and spend lots of time here but the housing is way too expensive and very, very difficult to find. We have kids on the ski team and generally love outdoors and skiing of all kinds including backcountry.
 - We love Girdwood.
 - We love the playground!!! Best playground in Alaska.
 - We need a hardware store, a bank and more commercial development, and a high school so that road miles to Anchorage will go down along with highway fatalities.
 - We need a high school to help us establish more long-term families which in turn helps develop a stronger base of local small business. It will also help us be less of a bedroom community, more of a real community with long term vision.
 - We need more bear safety. Innocent bears don't need to die because humans are acting irresponsibly.
 - We own one home, two vacant lots in Girdwood. We split our time between Girdwood/Anchorage (we don't consider one our primary residence). We plan to make Girdwood our full-time residence once we no longer have to commute to work.
 - We would have liked to live their full time, but we have kids and putting them on a bus on the Seward highway to south high every day when the get to high school age is a non-starter.
 - What do I fear about Girdwood's future? I fear losing the offbeat culture of a community that enjoys the outdoors regardless of the weather. I fear over-response to the lack of housing. There are homes here that are vacant and plans with the Resort to build more hotel-style rooms, which may change significantly the use of dwellings for short term rental. I want to see about using those before building more. Definitely maintain and expand the pedestrian, bike, trail-user priority community through support of trail system, shuttle service, non-motorized events and activities.
 - When selecting Alyeska earlier, please know it is the downhill skiing and mountain biking we love there. Really, it is the outdoor recreation (hiking, skiing, biking, etc.) and local ski clubs that we adore most of all in Girdwood in addition to the wonderful community.

- When traveling to other resorts or mountain towns all over the world, there are rules, regulations, and fines regarding dogs, trash, and environmental protection. This is a method that must be utilized in order to preserve the habitats of species and maintain healthy ecosystems. Careless people unfortunately ruin these places and thus rules need to be enforced.
- Whitter Police should be allowed to give out Parking tickets. Funds to go to Girdwood.
- Who is behind this? We can't afford to be stand alone.
- Why not have curbside recycling? Why mess with perfectly good water and add toxins to it? Most people LOVE trails. Keep them coming!
- Would love to see more commercial space open up while still maintaining Girdwood's character as a sleepy, quiet and safe community.
- You don't want to hear what I have to say.
- You really didn't ask the right questions to get good answers to help improve the community.

Appendix

Appendix A- Location (Other)

- 1/2 Girdwood 6 months of year, full time Anchorage the rest.
- 1/2 Girdwood, 1/2 Anchorage.
- Anchorage.
- Anchorage and Girdwood. (2)
- Anchorage primary, Girdwood secondary and Sun Valley third.
- Anchorage, but have a cabin in Girdwood that we are at half the week.
- Big Delta.
- Both Anchorage and Girdwood.
- Cordova.
- Eagle River. (4)
- Eagle River and Girdwood on weekends.
- Fairbanks. (2)
- Girdwood and Anchorage.
- Girdwood Condo and Anchorage.
- Girdwood half the week, Palmer half the week.
- Girdwood in Winter, Anchorage in Summer. Homeowner.
- Home in Chugiak, condo in Girdwood.
- Home in Girdwood, but primary residence is Anchorage.
- Hood River, OR.
- Houses in Girdwood and Anchorage.
- I split time between Anchorage and Girdwood.
- Indian.
- Juneau. (2)
- Landlord/owner of Girdwood cabin.
- Live in Anchorage, but own home in Girdwood (spend weekends and all breaks and holidays in Girdwood).
- Nikiski.
- Palmer. (2)
- Palmer but have a place in Girdwood.
- Part time Girdwood, part time Homer.
- Part-time.
- Primary residence is Anchorage, second residence in Girdwood.
- Primary residence Whittier, CA.
- Seasonal home in Girdwood.
- Seattle.
- Seward.
- Soldotna. (2)
- Soldotna half time, Girdwood half time.
- Split time between Anchorage and Girdwood.
- Split time Girdwood/Anchorage.
- Used to live in Girdwood for about 12 years.
- Wasilla.

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- Wasilla, I work in Girdwood and Whittier.
 - We own a condo in Girdwood.
 - Will be full time in Girdwood on April. Currently split between Anchorage/Girdwood.

Appendix B- Employment Location (Other)

- 50:50 Girdwood/ANC.
- 6 months in Bristol Bay, AK.
- Airline. (2)
- All over State of Alaska and out of state.
- All over the country.
- Anchorage and the Valley.
- Anchorage based. Work from Valley to Girdwood.
- Bethel.
- Both Anchorage and Girdwood.
- Both Girdwood, Anchorage & remote Alaska.
- Business.
- Chugiak.
- College — Massachusetts.
- Commercial fisherman. (3)
- Delta Junction.
- Eagle River. (4)
- Europe.
- Fieldwork in various locations in Alaska.
- Fishing vessel in PWS.
- Girdwood on the weekends working, Anchorage during the week in through the winter.
- Homer.
- Homer seasonally.
- I live in Cordova.
- I work offshore in Cook Inlet.
- Internet based business.
- Juneau. (2)
- Kenai & Chugach mountains.
- Kenai Peninsula.
- Moose pass.
- Multiple.
- Nikiski.
- No.
- North Slope (3)
- Not here.
- Off the road system.
- Out of state travel.
- Own a second property in Girdwood.
- Palmer.
- Portage.
- Portage, Cooper Landing, Eagle River, Palmer, Wasilla.
- Portland, OR.

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- Prince William Sound. (2)
 - Remote.
 - Remote site, 2 on, 2 off.
 - Seasonal.
 - Seattle.
 - Seldovia.
 - Seward.
 - Seward in summer.
 - Shift work.
 - Slope.
 - Soldotna. (4)
 - State wide.
 - Summer field work north slope, starting work in Fairbanks in February.
 - Travel from Anchorage.
 - Valdez.
 - Valley.
 - Various locations around the state.
 - Washington.
 - Washington, DC.
 - Western AK.
 - Whittier. (4)
 - Whittier summer fishing.
 - Work in Juneau.
 - Work in other countries normally.
 - Work on North Slope.
 - Work remote.
 - Work remote in summers.

Appendix C- Number of Residences (Other)

- 4. (4)
- 8 houses.
- Also own undeveloped lots.
- I have a bunch of shacks in Old Towne.
- I live with my parents. They own two residences in the valley.
- I own an empty building lot.
- One residence, duplex.
- Own some land yet are renting a house until we build.
- Own the house we live in; rent 4 houses.
- Primary home under construction. will be full time residence in April.
- Property.
- Rent.
- This is the problem right here!!
- Used to rent - couldn't buy.

Appendix D- Single Residence, Owned or Rented (Other)

- Live with my husband in his parents' house for free.
- Own 2 properties and own a hangar.
- Own condo.
- Own condo and vacant land.
- Own house we are renting and an undeveloped lot.
- Rented same house 4+ years, no lease.
- Renting and own in Girdwood.
- VRBO.

Appendix E- Single Residence, Property Owner (Other)

- Currently building a home to live in full time.
- Do not live in; storage.
- Frequent Girdwood often. Rent several times per year.
- Live in Anchorage during the week and Girdwood on weekends.
- Live in it full time in winter, short-term rental in summer while we live elsewhere.
- Live in it full time but rent it out occasionally when we are on vacation or out of town.
- Live there sometimes/live elsewhere sometimes.
- Occupy property in winter; rent short-term in summer.
- Primarily live elsewhere and rent nightly.
- Primarily live in Anchorage, rent one-unit long term and one unit short term.
- Primarily live in Girdwood and rent all of it short term (summer).
- Rent full-out 6 months of year + live part-time in with housemates other 6 months of year.
- Split 50/50 residency with ANC.
- Split time Anchorage/Girdwood. Do not rent either.
- Split time between Anchorage and Girdwood.
- Split time between Girdwood and Seldovia.

Appendix F- Multiple Residences, Owned or Rented (Other)

- Own commercial building.

Appendix G- What Do You Like Most About Girdwood (Other)

- Access to trails and the mountains.
- Accessible to locals - the resort, hotel, venues still make it a town/community with a resort, versus a resort that caters to incoming visitors/tourists.
- Brewery.
- Close to Turnagain pass.
- Cycling trails.
- FVCS.
- Girdwood resident over 18 years now. It's just home.
- Girdwood summer arts camp.

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- Having wild areas easily accessible and in the valley.
 - I was born and raised here, it's a different feeling for me. It's like nostalgia, if that makes sense.
 - Local radio KEUL.
 - Multi-use trails.
 - New trails interconnect the valley.
 - New trails. Bike hike and ski multi use.
 - Nordic trails and mountain bike trails.
 - Nordic trails, hiking trails and general recreation.
 - Not full of pavement.
 - Quiet location, Local police presence with increasing theft trend.
 - Safety, low crime, outdoor recreation, wildlife / wilderness.
 - Safety/low crime, sense of community, small town, quiet location, proximity to Anchorage.
 - Sense of community, natural character, festivals, library/school.
 - Skatepark.
 - Ski and bike trails.
 - Ski town character.
 - Ski trails (wide skate).
 - Skiing.
 - Small town feel, quiet, festivals/events, natural character, sense of community, outdoor recreation, facilities.
 - Snow machining.
 - The ability to walk or bike on a safe trail to run errands to the Merc, library, post office etc.
 - Trail systems and potential for further improvements.
 - Trails. (3)
 - Trails, access to the outdoors, and recreational life style.
 - Very walkable, bike friendly commuter town.
 - Cross country skiing/ biking.

Appendix H- Biggest Problems in Girdwood (Other)

- Lack of multi-use trails.
- "No pets" all housing!!!
- 1. Loose 'free range' dogs, 2. Vehicles left in public parking spaces long term.
- A minority of people dictating areas and methods of construction of trails for the majority of people who want extensive trails development.
- Alyeska Resort is fragmented between hotel, Daylodge, and Sitzmark.
- As an owner renting a property - renters fail to understand cost of maintenance, taxes, and upkeep. Hard to find quality renters willing to pay reasonable rent levels. Unleashed dogs.
- Bear proof garbage containers.
- Bike path swoops.
- Building codes.
- Can't handle the influx of people on weekends, summers, events.
- Cost.
- Crime- houses being broke into, cars stolen.
- Developed agreed upon community goals.
- Dog poop everywhere = fecal coliform.
- Dog waste.

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- Drug abuse overdoses by young people and CRIME. It's a shame they are not on this list at all.
 - Druggies and property crimes.
 - Drugs and crimes against property.
 - Drugs, property crimes, attempts to regulate.
 - Girdwood always hires a new group of consultants to urbanize our little town. The town square is an example right down to the fake rocks. No real mountain style. Fire department, school, Day Lodge etc. The park is an example of a great development with style. We need multiple recreational opportunities, not just downhill skiing. Many families can't afford the cost. To outfit and buy passes. A covered skating rink would be nice. Permanent, solid, natural, lasting, notable, classic, different, waterfront along glacier creek. Water sports. We are now a coastal town with many fishing families. Biking is big.
 - Girdwood having to develop according to Anchorage standards. Ex - parking in front of the library and Girdwood's City Center, lighting, bike path to the dump!
 - Girdwood is over 50% absentee home owners (second homes), and I believe this is detrimental because when Girdwood is seen as a place to only recreate, we miss out on community involvement and support of local non-profits, businesses, and our school.
 - Girdwood Trails Committee System.
 - Heritage Land Bank, and poor infrastructure design i.e. drainage and bike paths.
 - High property taxes. (2)
 - Hyper inflated property values.
 - I do not feel qualified to answer this since it's been almost 20 years since I lived in Girdwood. When I did live there the biggest problem was the cost and lack of housing for year round renters / local business employees. I also frequently wished there was an indoor athletic facility for year-round cross training along with a bike path all the way to Anchorage.
 - I don't perceive there to be problems in Girdwood.
 - I was born and raised here, I've been here for over 3 decades. I've stayed because it's my home and I love it!! It's been an amazing small quiet town, and in the past about 13 years it's just overdeveloping! Too many houses going up and it's getting overpopulated. The small town feeling it used to be that I know is slowly going away! 🙄🙄🙄🙄🙄
 - I would like some more trails. Both for hiking and Nordic skiing.
 - If I could choose select all I would.
 - Impact on neighborhoods of Forest Fair.
 - Inability to protect its wild spaces.
 - Irresponsible dog owners.
 - Irresponsible dog owners. Allowing them to bark all night, etc
 - Irresponsible pet owners.
 - It's difficult to pick only 3. Transportation is turning Girdwood and Anchorage, limited childcare options and lack of autonomy are my other choices.
 - Lack of balance between growth and setting aside designated preserved wild places.
 - Lack of commercial property availability.
 - Lack of commercial property for business development.
 - Lack of cross-country ski trails.
 - Lack of hangar space at the airport; weather.
 - Lack of industrial space.
 - Lack of local autonomy, fluoride in drinking water, lack of a pool and indoor athletic facility.
 - Lack of maintenance services, plumbers, electricians, auto repair.
 - lack of multi-use trails.
 - Lack of multi-use trails maintained in the winter.

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- Lack of multiuse ski and bike trails.
 - Lack of non-skiing activities, lack of pool and indoor athletic facility, transportation between Girdwood & Anchorage, limited healthcare facilities, limited employment opportunities, some bad restaurants, limited stores & services, cost and availability of housing.
 - Lack of outdoor recreation options, golf, more bike trails, tubing park, etc.
 - Lack of quality law enforcement since state troopers left town.
 - Lack of recycling.
 - Lack of scientific literacy, i.e. people thinking fluoride in the drinking water is a problem.
 - Lack of sustainable infrastructure for multi-use trails throughout the valley.
 - Lack of wetland management.
 - Limited Nordic skiing trails.
 - Limited parking and the garbage service is not frequent enough.
 - Limited trail network.
 - Limited /lack of vehicle speed enforcement.
 - Much of the untouched land, that makes this such a wonderful place to live, has no legal protection. It could be built on at any time.
 - No golf course, too many police.
 - No land preserved for future nondevelopment.
 - No recycling. (2)
 - No recycling programs.
 - No regulation of poorly maintained homes/properties.
 - Noisy helicopters all day during the summer.
 - Non-deposit ATMs.
 - None of above.
 - Not enough beginner and intermediate ski trails that can be used in low snow years.
 - Not enough hiking and biking trails.
 - Not enough trails. the resort needs to be expanded either uphill or up valley due to warming temps at sea level (i.e. used to be more snow at base of mountain now all rain). Let's build a tram. way up winner creek. also, I want to see paragliding at the resort again.
 - Not very family friendly. Lots of drunks all over. I quit using the bus because of the terrible profanity my children were hearing. The bus driver was one of the ones swearing!
 - Off leash dogs, lack of non-skiing activities, limited childcare, lack of utilities, quality of housing, lack of retail & services.
 - Opposition to additional trail systems.
 - Lack of protections for wild and primitive open spaces and lack of respect for needs of users of those spaces (including that we have problems with too much and too large trail development); poor local governance.
 - Outdated area plan guidance.
 - Overdeveloped.
 - Owners who do not pick up after their dogs.
 - Police service, lack of substation; lack of communication to non-resident Girdwood property owners about the status of police service in Girdwood.
 - Police: they should be contracted to APD; Whittier is too limited and ineffective.
 - Poor planning design in New Girdwood Townsite. i.e. dysfunctional sidewalks, not enough spaces for small business, concern about preserving forest fair park for area as a natural community space whenever a big developer shows up. Future planning that does not involve paved parks.
 - Poor quality housing.
 - Post office hours.

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- Potential over-development.
 - Power Outages. (2)
 - Rain during the winter when it should be snowing.
 - Serious drug epidemic.
 - Ski resort has not been expanded.
 - Social services.
 - Speeding on residential streets.
 - The biggest problem is people trying to change Girdwood.
 - The MOA HLB lack of making land available for development.
 - The Not in My Backyard contingent that opposes new trail development. Lack of land available to develop new businesses. Zoning requirements that are too onerous to develop new housing and business developments.
 - Too hard to build anything.
 - Too many NIGHTLY rentals.
 - Too many thefts in Girdwood, and the bear/waste management freaking crisis this town deals with yearly.
 - Too many dog owners not picking up their waste, leading to high fecal coliform in water table.
 - Too many empty houses (people that don't live here year-round).
 - Too many properties used as nightly rentals.
 - Too many properties used as Airbnb rentals (no problem with long term leases from me, as that provides housing for the community).
 - Too many properties used as vacation rentals.
 - Too many properties used as VACATION rentals.
 - Too many properties used as vacation/short term rentals.
 - Too many second homes/empty homes/vacation home speculation.
 - Too much damaging trails development that is impacting wild and primitive spaces in the valley.
 - Trails committee lack of confidence and support for ski club new trail development.
 - Unleashed dogs.
 - Unoccupied/second/vacation homes making it unaffordable for me to rent or buy property.
 - Unsupervised teenagers and their parties.
 - Vacant homes.
 - Waste services should be available daily.
 - Wasting money on Whittier police.
 - We need alternatives to GCI and competition!
 - Why can I only choose 3? These are ALL ISSUES!! The powers that be have wasted time and \$\$ on senseless projects such as curb sidewalks in town that the snow plows have destroyed. Destroyed a perfectly fine town forest for a town square no one uses with a chess board with wrong number of squares, no cover from the rain, not any community-based events. The drugs are rampant for our youth that have nowhere to go. We need a rec center with a pool, ice rink to play hockey, rooms for public to rent. The SKATE PARK IS RIDICULOUS. IT. NEEDS TO BE COVERED LIKE JUNEAU'S SO KIDS CAN KICK IT. THE bike path gets too close to the highway at driveways. GBOS has its head up its ass.
 - You have to be kidding me that fluoride in the drinking water is listed as a problem. Somebody needs to study public health.

Appendix I- Environmental Concerns (Other)

- Air quality enforcement re: trucks hauling from airport job.
- Not sure.
- Abandoned properties and dry cabins.
- Accessibility for seniors, handicapped to the environment.
- All waste should be delivery to transfer station from May - Sept. Bear proof cans are not functional on waste collection days when they must be stored unlocked. SWS should be accessible 5 days a week. This is a safety issue - not just environmental.
- Animal/pet waste.
- Bear proof containers.
- Bears and trash.
- Building codes not enforced or flexed. Misuse of land resources.
- Canine fecal matter.
- Concerned that environmentalists will try to burden us with stupid and unnecessary regulations.
- Control of garbage and protection of bears. Also, failure of most dog owners to pick up after their dogs.
- Cutting down too many trees to make really wide trails in the upper meadows for Nordic ski trails.
- Dead fall off trees.
- Development in wetlands.
- Dog excrement.
- Dog poop. (8)
- Dog poop bags left on ground, too many partiers leaving trash.
- Dog poop everywhere! (2)
- Dog poop on paths that deteriorate and enter watershed.
- Dog poop polluting creeks.
- Dog shit abundant in public spaces.
- DOG SHIT everywhere left by irresponsible pet owners!
- Dog shit everywhere/unleashed dogs/irresponsible dog owners.
- Dog shit not picked up by dog owners.
- Dog waste. (3)
- Dog waste leaching into our waterways. Dust from our crappy roads. Silt from the roads running into streams that should run clear.
- Don't have any - Girdwood does a great job with these issues.
- Don't know. (2)
- Drainage and erosion due to clearing of vegetation in densely developed areas with steep grades, i.e. Verbier.
- Drinking water.
- Dusty roads.
- Earthquake preparedness.
- Encroachment of development.
- Environmental education and advocacy for environment.
- Everyone wants to develop Girdwood including Girdwood 2020. Leave it alone. We don't need a multi-use trail. The 5K loop was too much, now you want another trail? When will it stop? How about those of us whom like to things as we've always done it, ourselves. To go skiing in our own backyard, braking our own trail. Build and they will come? Enough is enough, leave it alone.
- Filling in lowlands for building.

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- Flooding, avalanches, rocks falling on Seward Highway.
 - Fluoride in drinking water.
 - Fluoride in water.
 - Free roaming dog feces and irresponsible dog owners.
 - Garbage Dump is not open enough.
 - Garbage pick-up service attracting and killing bears.
 - Girdwood is allowing building in wetland areas and not protecting any.
 - Golf course and poor development planning.
 - Human wildlife interface.
 - I do not believe these items are a concern.
 - I have not lived there recently enough to answer this but as an individual I am in favor of environmental protection & limiting man's negative impact on the environment, especially impacts that contribute to global warming.
 - Inappropriate development.
 - Inappropriate development proposals such as previous efforts for a golf course, rail spur, and second ski resort.
 - It is not the waste company it is the uneducated lazy people who do not dispose of their garbage properly.
 - Lack of access to enjoy our beautiful environment of Girdwood.
 - Lack of free (non-resort) public outdoor rec facilities.
 - Lack of good water drainage in flood plain areas in Girdwood.
 - Lack of notification of potential and/or impending changes to the community.
 - Lack of second road exit if single bridge disabled.
 - Lack of trail maintenance and construction.
 - Lack of trails/trailhead development. This would allow the outdoors to be accessed responsibly.
 - Limited recycling but not a major issue.
 - Litter trash.
 - Lots of dog poop that's not cleaned up by owners.
 - N/A (3)
 - Need for hydro power from either Crow or California Creek.
 - No aluminum recycling.
 - No choices I would make. Lack, insufficient, poor not acceptable qualities in the choices.
 - No comment.
 - No concerns.
 - No other choices.
 - NO wood disposal lot.
 - Noise pollution from helicopters.
 - None. (4)
 - None apply.
 - None of the above. (2)
 - None of the above are serious problems in Girdwood.
 - None of the above exist in Girdwood. Noise Pollution.
 - None of the above. If you want healthy food, go buy or raise your groceries.
 - None of these impact us.
 - None of those options are a concern. Lack of protection for the watershed is a concern (is amount of dog waste in wetlands) and street runoff going directly in streams.
 - Not concerned with any of these things in Girdwood.

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- Not picking up after your dog.
 - Nothing.
 - Only one road in and out of the valley.
 - Overbuilding on lots (i.e., max conditional use allowance).
 - Pedestrian access is limited, especially in winter.
 - Pedestrian path and multi-use trail grooming.
 - People up Crow Creek are tapping into creeks for water & shitting in outhouses for god's sake.
 - People using creeks for their water/waste.
 - Please stop cutting up the forest to make "new" cross country trails.
 - Pollution and dog waste in wetlands, pollution and waste runoff in salmon streams.
 - Polluted runoff.
 - Poor air quality due to construction/diesel at airport.
 - Poor development.
 - Poor waste management with proximity to wildlife.
 - Potential development of affordable housing.
 - Preserving wilderness and wildlife.
 - Question is forcing answers to nonsense issues. Should have "none of above" option.
 - Regarding air quality, I think there is too much burning of green wood and/or on days with inversions or stable air.
 - Responsible maintenance of parks and trail building.
 - Restrictions on recreational opportunities.
 - Road dust.
 - Run off into streams.
 - Shortage of bear resistant trash bins.
 - Solar power and compost enforcement, subsidies.
 - The beaver destroying the 'squirrel cage' BLM property.
 - The Not in My Backyard group that wants to restrict recreational access to lands. Lack of recycling facilities. Lack of mass transit/alternative transit opportunities.
 - The quality of the drinking water.
 - The unleashed dogs!!!
 - There are no environmental concerns.
 - This is a very poor group of questions. I think climate change will affect the mountain operations and the effect on the community will depend on diversity of options for work and play.
 - This is an utterly ridiculous list of choices, except for air quality. Dust in the summer months is a serious problem. Many folks also do not like the imposition of fluoride in the drinking water.
 - This question is unclear.
 - Too big of parking lots. Dust from roads, spruce bark beetles.
 - Too many dog owners not picking up their waste, leading to high fecal coliform in water table.
 - Too much dog poop on the meadow.
 - Too much dog poop!
 - Too much rain.
 - Trashing the natural environment.
 - Treated domestic water.
 - Unauthorized trail building, people camping at trail heads.
 - Unchecked trail development that is actually damaging the forest.
 - Unleashed dogs and their poop.
 - Unnecessary disconnect between advocates of growth and conservation.

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- We are still in good shape environmentally.
 - Well every time you tear more trees down to build more houses the possibility of ruining a home of an owl or hawk are pretty high! They nest all around my house and there all over the valley!
 - Wildfire.
 - Without being a fulltime resident, this is difficult to answer.

Appendix J- Why are you planning on moving out of Girdwood?

Retirement (33)

- Retirement. (12)
- Retire. (2)
- Lack of retirement housing/assisted living facilities, high cost of medical care in Alaska.
- Move to retirement community when too old to ski.
- Not sure if we'll retire there.
- Retire out of state.
- Retire to a warm climate.
- Retirement - I intend to keep a part time residence.
- Retirement and travel.
- retirement home elsewhere.
- Retirement in another state.
- Retirement lower 48.
- Retirement to warmer weather.
- Retirement/weather.
- Retiring.
- Retiring to an easier climate, with easier accessibility to healthcare, extended family, etc.
- Retiring. Not certain plans, however. Depends on partner's career.
- Someday might retire.
- To travel the world when I retire.
- Upon retirement we will spend part of each year out of state.
- Will travel with retirement, but probably always own property in Girdwood.

Work/School (27)

- Job opportunities. (2)
- Better job opportunities.
- Better paying job.
- Depends on work.
- Different job.
- Employment.
- Experience new places, employment, need more sunshine.
- I work seasonally.
- I'm not at the moment planning on leaving but if I would move it would be because of limited employment opportunities.
- I'm not planning to any time soon. A career opportunity would be the only reason why.
- If I were to leave, it would be due to different and better financial opportunities.
- Job expiration.

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- Lack of employment growth.
 - Lack of work opportunity.
 - Limited job opportunities.
 - Limited opportunities, no growth, too rainy and dismal quality of life.
 - Someday I will need to find a job that I can't find here.
 - We had to move for my husband's job, but Girdwood is still home. We come back every chance we get.
 - Work prospects limited.
 - End of internship. Plan to stay in Alaska but can find/afford to live in Girdwood. :(
 - Kid going to high school.
 - Moving for school.
 - No high school.
 - No high school and no extracurricular activities for kids over 14.
 - Possibly for high school.
 - School.

Don't know/Not moving (24)

- I'm not. (7)
- ?
- I can't plan that far ahead!
- I don't know. Never say never. Going with the flow.
- I live in Anchorage now.
- I've lived here for 20 years and will for another 20 if I'm so lucky!
- I'm not; planning on retiring there.
- N/A.
- No current plans to move, but never sure what the future holds.
- No plans.
- Not leaving.
- not moving.
- Not planning on it.
- Not sure yet.
- Plan to retire there.
- We are not. We plan to eventually move out of Anchorage and live in Girdwood full-time.
- We don't plan to move out of Girdwood.
- Who knows?

Age (20)

- Death. (3)
- Age (2)
- Old age. (2)
- Age.... not sure how this will work when I am in my 80's.
- Aging and poor medical facilities for the aging. No Retirement Center or social life. Too far away from urgent needs.
- Aging out. Bury me.
- Aging.
- I am over 60, will eventually die.

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- I will probably be dead in 20 years. What a dumb question.
 - I'll be really old in 20 years and might want to live somewhere warmer.
 - Ice and winter are getting harder as aging happens. Have lived here 35 years and seen some changes that are good, and some not.
 - In late 60's.
 - Likely will sell property in Girdwood when the children are gone, and we no longer ski as much at Alyeska.
 - May age out of the area. Girdwood is a difficult place for older people who have to drive the Seward Hwy for grocery shopping, doctor appt, etc.
 - When we are too old to ski.
 - I will eventually die.

Weather (10)

- Eventually I think it will be nice to live somewhere warmer when I'm elderly (20+ years).
- It is dark.
- Lack of snow.
- Less ice and rain. Nothing you can do about that.
- Likely will retire to a warmer, less harsh environment when we are older.
- Once my children leave for college, I may move somewhere warmer.
- Tired of the rain.
- Too much snow.
- Winter weather.
- Potential climate change effects on the snow and the high cost of living and taxes.

Housing (8)

- Can't find property to rebuild a single level home.
- Cost of affordable housing for families is a huge problem.
- Housing is very expensive.
- I'm not planning to move out of Girdwood, but I find it hard to make plans to settle down due to lack of affordability on housing.
- No housing.
- The inability to secure long term housing that is affordable. I love my job and I feel involved in the community. Unfortunately working at Challenge and affordability of housing aren't compatible.
- Too many people. It's a circus. Difficult to find housing that allows dogs. I've been forced to move 6 times in the 5.5 years I've been here, and some of the places have been downright disgusting and way overpriced. I've been forced to have roommates due to lack of housing and costs. Worst being 4 people and a baby, cat and dog in a 1-bedroom apartment, or the \$850 +utilities DRY cabin that was not insulated. Fluoride in water that Girdwood didn't want, but Anchorage did. All the parties that come here every weekend and festival, all the people from Anchorage coming to walk their dogs and utilize the trails. So many people everywhere all the time. Gets old.
- So that my son can attend a closer high school without riding a bus on the highway.

Health/Health Care (8)

- Health care, probably.

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- Move closer to primary medical care.
 - Need to relocate to a more affordable location with access to medical facilities after I retire.
 - Next move is to an assisted living home.
 - Retirement is hard in Alaska, broken hips.
 - When I am old will probably move to a location with better and easier accessible health care. A place where it is sunny and has more light in the winter.
 - Will get too old to drive back and forth on the highway for groceries, etc.
 - Would be related to elderly care concerns.

Family (7)

- To be closer to family. (2)
- Eventually want to live closer to family in lower 48 and don't want child to have to commute to high school on the Seward Highway.
- Family.
- Family is out of state.
- Move closer to family.
- To live closer to family in the other states.

Other (11)

- Don't live in Girdwood. Would love to, if I had an employment option there. Interested in owning a recreational cabin in Girdwood!
- I see our town dying unless we develop more year-round tourist attractions like bike trails and zip lines and figure out somewhere to house workers.
- I would consider moving out of Girdwood when if we continue to not have a master plan that is balanced for between growth and preservation. Our valley is not very big.
- It depends on how our town grows in the future and where our children go.
- Lack of infrastructure.
- More opportunities at bigger resorts.
- Move to the lower 48.
- Probably want to move to Arizona at some point.
- too fucking weird and no paved roads etc.
- Convenience to activities in Anchorage as we age, and ready to downsize our house.
- Too expensive.

Appendix K- Changes in the Next 5 Years

Recreation

- Increase in bike and hiking trails.
- Increased trails for bikes, runners, etc. For instance, up Glacier Creek, or up Virgin Creek (more than the social trails already partly there). Expand the resort uphill or up valley. Winter is going to be higher and higher. We need a cable car. Think of Europe. I'd like to see paragliding at the resort again. Again, think of Europe.
- A public pool.

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- A race ski academy.
 - Activities for all ages.
 - Add more hiking trails.
 - Additional mountain bike trail development.
 - Additional recreational trails- bike and ski.
 - Additional trails and recreational opportunities.
 - Better hiking trails from town up mountains.
 - Better parks.
 - Bike path swoops removed and realigned to better facilitate safety.
 - Build a roof structure for the skate park so kids can use it during extended periods of wet weather.
 - Build an indoor pool and athletic facility.
 - Cheaper lift tickets, more free ride bike trails.
 - Concrete skate park made by professionals.
 - Construction of a cross-country mountain bike trail system.
 - Continued development of mountain bike trails.
 - Continued expansion of year-round recreational activity opportunities, especially the Nordic skiing trails which can be used for hiking/biking in the summer.
 - Develop the skiing more.
 - Development of high-level cross-country ski facilities, and races held. Girdwood has an opportunity to be a mecca for cross-country as well as alpine skiing. Also, more single track running and biking trails!
 - Development of more multi-use trails for cross-country in winter and walks year-round.
 - Development of more year-round, multi-use trails.
 - Development of ski and running trails.
 - Easier access to Alyeska's chair 3 and beginner level ski lifts.
 - Ensure the resort, especially the ski area is viable and successful, so it stays around.
 - Expanded development of Nordic skiing opportunities/facilities.
 - Expanded mountain biking, pedal accessed. Expand ski resort into Winter Creek!
 - Expansion of Alyeska skiing.
 - Expansion of trails system.
 - Fast winter maintaining of walking path/bike paths.
 - Full interconnected multi-use trail system. Winner Creek and south to resort property.
 - Further development of interconnected multi-use trail systems. Further development of upper valley ski operations.
 - Get rid of helicopter skiing.
 - Golf course. Concrete skate park. Allow snow machines.
 - I want to see Girdwood become the recreation and trail centerpiece of Alaska.
 - I would like more recreational development for the local community. I do think it will not be of negative impact for the local environment. I actually think it will be a positive addition to the town. It will create more jobs and will retain residents. Recreation centers are now studied to be built as low on environmental impact hence the sense of wilderness in Girdwood can be still preserved with a position addition to the community.
 - I would like to see a sizable community center with a gym and swimming pool, classrooms, etc.
 - I would like to see the development of a community recreation center that includes a workout facility and, if feasible, a pool. I would also like to see an outdoor hockey rink. Providing access to these facilities will give our children more opportunity to develop skills and grow into whatever

type of athlete they desire to be. Right now, their options are mostly limited to skiing and winter sport.

- Improved hiking, mountain biking, winter multi-use, and Nordic ski trail network.
- Increase in recreational activities.
- Increase the development of the base of the resort.
- Increased trail development for hiking, biking and skiing/multiple uses.
- Indoor pool that is more affordable than membership at the hotel.
- It would be great to have some sort of community rec center where people could meet indoors to play/workout. The hotel has great facilities, but their closed-to-the-public policy, and expensive 6 month passes, keep the option out of reach for most Girdwood residents. Maybe they could consider going back to the day passes they used to sell at the hotel?
- Less dependence on Alyeska Resort, while still reaping the benefits of its location in Girdwood.
- Less speculative building, gym/rec facility, more multi-use bike trails.
- Make Alyeska Resort more connected and easier to access on foot between the hotel, Day Lodge, and Sitzmark area.
- More trails into the back country.
- More access to the back country.
- More activities for kids.
- More activity for young people.
- More beginner & intermediate ski trails. More single-track mountain bike trails.
- More bike trails in the summer and multi-use trails in the winter.
- More bike trails, the bike path "swoops" remedied, winter trail grooming for fat-bikes and cross-country skis. A greater focus on Girdwood becoming a year-round recreational destination.
- More bike, hike, and Nordic trails.
- More connecting trails. Improved trails. Better trailhead parking and signage.
- More cross-country ski trails
- More cross-country ski trails. more bike trails.
- More cross-country skiing trails.
- More development in the ski area.
- More development of non-skiing activities.
- More hiking and Nordic trails.
- More indoor recreation opportunities like pool/ rec center/ climbing gym, and covered outdoor spaces like: covered skate park, covered playground, community greenhouses, covered skating rink (all season), lighted Nordic night skiing/ biking trails, and develop a Girdwood Whitewater Play /Surf Park on Glacier Creek.
- More interconnected trails with parking at well-marked trailheads.
- More lifts.
- More mountain bike trails. (2)
- More mountain bike trails. XC and Flow. Like every ski town in British Columbia.
- More mountain bike/multi-use trails (not at the resort).
- More multi-use trails. (5)
- More multi-purpose, wide ski and biking trails.
- More multi-use trails. (2)
- More off-mountain mountain bike trails.
- More outdoor options, like a golf course.
- More outdoor recreation options.
- More public trails, more foot, bike, ski access vs motorized access.
- More recreational opportunities to maximize both in and out of state tourism.

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- More recreational opportunity - year-round trails and facilities at parking areas.
 - More reserved spaces for trails & parks.
 - More resort development.
 - More ski areas.
 - More ski areas with lifts.
 - More ski runs.
 - More ski trails.
 - More skiable terrain.
 - More snow for the ski area. Maybe development of Winner Creek ski area.
 - More trail development.
 - More trails. (2)
 - More trails for biking and recreation.
 - More trails for summer hiking and cross-country skiing development.
 - More trails to improve the recreation economy.
 - More trails. Nordic skiing and or multi-use. More mountain bike trails.
 - More winter multi-use trails.
 - More year-round trails.
 - More pedestrian and bicycle routes.
 - No golf courses. Keep building bike trails.
 - Open more lift access skiing.
 - Open more lift access terrain.
 - Rainy day activities! Bowling alley? Rec center? Climbing wall? Mini movie theater? Something fun to do on one of our many rainy days besides go to the bar.
 - Rec facility.
 - Resort needs to take care of the residents who support it, they seem to take it for granted. Needs to improve on public relations.
 - Single track mountain bike trail development.
 - Skatepark improvements.
 - Ski academy, single track bike trails.
 - Sports building for youth as well as the elderly (me).
 - The winter recreation at the Resort stay strong under new ownership.
 - There needs to be more regular shuttle service. Waiting an hour to get to the mountain is crazy. Also, they should time it with the opening of the lifts. A lot of people need to be AT the mountain by 10 or 10:15.
 - Trail improvements.
 - Trails Committee is actually the anti-trails committee. The blocking action of this body is still there fighting against projects the majority is in favor of.
 - Well managed growth. Right locations, right style, particularly improved opportunities for trails and for more diverse year-round outdoor recreation for residents and to increase the number of independent travelers spending time and money in the community.
 - Year-round recreation availability.

Housing

- A ban on Airbnb and VRBO. It is ruining our neighborhood. There is no respect from the home owners or the renters for a quiet, slow, peaceful, neighborhood. There is a 13 bed Airbnb on top of one of the steepest dead-end roads in Girdwood. These renters do not have proper driving

skills and their rental cars do not have adequate tires or capability to keep people and property safe from accidents.

- A focus on housing for those who choose to live here and work here. Less vacation rentals dominating the housing market and preventing good people from living here.
- A limit to Airbnb's and a steep local tax for 2nd homes. Limit helicopter traffic and noise.
- Affordable housing. (5)
- Affordable housing for families and workers so that Girdwood can develop into a sustainable town.
- Affordable housing for middle-income individuals and families which will encourage more long-term residents.
- Affordable housing for starting families.
- Affordable housing for the families that help make our community.
- Affordable housing for transient workers.
- Affordable housing, less Airbnb's.
- Affordable housing options implemented to retain a "sense of community" by allowing all classes of people to live and work in Girdwood.
- Affordable housing/ seasonal worker housing needs to be addressed and have a plan.
- An apartment complex.
- Availability of affordable family housing.
- Better development of current housing, fewer houses not to code/poor upkeep.
- Cost of housing to decrease. More home owners leasing to long term renters instead of overnight rentals.
- Decrease in properties used as nightly rentals.
- Enforce no parking on streets and control nightly rentals.
- Expansion of affordable housing, greater incentive for homeowners to rent to Girdwood residents.
- Fewer short-term rentals.
- Find a way to add affordable housing in our community that allows for people to buy in Girdwood, but have it protected so that it cannot be converted into nightly rentals or a 2nd home for someone.
- Have a few more 'mother in law' or 2nd homes be available for people who actually live here.
- Housing.
- Housing availability and affordability.
- Housing costs.
- Housing development.
- Housing options. (2)
- I would like to see allowable use of detached accessory dwelling units in the GR-2 District on lots that are <16,800 sf.
- I would like to see housing options for people who want to settle in Girdwood that don't have millions of dollars to buy real estate. I'd love to buy property here and live here year-round and it seems nearly impossible to do so in this town if you're looking for something \$300,000 or less.
- I would love to see more affordable housing, housing rent is high just because of the name Girdwood has to it. Water is water, but because Fiji puts its name on it, it cost 2 bucks more.
- I'd like it to get colder again. But the biggest problem we have control over is the lack of affordable housing.
- I'd like to see steps taken toward development of more affordable long-term housing for both families and individuals.
- Improve the aesthetics of the buildings and landscape in trailer court, in hopes that it will look nice and show an example of low income, but not "ghetto" housing.

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- Keep the huge houses/buildings out. Have better building codes to eliminating tall houses.
 - Land development for additional housing. Old run-down housing be renovated or rebuilt.
 - Land development for housing and community growth with strict architectural and environmental guidelines.
 - Less 2nd home vacation rentals and more housing options for residents.
 - Less multifamily apartments/condos.
 - Less nightly rentals and more long-term housing. HLB to open up the land they have said they would - behind fire house and up Crow Creek.
 - Less rental properties used for short term vacationers.
 - Less vacation rentals.
 - Less VRBO and Airbnb and more housing with reasonable prices offered.
 - Less VRBO's, more Alyeska employee housing to free up space for other small business employees, that the GGA goes away.
 - Lower housing cost for single/young people.
 - Maybe a higher tax on those who choose to rent their entire houses short term rather than long term.
 - More housing choices.
 - More affordable housing. (8)
 - More affordable housing -long term.
 - More affordable housing and less empty McMansions.
 - More affordable housing and rentals.
 - More affordable housing built in a sustainable manner suited to fitting in with the local environment.
 - More affordable housing for renters and owners, put a cap on short-term rentals (like Airbnb).
 - More affordable housing for seasonal and low-income jobs.
 - More affordable housing options.
 - More affordable housing options that match the income for those employed in Girdwood.
 - More affordable housing. There has to be more that fits between million-dollar homes and low-income housing.
 - More affordable lots to buy.
 - More affordable property to build single family homes.
 - More affordable rental options.
 - More area for single family development.
 - More employee housing.
 - More employee housing for seasonal staff.
 - More full-time residents occupying houses.
 - More housing. (2)
 - More housing developments mid-range and one floor plans for aging public & young families. LESS AIRBNB's and out of state landlords.
 - More housing lots available to public when new land is opened up for development.
 - More housing opportunities for mid to low income people.
 - More housing options for renters (not vacation renters, but people wanting to live here) and affordable real estate to purchase.
 - More long-term housing available.
 - More long-term housing development for all income levels.
 - More reasonably priced development for housing.
 - More seasonal housing options.

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- More single-family affordable housing.
 - More single-family homes built!
 - Multiuse housing that includes senior living units.
 - Open up some new subdivision space to keep the cost of raw lots down. My kids both want to buy something, but houses are overpriced for what they are. Raw land would allow them to build for a more realistic outcome.
 - Reasonably priced property to build single family homes.
 - Reduction of vacant properties.
 - Severely limit the number of homes used as nightly rentals.
 - The ability for all service workers to have housing and commensurate pay.
 - There to be a limit on the number of vacation and VRBO rental homes and have more affordable housing options for first time home buyers.
 - We lived in Girdwood for 8 years and had to move because of nothing available on the market to rent or buy and we are family of 4. More affordable housing.

Roads/Transportation

- 100% paved residential roads.
- A second road out of the valley.
- Asphalt on the major roads.
- Better commuter transportation to Anchorage.
- Better road maintenance between Girdwood and Anchorage.
- Better road service.
- Better roads. (4)
- Bus or train service commute to Anchorage.
- Daily Anchorage - Girdwood transportation.
- Daily public transportation to Anchorage.
- Easier to access internal shuttle.
- Get train commute a feasibility.
- I would like the roads improved.
- Improve roads.
- Improve Seward Highway to four lanes Girdwood-Anchorage. Improve subdivision street in Girdwood.
- More than one Girdwood exit to the Seward Highway.
- Pave Timberline.
- Paved roads. (4)
- Road improvement.
- Road maintenance.
- Roads.
- Roads. Paved roads.
- Second road access.
- Some kind of affordable commuter rail system to and from Anchorage.
- Timberline partially paved, walking path!!!
- Transportation between Anchorage and Girdwood.
- Transportation from Girdwood to Anchorage.
- Transportation options between Anchorage and Girdwood.
- Transportation to Anchorage for commuters.

Schools

- A big school.
- Build a high school.
- Construction of high school.
- Get a high school.
- High school. (2)
- Smaller classes in school.
- The school to go back to mixed aged classrooms so children have the opportunity to learn at their own pace.

Stores/Services

- A better grocery store to provide a wider range of food options for full time residents.
- A bigger grocery store and maybe a hardware store.
- A good grocery store would be nice. Maybe some multiuse properties in the town center area.
- A New Sagaya would be nice.
- Access to affordable fresh produce.
- Better grocery store.
- Expansion of Girdwood Clinic services & expertise. Development of Girdwood Industrial park to support road maintenance as well as home and auto repair services located locally (plumbers, electricians, car repair, phone/cable, local building contractors).
- Healthy foods grocery.
- More facilities ie. restaurants, recycling, grocery stores, gym, health care.
- More grocery stores.
- More infrastructure. More stores, pool, restaurants.
- More local businesses, including diversified entertainment, gym etc.
- More local businesses.
- More local practical retail.
- More local services such as plumbers, home repair, auto service.
- More practical retail options.
- More retail.
- New motel.
- Overall, I like the community of Girdwood the way it currently is. It is a small town with a small-town feel. A couple new restaurants would be nice.
- Remodel and improve Mercantile.
- Retail.
- Small health food store and pharmacy. Would be nice to have a 'Main Street' town to walk around with a few restaurants and stores.
- Some improvement in local businesses with more options.
- Business that can take advantage of summer activities

Trash/Recycling

- #1 would be a small recycling center. I work in Anchorage, I do not mind the commute, but driving recycling in every week is a pain and I can't imagine how many people simply do not recycle due to the lack of availability in Girdwood. If we are truly within the MOA, we should have

access to this, even if only a few large bins at the dump. This is absolutely something Girdwood needs.

- Better access to recycling.
- Better communication on how to treat trash for residents and visitors to reduce bear issues.
- Better management and access to solid waste disposal. Mandatory bear proof cans for curb side pick-up and mandatory waste collection company unlocking those cans for pickup between 1 May - 30 Sept. Bears are a safety issue with such poor summer practices.
- Better waste management options due to wildlife interactions. Recycling services available closer to or within Girdwood.
- Cleaner. (2)
- Do away with curbside trash pick-up, it's destroying the wildlife. Renters and weekenders don't understand these issues, and we end up with a public safety issue.
- Easier and better ways to recycle.
- Free recycling available to residents and businesses.
- Garbage pick-up.
- Have a recycling center.
- I would like to see a basic recycling program.
- I would like to see better systems for dealing with garbage so that the bear issue is resolved.
- Junk cars removed.
- Recycle center.
- Recycling. (3)
- Recycling and bear safe garbage cans/expanded transfer center days/hours for all.
- Recycling center.
- Recycling options.

Employment

- Better employment opportunities with the Resort.
- More employment opportunities.
- More full-time employment options.
- The main employer, Alyeska, needs to treat people as humans instead of a number.

Dogs

- Better community dog etiquette but not more laws.
- CONTROL OF DOGS OFF LEASH.
- Dog law enforcement. I'm sick and tired of the dog culture in Girdwood. People let their dogs roam free and have no concerns toward others.
- Enforced dog rules. Dogs need to be fenced or leashed, unless under exact voice command and the owner is within direct sight line.
- Enforcement of Dog Leash Law; too many people do not respect others who are afraid of dogs or have dogs leashed, by letting their dogs walk and roam freely. Girdwood needs a dog catcher!
- Have all dogs on leashes for public safety. My daughter was bitten by a dog off leash in Girdwood.
- Leash law for dogs. I have always loved Girdwood's dog friendly vibe, but it's gotten to the point where I am nervous to walk my dog (always on a leash) and kids around the block.

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- Leash the dogs!! It's the ONLY threat I've encountered. I've bear sprayed 6 dogs, called WPD/animal control 9 times and everywhere my child plays I have to watch for piles of poop. Not to mention the 3 times I have swerved dangerously to avoid hitting one.
 - Stricter dog enforcement. Full time animal control in Girdwood.

Local Autonomy

- Autonomy for Girdwood. Self-determination thru government. Master plan the community to maximize a sustainable, responsible growth for the community.
- Autonomy from MOA.
- Girdwood separates from Anchorage.
- Girdwood to become a self-governed city.
- I would like for Girdwood to not be part of the Anchorage Municipality. To be our own town.
- I would like Girdwood to become more autonomous from Anchorage.
- I would like to see Girdwood leave the Municipality of Anchorage.
- I'd like to see Girdwood gain some autonomy and head in a more sustainable direction.
- I'd like to see Girdwood remove itself from Anchorage's jurisdiction.
- Increase in local autonomy.
- Leave the MOA.
- More autonomy.
- More small-town autonomy.
- Not be a part of the Muni.
- Self-governance.
- Separation from MOA.
- Separation from Municipality of Anchorage.
- Succeed from the Municipality and maintain autonomy.

Childcare/Social Services

- A new building for Little Bears preschool.
- I would like to see more solid footing for some of the 'institutions' in Girdwood. Some of these things the organizations are working on themselves, they just need community support. Little Bears Daycare needs for an upgraded, modern facility. Girdwood chapel needs a full-time pastor and parsonage so they can increase social services available to community. Food bank is a great example. Forest Service Ranger Station lease runs out soon, they need a permanent home.
- Improved building for Little Bears preschool as a result of the community recognizing the need and importance of such a change.
- More childcare for school age kids.
- More childcare options.
- More options for childcare.
- More services for seniors.
- New childcare facility.
- New Little Bears building.
- Mental health care.
- Full time pastor with parsonage at Girdwood Chapel so that more social services can be provided to the community.

Wilderness/Wildlife

-
- Acceptance that climate change is serious.
 - Better control to preserve special character as a mountain community...architecture, lighting etc.
 - Better protection of natural space.
 - Better protection of the HLB lands adjacent to Upper Timberline, these lands should be preserved as open space for trails etc.
 - I hope to see Girdwood keep protecting the natural and wild places it has. Girdwood has a beautiful natural feel, but that is very fragile and sensitive to over development of any kind.
 - I would like to see the natural qualities of the area remain unchanged as this is the reason so many people love Girdwood. I would not want to see the sense of community altered nor would I like to see big entities come in and develop the area or change the character of Girdwood like some entities have changed the character of so many other close-knit communities around the country and globe. What is unique to Girdwood should remain that way while still affording qualities that continue the small-town environment.
 - Improve education of community on living with bears/wildlife.
 - More importance on preserving our immediate and accessible wilderness.
 - More protection of the wilderness.
 - More protection of the wonderful trees and other natural things.
 - Protection of the untouched forests in the area. With only minimal trails developed for walking, skiing and biking.
 - The 5 K road let it go back to natural habitat.

Emergency Services

- Better police protection. (2)
- Fire and police services with pay and benefit rate comparable to Anchorage.
- Improved law enforcement especially during festival/holiday weekends.
- Keep the Whittier police presence. They have helped a lot keeping us safe.
- Local police force (officers living in the community).
- More stable law enforcement presence.
- Police.
- Secure local police permanently.
- Secure police and crime prevention plan.

Less Development

- In general, I like Girdwood the way it is and hope it doesn't grow too much.
- Less development.
- Limited growth.
- No more development.
- No more roads. No more development of residential or commercial property.
- No more trail development.
- Slow growth.
- The stop of building things.

Utilities

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- Bury overhead electrical lines. With heavy snow and wind, they tend to short out A LOT and long term it would be much better to bury the lines.
 - City water to my house.
 - Drinking water and drainage issues in parts of town.
 - Move Chugach Elec Substation to an industrial site near the DOT yard and test existing land for PCB pollution. The substation is situated close to personal wells.
 - Water and electricity up Crow Creek Road.
 - Water and sewer for all properties.

Safety

- A focus on eliminating the transient drug/party culture that has taken up residence in Girdwood.
- Better lighting of back streets.
- Better protection from property crimes.
- Focus on making community safe.
- Get rid of drug den rental housing! Stop derelict landlords from renting out their houses to meth heads. it's a nice community and there should be standards.
- Lower crime.
- more street lighting.
- People need to stop at the crosswalks!
- Reduce the number of bears in the community. The intersection at Alyeska Hwy and Arlberg Ave is dangerous for pedestrians. Need crosswalk and to extend walking path on Arlberg south of Alyeska Hwy as well as enforce no parking there and on Garmisch Rd.
- Safety for commuters on the Seward Hwy, especially from falling rocks.
- The sidewalk design that brings pedestrians right next to traffic.
- Improved pedestrian access.
- Finally getting the long overdue stop light on Hightower & Alyeska Hwy so kids can cross safely by the park.

More Development

- Building codes too hard and restrictive. Simplify them.
- Commercial space to allow for expansion of business services to the valley.
- Controlled development. But development.
- Develop commercial and retail business space.
- Develop into a town.
- Development of a few more commercial buildings.
- Development that sustains the character of the community. Less transient workers, more families choosing to live here.
- Development up valley, No more Forest Fair.
- Expand more business zones and increase restaurant choices.
- HLB land needs to be opened up for development. Girdwood is outgrowing itself.
- More available commercial properties.
- More commercial space.
- More commercial spaces for business development.
- More land available to develop.
- Newly available land for sale.

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- Slowly grow commercially and would like to see more people reside full time and be part of the community.
 - Sustainable business growth.

Leadership/Planning

- A masterplan that manages what we have better, and growth is measured rather than haphazard.
- BETTER PLANNING so that we don't thoughtlessly pave the whole community, cut down all the tall trees, develop every inch of land, create more engine & construction noise, and pollute air & water! We are NOT Anchorage!
- Considered development.
- Formation and participation in New Borough.
- Girdwood is a unique place. It faces extreme changes and challenges with climate change. I would like to see those challenges detailed in a model that is used as a priority one mitigating tool in developing community plans.
- I would like to see a long-range area plan that includes areas designated to be left in their current, wild state. These should include wetlands and areas along the major creeks, and areas with trails, such as the Danich Trail and Stumpy's Winter Trail, etc. This same plan would designate other HLB lands that could eventually be sold to for-profit developers or built on for public recreational use. Such a plan could also address setting aside areas specifically for building low-cost housing options.
- More community interaction and support between Alyeska and the local community. Local support and education for renewable energy sources.
- More control of local issues and speed of action.
- More engagement from young professionals who live here full time. Better management of the resort for the local community. Housing code and enforcement to clean up derelict properties.
- More openness in our community organizations, specifically Forest Fair Committee and Girdwood 2020.
- We should vote to elect/maintain a local sheriff, that way if they do not perform their job adequately, we can vote them out instead of being stuck with incompetence.

Small Town Feel

- I only want it to mature and remain the community it is.
- I want Girdwood to feel like a small town with its own character.
- I would like a better Main Street vibe in the center of town. We lack a cohesive city center. Aesthetically it looks like a hodgepodge of buildings with no character buildings or public art.
- I would like Girdwood to maintain the status quo.
- Moderate growth and development that preserves Girdwood's natural charm and character without overwhelming it.

Events/Entertainment

- Less festivals.
- Music venue other than a worn-out bar. No offense Sitzmark, but poor venue! Poor sound, poor floor plan, embarrassing stage, oh yeah and it smells like ski sweat/beer.
- Rebuild the Sitzmark.
- More live music/concerts/events. Including biking/running. Expand community garden- botanical gardens could be a part of our long-term strategy.

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- No Forest Fair. More speed control from Whittier on Alyeska highway.

Weather

- Colder winters.
- Good snow/less ice.
- Less rain.
- More snow. (2)
- Snowfall like the old days.

Other

- Anything that forces wages up or property value down.
- Appreciation from the resort that we are locals and our support keeps them going. I'm seeing a lack of this at the management level.
- ATMs that accept cash deposits.
- Better infrastructure.
- Chapter 9 codes.
- Fluoride out of the drinking water, if is poison.
- GBOS.
- Keep fluoride in the water
- I would like to see the municipality take responsibility of the drainage exiting Gunnysack Mine Rd and flooding the properties towards Toadstool Rd.
- Improve timberline with at least a rap surface. It is glacier silt and can get filthy every time it rains.
- Infrastructure, home rule, renewables.
- looking into renewables such as solar and wind.
- Lower cost of living. (2)
- lower property tax.
- lower taxes.
- More focus on keeping young families.
- More hot chicks.
- More parking needed around lower part of mountain.
- Our town is a destination; however, we need to find a balance between that and our limited space. A parking center downtown and at the resort would be amazing.
- Review of Heritage Land Bank.
- Time.
- Wanna be hippies leave.

Multiple Themes

- More environmental sustainability measures (wind power, hydro power). More affordable housing, more decent paying jobs.
- More snow at sea level (like 11/12). But really, more affordable local housing options (too many VRBOs) & more responsible dog owners (leash when needed & clean up poop!).
- More parking quit using Whittier police, better garbage pickup.
- More trail development, especially for skate skiing. Policing contracted to APD. Housing options that allow more single people, couples and families that can't afford a half a million-dollar home.

An athletic facility autonomous from the hotel/resort. Community support, to allow the community to stay a town and not just be a place that caters to tourists and shuts out the residents.

- Better trails, employee housing and transportation to and from Anchorage.
- 1) Limit to Airbnb vacation rentals so that people who don't live in the community buy up homes for 2nd homes and that is only possible because their Airbnb guests pay their second mortgage. 2) trail connecting town square area and resort and mines area to current Nordic trails 3) bear safe garbage containers provided at no extra charge.
- 1. I'd like to see people pick up their dog's poop. 2. I'd like to see more long-term rentals return to town. 3. I'd like to see a new building for Little Bear's Playhouse. 4. More Nordic and bike trails. 5. More non-graveled paths for kick sledding.
- More recreation development in the form of trails. More affordable housing development. Open up some of the HLB lands to development of single-family housing. End the leash law for dogs. We live in bear country.
- Interconnected, established year-round trails to ensure pedestrian commuter and recreation use remains a high priority for the community - more trails, less parking lots. Consistent funding for capital projects such as rebuilding Little Bear's Playhouse, maintenance of recreation facilities. Development of Holton Hills subdivision for quality multi-family living. Not crap like Creekside development. We can do better than that. Encourage owners of empty homes to sell or put them up for long-term rent.
- Affordable pool and gym access. Affordable small homes, Tanaka opened back up, ski patrol program for kids (both my kids want to be ski patrollers), no fluoride in the water!!! Recycle collected.
- Master Plan for Trails with all users' interests taken into account. More affordable housing for workers.
- More bike trails (winter and summer). More housing for Alyeska employees.
- More fast and flowy single-track trails for mountain biking that do not require lift access. Reduced cost of housing, fewer vacation rentals.
- More mountain development, more housing for employees, more housing developments for homeowners.
- More mountain bike single track built on muni labs or state and national parks. More housing development. A town rev center with a pool and gym.
- More multi use and bike trails, affordable housing for single family and Anchorage-Girdwood transportation.
- More multi-use trails. Affordable housing for seasonal workers.
- More ski trails. Less large homes being built along with height (too tall).
- More multi use trails, safer travel and more options to commute between Girdwood and Anchorage, public gym/swimming pool, expanded community school classes, stable law enforcement
- More families, high school, recycling opportunities, more trails.
- Add a golf course, add a high school.
- I'm pretty happy with Girdwood, but I want the ski resort open and I want a high school.
- Increased mountain development. Build a high school.
- A constant power supply (underground power lines). An actual town site that includes a bank, hardware store, a DECENT grocery store with fresh vegetables, more variety and larger aisles. Community pool and recreation center.
- Mountain biking trail development, hockey rink, a proper grocery store, a recycling center.

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- Development of more Nordic ski trails and mountain bike trails that are community projects. More restaurants that serve fruits and vegetables. More activities or options of things to do, if you don't downhill ski or bike.
 - Fitness Center/Community Center not connected to the school. Small, Trader Joe's style, grocery store, small hardware store.
 - Improve outdoor summer and winter recreational opportunities (ice skating rink, improve drainage on soccer/athletic fields). Promote small business development (bank, hardware store, gym, healthy food options).
 - Indoor pool and athletic facility. Increase in shopping areas, shops, hardware store.
 - More trail development and local business growth.
 - Pool. More restaurants.
 - Ski resort expansion. More single-track biking trails and hiking trails. General store.
 - Increased community cohesion. Indoor gym/rec facility. Access to trails. Increased trash and recycling options. Increased affordable housing. Increased community events and connections. Community gardens. Increased access to trails and rec programs for youth, families, and adults. Bike and ski trails. Transportation options.
 - Connecting multi-use trail system year-round, recycling, affordable single-housing options
 - I would like to see continued trails developed responsibly. Addition of recycling at transfer station. More reasonable housing options for residents of Girdwood.
 - Dangerous bike path redesigned and a recycling program that gives a percentage of profits back to the community.
 - Development of more hiking and cross-country ski trails and a safer bike path along Alyeska Highway. A recycling facility or options.
 - Improved trail maintenance on local trails (i.e. beaver pond trails, Virgin Creek, Iditarod, etc.), Expansion of winter multi-use trails outside of meadows to accommodate low snow years and a recycling center.
 - More biking and hiking trails, recycling programs.
 - More year-round multi-use trails NOT in wet lands (i.e. Moose Meadow). Recycle and compost opportunities. Fix the "swoops" on the bike path!
 - golf course /dog pound /emergency access over Glacier Creek and highway, open to hunting bears.
 - More multi-use trails and trail connection in the Girdwood Valley and connecting to State Park and USFS lands. Leash law enforced. Covered steps at the Post Office.
 - More year-round multi-use trails and trail connectivity with public trailheads. Leash laws respected for dogs, recycling programs in partnership with Anchorage.
 - More multi-use trails that interconnect in the valley. Immediate enforcement of dog rules: leashes etc.
 - Public use gym/pool, paved neighborhoods, at home mail boxes.
 - Fix the bike path again so you don't have to walk on the edge of Alyeska highway. Change speed limit from 45 to 35 also. Groom or build more trails in the winter for multi-use.
 - Increased trail infrastructure, continued road improvements, continued upgrades to park infrastructure, and continued support of recreational infrastructure.
 - More trails, one up penguin ridge. More man bike trails. More child care services. Transportation between Girdwood and Anchorage.
 - More indoor recreation facilities. New Little Bears building Hardware store.
 - Bike path to remove dangerous swoops!!! More child care options.
 - Alyeska expand terrain. Anchorage police department take over from Whittier. Second home owners should be able to vote on Girdwood issues that affect Girdwood property taxes.

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- More bike, running and Nordic trails. LOVE having the Whittier police!
 - Public indoor recreation facility with a pool. Enforcement of laws that prohibit unauthorized fireworks and loud noises.
 - No huge developments. More maintained trail systems for biking, hiking, running.
 - Improved public safety presence, athletic club, more lighted multiuse trails, curbside recycling, expanded healthy food options, infant childcare, and shuttle/bus service between Girdwood and Anchorage for those who need to access specialty medical care.
 - More single-track mountain bike trails. Better lighting on bike/walking path towards the school. Continue police service with the ability to ticket improperly parked cars. Services for senior citizens living in their own homes. Cost of Alyeska Ski Pass more affordable. Recycling services.
 - Continued sustainable development and amenity offerings by Alyeska Resort. More land opened by HLB for local business infrastructure development. Better analysis of Girdwood economics and routing of current tax dollars back to this community.
 - Increased commercial zoned property available or rezoning of existing to commercial. Continuation of trail building, hiking, biking.
 - More trails. More development. More ski lifts.
 - The industrial park opening and being expanded, and more business property available near new town center or old town.
 - More all-season trails that are bike & ski friendly. More involvement in the community governance by young people and families.
 - Love to see some affordable housing available for seasonal workers in addition to existing housing that the resort already offers. A couple more mid-range restaurants would be nice. Also, a pool/ rec center would be something I would use frequently if it were built.
 - No multifamily in the mine roads area. More resort base development. Commuter service to Anchorage.
 - More affordable housing choices, specifically one-bedrooms and housing for young people. More multi-use trails. More dog poop stations.
 - More affordable housing options. More affordable rentals for the seasonal folk that keep this town alive. More development and focus on summer activities to draw tourists to this town. We can't rely on skiing anymore. GBOS to have more autonomy, but Girdwood to remain part of the muni. Fire Department budget be slashed. We pay too much for the tiny amount of responses they have.
 - Housing become more affordable for renters and buyers. Resort become a better working environment for employees. Consider whether fluoride should or should not be in our water. Work with Alaska Railroad to get a fast train route between Girdwood and Anchorage. More multi-use trails for summer and winter use to add to our already beautiful trail system.
 - We would like to see Girdwood develop into a true 4 season mountain resort town with 12 months of employment opportunity for young people, some affordable housing options, and expansion of the resort and other recreational (golf!) operations including more lodging options. Cable / broadband options to compete with GCI, dust mitigation measures in the valley, safety improvements at the Seward highway and Hightower intersections.
 - less Airbnb. More multi use trails.
 - More affordable and environmentally conscious housing options to be built, as well as, more summer activities on and around the mountain.
 - More affordable housing for part time but committed residents who want to be part of the community but also work and live in Anchorage. Also, more Nordic and hiking trails. More alpine terrain at the resort.
 - More affordable housing. Improvement in soccer field and Moose Meadows.
 - More housing, an events facility for plays and movies, better trails.

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- More land development for housing. More trail development, especially for mountain biking.
 - More low-income housing, more development, more recreational infrastructure. Responsibly and informed.
 - More single-family home development and affordable housing. Recreation center with pool. More outdoor music shows.
 - Resort employee housing. Public rec center.
 - Expansion of neighborhood development, second road out of Girdwood, limitation of the noise pollution.
 - More affordable housing. Plans to build a high school. Public transportation to Anchorage. Larger grocery store.
 - Offer more affordable housing, especially rentals. Build a high school. Build an indoor facility for winter activities.
 - Decrease in number of Airbnb's and short-term rental options and increase in long term rentals. Could we give incentives to keep long term rentals? I would like Girdwood to have a high school.
 - A drop in property prices, probably through the reduction of short term rentals. If I'm still renting, landlords that aren't slumlords. Better access to groceries. A gym. Less electrical grid issues. Recycling. Less bear kills. Community broadband.
 - Growth, more housing options, a grocery store, single track bike trails.
 - Less large homes being built to be made into Airbnb type things. A better place to buy groceries, maybe a farmer's market or health food store. A gym (not part of Alyeska).
 - More vacant land available for housing. Increase in grocery or retail options. More youth and community activities.
 - Additional multi-family housing, retail area, small business office space. More lifts and ski area on Alyeska Resort. More Nordic trails. Reduce parking requirements via chapter 9 of title 21.
 - Increase in affordable and accessible housing as well as an expanded primary care health care facility.
 - Less vacation/unoccupied second homes. New affordable land to develop. Also, a bank.
 - More affordable work force and senior housing. A larger business district /more local business services.
 - More multi-use trails made. A business/retail/restaurant development.
 - Better housing opportunities for hard working families who live here. Not have competition with Anchorage second home buyers. Recycling at the post office, Merc, and a recycle transfer station at the dump site. The new owners of Alyeska to be involved more with the community.
 - More housing for seasonal workers in Resort Zone. Stricter regs preventing multiple short- and long-term rentals in single family neighborhoods. Finish industrial park. Develop site for green waste. Provide recycling services. Faster removal of junk, esp. vehicles.
 - A move toward more available and affordable housing for locals who live within the community. The existence of easy vacation rental websites has made it difficult for those that live and work in Girdwood to do just that. A Nordic ski trail that connected Old Girdwood and the mine roads to the town square and the existing Nordic ski trails would be nice. Removal of abandoned cars that take up public parking spaces. More public outreach about bear proof garbage canisters. Do we have to kill a bear or three every year because we can't manage our waste properly?
 - More housing options. Recycling center, fitness facility/pool and a high school.
 - More affordable housing options or less rentals being converted to nightly rentals. I'd love to see expanded access to recycling, fitness facilities, and healthy food.
 - Affordable family housing, recycling, new trails.
 - I would like to see some restrictions on Airbnb / VRBO rentals because I view that as the primary factor driving up rental costs. I see lack of affordable housing as a major stressor for many of the

folks who work in Girdwood, especially at Alyeska. Alyeska's employee housing option is not a great solution. These are adults who deserve a better option than to share bedrooms and live with 4-8 people per apartment. Many Alyeska employees are returning seasonal or year-round residents and deserve better. I would also like to see Girdwood become eco-friendlier. A recycling program would be a step in the right direction, as would a ban on single-use plastic bags. I would also like to see better waste management practices with regard to bear safety. This summer should have been a wakeup call.

- Less Airbnb. Recycling and more hours at the dump.
- Less houses rented by the bedroom with multiple tenants and multiple vehicles parked in street. Junk vehicles removed.
- More affordable rental housing, better control of solid waste.
- Multifamily housing additions. Enforce removal of outside trash & abandoned vehicles.
- A Girdwood operated government guiding us into a more natural community with opportunity to live and work locally without having to commute to Anchorage.
- Sustainable housing and jobs for young people who want to live and stay in Girdwood.
- Affordable housing, a handle on the dog and dog poop situation, better transportation between Anchorage and Girdwood, better water and sewer.
- Less rentals and more homes for long term residents. Fewer loose dogs and dog waste.
- 1. Second road across Glacier Creek 2. Senior housing.
- More affordable housing and serious road improvements.
- More full-time residents and fewer weekend rentals. Improved roads.
- More affordable housing and separate from Anchorage.
- less BYOB or VRBO properties. New child care facility. Affordable housing. Speed bumps or more speeding tickets. Tow away cars parked improperly.
- The community needs more housing options for seasonal employees and long-term, affordable housing for families. A daycare that's not constantly on the brink of being condemned has been a long time need, and a high school option so that families don't have to juggle their kids from afar during a very important time in development.
- More affordable housing for locally employed, low wage-earning families. Increased space and capacity for childcare. More respectful and responsible dog ownership. Access to recycling facility within Girdwood.
- Less nightly rentals and more affordable rental options for residents. Childcare for school-age kids.
- Permit system for nightly rentals to limit numbers. Childcare options for babies under age 1.
- AFFORDABLE HOUSING, recycling, 24-hour police force, expanded Merc with same sales as Anchorage, preschool.
- No short-term rentals in single family residential areas (i.e. most if not all of Girdwood). More employee housing in resort areas. No in-home businesses that involve customers coming into homes. More Muni land made available for residential use. Finish the industrial park. Enforce prohibition of Conex's, trailers, unused vehicles and junk in residential areas. Assure continued police service.
- Affordable housing, fluoride out of water, more road maintenance, more dust reduction in summer months.
- Allow mother-in-law cabins on property without having to have the second dwelling connected to the main dwelling. Get rid of the fluoride, or at least provide a spot in Girdwood where we can fill our own containers with non-fluoride water, so we don't have to make the drive to the water spout on the Seward Highway.

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- I would like to see the housing issue addressed. Rent in Girdwood is ridiculous, and many cannot afford to buy a 300k "fixer upper". I would also like to see the theft issues and loose dog issues addresses.
 - Make more land available for single and multi-family housing. Make long term land available at the Industrial Park for local businesses.
 - More housing and commercial spaces
 - Better transportation to Anchorage. More diverse outdoor activities, i.e. zip line, winter tubing, etc.
 - Better, safer options for commuters and expansion of Alyeska ski access, and more shoulder season/summer attractions.
 - Better/more transit options between Girdwood and Anchorage and a safer Seward Highway. Also, more cross-country options and more grooming.
 - I would like commuter options to Anchorage and a pool and other community facilities.
 - Commuter rail or bus, high school, affordable housing.
 - Have train that commuters could use for traveling to Anchorage for work. Similar to ferry system in Seattle and Islands. Have wi-fi on train for working, and then no traffic issues. Could possibly be used as safer option for other traffic. Also, a high school for Girdwood. The transportation situation is ridiculous and makes outside activities nearly impossible. This is why we don't live in Girdwood full-time. I don't want my kids on a bus for 2 hours a day for high school.
 - A parking lot out on the Seward highway, with connecting shuttle service throughout the valley, and an express bus to the slopes in winter. The construction of 3 major roundabouts; one at the Seward and Alyeska highway intersection, second at entry to commercial core Mercantile library firehouse intersection, third at intersection at mountain base near Day Lodge jade shop. Keep traffic moving. Safer, less noise, cleaner air. The right thing to do. Expand the ski slope capacity by building another ski pod up Winner Creek basin. Close the Merc. and open a food co-op.
 - Shuttle or train service to Anchorage, better road to Anchorage. Protection from constant rocks coming off cliffs! More and better groceries and fruit and vegetables.
 - Girdwood high school option. Less Anchorage land use permit bureaucracy and more weight to local board of supervisor's decisions.
 - A new hotel. Plans for a high school. More biking and hiking trails. Required bear proof Garbage cans. A recycling system More commercial space available.
 - High school, indoor rec center, recycling capability, less need to drive to Anchorage.
 - High school, bank, public pool/gym/hockey rink, and longer hours for library. A Fred Meyer, Natural Pantry, or public indoor/outdoor garden.
 - A public high school, open space protected from development, parks and rec obtaining "squirrel cage" area for Forest Fair, camping, frof, etc.
 - Addition of a hardware store. Better management of traffic and parking during large events.
 - Hardware store, gym with pool, more housing options.
 - Grocery store, recycling, pool.
 - More retail, bank, better grocery store. Opportunities for indoor exercise in the winter. Road improvements.
 - Better grocery store, more commercial real estate and/or office space available for purchase and/or rent. Make this town more family friendly with an indoor gym/rec/playground facility located at the base of the chair 3 available year-round. Make a family friendly restaurant at the base of chair 3 that isn't the current Sitzmark. Ski day care facility, more family friendly activities that are not focused on clean living and not drinking and bars, more civic volunteer opportunities for kids and families of all ages.
 - I would love a local vet for pet care and a real local community pool and gym with weight room to exist.

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- I'd like to see better grocery options at Anchorage prices, a community athletic facility with a pool, more entertainment during the shoulder seasons, and more affordable long-term housing options. The resort should also expand their employee housing for short term/seasonal work.
 - More retail options, resort development.
 - Rec center, hardware store, more trails.
 - Development of multi-use projects, with retail, restaurants and housing. Providing entertainment other than late night shows at the Sitzmark.
 - Bigger grocery store, more restaurants, more single-family homes, possible high school.
 - More variety in retail options. More reasonably priced housing available. Recycling services, and water and sewer services for the Northside of Alyeska highway.
 - Gain a dentist. Affordable housing.
 - Continued improvement of health care options. Some kind of public transportation options between Girdwood and Anchorage. Cemetery needs to happen.
 - Would like to see town square lightly developed with retail options that are missing now. Recycling drop off at the transfer station would be awesome. Would be nice if the hotel made the pool available to the community like they used to when it was owned by the Prince Corp.
 - 1. Better waste management program. More hours for waste center. Local recycling. Better plan for dealing with bears in trash, i.e. curbside trash removal does not work with dinky plastic trash cans. They need to be bolted down and metal just park systems use. Or we just end it and people have to take their trash to the dump. 2. Create more opportunities for small business. Walking shopping zones with bus stops.
 - Addition of hardware shop, healthy grocery store and recycling.
 - Expand grocery store with more vegan options and recycling options.
 - More restaurants and more recycling options.
 - Smaller, locally-owned businesses, and curb-side recycling.
 - Small, well planned retail district with a real grocery store. Better garbage and sewer.
 - Improved grocery facility. Residential road improvements. Availability of events parking.
 - Better community support and funding of local non-profit organizations, especially Four Valleys Community School, Little Bears, Girdwood Health Clinic and the Radio Station. I would like to see Alyeska Resort build more employee housing for seasonal workers and also townhome style employee housing for middle management staff with families. If Alyeska could house more of their employees, it would take pressure of much of the available rental units in Girdwood. I hope to see less VRBO type rentals in my neighborhood. People here on vacation are on a different schedule than those who need to go to work in the morning, are often not familiar with proper storage of garbage, and usually drive too fast both on the Alyeska Highway and side roads. VRBOs are becoming higher impact to family neighborhoods in Girdwood. I think that the speed limit on Timberline and other side streets should be 15mph. I would like to see safer pedestrian walk ways on main artery roads like Timberline. I'm all for potholes as traffic calming if that's what it takes to slow traffic down!
 - More pow!! Less jokers from Anchorage breaking into stuff. Require bear proof garbage!!! It's unbelievable that it's not required curbside at least!
 - Recycling program. Remove old culvert from the side of the road over by creek across from library.
 - Renew the TAMP, improve waste management, facilitate trail/rev development in the upper valley.
 - Daily transfer station access with recycling. Development of more cross-country bike trails. No additional low-income housing developments.

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- To see the dump open at least 5 to 6 days a week. More activities choices for our children. Another choice for high school. Become less liberal which will never happen.
 - Recycling, ice skating area, bigger child care center, single tract biking.
 - Cleaning up abandoned or properties not up to municipality codes (dry cabins). More affordable housing for single professionals and families.
 - Recycling and more housing.
 - Recycling services. Some type of initiative for long term renting opposed to Airbnb.
 - Garbage and recycling drop points, bigger grocery store, and more amenities such as an athletic facility.
 - Recycling, more locally owned stores, better Alyeska Resort management.
 - Recycling pickup or legitimate drop off facility for all recyclables. A real grocery store with organic/local foods. Affordable housing developments.
 - Bear Bins at every property with pick up, and/or easier access/less expensive trash disposal. \$3 for 2 kitchen bags of trash. Not a big deal but seems ridiculous to let trash sit to fill a can and create the attraction to bears. Slow down development and pricing. A community co-op that one can possibly belong to for ceramics, woodworking, trades, etc. Garage space type of activities.
 - More days and hours at the dump. Leash the dogs. More land for development. Fix the intersection by the Day Lodge so it's safe for pedestrians.
 - Bear controls, autonomy.
 - Access to transfer station 7days per week. Remove fluoride from our water system. Open up more land to develop for people who live and work in Girdwood.
 - Recycling in Girdwood ASAP. Water to lower Girdwood basin. More zoning for commercial space.
 - I'd like to see more job opportunities, housing options, and decent people moving in.
 - More growth, job opportunities, housing opportunities.
 - Better & more employment opportunities for all seasons, better waste management, local recycling options.
 - Broadening of employment opportunities. Need to open up commercial and industrial land to build/run businesses.
 - Wages increase to match the cost of living. More commercial properties.
 - Stricter building codes. Pet enforcement.
 - Less dog shit everywhere and restricting pet owners from using the trails since they don't care and don't clean up the dog shit. More downhill skiing terrain opened up and more lifts added up valley. Brush lot kept opened for 6 months of the year. Decrease the speed limit in and out of Girdwood to 25 mph.
 - Enforce the leash law. More bike racks around town.
 - Fewer loose dogs. Better quality housing. Further development of Alyeska mountain skiing to Winner Creek drainage.
 - Teaching people how to be responsible dog owners. New housing and a limit on nightly rentals.
 - Enforce leash law. Build a high school.
 - No more free roaming dogs. Add a Whole Foods type grocery store and an Ace Hardware type store.
 - Dogs leashed. Free dump (like the Peninsula).
 - Strict leashed dog and waste pick up enforcement. Strict trash removal enforcement.
 - Zero dog waste permitted, dogs on leash, designated dog areas. Better devotion to the environment, perhaps starting with resort, as they define the town to many visitors and locals. Recycling, wind and solar power, offsets for chairlift and incentives to ride the shuttle. Focus on our environment - clean air, water, and trails. This is why people come here. Take care of it and

nourish it. More trails in the valley for multi-use and dirt trails specifically, maintained by Girdwood Nordic Ski Club and Girdwood Mountain Bike Alliance.

- All property tax payers get to vote on community issues! Road maintenance is basically nonexistent.
- Pave a few of the well-traveled roads like Timberline! Community fitness center with a pool. Slight increase in commerce. Kids need another indoor avenue for recreation. Bank would be good, and a hardware shop would be great. Bear proof trash cans for everyone!!!
- More paved roads, more trails, more ski lifts at Alyeska.
- Pavement on our roads. More year-round multi-use trails.
- New Girdwood access road. Need second option other than Glacier Creek bridge. Fix main roads like Timberline. Not thrilled about paving some of the main gravel roads but that is probable to long term solution. Remove large cottonwood trees along major paved and unpaved road in Girdwood. Road crew should not plow in residential driveways. Affordable housing. More commercial land for development. More trail work. Community swimming pool.
- Pave Timberline (at least). Build a new Chair 1. Build a gondola out to the cat skiing area. Build a pedestrian bridge over Glacier Creek near the railway line to create a hiking/ski loop on each side of the creek.
- A cohesive area plan providing guidance to current and future development and preservation of the valley. More local autonomy. Improvements to road infrastructure.
- More paved streets/roads, improved/greater access to child care.
- Autonomy for Girdwood. Self-determination through government. Master plan the community to maximize a sustainable, responsible growth for the community.
- Autonomy. Use of green energy. Focus on being a sustainable community.
- Break free from Anchorage muni, get rid of fluoride! As much as I hate new developments, because it means less trees and more people, maybe build and extremely affordable, livable, housing that forces everyone else to raise their standards.
- Succeed from the Anchorage municipality. Remove fluoride.
- Child care facility rebuild/expansion; increased support services for senior citizens, more equitable housing opportunities, local counseling services.
- Little Bears to have a new space. Gym with pool. Swoops to be redesigned. More trails to access different areas of the valley.
- A permanent solution for child daycare services. More land available for sale thru HLB, single and multifamily lots to private individuals, not just a developer.
- Expanded childcare options. Increased focus on single family development.
- Add child care services. A vet in town would be great. A high school in town would be great as well. It would be nice to have the ASD's Ignite Program at the Girdwood School.
- Expanded daycare services and to have more people pick up their dogs' poop!
- A plan developed which provides the opportunity to secure the wild character of crow creek road and associated drainages. Salmon habitat restoration. Noise reduction from helicopters. And no more fern, fungus or blueberry fairs until the biological impacts and consequences are properly assessed and addressed.
- Wild and primitive areas (like Virgin Creek, 4 Corners and others) protected from future development (trails or anything else). The forest is the most iconic thing about Girdwood. Our trees and natural areas define us - it's why I moved here. Fix the 5K and the winner Creek Trail view shed. Education and action regarding unleashed dogs and littering via dog poop. Recycling bins at the transfer station or elsewhere in town.
- Not much. Maintain community atmosphere and civic minded volunteerism. Protect local natural areas. Dedicate parks and trails.

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- Slow down and look at what we have rather than fast racking our future plans. Look at our community it is beautiful and grand. Let's not pave paradise. I'd feel more comfortable if there was land that we knew would be preserved for the future and not developed. I'd like a high school.
 - I would love to see Girdwood evaluate their impact on wildlife. Mandatory bear proof dumpsters and trash bins etc.
 - MUCH greater protection of the wild spaces that surround our town! Preserve the viewsheds of existing trails. Designated, easily accessed wilderness areas. Better protection for all trees, for their oxygen production, wildlife provisioning, soil preserving, flood prevention aspects, and beauty! Maybe develop a tree advocacy program for the community? Similar to "bear aware." New leadership that recognizes the unique aspects of our town's character and works specifically to embrace and protect it. Our town's character includes: ready access to wilderness, small building architecture (that new 12 plane hangar is an atrocity), dirt roads, trees, natural wildlife corridors in developed areas, community building/gathering opportunities and spaces, less drinking and drug use.
 - Preservation of land. Curbing rental property regulations to allow for housing to open up to those who want to live here. Slow down on building of wetlands. Housing that is affordable for folks who live her year-round. Look at Pitchfork Colorado near Butte.
 - Long-term solution to police service, solid leadership and ownership from Alyeska Resort, a commitment to housing for all resort staff (including housekeeping staff for example).
 - A police contract that isn't as expensive as the current one and one where police have more authority than the Whittier cops. A real grocery store. Elder/sick in-home care options and/or assisted living housing options. Remove the swoops from the bike path.
 - Better policing, less trash (mostly dog poop), transportation between Anchorage and Girdwood
 - Better police presence. Take fluoride out of the drinking water. Better road maintenance. Bank, healthier grocery choices.
 - I think Girdwood needs a fully staffed fire department. Girdwood is growing and accidents on the highway happen so frequently. We need the EMS support and safety out here!! Let's bring recycling here!!!! We need to stop climate change!!
 - Remove fluoride from the water. More trail development, care and maintenance.
 - Fluoride-free water, affordable and convenient public transportation to Anchorage.
 - I would like to see Girdwood become more inviting place for families with young children. Less drunks everywhere, less profanity from local staff, more family friendly eating options, and more activities for younger outdoor enthusiasts such as a nice sledding hill.
 - I would like to see the community take care of its rampant drug use problem. I would like more mountain bike trail system development.
 - No drugs for kids. No more huge mansions that no one lives at and just Airbnb. Try reading the book Downhill Slide about the fate of other ski towns.
 - Fewer drunks and dogs.
 - More development for retail spaces. Straighten the swoops on the bike path. Develop trail system to draw more user groups to Girdwood.
 - More commercial space available to entrepreneurial residents and more multi-family homes (duplexes, triplexes, not necessarily more condo complexes).
 - More commercial space opened up. Loosened zoning for building MIL apartments and rental units on existing lots.
 - Business development and a high school.
 - More commercial development and high school.
 - Smart development that allows for more local businesses to be based in Girdwood (and provide more employment opportunities).

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- More public lands open up to new community endeavors. More autonomy. Tax money generated in Girdwood stays in Girdwood.
 - Responsible development, more local services.
 - Establish a system of open spaces in Girdwood (wild spaces and primitive-trails only spaces) in/near the community. They should have no more development in them (including no additional trail development). Zoning should be changed to accommodate for this. Two key areas to start with are the Stumpy's area (especially the meadows and ridge in the north of the valley) and the Virgin Creek area. Significant movement towards an ethic of environmental sustainability and protecting the natural character of our community. This includes protecting natural spaces as well as moving towards being a net-zero-environmental-impact community. Recycling services. Housing development should be environmentally-friendly. An ice rink (for hockey, ice skating, etc.). A true community council. Taking steps to ensure that trails development in our community does not undermine the forested character of our community. We are on the verge of loving our valley to death with the trail development here. Governance bodies, management, and structures which are not so heavily favorable towards development interests (including trails developers). Governance bodies, management, structures, and processes which are more open, transparent, and respectful of residents. No unleashed dogs and dog poop in public spaces. Taking steps towards full remediation of the Winner Creek Trail viewshed and soundscape from negative impacts to it by other trails development (especially the 5K).
 - Get an EV charging station, utilize renewable energy, and make sure that if housing and business development happen, that it be accomplished while retaining the small-town ethos.

Appendix L- Changes in the Next 10 or 20 Years

Housing

- Affordable housing (15)
- Affordable housing for starting families.
- Affordable housing for the people who work in the Valley.
- Affordable housing options for resort and local business employees.
- Affordable housing options with more full-time residents instead of all second homes that are used as Airbnb and not for full-time residents.
- An environmentally friendly and aesthetic solution to lack of low-income housing availability.
- Develop more real estate options (3)
- Develop residential multi-family housing.
- Development of south townsite.
- Every time a local family sells and moves and that house is purchased as a second home, it erodes this community. We need families that work here, play here, send their kids to our school and who contribute and support local non-profits and are involved in community events and challenges.
- Fewer short-term rentals.
- Get rid of the dumpsy houses and cabins.
- Girdwood is on the road to having no real-estate options left for the work force required to keep this a healthy and vibrant community. I would like to see innovation in affordable housing before most options are developed privately.
- High end housing.
- Homes not sit empty since 2nd or weekenders own.
- Housing prices go down .

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- Housing to be more affordable for families and seasonal employees that make up the community of the town itself. I.E. less rentals, please.
 - I would like to see more long-term families living and working here and fewer short-term renters.
 - Improved housing.
 - Incentivize long-term housing over additional rental development.
 - Less homes that stay empty for 80%+ of the year. The housing shortage in Girdwood is a true problem and no, I don't know the best way to solve it, but when you see long time families having to move out of their long term rental, nothing is available for purchase (or maybe it isn't in their means), and they end up having to move out of their community, take their kids out of school and (typically) move to Anchorage, while 8 houses within a block radius sit empty year-round. Something needs to be done.
 - Less multi-family apartments/condos.
 - Long range housing plan to ensure access at all income levels.
 - Long term housing available in small units, not large rental developments.
 - Make Heritage Land Bank sell off all their property affordably (2)
 - More affordable housing for service industry families.
 - More affordable single-family housing, modest development of local businesses to include more services within the community.
 - More commercial real estate options (rent or purchase) for small business owners in Girdwood
 - More homes occupied by full time residents.
 - More housing development (3)
 - More housing for seasonal employees (3)
 - More housing options (2)
 - More land to develop affordable housing for people who live and work in Girdwood. Get out from underneath Anchorage's thumb.
 - More single-family homes with yards that are affordable. Fewer condos and mansions
 - Multifamily affordable housing
 - Neighborhood zoning to protect single family neighborhoods so they stay single family neighborhoods.
 - No big developments! More people living in the housing we have - fewer second homes that sit empty.
 - Not have families have to move since no 3-bedroom type houses available.
 - Open up HLB owned land and develop areas for high density housing and more single-family homes.
 - Provide high quality homes and apartment (much of what is available is unsafe and past its usable life requiring massive expanses to improve/upgrade). This requires MOA inspections to condemn the homes that should not be lived in.
 - Real estate being owned by true locals who love it here year-round and who want to live here year-round.
 - Reasonable housing development to fit the demand, better trash service like the Kenai peninsula has.
 - Rent controls and/or development surcharge of some kind.
 - Some more apartment buildings to provide more long- and short-term rental options, hopefully making currently rented single family homes available for first time homebuyers.
 - Sufficient housing for people who want to move to Girdwood. I know of too many incidents where people who would have been great permanent residents of Girdwood could not move here because they could not find housing to buy.

Protect Wilderness/Wildlife

- Better protection of natural space.
- Maintain green space along houses that new development is proposed. Protect all our green space.
- More protection of the wonderful trees and other natural things.
- Scientific understanding/documentation and protection of the valleys' unique biological character for the region and future generations.
- Stop cutting down the old growth rainforest. If we keep developing, we will have no wetlands and we will have a Walmart and McDonald's. We will have stop lights, more Anchorage crime and you will drive out the long-term locals for condos and short term resort rentals. Just look at the articles about California small towns and Colorado small towns. Girdwood is next. Let's not think about dollar signs but about history and wildlife. My partner and I have lived in Girdwood a combined 65 years. We are not pleased with the changes from what it used to be. We shouldn't let the lower 48 people who have lived in Alaska 2 years change this area into the cities they are used to.

Emergency Services

- Being in the Anchorage borough we should get the same services that we pay for through our taxes - police for one.
- Integration into APD service area.
- Law enforcement enforcing current laws including speeding and fireworks.
- Local police force in conjunction with local FD
- Return of police force with ability to ticket parking on streets during the winter to allow workers the ability to clear streets.

Dogs

- Build an off-leash dog park.
- Leash laws enforced.
- Love the trail systems. Potentially add a dog park?
- Robots traveling up and down the roads and bike paths to scoop up all the dog shit.

Local Autonomy

- A more independent feel from Anchorage.
- Autonomy (3)
- Become its own community, separate from Anchorage.
- Break away from MOA and govern ourselves (2)
- Continued growth that positions Girdwood to be significantly if not completely independent from Anchorage.
- Girdwood as a stand-alone community.
- Girdwood becomes its' own independent township.
- Girdwood becomes self-sufficient,
- Have Girdwood be more in control of their own destiny,
- I would like to see Girdwood as less of a second home community to Anchorage and more of a standalone city, where normal people can afford to LIVE and WORK.

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- I would like to see Girdwood become its own town/city independent of Anchorage. From recent experience with tax assessment and home buying, this is the hottest market in the borough, we should capitalize upon it.
 - Less Anchorage bureaucracy. More local decision making.
 - Less anchorage interference.
 - Not as dependent on the resort for jobs/economy. Not as dependent on Anchorage for employment/services/etc.
 - Own governance which hopefully would lead to more jobs. I would like Girdwood to grow so it wouldn't be as dependent on people commuting to Anchorage for work and have more families with kids here.
 - Self-Governance.

Leadership/Planning

- Good community planning with shared space.
- Leadership.
- Slow measured growth. Public input!
- Slow, responsible development.

Recreation

- 2nd ski resort.
- A co-operatively owned ski area and not an Epic Pass member.
- A community like some of the ski resorts in the lower 48, maybe a golf course.
- A comprehensive trail system--that has consensus and support from community. Higher elevation development for downhill skiing (that's why I listed climate change as an important environmental issue).
- A facility for private rental lockers to store recreation gear.
- A public pool.
- A recreation facility with a pool and gym space.
- A well thought out interconnected trail system from winner creek to virgin creek.
- Add golf course.
- Addition of an ice rink.
- Additional development of trails.
- Additional mountain bike trail development.
- Additional recreational trails- bike and ski.
- Additional ski area development both on the mountain and in the base area. Limited release of some HLB land into private ownership.
- An environmentally conscious indoor pool/athletic complex to promote a healthy community.
- An improved townsite. Development of a community recreation center with workout facility.
- Access to local hardware store, quality foods, and more daycare options.
- An indoor recreation facility would be awesome. Protecting as many open spaces as possible. Keep the small community look and feel.
- Bike path to Anchorage.
- Athletic recreational facility.
- Ban helicopter skiing.
- Better parks.
- Bike and ski trails.

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- Build a community recreational facility with pool, basketball court and hockey rink along with a high school.
 - Community center with gym.
 - Community indoor swimming pool.
 - Continue development of low impact recreational areas.
 - Continued trail development.
 - Developing public lands with trails allows more users and buy in for future protection of these lands
 - Development of additional Nordic and Alpine skiing
 - Development of recreation facilities within Girdwood for locals. gym, pool, etc.
 - Development of Winner Creek area for alpine skiing.
 - Even more trails and public lands.
 - Expand lift services downhill ski terrain. Bike trail from Anchorage to Girdwood and beyond - Seward.
 - Expand ski resort into Winner Creek!
 - Expand trail system.
 - Expanded ski acreage and lift capacity, opening the cirque headwall and backside. total management of virgin Creek watershed from further degradation.
 - Expanded skiing / resort to other side of Winner Creek
 - Expanded terrain at Alyeska.
 - Expansion of mountain for skiing
 - Expansion of the lift operating area.
 - Fix the new section of the bike path.
 - Golf course.
 - Golf course.
 - Golf course installation.
 - I want to see Girdwood become the recreation and trail centerpiece of Alaska.
 - I'd like to see more bike paths improved and constructed. The path next to Alyeska Highway was poorly designed in the fact that it jettisons so close to the road at times. It would also be nice to see an animal care facility both for boarding and health. I feel as though a good number of owners in this town are irresponsible when it comes to leash laws, and one way to remedy that would be dog day care.
 - Ice skating rink.
 - Improvement in ski area, including base area development and access to Virgin Creek skiing.
 - Increase access to public lands. I would like to see a comprehensive trail system.
 - Increase in recreational activities - ski trails & hiking trails that aren't affiliated with Alyeska resort.
 - Indoor athletic facility and pool - not tied to Alyeska resort.
 - Indoor facilities (Gym/Pool/Indoor Climbing).
 - Limited strategic growth and continued development as recreational community. Girdwood is not going to be a low-cost place to live...pipe dream.
 - Mandate to include bike/walking trails with all new paved roads in Girdwood.
 - Maybe that golf course along Glacier Creek....would bring summer visitors more to do.
 - Moderate growth, increased recreation.
 - More activities or options for those who don't want to or use the resort for everything.
 - More affordable access to recreation.
 - More beginner & intermediate ski trails. More single-track mountain bike trails.
 - More cross-country ski trails and running trails (2).

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- More developed trails and other recreation opportunities.
 - More focus on park and trail improvements to offer world class sporting and recreation.
 - More indoor recreation facilities. More outdoor recreation development
 - More lift access ski terrain.
 - More lift accessed skiing (2)
 - More mountain bike trails.
 - More mountain bike/multi use trails (not at the resort).
 - more mountain development
 - more multi use trails (4)
 - More multi use trails and chairlifts to higher terrain.
 - More multi-use trails, not many more though.
 - More multi-use trails. I fear if there are not more trails, land will be developed with condos and golf courses.
 - More non-skiing recreation and fitness activities. A public recreation center.
 - More pedestrian and bike facilities.
 - More pedestrian and bike trails.
 - More ski lifts.
 - More ski lifts.
 - More ski runs.
 - More skiable terrain and support facilities.
 - More skiing.
 - More snow for the ski area development of Winner Creek ski area.
 - More trails (3)
 - More year-round multi-use trails and trail connectivity with public trailheads.
 - More year-round multi-use trails NOT in wet lands (i.e. Moose Meadow). More bike friendly paths not shared with cars. Keep roads unpaved, we like our dirt. Renewable energy opportunities for locals to share or purchase.
 - More year-round and non-skiing activities, particularly for visitors.
 - Much cheaper lift tickets.
 - Need to expand community access to outdoor activities separate from the resort. Hiking, Biking, golfing, Nordic skiing, etc.
 - Nordic ski center, at higher elevation; development/expansion of intermediate alpine terrain.
 - Open more of the mountain to skiing (2)
 - Open up the upper Girdwood area such as Winner/Glacier Creek for recreational development.
 - Open up Winter Creek for downhill skiing.
 - Open way more lift access terrain. For example, series of lifts to Eagle river and Whittier.
 - Other recreation options besides skiing.
 - Pool and ice rink.
 - Rec center (2)
 - Recreation center with pool.
 - Recreation Mecca! One stop shop for outdoor adventures.
 - Skatepark improvements and expansion.
 - Ski area with a higher lift to get to where there will be snow.
 - Sports complex.
 - Trail and other access for more outdoor opportunities.
 - Trail maintenance.
 - White water park.

Small Town Feel

- A continued sense of small-town community.
- A small diversified community.
- A town that has not changed much, but does better serve its residents.
- Awareness of how special our community is. WE choose to live here and it is a small town and we like it this way. Go to town for all the stores you need!
- Community coherency, protections of small-town design and lifestyle, growth limits.
- Continue to foster the community feel.
- Continued community growth (not necessarily more building--just more local people and business).
- Continued growth of sense of community. Greenhouses. More park spaces. Local taxes stay toward local causes.
- I hope the small-town character doesn't change.
- I like Girdwood the way it is. Some change is inevitable, conveniences that I mention for five years would be nice and save trips to Anchorage, but I can't seem to bring my vision beyond that this morning.
- I think development is going to happen....no high-density development...well planned organic development and all the services that go with it.
- I want Girdwood to grow and develop with the rest of the state/world but keep its same small-town charm:)
- I would like Girdwood to maintain the status quo.
- In 20 years, I expect at this rate for our town to be over developed with the majority being rentals or 2nd homes. I would like to see that not happen. We moved to Girdwood for what it is and is not. We do not wish it to become a large town in a small valley.
- Keep it a small town (5)
- Keep it from becoming a Vail, Colorado like junk show town.
- Long term economic sustainability with changing climate pressures. Development, but retention of small town feel and accessibility.
- Maintain a sense of tolerance and community. Not a change, just the retention of something special.
- Moderate growth and development that preserves Girdwood's natural charm and character without overwhelming it
- Not a lot. I'm afraid if you bring too much change it will ruin our 'small town'.
- Not a whole lot more! I love Girdwood!
- With development please don't take the character out of Girdwood. Too many "rich" people buying houses. Keep the trees!!!

Roads/Transportation

- 4 lanes on Seward Highway Girdwood-Anchorage.
- A safer Seward Hwy drive to Anchorage.
- A second road into/out of the valley (7)
- A traffic calming solution to the intersection of Hightower and Alyeska Highway. Opening up of the squirrel cage area for development.
- Affordable, reliable public transportation between Girdwood and Anchorage.
- Better commuter transportation to Kenai.

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- Build the alternative road/bridge over glacier creek so when the bridge fails, we are not on an island.
 - Commuter options to Anchorage (3)
 - Fewer pot holes in the roads.
 - Improve Crow Creek Rd.
 - Less need to travel between Girdwood and Anchorage - somehow make it easier to stay in Girdwood. Train service. Safer highway.
 - More community cooperation, a railcar to Anchorage.
 - More efficient, safer transportation between Girdwood and Anchorage.
 - Multi-level parking garage and enhanced public transportation. Full-service RV park.
 - Not Girdwood specifically, but I would like to see Seward Highway improvements that better reflect the level of traffic on that road.
 - Paved roads (3)
 - Public Transportation access from Anchorage.
 - Rail service to Anchorage (6)
 - Road improvements (3)
 - Road maintenance.
 - The railroad spur was a huge missed opportunity.
 - Transportation between Anchorage and Girdwood (3)
 - Widen the Seward Highway and put a divider down the middle.

More Development

- A comprehensive plan for development. Incentives for business development.
- Attention paid to development in the upper valley.
- Better infrastructure (5)
- Development of more commercial space.
- Heritage land bank opening land for development.
- Land development options.
- Measured growth between Anchorage and Portage.
- More available land for sale.
- More commercial land for development.
- More well managed growth, helping the community grow to greater self-sufficiency in commercial services, education, local revenue generation supporting those services.
- Planned development around open space.
- Public use infrastructure.
- Responsible new construction, i.e., building permits enforced.
- Sensible mountain expansion.
- Smart support infrastructure. driving to Anchorage on Saturday for a screw is frustrating.
- Sustainable business growth.

Other

- A change in climate and get back some of those 1990/early 2000s winters.
- A healthy community that can support local working families.
- A more sustainable overall standard of living for all of its residents.
- Again, just having a safe community
- All of the above concerns take time. They MUST be addressed in the community.

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- Become more diverse.
 - Cemetery.
 - COMMUNITY for all generations, where families, from children to the elderly, interact in a healthy, supportive, social environment.
 - Diversity in all aspects of those who live here.
 - Hopefully it doesn't become to stagnant.
 - Increase the tax base.
 - Less Old Rich White People. More young Vibrant People from all walks of life.
 - Liberals leave.
 - Lower property tax.
 - More cats.
 - More emphasis on families, community, and the environment.
 - No drug zone, no pot stores
 - Safer environment for children.
 - Sustained radio station.
 - That public spaces keep up with private development.
 - Work with Anchorage to have our own building codes, made by local people without outside consultants.
 - Year-round economy.

Trash/Recycling

- 7 day a week dump availability in summer to prevent bear/trash interaction.
- A basic recycling program and affordable housing.
- More recycling options.
- Open area at the dump for disposal of trash and recyclables.
- Recycling and more accessible waste facility.
- Recycling and planning for climate change.

Community Events/Destination

- Become a destination location- retreats, corporate development (more meeting space/classrooms would be required). Possibly with adult learning/some college classes. An organic grocer would be nice.
- Better development of Girdwood as a tourist destination (has to be done to maintain the community) while maintaining affordable housing.
- I'd like Girdwood to become an off the grid town that attracts tourists because of its sustainable infrastructure and clean environment.
- World Class cultural events such as the Lecture Series, Concerts, Celebrity Chef events. Some architectural building standards

Less Development

- Less development. Or a well thought out plan instead of homes on top of each other.
- Limited development.
- Limited growth.
- No development.
- No huge development.

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- No more trail development.
 - No new developments.
 - Not too much growth.
 - Sustain slow and mindful development with the limited carrying capacity of valley's defined space
 - Slow well managed development.

Renewable Energy

- A 100% renewable town.
- Clean energy.
- Eco friendly.
- Energy options.
- For Girdwood to become an example of health, eco-friendly living.
- Influx of renewable energy options and a recycling program.
- More ethnic diversity, sustainable energy and infrastructure plans and execution, more locally grown food.
- More solar, wind power.
- Renewable energy
- Renewable energy development to power our town.
- Renewable energy options.
- Slowdown of climate change effects.

Schools

- A high school (32)
- More school options.

Stores/Services

- A bank (2)
- A Lowe's would be nice.
- A SECOND MID PRICE HOTEL.
- A senior center (2)
- A thoroughly developed downtown.
- A town center with more local shopping & commerce available.
- An area around town square with shops for tourist and locals to share and enjoy.
- An assisted care elderly housing unit.
- Another small local food store(healthier).
- Bank, hardware store, and a healthy grocery store.
- Better grocery store in Girdwood.
- Bigger grocery store.
- Expanded grocery facility, cemetery, clinic with expanded hours, professional staff and increased wellness outreach.
- Develop a new town center on the frisbee disc course, or revamp all the existing buildings around the town square. Remove the trailer park and convert to shops. The whole area is just not very cohesive. There is huge potential there to make it a place to visit and hang-out.
- Greater amenities such as a bank, hardware store, etc., but without the look/feel of excessive commercialization.

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- Hardware store.
 - Hardware store or a Fred Meyer, high school, clean up some of the dive restaurants and bars, a coffee shop that stays open all day and into the night (10pm) so high schoolers and non-drinkers have a place to socialize and gather, clean up the party vibe of this town to be more emphasized on healthy living and lifestyles rather than the party get drunk and high vibe that currently permeates the priorities, easier to work with land managers for permitting commercial guides, vehicle storage lots and mini-storage facility, change the culture that the USFS can control avionic usage and noise in this valley and airspace over the Chugach NF (it's not their jurisdiction and they act as if it is).
 - Hardware store, indoor athletic facility, seasonal temporary affordable housing additions.
 - Health food store, hardware store.
 - I would love to see a better grocery store with banking options. GVT service supported more by Girdwood residents' businesses are needed in order to offer expanded services.
 - Larger grocery store.
 - Limited increased retailers ie. service garage, storage facility, bank, hardware store.
 - More business established (2)
 - More diverse local economy.
 - More health care availability.
 - More land for commercial development. It would be nice to have a hardware store, barber shop, natural food stores etc.
 - More local, small businesses eliminating the need to drive to Anchorage and/or offering services.
 - More of a "town square" feel.
 - More of a downtown and commercial development.
 - More of an economy that does not revolve around Alyeska Resort.
 - More options for child care.
 - More restaurants.
 - More retail (3).
 - More service and retail options- vet, hardware store, fresh produce/health store, etc.
 - More services for seniors.
 - More shops and services.
 - More small businesses and restaurants.
 - More stores and restaurants.
 - Natural food store.
 - New Day lodge.
 - Not everyone can always get to town so dental care would be nice.
 - Reduction in transient workforce, increase in wages, a bank, childcare for infants under 1 year.
 - Restaurant additions.
 - Revamp the mercantile, more frequently delivered fresh fruit and veggies.
 - Small business growth.

Alyeska

- Alyeska expansion (9)
- Community run ski hill! Alyeska's great, but more community involvement in how it is run would be great. Look to Bridget Bowl!
- Continued expansion and improvements to Alyeska ski resort.
- Diversified economy (not so resort dependent).

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- I would love it if it were not so dependent upon Alyeska Resort for survival, no matter what I want it to keep its strong sense of community.
 - I'd like to see the Resort improve and be a more desirable ski resort. Increased family attractions and be more like Whitefish, MT. Eventually remove the trailer park in the middle of town.
 - Less dependence on Alyeska Resort while still reaping benefits of its location in Girdwood.
 - More amenities at the resort base.
 - More terrain available at Alyeska. To stay a viable ski-based community the resort will need to adapt to warming winters.
 - More trees removed at our ski resort, take a D8 and level the ski runs to facilitate early openings on low snow years.
 - Resort needs someone that can manage the place - Garth is not that person. Bad risk management.
 - Say similar to current level of development. Some expansion of resort would be good.
 - The resort goes away, or becomes a community-owned nonprofit. It has too much influence over local economy, politics and even news.

Employment

- Diversity in our economy, expanded employment outside of Alyeska Resort
- Economic stimulation.
- More conservation and employment opportunities.
- More jobs while maintaining current population.
- Small businesses growth that can employ locals so less of our community commutes.
- More employment.
- More employment opportunities.

Utilities

- Better prices for internet and television.
- Improved public water system.
- Power for the area provided with tidal energy. Below freezing temps October through March
- Underground power (3)
- Water and sewer for all of Girdwood. Commercial or industrial area available for businesses. Development designs that are appropriate to this climate and mountain environment. Alyeska Resort must be on board or regulated. Keep Anchorage IGCs as low as possible and stop paying for State Highway Police and Rescue costs.
- Water lines/including sewer needs to be completed through all of Girdwood. Lack of water means lack of fire hydrants which means higher insurance for residents.

Multiple Themes

- More affordable housing, more multi-use trails, better waste management, the sidewalks to go back to being normal (not swooping into roads), better management of bigger event is Girdwood (Slush Cup, New Year's).
- More reasonable housing options for residents of Girdwood. An indoor recreation facility that's not the school or the resort. Reliable public transportation to and from Anchorage.
- More long-term housing solutions. Community center with pool and gym.
- Resort employee housing. Public rec center.

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- A second road in and out of Girdwood, more housing.
 - Less Airbnb, recycling and more hours at the dump.
 - More affordable housing. More renewable energy. More snow. More responsible dog owners.
 - More affordable housing, single homes, high school, fitness facilities, more options for childcare
 - More parking, some more high-end condos, more healthy good restaurants and at least one more store for groceries.
 - No new housing built until and only along with fair treatment for service workers. The housing and Alyeska Resort improvements of the last 10 years have placed a burden on the community that it cannot currently bear.
 - No multifamily in the mine roads area. More resort base development. commuter service to anchorage.
 - Protected wildlife corridors. No cookie cutter housing development but broad protections for community common needs. No street lights!
 - -A well-established, protected system of wild and primitive-trails only open spaces in Girdwood that are in/near the community. -Recycling services -No unleashed dogs and dog poop in public spaces -Girdwood being a net-zero-environmental impact community -A thriving true community council -A trail system which is minimally environmentally impactful, that includes a range of trails (including primitive trails), that didn't expand in wild and primitive areas (especially the Stumpy's and Virgin Creek areas), and that keeps a forested and natural feel experience on our trails. -A fully remediated Winner Creek Trail viewshed and soundscape, returning it to a completely forested experience. -Governance bodies, management, structures and processes which respect all users and user groups in the valley and which are open and transparent.
 - Not much - would like to preserve the open spaces and trails. I think it's a hard place for families to live without a high school, so adding that would be good. Having the trooper presence back would be good.
 - Controlled growth, preservation of the natural setting. Possibly a high school.
 - Paid Fire Department model. Expansion of housing developments. Preservation of wild lands and spaces.
 - Own police force, professional fire department, more affordable housing.
 - Fewer drunks and dogs.
 - More bear smart, dogs on leash and/or contained in their own yards. High school option. Better grocery options and hardware etc.
 - Autonomy is key to its next 10-20 years. A community of this size needs to be responsible to all its residents and the need for more responsible infrastructure projects, housing, business development and general wellbeing of the community at large.
 - Localized government, our own police again.
 - Greater autonomy from Anchorage, less drinking and drug use, a community arts venue for music/theater, a community recreation center not associated with or limited by the public school, a focus on developing/offering/fostering more healthy activities for teens and young adults (through the arts and lifetime fitness).
 - Girdwood to continue to flourish as an outdoor recreation destination based on decisions of our local community and our autonomous city government.
 - Autonomy; high school.
 - Progressive agenda such as above, and also a reduce/recycling program within the valley. A 2100 committee.
 - Connecting multi-use trail system year-round, recycling, affordable single-housing options.
 - Community center gym / pool.... More affordable property available for locals to purchase home lots, not multiplex development. Keep it classy and homegrown... Bring back the transient young

hippies for summer labor, lose the bussed in immigrants from Anchorage. Make Girdwood a summer destination for young free-spirited workers from the lower 48 again. Tell the cops to lay off them... Let them live in tree houses and vans again... That's what makes Girdwood cool and funky, the place everyone wants to be. When you drive all that out and make it a ritzy ski town, yeah property value is up but there's no cool and funky. Then it's not a cool place to live, you'll just need to be rich and affluent to be here... If that's what you want Girdwood to look like, keep going on our current path. We're literally the last Telluride in North America... And when we're gone, only the rich can live in ski towns, except the employee housing compound.

- I'd love to see a golf course and less massive housing development.
- Indoor athletic facilities, affordable housing options.
- More cross-country ski trails, some affordable housing options, but not huge amounts of overall development.
- More multi-use trails and trail connections in the Girdwood valley. Affordable housing.
- Trail access into the alpine in the back of the valley. More housing.
- I would like more recreational development for the local community. I do think it will not be of negative impact for the local environment. I actually think it will be a positive addition to the town. It will create more jobs and will retain residents. Recreation centers are now studied to be built as low on environmental impact hence the sense of wilderness in Girdwood can be still preserved with a position addition to the community. I also think that there should be more care of the town itself. I do agree that we should preserve the sense of wilderness but maybe maintaining a bit better the green areas around town will make the town more inviting.
- Continued development of recreational opportunities without overly impacting the small town feel of Girdwood.
- Whatever we need to do to keep a sustainable living community - not a hollowed-out playground for the rich. Possible access to higher ski terrain - reliable sea-level skiing is unlikely 2030 & beyond.
- More cross-country mountain bike trails. Less drug use. Less condo development.
- Indoor sports facility, 3-hole golf course, more broadband infrastructure.
- Make it easier to get around for elderly, especially in the winter. Community Athletic Club with pool would be nice.
- Increased and improved infrastructure, trails, resort/ tourism options.
- Year-round tourism, a covered multi use play/ workout area in the squirrel cages.
- Slower residential and commercial growth. Increase in trails and other outdoor opportunities.
- 1) More single-track mountain bike that isn't just for downhill use 2) renewable energy for resort and homes that isn't cost prohibitive 3) more stores so that Girdwood doesn't have to drive to Anchorage for goods as restaurants are the majority of businesses, hard to call yourself a true community if most goods for the community are coming from another communities' stores.
- A second ski area, a high school, improved elder care facilities.
- Build a Whitewater River Park. Develop more trails connecting Girdwood to Portage, connect multiple Forest Service Trails from Girdwood, more public use cabins/ yurts, take over Whittier. Build a high school or offer a public or private alternative high school so students don't have to go to Anchorage.
- Rec center with weights and treadmills. High school options. No large new housing development on muni land
- Year-round trails, bigger produce section at store or farmer market, bank, recycling
- Community pool. Better daycare facility for local children of working families.
- Expanded skiing terrain. Expanded biking trails. More helicopter access. Airport improvements to draw wealthy hotel clients. An organic market. A public swimming pool, skating rink, and gym. More secure funding for 4 Valleys.

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- Indoor Pool and athletic facility. Increase in shopping areas, shops, hardware store.
 - More varied activity opportunities outside of skiing, and a bank!
 - Additional activities to ski area, expand economic base beyond Alyeska.
 - Continue making this a safe community. Improve some of the backcountry trails for walking. Expansion of ski resort.
 - Maintenance of ski and running trails. Increase in employment opportunities.
 - Develop the trail system to bring more recreation and business opportunities to Girdwood. Sewer on the mine roads. Expand ski resort to upper winner creek.
 - Too many changes would alter this town. A town plan that includes managing our beautiful open space. Less second homes.
 - I hope Girdwood can continue to remain a small town with a unique and individual vibe while still a part of the greater municipality of Anchorage. I hope to see increased protection of our natural places, improved waste management and recycling services.
 - I don't want much to change. I hope that Girdwood remains small and locally driven, and the surrounding wilderness healthy and wild.
 - I would like Girdwood to stay relatively the same. Keep the small town feel but maybe update some areas and add more trails and bike paths.
 - More development while keeping Girdwood character.
 - I hope Girdwood is NOT found by the masses... Recycling option here in Girdwood and majority of power is used to fuel our lives is renewable.
 - I would like to see Girdwood keep its small-town, close-sense-of-community identity. If Girdwood does expand, then I would like to see the community expand rather than just Alyeska getting bigger. I want Girdwood to be a small town with a ski resort rather than a resort town, if that makes sense. I acknowledge and appreciate that our economy is very reliant on the ski area's presence, but I would like to see balance rather than Alyeska growing and monopolizing the area further.
 - Responsible development (keep the charm, enough growth to warrant job opportunity).
 - Not overgrowth—keep our little community alive but keep the small-town vibe. Affordable shared transportation to Anchorage.
 - New Girdwood access road - need second option other than Glacier Creek bridge. Fix main roads like Timberline - not thrilled about paving some of the main gravel roads but that is probable to long term solution. Remove large cottonwood trees along major paved and unpaved road in Girdwood. Road crew should not plow in residential driveways. Affordable housing. More commercial land for development. More trail work. Community swimming pool.
 - Second valley access road, valley wide groomed XC trails, adequate seasonal employee housing. High school option.
 - Better communication with residents about road service issues. Allow all property owners to vote on Girdwood issues, such as police protection - not just residents.
 - Another road near the Virgin Creek corridor to take some pressure off the Alyeska Hwy and open land for more housing development.
 - Better roads more business infrastructure.
 - A cemetery. A stop light by the Seward Highway and by the Merc.
 - No more roads. No more development of residential or commercial property.
 - Deal with traffic problems in town. The increase I have seen in the last ten years in traffic, and the reality that it will only increase tenfold means we need to make downtown with one-way street loops, a roundabout between HighTower road area. Resort needs to manage their parking better. Local area high school. The highway creates an obstacle for learning. It means the students spend hours on the bus every day or we have young drivers on the highway. Their

attendance suffers and it makes it difficult for them to participate in many afterschool activities. I think our students could do better, that's why many parents choose alternative education options or just move out of Girdwood instead of busing to South High School.

- Another road out of the valley on the Virgin Creek side of the valley. Sewer and public water for the Girdwood side of the Valley. Open the 600 lot Holton Hills development on Crow Creek Road. A creative high school situation that does intensives and exchanges with high schools in Anchorage. Passenger train service using Budd cars from Dimond Center and Huffman Carrs area to alleviate the impact and safety concerns on the Seward Highway.
- Increased infrastructure for true "downtown area" feel with walking to shops, restaurants etc. joint housing-retail/office space.
- More commercial space and economic development. More recreational/community opportunities that are not resort based. I.e. white-water park, bowling alley, climbing wall, movie theatre,
- More community development, a new grocery store and some new opportunities for locals to live and work here to keep up with our destination image. We're a wonderful place and we can stay small and cater to all those and trump through our back yards. We need infrastructure.
- Update and replace aging / dilapidated buildings and infrastructure. Buried power / phone lines. Diversified opportunities for recreation, including more trail development throughout the valley.
- Infrastructure growth and improvements. Elimination of fluoride from our water.
- No fluoride in the drinking water. A recycling program.
- Hopefully the weather! Would love to have our typical winters back. As the community grows, it would be nice to see a high school here. Or charter school.
- Recycling center at transfer station. Extended hours at transfer station. Our own police force.
- Not much in the big picture. More attractions that supplement the resort options for travelers such as restaurants, nice retail options. Maintaining the feel of Girdwood as a small-town resort destination is important to protect as any growth occurs.
- I would like to see a core commercial/tourist district that supports year-round small business entrepreneurs. Great ski towns have a main street with art, food, galleries, and shops.
- Renewable energy, sustainable development (eco-friendly development for permanent residents, low income housing. No more vacation rentals.
- All community actions are evaluated for their environmental impact and the most sustainable, least environmentally impactful choices are made. A valley that has 'recreation' opportunities that span the spectrum and meet the needs of everyone - i.e. from totally undeveloped, primitive, protected areas, to hardened trails, to resort-type downhill trails.
- Green energy. Better health access.
- Renewable energy source and better store for groceries.
- climate change could have a huge effect on the operation of Alyeska, which is crucial to the economy of Girdwood, this needs to be at the forefront of any future planning
- More environmental sustainability measures (food production, keeping bears out of town). More decent paying jobs.
- Renewable energy. Buried power lines.
- High school, retail options, home mail delivery.
- High school, NOT a ton of residential development, some commercial development in New Town area.
- The same or better school opportunities, increased policing of rental property parties, having a resort owner that invests in the community.
- Construction of a high school. Continued focus on outdoor recreation destination (bike trails, winter grooming, a bridge to replace the hand tram). Recycling hub.
- High school, indoor rec center, recycling capability, less need to drive to Anchorage.

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- A high school built and a gym/pool.
 - High school, non-winter recreation increased.
 - I would like to see a Girdwood High School. I would like there to be a community center with a lap swimming pool and other indoor recreation opportunities.
 - In addition to high school and commuting, more commitment to developing mountain bike trails and fat bike trails. Growing industry that Girdwood could take the lead with other communities on West Coast with developing.
 - A high school and more than one road in/out of town.
 - A high school, a real grocery store, and a bank would make the town feel whole.
 - a high school. improved facilities and services i.e. grocery store, bank, athletic club.
 - High school and a better grocery store.
 - High school and professional offices.
 - A high school, functional public transport between Girdwood and Anchorage.
 - Build a local high school & divided Seward highway between Anchorage and Girdwood.
 - A grocery store and multifamily housing.
 - Bigger grocery store, but no more houses built because it's ruining the town.
 - More options in food and beverage, and health/gym facilities.
 - Upgraded townsite to reduce trips to Anchorage, rec center, ice rink, more trails, more child care.
 - Make the downtown area more of a destination with newer buildings, restaurants and shops.
 - Larger grocery store. High school.
 - Larger grocery store, bank/ATM, better employment opportunities.
 - More developed townsite with grocery store, new clinic building, infrastructure that creates more jobs and allows people to work, play and reside in Girdwood with fewer trips to town necessary.
 - More jobs and services.
 - More stores, restaurants, more reliable power.
 - More terrain at Alyeska. More affordable housing options.
 - I would love to see the hotel taken over by a group that would manage it so that service was top priority and, more control over the "party feel" in Girdwood. More law enforcement.
 - No over developing of resort. More multi use trails.
 - Stable resort operations. More retail/service establishments. More stable residential area with fulltime residents who respect their neighbors.
 - Alyeska expansion, town growth, job opportunity growth, more business, high school.
 - Employment, housing, childcare.
 - More economic development, providing (hopefully) more housing and employment.
 - Public transportation to Anchorage daily and South to Seward, etc. Transportation and road improvements.
 - Up valley expansion. A tram or road up into the A-1 basin for increased access to the upper valley.
 - I would like to see a high school and a commuter train to Anchorage.
 - Public transportation to Anchorage. A grocery store that has healthy foods, a bank or option to deposit checks.
 - Light rail into Girdwood to the resort base. Restrictions of car traffic zooming around. Old folks' home for old timers.
 - Better, safer options for commuters and expansion of Alyeska ski access, and more shoulder season/summer attractions.
 - Better water supply and roads.
 - Utilities up crow creek road. Paving residential roads of Girdwood, more oversight on town center parking

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- Options for water services such as a community well instead of city water as only option. Recycling options.
 - Water service in lower Girdwood, alternative energies.

Appendix M- News and Information About Girdwood (Other)

- Local businesses.
- Alyeska calendar.
- Alyeska Resort postings.
- Alyeska Ski Report.
- Attend GBOS meetings.
- Brewery.
- Committee meetings.
- Community meetings.
- Don't.
- Family member.
- Four Valley Community School newsletter.
- Four Valleys Community School e-newsletters.
- Friends.
- FVCS.
- FVCS newsletter that is emailed.
- Gazette.
- GBOS meetings.
- Girdwood Facebook page.
- Girdwood gazette.
- Girdwood real estate newsletter.
- I don't get such information.
- K.
- Local paper.
- LUC Meetings.
- Meetings.
- Meetings of local bodies.
- Neighbors.
- Nordic club.
- Not Alyeska's marketing department, for sure.
- NPR – KSKA.
- Post office.
- Signage at the resort.
- Thank you for this survey.
- The Gazette.
- Wife is on Facebook, so I don't have to be. :)
- Word of mouth.

Appendix N- Leaders of Girdwood

Housing

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- Affordable housing with option to buy a home by age 30.
 - Affordable housing.
 - Build more places to live.
 - Develop hub land for more housing opportunities.
 - Don't build new houses that us locals cannot afford to buy here.
 - Help permanent residents find permanent homes!
 - I don't want to see this community turned into an empty town for rich people who don't live here year-round. We NEED a lot more affordable housing!
 - I live in Girdwood for a reason, there is no housing problem, there is a code problem. Let's use existing land to developers more single family and duplex housing.
 - I love this town, but it has been extremely difficult to live here as a renter (who owns a dog). Year to year we have struggled to find housing and have often been forced to pay exorbitant rent for the honor of living here. We are now looking to buy, and want to settle here, but find the cost of real estate even less affordable. And we're looking in the \$350,000 range.
 - I work extremely hard on ski patrol for the resort to provide skiing for the community and I can't save enough money to buy a home or rent full time. I intend to be in this community forever, but I don't know where I will live. Our community is so special and valuable because of Alyeska resort. But if the people who make Alyeska functional can't afford to be here, how can we create an inclusive sense of community. I intend to pour everything I have into making Girdwood and Alyeska the best place to work, recreate, and live, but why should I if I can't afford a home?
 - It is clear that the biggest problem in Girdwood is that young professional cannot find affordable housing with 2 full time very decent wages. It is completely un-affordable to live there, and many are moving out to other regions of Alaska aka the Palmer/Wasilla area. Not by choice but by market forces.
 - Keep apartment buildings and condominium associations away from the mine roads.
 - Look at all of these surveys. See what we, Girdwood locals need. There are a lot of local people here that have a hard time finding housing, rent or own.
 - "Make America Girdwood Again."
 - I would like to start a family here, build more small houses please.
 - Make Girdwood affordable by developing land for middle to low income families.
 - More affordable housing, please. Less vacation homes gobbling up potential housing and driving up housing costs.
 - More housing will be necessary for full time residents at reasonable prices. Vacation rentals are making rents go up too much, and there's not enough housing.
 - Need for affordable housing.
 - Nobody except the independently wealthy will be able to start families in this town within the next 10 years.
 - Please change the Sproat Road area zoning to be all single-family homes and no commercial land. the Sproat Road area is split in a way that does not correlate with the way the neighborhood has become populated through the years.
 - Please focus on affordable housing for residents. Many units are being turned into Airbnb rentals rather than monthly or yearly rentals, and employees in this town have nowhere to live within their means.
 - Please open more land for hosting development for the middle class.
 - Quit with the Affordable housing efforts. Girdwood is a ski area. Work with Resort to provide employee housing for the seasonal workers.
 - Something needs to be done about the increased use of short-term rentals by property owners. The lack of long-term rental options combined with the increased demand for properties (that are

then used for long-term rentals) threatens the ability of the town to survive as a community. The lack of full-time residents undermines neighborhoods and the community.

- Start developing HLB land for more housing in Girdwood.
- The homes that sit vacant / rental homes are killing the lifeblood of our community and driving out potential residents. It's time to start regulating and limiting these community destroyers.
- The lack of housing options not only creates a lot of the local poverty but has also allowed landlords to do the bare minimum in property maintenance. I can see more Airbnb homes and worse living conditions for people who work in Girdwood in the future.
- There is a growing number of homes in Girdwood that are only used as a nightly rental. This is part of our housing problem in Girdwood. Seasonal residents are unable to find housing accommodations and decide not to stay in Girdwood which leaves employers in the tourist industry lacking the help they need to run a business. There needs to be a limit set on the nightly rentals.
- There is a real lack of housing options.
- Think affordable, clean, small rental units or small condos, not large developments. With an emphasis on green energies.
- Unless working class families are given an affordable opportunity to live in town, Girdwood will only be accessible to the ultra-rich and transient seasonal workers who only care about where their next high comes from. Please make Girdwood a town that welcomes working class families.
- We need to facilitate younger couples building/buying single family homes and settling in Girdwood.
- Well I have a small family and my husband and I both work. We are not rich by any means and would someday like to buy a bigger home. There is never anything available to buy! There are so many rentals in this town, it's ridiculous. The amount of rental properties prevent family's from LIVING here. This town has become so exclusive and home ownership is only attainable for the "upper class" and not middle income, average families. I don't know what this means for you guys, but more affordable housing options would be wonderful.

Protect Wildlife/Wilderness

- Land Use and Trail Committee seem to say yes to the majority of items put in front of them. Can we create a master plan with clear guidelines so that not every idea is allowed? At some point our town needs to honor those that don't want every tree plowed down for a trail. Keep it wild!
- "Speak for the trees."
- Take care of the wilderness around Girdwood.
- We are the Northernmost rainforest, yet we do not seem to have any plan to preserve any of it. That seems irresponsible. Could you consider expanding your subcommittees of GBOS to allow for more participants to have a seat.
- We can do more to bring environmental sustainability to Girdwood (wind/hydro energy) and be leaders in the fight against climate change and low impact.
- We love the natural feeling of Girdwood.
- Quiet, pristine wilderness experience, especially the Winner Creek drainage trail to Blueberry Pass and beyond are compromised by helicopters overhead every 10 minutes or so.

Be Transparent/Responsible

- Grow responsibly.
- I like our town just the way it is. Responsible growth and development please. No golf courses or ski areas up valley!

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- Maintain a strong focus on responsible development to improve the quality of Girdwood as a small community.
 - Treat others with respect and an open mind. Talk to each other without being overly officious.

Emergency Services

- Be done with Whittier Police Department, join the great Anchorage police service area or TAPSA.
- Do not bring APD in unless they commit to a model similar to what Whittier is doing. Do not ask to expand the mill rate above the current 6 mill cap. We will not approve it. If you need more money for police or roads or what not take it from the FD. Their budget is too big. Rein in the Fire Department.
- Enforce current laws.
- Get rid of police.
- Get rid of the police.
- Give the police more ability to enforce laws (parking, etc.), more ticketing for violations.
- I believe they could have retained the trooper post but had their own agenda.
- Keep Whittier Police. They are a better fit for our community than APD.
- Make police responsive.
- Work to get Anchorage Municipality to pay for more of police in Girdwood.

Address Drugs/Crime

- Address the hard drug (opioid) issue that is very present. This is a real issue and helps to contribute to much of the crime / theft in this town.
- Crime is on the rise and Girdwood has changed with the influx of transient and mentally unstable people. The weekend party crowd is disruptive to Girdwood's peace and beauty.
- Hardcore drugs have been here for a while but now it seems more rampant with youngsters.
- Please address the drug problem in Girdwood.

Dogs

- Address the Dog poo!
- Enforce dog laws. I'm a dog lover and owner but there are so many times when we are out for a walk that we are harassed by stray dogs.
- Enforce the leash law!
- Fix the dog problem!
- Get a hold on the dog problem.
- Leash dogs.
- Pick up the poop!

Local Autonomy

- Allow Girdwood to develop so that it can be less reliant on Anchorage.
- Benefits of MOA?
- Cease providing EMS service outside of Girdwood Service Area. We are subsidizing the Municipality of Anchorage.
- Do not leave the Municipality of Anchorage.
- Do NOT try to leave the Anchorage municipality.

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- Don't worry about "autonomy" issues.
 - Don't become Anchorage
 - Don't secede from Muni.
 - Get out of Anchorage's reign.
 - Get out of municipality.
 - Girdwood is a great place to live, we need the services from Anchorage, don't separate us from the MOA.
 - Girdwood should remain a part of the municipality of Anchorage. It is ridiculous to think the town will succeed financially with the amount of public improvements and investment required.
 - Go meet with the Mayor and Assembly of Anchorage and request more support for the Girdwood priorities. I do not agree to form a new separate Borough and agree with the Whittier folks for Girdwood not to join the Prince William Sound communities.
 - I don't feel it's in Girdwood's best interest to leave the municipality. We benefit from more than the economic support, it's also about culture and progress. Shrinking our "world" isn't a long-term solution.
 - I want to see Girdwood develop into more of a self-sufficient community.
 - I would like to see Girdwood move away from an economy base on Alyeska Resort, and the town needs to break ties with the Municipality of Anchorage.
 - Inform the community of the benefits of being a part of the municipal of anchorage, with particular emphasis on schools, public utilities and infrastructure.
 - Keep leading as though we are a separate community.
 - Leave Girdwood alone and a part of Anchorage. This is real cute and all, but if we get affected by an earthquake or another natural disaster, we could not afford the repairs. Leave Girdwood with the Muni.
 - Leave Girdwood alone it is great as it is.
 - Let's separate from Anchorage.
 - Make Girdwood independent from Anchorage.
 - Seek local autonomy but work cooperatively with Municipality of Anchorage.
 - Stick with the muni.
 - Stop 2020.

Leadership/Planning

- Develop a sustainable budget to protect spaces and manage assets, new and old, for the quality of life of locals first, and then visitors/second home owners.
- As a long-time resident raising a family here, I would say that this is a spectacular place to live. Now that we have police coverage figured out, our greatest need is for well-thought-out planning that helps to preserve what we already enjoy.
- Be more open to ideas. Work smarter to solve the lack of housing and business options in town.
- Create a community for the next generation.
- Do a better job of running the community. Get involved in the details.
- Don't protect your own little pocket, start taking and work in harmony.
- Focus just on local issues for which reasonable solutions are probable. Worrying about "climate change" is unrealistic at the local level.
- Girdwood doesn't really have a unifying town center, it is fragmented between the old town center, the hotel area, the Sitzmark area, and the Daylodge. As you are considering these problems, the town center really needs to be closer to the ski area because it is such a significant part of the character and economic growth of Girdwood.

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- Go away.
 - Good job, thank you for your help and your compassion. Girdwood is a unique place with unique needs.
 - I realize there is an increasing trend towards greed and tourism, but please take a step back and consider the long-term sustainability and appeal of such a community. More development and more money are not always the answer.
 - Having a dedicated full time 'liaison' position between Girdwood and the muni (Kyle Kelly's position) was one of the best things that has happened in Girdwood in the last 5-10 years. As a result, it seems like the community has a much greater voice with the muni and progress has really improved on parks and rec, trails, roads and other community projects.
 - I really don't appreciate a GBOS that is 99% realtors. They have a biased interest in the community and that is development.
 - I would ask them who are the leaders of Girdwood? and what they envision for Girdwood.
 - Invest in people, not short-term projects that serve no purpose.
 - Leaders of Girdwood are mostly doing a good job. Provide more support for volunteer organizations working to create trail infrastructure. Work within the MOA to address land use regulation issues.
 - Work to get some HLB lands released into private ownership however prevent large housing developers from obtaining any lands released.
 - Let's stir the pot a little, tired of the same heads running Girdwood with limited advancements. Too many leaders as their first time in leadership.
 - Most leadership positions in Girdwood are volunteer so I would say thanks for they service.
 - Owning property in town does not mean that you own the town. Having time to be on a board does not mean you speak for the rest of us that are working our butts off to be able to afford to live here and can't make the time to serve.
 - Pay attention to the concerns of the quiet, "invisible" community members who may not be politically involved and limit the role of big property owners, corporations and those affiliated with the resort, say, but pretend to speak on behalf of residents.
 - Please be careful how you change this valley.
 - Please take a good hard look at the "trails committee". I do not think they are encouraging trails. I think they are snobs that only want the trails to themselves. They are not nice women.
 - Please take all residents ideas into consideration whether they are full time residents or not. Some home owners have been in the community for multiple generations. Thank you
 - Post information regarding planning as progress reports into TV & news reports.
 - Promote reasonable development, but do not sell out to big hotels.
 - Regulatory overreach regarding development is a problem. Clean up Girdwood Trail Committee and stop letting it be an anti-trails organization.
 - Responsible development with planning and community input.
 - Shift economic development lower on the list of priorities with quality of life and adaptive strategies for environmental challenges.
 - Thank you for your hard work. The trails committee women are a mean gang of elites that only want trails for themselves.
 - There are so many capable, smart, engaged people living in Girdwood who can make a difference. I'd like to see more cooperation amongst leaders and community members to make changes.
 - There are too many committees talking and not enough action about real issues that can be changed.
 - Thoughtful development is key to a viable future for the Girdwood valley

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- Traveling to other Alaska towns I feel that the small town of Petersburg should be town site model for Girdwood. I can get everything I need in this small remote Alaska town while in Girdwood I have to drive to Anchorage. Lots of trails good foot and bike access. And also, in a wet environment.
 - We have a limited, (low) population pool. Keep projections realistic.
 - We have had good leadership at GBOS, keep on recruiting new people to keep it going.
 - We know nothing about the leadership of Girdwood. We have never seen any information on the topic, other than land use hearings.
 - We need a leader of Girdwood.
 - Who are the "leaders of Girdwood"? If there truly is such a thing, perhaps let people know who this really is. Girdwood 2020? The Rotary? Are the "leaders" the business leaders, (restaurant owners, hotel owner and local successful realtors)? Not sure that it is clear who this is.
 - I didn't know Girdwood had any. Certainly not any I know of.
 - Leaders of Girdwood?
 - Leaders?! How much do they know about this town?! Did they move here from somewhere else, or are they from here???
 - Learn from the past, not from the new residents.
 - Let's attract better people and help one another steadily improve the town.
 - Listen and act on what we tell you.
 - Listen and try to truly figure out where the other person is coming from and consider how your position looks to them.
 - Listen to each other. These meetings are painful.
 - Look at Girdwood with a 50-year vision.

Recreation

- As an active member of the community and avid 'recreator', it is extremely frustrating when residents of Girdwood try to shut down or delay projects (specifically trails), that will positively impact our valley. Let us expand our outdoor recreation to attract the people we want in our beautiful town. Hooray for the community members that work so hard to try to bring Girdwood into the future.
- Build more mountain bike trails.
- Build that recreation-based economy with trails improving recreation.
- Develop the proposed multi-use trail along Glacier Creek. Just because a couple old timers don't want it shouldn't prevent the entire community from enjoying it.
- Encourage interconnected trail system valley wide.
- Expand groomed cross-country trails to Portage valley. Possibly charge for XC ski use/pass
- I personally don't find a lot wrong with Girdwood. I love it here. More indoor amenities would be nice. Better trail access to spread out the multiple user groups and hotel traffic would be nice for kids.
- Improve and expand existing trail infrastructure.
- Keep up the good work. Get a hockey rink set up for winter recreation besides the resort and change regulations in Chapter 21.09.
- Let's expand the trail system! The ones that have been made are used a ton! They make Girdwood a destination for a whole lot of people.
- More mountain bike trails would be great.
- More multi-use trails. I would like to see more cross-country trails for everyone and bike trails too.

-
- More options for more kinds of weather. Climate change is going to be really hard on us, as it makes a ski hill at sea level less feasible. Things that still make this a great and vibrant place to live even when it's rainy in December. A public indoor climbing wall would be a great place to start. A whitewater park would be awesome.
 - More trails.
 - More trails equals more people outside exercising in nature equals a healthier, happier community.
 - More trails, please!
 - More trails!
 - Please give us more access to the wilderness year-round. expanding the cross-country trails. can we take the bike path back from the highway?
 - Please satisfy the strong need for more cross-country skiing trails.
 - Should do a better job embracing and encouraging recreational development.
 - Targeted development is a win-win for Girdwood. Diversifying the draw to Girdwood with more outdoor recreation other than downhill skiing is much appreciated such as cross-country ski trails and trails in general.
 - The Nordic ski loop is a great addition.
 - They have the best skatepark in all of southcentral Alaska and it is a valuable asset they should recognize and take more advantage of.
 - Trail based recreation is a great driver of community, industry and lifestyle. Enthusiastically support additional Nordic and winter optimized trails as well as new single-track MTB trails in the valley.
 - Trail Based recreation opportunities need to be expanded. Girdwood should be the trail hub of Southcentral AK.
 - Trails are important. Expanding trail system will make our community stronger and must be supported.
 - We need a real gym that doesn't cost an arm and leg to go to for such little gym equipment.
 - We need more trails.
 - We need other activities in town other than skiing. A recreational center would be great. Have a look at the Canmore Elevation Place in Canada that is the example of well projected construction.

Small Town Feel

- As the town continues to grow, I hope that we can find a way to maintain the small town get-er-done ourselves attitude that makes this town special. I am very proud of the park pavilions built by volunteers, the "new" playground, the Community Center and Library, the tennis court resurfacing, the skateboard park reworking, all done by the energy and work of volunteers who wanted to make it happen. Also, Margaret and Kyle are worth their weight in gold; they are essential to keeping all the volunteer efforts organized and moving forward.
- Don't let Girdwood lose its character.
- Don't change the small-town persona. Girdwood appeals to many people because it is a community that cares for its citizens. If I wanted to live in Jackson Hole or Big Sky - I'd have either moved there or stayed there. Both have lost their humanity.
- Keep Girdwood community minded and quaint.
- Keep Girdwood special! Don't become just a neighborhood of Anchorage. Fix any municipal code that makes it harder to achieve what the community wants.
- Keep it small, keep it real.
- Keep it wild, natural, and charming, keep it Girdwood!!!

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- Keep supporting things that bring community to community i.e. FVCS (they bring so much to offer outside what the school and community infrastructure can) and all the service type organizations that help make things happen Little Bears GFD Clinic Forest Fair. Sharing is caring.
 - Keep the funky character.
 - Love it for what it is. Don't try to change it. Don't try to industrialize it.
 - Please continue working to improve what can be improved while keeping the unique heart and integrity of this town.
 - Please keep Girdwood unique and don't allow the whole valley to be contaminated with buildings.
 - We need to keep the feel of Girdwood as that is what people love - small town, know your neighbor, feel safe and live IN nature. Protect what we have. Work to change building codes so that we are not forced to build according to Anchorage regs when it doesn't make sense in our small community.
 - We've got a pretty good thing going, we need to think about the future and inevitable growth but maintaining our current lifestyle and small-town feel is a priority for me.
 - I live in Girdwood because it's Girdwood and not Aspen. I am sure I'm not alone in that sentiment. Thank you for hearing the community and thank you for your hard work.
 - we have a lovely community, let's keep it that way.

Inclusivity

- Be more inclusive with your residents, there seems to be a clear line between those who run things and those who live here and aren't always able to participate in local meetings.
- Be realistic. Welcome newcomers.
- It is time for change. This community has so much to offer and has been at a stagnate point for a while. Single parents, working class, and young adults should be able to live and enjoy our community just as much as the wealthy who build million-dollar cabins. We need opportunity for small business growth and a healthy lifestyle for our future generations.
- Listen to everyone's opinion with an open mind.
- Listen to the future of Girdwood - somehow - much of this population does not attend meetings, as they are caring for children and working full time. Often important trail meetings go unaware or too long. As a result, those who have more time and have been here longer are heard louder. This does not represent the majority of town.
- The loudest voices are not always speaking for the interests of the whole community. Leaders must be mindful of representing everyone.
- The most vocal residents don't necessarily represent the way Girdwood wants to be. No offense to stay at home parents and NIMBY retirees, but they dominate online conversations, sometimes excluding younger more entrepreneurial types.
- The young families that live in Girdwood are underrepresented in the governance. Many of the voting requirements create additional burdens for families where it is difficult to find evening childcare to attend meetings.

Roads

- Fix the roads.
- Pave Timberline and Alyeska View.
- Roads. A rational law enforcement plan. Figure out how to keep people from letting their stupid dogs from pooping and running over creation. grow slowly and rationally. We're not Vail and never want to be.
- Worry about important things. Like the basics. Paved roads, etc.

More Development

- Better development and planning. More flexibility in zoning. More multi-family housing. More Nordic, biking, hiking trails. Public pool/ hot tub spa, but similar to the hotel and not in a cinderblock depressing building.
- Continue community-based developments.
- Continue slow deliberate positive growth of the community.
- Don't be afraid of development - would love to see a pool/athletic facility, additional housing, a child care facility, and more trails.
- Encourage development of public infrastructure and utilities so that people don't have to be rich to live here.
- Get past the arguments about no growth vs. no rules and support well managed growth.
- Open up commercial space.
- Plan for growth in the correct way.
- Stop holding up progress.
- The charm of Girdwood is undeniable, but it feels too provincial and lacking amenities. Anchorage is close enough to drive in but the development of the community would benefit from more services that would allow folks to not have to get on the highway.
- There is tremendous growth potential.
- We need long term planful development including affordable housing option and expended services.

Positive

- As a hard-bitten cynic who has witnessed Girdwood leaders very closely over the past 5+ years, I'm deeply impressed with the overall quality of their work and their dedication to the community and finding constructive solutions to problems, no matter how big they may be such as policing.
- carry on! Thank you!
- Doing a good job. (2)
- Doing a great job!
- Girdwood is a beautiful place in this world. I desperately want to raise my family here.
- Girdwood is a gem! I appreciate the opportunity to provide feedback for this important, long term, thoughtful planning process.
- Girdwood is a hard town to manage. Thank you for your efforts and asking for opinions.
- Good job.
- Good job, keep going.
- Great job, Kyle, Margaret and GBOS! You are all doing great service for our community!
- Great job! Keep up the hard work!
- Great work and thank you for all of your service to the community.
- I lived here 15 years ago, and recently moved back. You have done a superb job keeping a good balance of smart, qualitative development and improvements. Keep up the great work!
- I love this place!
- I love this town. It's the only place I have found that I can truly call home, and I've traveled. Other than being greedy, and wanting a better place to see music, this town is pretty much perfect. 👍
- I really appreciate this community and love living here!
- I recognize it is hard to please everyone but if decisions are made with the common good in mind (not the good for those concerned or loudest) then all will be well. Thanks for all you do.

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- I think they are doing a great job! Thanks for initiating the survey. I think it is important to give the community the ability to share their thoughts and ideas to build a strong and resilient community. Thank you!
 - I think you are doing a good job taking interest in Girdwood as a whole and the direction they and its occupants want it to go.
 - Keep fighting the good fight and thanks for your service.
 - Keep going, keep positive!
 - Keep on spreading positivity!
 - Keep up the good work. (2)
 - Keep up the good work! I love it here! :)
 - Keep up the work you are doing; we do not always thank you for your service, but we do appreciate your work.
 - Keep working hard.
 - Love four valleys and everything thing do for this community! ❤️
 - Love the transparency of GBOS meeting notes and agendas keep it up!
 - Nice community! You are doing lots of good things. I hope we all survive Dunleavy.
 - Our family loves Girdwood so if there's anything we as community members can do to support Girdwood, please just us know.
 - Overall, I think a good job is being done.
 - Thank them for their time and effort for doing a great job.
 - Thank you. (2)
 - Thank you - a great place to live.
 - Thank you for all that you do.
 - Thank you for all you do to keep our town awesome.
 - Thank you for all your efforts!
 - Thank you for all your hard work.
 - Thank you for all your hard work. Good job.
 - Thank you for all your time, dedication and hard work.
 - Thank you for figuring out the policing issue and for working on future infrastructure projects proactively.
 - Thank you for helping keep Girdwood special.
 - Thank you for helping our citizens enjoy our natural spaces responsibly.
 - Thank you for taking care of our community.
 - Thank you for volunteering your time, energy, and effort to make Girdwood a great place to live.
 - Thank you for volunteering your time to steer our community in a positive direction.
 - Thank you for volunteering your time.
 - Thank you for volunteering!
 - Thank you for your continued service!!!!
 - Thank you for your diligent hard work and your integrity.
 - Thank you for your hard work and commitment to making Girdwood better.
 - Thank you for your hard work and involvement in community matters. Sam Daniel did an outstanding job as Chair of GBOS through some especially difficult and contentious community issues re: public safety. I like that there is a sharp difference between those that serve on the GBOS today and those that served 10 years ago. I see today's GBOS as much more level headed and in service of this community. Kyle Kelley does an amazing job at managing the GBOS budget and community meetings and myriad of details.
 - Thank you for your hard work. I'm excited to see how the community grows and changes over the coming years.

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- Thank you for your service and dedication to our beautiful little community!
 - Thank you for your service! Keep working the essentials and don't let our drama get under your skin.
 - Thank you for your service.
 - Thank you for your time and contribution to our community.
 - Thank you for your time and talent! Thank you, Kyle Kelley, especially.
 - Thank you, Kyle Kelley, for all your hard work! Thank you volunteers for creating community programs and thank you to those sitting on the LUC and GBOS boards.
 - Thank you so much for all you do. I appreciate making time for community input when making decisions regarding our community.
 - Thank you to Margaret and Kyle!
 - Thank you!
 - THANK YOU!!!!!!!!!!!!!!
 - Thank you. (6)
 - Girdwood is an awesome area with the ski resort, many amazing restaurants and a brewery, great festivals and atmosphere, and great people!
 - Thanks. (2)
 - Thanks for doing surveys like these to get the community involved and thanks for giving us the opportunity to voice our wants and needs.
 - Thanks for helping keep Girdwood rustic, wild, pretty, and unique.
 - Thanks for keeping it green and local. I love our community.
 - Thanks for volunteering your service.
 - Thanks for volunteering.
 - Thanks for your time. (2)
 - Thanks for your service.
 - Thanks to all GBOS members for their service, thanks to Kyle Kelly for being the glue that holds it all together.
 - Thanks to the trail committee!
 - Thanks! Keep working hard! How can I help?
 - The shuttle is fantastic and keeps the restaurants and live music busy. No excuses to drink and drive.
 - This is an amazing town with amazing people in it.
 - Thanks to the Girdwood Nordic ski club.
 - To keep up the good work! So many volunteer hours spent, so much love and investment in the community. I love this community and it is what it is due to the leaders of Girdwood and keeps improving due to the leaders at Girdwood. I have spoken at meetings about my concerns and I feel my voice is truly heard. You just don't find that in most communities. You are appreciated!
 - We love it here. Moved here in June to be close to kids and grandchildren that live here. Had planned on staying one year but like it so much we are staying a second. Especially love the caring community atmosphere.
 - You are doing a good job.
 - You are doing a good job, thank you for your public service.
 - You are doing a great job! Thank you for a wonderful community. Girdwood can't be beat! I have lived "outside" for far too long and it is a joy to be in Girdwood. Thank you.
 - You can't please everyone all the time, keep up the good work!
 - You're doing a good job of balancing development and keeping it Girdwood. Stay vigilant. It can be a slippery slope to over development.
 - You're doing a great job, I love this community.

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- You're doing a great job, it just takes time and money.

Other

- Stop spending money.
- Bring in some young family interest. They are Girdwood's future.
- Do not be fooled by false/fake groups/individuals claiming to be 'stakeholders' when in fact they are a minority who are disgruntled by not getting their way, obfuscating their intent and obstructing the natural order of community processes. Then, as we get tired of hearing the disgruntled minority, assenting to their wishes to make them go away which they never will because you have just emboldened them.
- Don't price people out of Girdwood.
- Don't sell out.
- Embrace the diversity.
- Fix chapter 9.
- Focus on quality of life in Girdwood for all income levels. This will help Girdwood move forward as the amazing community it is now.
- Girdwood is a gem, keep it that way.
- Holding down the cost of living there is paramount. The sewer and water continue to rise. I want water meters on each single-family home.
- I support your causes and support the construction of a local cemetery.
- If you say you support an idea, put it down in paper, not just political speak.
- Investing in mental health improves multiple facets of potential problems in Girdwood.
- Is there a newcomer's club? Or neighborhood social club for new people in town?
- It might be time to look at incorporating the Upper Crow Creek community in to the service area.
- It's hard to tell the truth, but easier the earlier you start.
- Keep it like it is.
- Keep it simple.
- Listen to community members.
- Listen to the residents.
- Look at drinking water issues. Old pipes in certain parts of town.
- More snow.
- SLOW DOWN! Stop the endless construction season, already!
- Start leading toward a future vision, don't just respond to what's dealt to you.
- Start listening to the other side.
- Stop trying to make this place grow. I'm here for peace and quiet. If you want excitement, move to Anchorage. Just make things better for those who live here.
- The cemetery is a stupid idea.
- The loudest voices don't always represent the majority. Be wary of lobbyists disguised as Girdwood Residents. Those owning a home or property and living elsewhere don't always know what's best for full-time residents. Thanks for your service.
- When your Girdwood property is unusual, dealing with Anchorage permits is very cumbersome.
- You get what you pay for.
- Climate change is serious.
- Renewable energy and sustainability are important.

Trash/Recycling

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- Do something about the Dump, and the trailer park. All the money spent to beautify Girdwood, and you allow the trailer park in main town square area to look like a dump. I have no problem with the park other than it looks like trash. You can make them beautify their area and not look so junky; it's an embarrassment!
 - Let's get real recycling here in Girdwood.
 - Make bear-proof garbage cans mandatory or build little sheds for garbage cans like in other communities (Haines, Dawson City).
 - Please figure out community recycling.
 - Thank you for all the hard work you do making our wonderful community. We need a recycling program!!
 - Trash service must improve. The current state of trash service is a nuisance due to bears.

Community Events/Destination

- After 20 years, quit talking and turn Girdwood into a destination resort!
- Continue to focus on community events. Girdwood is easily accessible for day trippers from surrounding areas which will positively impact local economy but not add to the housing problem. Make Girdwood the place for concerts, events, festivals, etc. This will require investment in facilities or maybe a partnership with the forest service for their spaces but well worth it in the long run.
- Look for opportunities to support Girdwood development as a true four-season destination.
- Make Girdwood better by becoming a popular ski town with more stores and restaurants. Attract non-skiers to come during winter with fine dining and unique shopping experiences. Outdoor strip mall with restaurants. More walking availability.
- Open up access. Stop running the town like private resort. Girdwood needs tourists and a progressive and competitive resort to maintain an economy, investment and property value.
- Please keep in mind that tourism keeps the town afloat, keep them in mind with development.

Less Development

- Do not develop.
- Don't develop too much.
- Don't go overboard on development but improve what we have already. The size of the town is good. School is the right size.
- Don't over develop and ruin our piece of paradise.
- It's okay to say no to some proposals. Not every new development is positive development.
- Limited development. I have heard rumors of a second road out of Girdwood valley, and I think that should be dropped. Access is fine the way it is.
- Love Girdwood. Good job so far. Let's not developers too much. Manage well what is already there.
- Maintain what we have without too much change.
- No more development.
- Please don't fill our valley with developed trails.
- Slow down. I love trails, but why do we need to fast track them before we have an actual plan. Let's realize we have many different views so thank you for this survey.
- Sometimes in the course of human affairs it might be wise of us to consider that progress could be best accomplished without development. Let's not give in to power when it means taking away

our children's chance for a healthy natural world. I would rather they have a place like yesterday's Girdwood.

- This is a beautiful, small mountain town. Do not let Girdwood become over developed "Vail."
- Very special place. Please don't overdevelop and commercialize.
- We don't need development for the sake of development. Keep Girdwood quaint and personal. Too many people in the area will ruin the town.

Safety

- Can we please add a job or a light up at the Tee traffic direction on weekends year-round?
- Except for making the town safe don't overregulate.
- Girdwood is a wonderful treasure. Keep safety a top concern.
- I have been seeing a lot of poor, extremely expensive development of roads, bike paths, and sidewalks that we now have to live with. Before we decide to make "innovative" choices, let's really keep safety, especially during the winter months, in mind. If we planned our development with winter in mind first, spatially and safety wise, we can work on beautification for summer months second. Narrow roads with no shoulders, bike paths that dart into road ways that small children ride on, steep ditches that flip cars when it's icy, and sidewalks that abruptly end as you head to the school forcing children to walk into the road should be fixed.
- Keep our valley safe!
- Something needs to be done about the "swoops" on the bike path before tragedy strikes. Removal and realignment would be best. Short of realignment, a guardrail along Alyeska Highway and leading up to (perhaps only 100') each crossroad/swoop intersection would go a long way to improve safety for all users.

Education

- Get funding for a high school!
- It's time for a high school for all 4 valleys, otherwise your good family residents tend to leave when their children are high school age.
- Keep our K-8 school within the ASD system and stop pushing the High School. By the time these kids reach 9th grade they need to meet new kids; to socialize, for sports, to learn how to prepare for university.
- We need an alternative school opportunity. We need Girdwood to shop local.
- You're doing great but please open a high school.

Stores/Services

- Open library on Sundays.
- The library is incredibly important. Please fight to keep it. It's the only free, public space in the community.
- How can we make fresh produce more affordable in Girdwood?
- I love living here and the small-town feel. Why do we not have move small businesses like hardware store, bank, etc.?
- If you want Girdwood to be a place where people can live through the stages of their lives (childhood, having kids of your own, growing old) and build community that is multi-generational, think about what's missing in terms of services and try to come up with innovative ways to get those services in Girdwood.

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- overall I am happy with the development; a primary need is having a " medical clinic" for medical/emergency reasons.

Alyeska

- Please work with Alyeska resort and/or the State to allow more parking at the bottom of the hill and over by the tram. Also, need bigger parking lot by the 5k cross-country loop.
- Let them build. Expand Alyeska.
- Please remember that we are a small community with a resort in it. Not a resort that happens to have a community near it. While the resort is a very important and beneficial part of Girdwood, there are many people who live here for other reasons. All of the people need to be heard and represented. We need to hold on to our community and our beautiful valley.
- The resort is the sole focus, it influences too many decisions, we are too dependent upon it. We need other infrastructure developed to help make us stronger and more flexible as a community.

Taxes

- Having Kyle Kelley and Margaret Tyler as paid staff is an excellent investment of our taxpayer dollars. Keep funding these positions. We cannot ever lose our Library because it is vital for our children as a safe and DRY warm place to gather. If restructuring is needed, then have it open at 3pm and stay open later but keep it open.
- Try to keep taxes manageable.

Employment

- create more year-round jobs.
- The squeaky wheel often gets the most attention - people are upset about dog poop and unleashed dogs - I get that. But the things that will really improve quality of life in Girdwood are creating more opportunities for young people and young families to start businesses and provide for themselves economically within the community of Girdwood - instead of dependence upon Anchorage.
- You have a wonderful, vibrant community, once you look under the hood. We need opportunities for young folks to be able to afford to move to Girdwood and just add to all that you have.

Fluoride

- Get rid of fluoride.

Multiple Themes

- We need more land open for use (housing, trails, etc.).
- No new housing developments. Protect the natural character of Girdwood.
- Affordable housing and land development need to be addressed, in order to stay vital Girdwood needs to continue to develop its commercial/industrial lands and provide affordable housing for local employees.
- Please figure out a housing solution that is diverse and includes options for single families with middle class income and seasonal/service workers. Also, mixed use development that allows for more commercial opportunities would be great! Please do not turn Girdwood into Vail (i.e.: unaffordable second homes only).

-
- "Protect the current assets and jewels of the valley, address the housing issue. Get rid of the stoplights."
 - Allow responsible housing development and work towards pick up recycling.
 - Let's finally move forward with building new housing up Crow Creek Rd, build the high school and get the water and sewer finished for the entire valley.
 - It is really hard for young, growing families to establish themselves long-term in Girdwood due to the combined cost of real estate and healthcare.
 - Keep Girdwood a community. Provide affordable housing - as in not just low-income housing like huge multiplexes, but housing where individuals, couples and families can realistically move into the community and become homeowners. Put restraint on the resort to prevent the town from catering more to tourists and less to residents.
 - Limit Airbnb rentals (see previously mentioned comments). Also please make it possible for Girdwood people to work in Girdwood (hardware store, healthy bakery, bank) are examples that would improve the community and provide jobs.
 - The cost of living here is unsustainable and not providing better living wages or housing options to the lowest paid people in town will cripple our local economy and damage the workforce.
 - This is one of the greatest towns I've ever lived, and it's also been one of the most difficult towns I've ever lived in as far as finding housing and work goes. It's all worth the struggle in the end but I'd love to see wages reflect the cost of rent and living here or housing options for those of isn't looking to settle here that we could actually get a loan for.
 - Protect our wild and primitive open spaces in/near the community and respect the people in Girdwood who value those spaces and need them for their well-being. The unique natural character of the valley should be protected. Nature is the basis of our community's well-being, economy, and collective future. Any development which is done should not negatively harm the natural character of our valley. Behave in an open and transparent way. Be good stewards of our valley's environment.
 - Remain steadfast to the majority views affecting this valley. Avoid being overly accommodative to the vocal minority, particularly in areas of development requiring destruction of natural areas.
 - Protect our green space and future development from the persons with real estate interests. Protect our drinking water for those of use in the lower valley that get our water from spring fed wells. Develop new land slowly and save the majority for my grandchildren to decide what direction our valley should go. Stop the Real Estate Major Development greed.
 - Keep Girdwood low key. Respect our wilderness and wildlife. Don't approve big dense developments. Slow growth.
 - Plan carefully when considering development; we only get one shot at it. "Affordable housing for employees" is an employer concern, not a community priority. We're all making sacrifices to live here; focusing on establishing affordable or low-income housing is not fair to those of us who still struggle and save to make it happen. We don't want a community of only elite rich assholes and no one to run the lifts, but we also don't need to hold workers hands and subsidize housing. Keep Girdwood small in size, strong in character.
 - Act and be responsible or the towns growth.
 - Be more open and transparent to local home owners, in regard to current and future development plans and options.
 - Keep it real. Develop responsibly. Keep the values of old Girdwood, that's what made it a great place to live! That's why people come, it's not for the rain. The free-range dogs, young transient labor, drum circles, pick up hacky sack by the Merc, homegrown skiing passion, laid back scene... When they sent 6 troopers down here to "clean up this town" and the muni evicted and cut down all the tree houses it ruined the entire scene of Girdwood. Yeah it drove property values up, made this the new bedroom community for the Anchorage rich but at the cost of Girdwood

losing all of what made Girdwood the place to be. I make 130K a year and I couldn't afford to move here now. This is no longer a middle-class community, when we're all gone, the rich will be sitting around in the rain wondering where we all went??

- I would like more clarity and secure status of police force; opportunity for non-Girdwood-resident property owners to vote on police and other local issues that affect us; a golf course!
- Drop the Whittier cops. We are either part of anchorage or we are not. Implement building code enforcement.
- Get APD instead of Whittier. More enforcement on spring carnival and New Year's Eve both are out of control. Quit wasting money on cemetery. Get a second road out of town.
- Figure out police force issues, ability to conduct traffic control and issue parking tickets. Encourage mountain development with new Alyeska owners.
- Get rid of tax for police.
- Get rid of tax for police. We over reacted to troopers pulling out.
- We have a drug problem. It revolves around the resort service community and spreads out after Forest Fair. Better addiction/recovery treatment and good community policing will help. I am happy with how the Whittier Police have helped our community and I am in favor of keeping them in place. It's important to have police who live in Girdwood and know the community. APD would be a big mistake.
- Keep our property taxes low and keep our town safe with crime & drugs out of here. Stop the dogshit problem which is horrible. Help the industrial park function with a brush lot open in the spring, summer and fall. Provide the smaller contractors the opportunity to have space there with a water source.
- Continue to consider the good of the community. The Fire Hall, the crew and the Chief are fine examples of community at its finest. Do not tolerate drug dealers and provide strong community support for the teenagers, a very susceptible group. Move ahead with plans for a community pool and center.
- Enforce leash laws, and start looking into housing that is actually affordable
- Short term: advertise that picking up your dog's poop makes you a responsible dog owner. We need to incentives long term rentals over nightly rentals to maintain the community.
- We need to work on having more responsible pet owners. We need to give property owners incentive to do affordable housing rentals rather than vacation rentals.
- 1. Dogs need to be contained. 2. Party atmosphere needs to be diminished. 3. Hotel needs better management and services need to be top notch.
- Leash law enforcement. Home and Vehicle robbery laws enforced.
- Move vehicles parked on public streets. late night noise from Airbnb neighbors. Dogs barking, unattended by owners.
- Leash the dogs!! And a solution to the serious trash/bear problem in the warmer months.
- Don't leave the MOA. Their support is paramount to the city. Also, the Resort creates the town, any support for them should be maintained. (I don't work there, I just think the town would disintegrate with the draw of the Resort, i.e. Indian, Bird.
- Let's take control of our tax money and our undeveloped land. Let's form our own city government to control and regulate our community. We have outgrown the need for Anchorage to do this for us.
- No fluoride. Motorized use. No municipality.
- The unholy alliance of failed developers and anti-fluoride hippies who wish to secede from the MOA do not represent the majority of people in Girdwood.
- As much as Girdwood has a sense of community, I do realize that there is also a great, and nearly even divide of what the community wants for Girdwood. Balancing that divide is not remotely easy, darn near what we have in DC now. You have a difficult task in balancing that,

good luck and do your best. The cost of utility expansion, especially water and sewer makes affordable housing nearly impossible unless done on a large scale. I somehow don't think a massive apartment complex is what the town wants or needs.

- Who do you mean by "leaders of Girdwood"? 1. GBOS/LUC: I'd say I'd like to see them be a lot more bold and stand up for our environment in a HUGE way 2. Anchorage: I'd say step down and let someone more progressive take over.
- Although a large population in Girdwood are younger, and seasonal in nature, does not mean that a style of governance based on "Millennial" values is workable or prudent. Since our current Board of Supervisors is heavily weighted to the Left, along with the current Anchorage Assembly also weighted Left, this is troublesome, and will lead to under representation, over regulation, and over taxation.
- Understand that this is a rural community, with rural needs. Anchorage DOES NOT have OUR best interest in mind. Need to figure a way to bring back our tax dollars into this Community and address the needs of this Community. Understand how much, and where our tax dollars are going would be a first start. Do your job and stop stepping out on issues like Pacific Naval exercises, we pay to have Margaret and Kyle at the table to listen to this non-Girdwood business. Not good practice.
- What leaders? The board of supervisors that have no power. I think it's time for our community to have a say on what goes on here and how our tax money is spent.
- Thank you for your time and efforts. Don't believe everything Anchorage officials tell you. Be fiscally conservative with our small tax base. We should consider having a lawyer on retainer to protect us from the over reach of and over charges from Anchorage.
- Build more cross-country ski trails and single-track mountain bike trails. Encourage more responsible housing development with enough parking spaces especially for condos. Better parking signage could improve as well.
- Quality of life (open space, trails, non-motorized recreation) and affordable housing are key.
- More trails and if possible, become your own municipal and not a part of Anchorage.
- Build more bike friendly trails and focus on making Girdwood a recreational destination that draws people here even during the shoulder seasons or when the snow isn't here/good. Build the trails/bridges in such a way that they can be easily maintained and possibly groomed to cater to Nordic and Fat-Bikes in the winter.
- When I travel all across remote Alaska for my job, I see firsthand the realization that Girdwood development is far behind even the remotest locations. I can't understand why this is. Living in Girdwood is rewarding in so many ways. But the limited access to basic, common amenities makes it difficult at times and frustrating. As a parent, I feel my children are limited in this community due to the lack of sport opportunity beyond skiing. Sending them down the road an hour in a bus every day to attend high school is also a major drawback and will likely cause our family to relocate when the time comes, unless a high school is developed.
- Keep Girdwood eclectic and quaint. No housing developments. Always more police force especially if their hands are not tied. Housing covenants in order to keep our town status quo i.e. no fences, gravel roads.
- Girdwood has wonderful spirit and is community-oriented. Please don't develop this wonderful small town to cater to second home owners and tourism. We should focus on how to make this a place where lower income families can work and live--affordable housing is a must! Also, as a parent, having my child drive the Seward Highway every day is a serious concern. I would love to see an option for local secondary education.
- Please stop trying to make this town a mini Vail and Aspen and instead try to preserve the community feel that we've had here for so long. There are many people in this town who would

like to buy an affordable first-time home here, but the options are becoming limited due to the increase of people from other cities buying second, third and so on, homes here.

- Keep the small-town charm but continue to expand opportunities for visitors. The infrastructure created will be available to local residents as well. This is a delicate balancing act, so err on the side of small-town charm.
- I opt for a way to improve the number of business options in a small town without growing too much, because the small-town environment and close community here is the best.
- Don't destroy mine roads. Single-family area with multi-family development.
- Extend winter road plowing up Crow Creek Rd. Add school bus service.
- New Girdwood access road, need second option other than Glacier Creek bridge. Fix main roads like Timberline, not thrilled about paving some of the main gravel roads but that is probable to long term solution. Remove large cottonwood trees along major paved and unpaved road in Girdwood. Road crew should not plow in residential driveways. Affordable housing. More commercial land for development. More trail work. Community swimming pool.
- Let's work on HLB to open up/allow for mindful developments to support our community's growth. And let's get recycling already!
- Girdwood is not a landlocked ski town 3-4hr away from a large city. Girdwood is 45min away from Anchorage. Perhaps adding better commuter Public transit between Girdwood and Anchorage would help people having a hard time finding housing in Girdwood.
- Stop spending money on the cemetery, it's a money pit. People use cremation not burial. Whittier police need to sit their cars at the park and pull speeders over on Alyeska Hwy instead of holing up in the office or wherever they are hiding. Also make public what they are doing (a list i.e. pullovers, domestic violence, drugs etc.). Work with local health care and churches, volunteers to help victims of violence, drug use.
- Please make this town more family friendly with an emphasis on healthy and sustainable living. Please provide opportunities to lower the rates for skiing for local Alaskans so more Alaskans can afford to come to the mountain. Please future proof the ski area by accessing more terrain. Provide ways to support and foster positive long-term mental health and growing opportunities and support/provide resources for those struggling in our community. It is very hard emotionally, economically for young families to make it in Girdwood; the lack of community day care or community date nights takes a toll on relationships and is isolating.
- I think our biggest threats to public safety are human bear interactions due to poorly managed waste, and unleashed dogs. Why do we look the other way on both of these citable offenses?
- Recycle more, encourage more biking and hiking trails. Figure out a way to make housing more affordable so we can ensure higher quality people stay and build the local base. Too many drunks and drug use/abuse tied to local bars/Chair 5. Increase police presence in town square, especially late night.
- Bear proof trash cans should be mandatory. Encourage and support growth of commerce-where and how to build something that would enhance the community. Lobby for paving a few of the roads.
- I would like the town to have trash disposal options 7 days a week to help the bears co-exist with residents. Please no fluoride in our water.
- This is such a neat town. I think it could be a great tourist destination, winter and summer with a little work. Clean up the dogs and the drunks everywhere and my family would spend more time and money in Girdwood. I would love to see locals getting better discounts at the resort. Season passes are outrageous.
- Make decisions about year-round activity/destination without regard to what Alyeska is doing or what they say they're going to do. Also attempt to partner with Alyeska for the benefit of both.
- Limit commercial development and prioritize our natural environment.

-
- Lower property tax, stop development, police too expensive.
 - Don't change Girdwood. Make it easier to recycle.
 - Get public safety right. Keep the Muni out of the valley. Facilitate private investment and development.
 - Bring in more businesses, stop relying on the resort. Develop our town, more mountain bike paths, kill stray dogs, have the bus help the community more. Send a bus route through the community, not just on paved roads.
 - I would like to see the Bed Tax that Girdwood generates to be used by Girdwood and not Anchorage. It's time for the Municipality of Anchorage to invest in Girdwood such as freeing up their land for housing development, etc.
 - I love Girdwood, but you can't do it on your own. You need the help and tax dollars of Anchorage to keep Girdwood special. And you have a big-time dog problem. Keep fluoride out of the water. It is a poison!
 - Jobs need to be available at a pay rate that is living wage. Living wage pay rate impacts perception about what is defined as 'affordable' housing.
 - Drop the fluoride from our public water please. Convince HLB to open more land for development so the housing market is not so tough.



Girdwood Economic + Housing Analysis

April 2024

DRAFT



Engage
Plan
Implement



Prepared by Agnew::Beck Consulting, Inc.
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I. Executive Summary

Report Purpose + Methods

The Girdwood Area Plan Update Committee, also called Imagine! Girdwood, engaged Huddle AK to support community planning and Agnew::Beck Consulting to conduct an economic and housing analysis to inform the Girdwood area-wide planning process. The purpose of this report is to share the findings related to trends in population, housing and employment and the impact those trends are expected to have on the demand for residential and commercial land in Girdwood.

This analysis uses existing publicly available data to develop housing forecasts based on expected population growth in Girdwood, as well as other factors influencing housing demand, such as the share of units that may need to be replaced due to age and condition, overcrowding and housing for the local workforce. The housing forecast is translated into anticipated land demand to assist in the planning process. Interviews with local Girdwood businesses were conducted to help understand the overall need for new housing to support the workforce.

This analysis also addresses an expected demand for commercial land that builds from historical employment data to develop a 10-year commercial land use forecast. The commercial land demand model relies on industry specific assumptions related to space needs to estimate land needed to support Girdwood's growing workforce and businesses.

The impact of seasonal housing, which includes short-term rentals and recreational housing, is also taken into consideration and quantified as much as possible throughout this analysis.

Seasonal and Year-Round Resident Housing

Girdwood is a resort community, where visitors come from all over the world and housing is owned by people in Girdwood, as well as out of State and throughout Alaska. In a resort community with a relatively small number of year-round residents and a surge of people who visit or work seasonally, population and economic trends are less predictable and data sources are often unable to capture the full demographic and economic picture. In this report, we document the types of source data used and the specific population that data characterizes. To help interpret the data and better understand the context for housing in Girdwood, a few key definitions are listed below.

Year-round residents: Throughout this report the term year-round residents reflect people who call Girdwood their primary residence. They could be renters, or they could own their own home; they could work in Girdwood or commute to Anchorage for their job. Most population data sources, such as the U.S. Census and the Alaska Department of Labor,

As a resort community, Girdwood is fairly unique in that 42% of the housing units are owned by people living in Alaska but not in Girdwood; most of whom are from Anchorage or Eagle River. Another 11% of housing units are owned by people who live outside of Alaska and 47% of housing units are owned by people who call Girdwood their primary residence.

record population estimates that reflect the number of residents in a community who identify that community as their primary residence.¹

Housing for year-round residents: This term reflects housing for current and future year-round residents in Girdwood. Year-round housing units can be occupied by renters or owners but must be the occupant's primary residence.

Seasonal housing: Seasonal housing includes all housing in Girdwood that is not inhabited by year-round residents. There are three general categories of seasonal housing: temporary or seasonal workforce housing, recreational housing, and short term rentals.

Temporary or seasonal workforce housing: This is housing that is for the Girdwood workforce that is typically used temporarily while someone is working during the winter or summer seasons. Temporary does not mean housing that could be constructed, used temporarily, and then taken down. Examples include the use of an accessory dwelling unit (ADU) to house a new chef for a local restaurant until such time as permanent housing can be found. Another example is housing owned by Alyeska Resort that is built for their seasonal workforce. The U.S. Census categorizes some of these temporary or seasonal workforce housing units as group quarters or units for "seasonal or migrant workers."

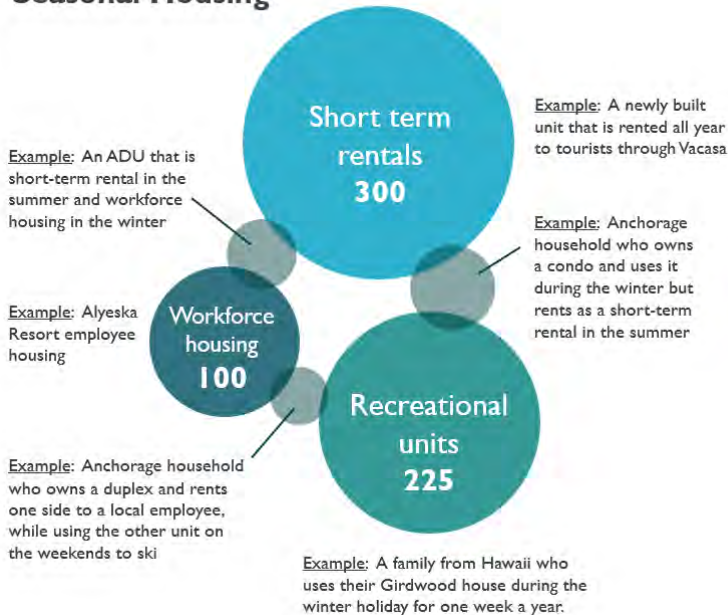
Recreational housing units: Recreational units are housing units that could be a household's second or third home. Recreational units are not a household's primary residence. For example, households with a recreational unit may rent the unit as short-term rentals part of the year and use the unit when they go skiing on the weekends during the winter. Sometimes a recreational unit might be considered a "dark home," which means that the unit sits empty or is not used very much at all during the year. The U.S. Census categorizes recreational units as unoccupied by year-round residents that are used "for seasonal, recreational or occasional use."

Short term rentals (STRs): Short term rentals are housing units that are available to rent for a stay shorter than 30 days. These units are subject to bed tax and available for tourists and visitors. The U.S. Census does not track the number of short-term rentals. Data in this report on short-term rentals is from publicly available data published by AirDNA and AllTheRooms.

¹ In Girdwood, as in many resort communities, year-round residents don't always live in Girdwood all 12 months of the year but in order to be captured in the Department of Labor population estimates derived from the Alaska Permanent Fund dividend, they must live in Alaska at least 180 days per year.

Figure 1. Girdwood Housing Types: Seasonal and Year-Round Housing

Seasonal Housing



Year-Round Housing



Affordable and Attainable Housing

Housing that is affordable. The U.S. Department of Housing and Urban Development defines “affordable housing” as housing on which the occupant is paying no more than 30 percent of gross income for housing costs, including utilities. Housing that is affordable can be built by private developers and open to all income groups. This is sometimes called naturally occurring affordable housing. Housing that is affordable is also built using public investment and restricted to certain incomes. In some communities, there is an abundance of naturally occurring affordable housing that has been built by private developers. In other communities, the opportunities for housing that is affordable are few and far between, as prices have risen and may be out of reach for many households.

Income Restricted Affordable Housing. This type of affordable housing targets lower-income households (below 80 percent of area median income). Typically, income restricted affordable housing receives public investment through local, state, federal or foundation funds and is available to households who are under a certain income.

Attainable Housing is a newer term and generally refers to housing options that are accessible and affordable for middle-income families typically those between 80 percent and 120 percent of area median income.² Source: “Incentives for Market-Rate Attainable Housing Development” report produced by McKinley Research.

² Incentives for Market-Rate Attainable Housing Development, Prepared by McKinley Research for Anchorage Community Development Authority, October 2023

Study Area Geographies

Girdwood is not its own political jurisdiction so not all data is collected at the Girdwood community level. There are several types of geography utilized to share out demographic, housing, and economic data throughout this report. All the geographies used overlap to some degree and capture the community of Girdwood as well as some of the surrounding areas. To help interpret the data, a few key definitions are listed below and Figure 2 illustrates the borders of each geographic area.

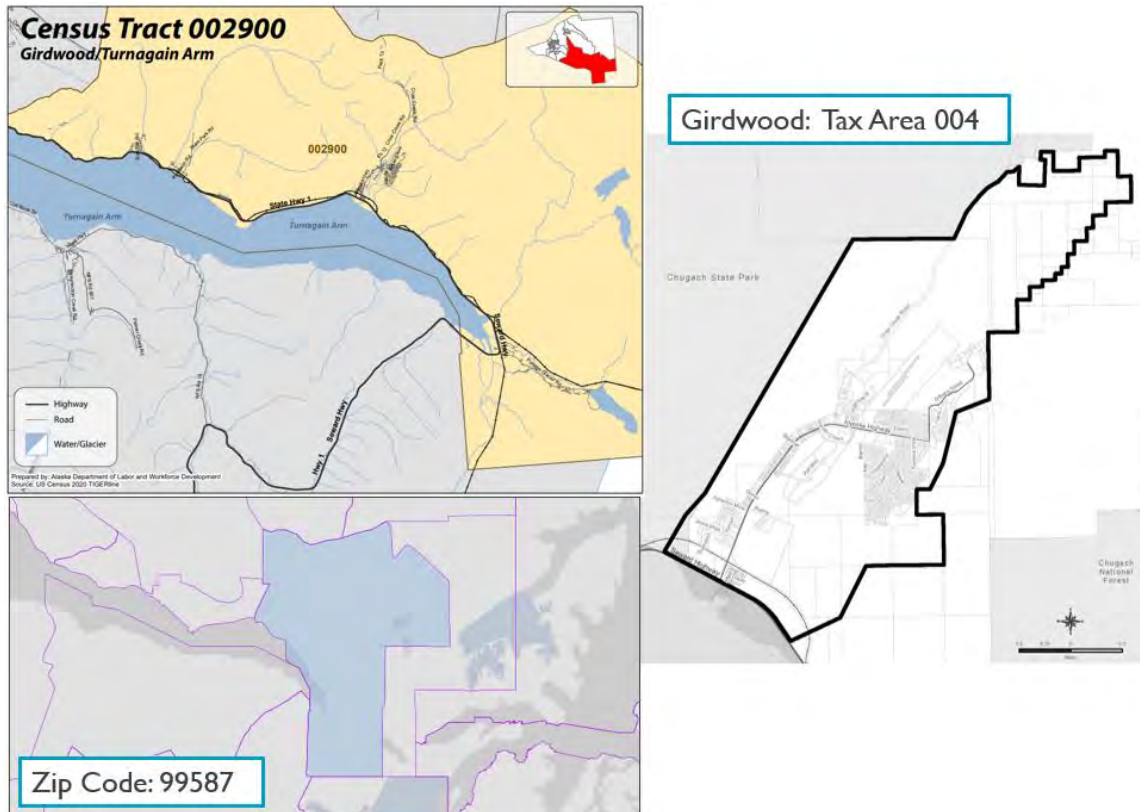
Municipal Level- Girdwood is part of the Municipality of Anchorage. Data for the Municipality of Anchorage is used for comparison purposes and to look at broader trends.

Census Tract- Census Tract 29 encompass the communities of Girdwood, Indian, Bird Valley, and the Portage Valley. While this geography is larger than just the community of Girdwood, it is often the closest available geographic proxy for publicly reported data.

Zip Code- Zip Code 99587 encompasses Girdwood and the Portage Valley and is the closest geographic proxy for the community of Girdwood. Where possible, this geography is used to further refine secondary data sources.

CAMA Database- Where possible, this analysis uses the Municipality of Anchorage assessment data, accessed through the CAMA Database. Tax District 4 closely aligns with the Girdwood Community, but this data source is limited in terms of the information it is tracking.

Figure 2: Geographic References



Key Findings: Population

The community of Girdwood is influenced by people who live year-round in Girdwood and call Girdwood their primary residence, as well as the surge of people visiting or seasonally working in Girdwood. The Alaska Department of Labor estimates that there are approximately 2,371 people who call Girdwood their primary home, but we acknowledge that year-round residents are not the only people living and working in Girdwood. In the winter and summer months, tourists visit Girdwood, and during that same time, the seasonal workforce grows to accommodate the influx of visitors. The Alaska Visitor Statistics Program estimated that Girdwood saw roughly 153,000 visitors in 2016 and that number has likely increased as Statewide visitor volumes continue to rise.³

Girdwood has seen flat and/or declining year-round population trends over the past decade. After a period of tempered growth in the year-round population from 2010 to 2014, Girdwood experienced modest declines between 2013 and 2022 with an average annual population decrease of -2.7 percent. During this same period, the Municipality of Anchorage also experienced population decline at an average annual rate of roughly -0.5 percent.

Modest year-round population growth is expected in Girdwood. Population estimates produced by the Alaska Department of Labor indicate that the current Girdwood year-round population is 2,371 people. Based on a review of historical data, future forecasts for the Municipality and an understanding that there is pent up demand for housing in Girdwood, we believe that it's possible the year-round population in Girdwood could grow at an average annual rate between 0.2 and 1.0 percent over the next 10-years, especially if housing is made available to accommodate new growth. It's also possible that population levels could decline if housing continues to be constrained. Comparably, the population in the Municipality of Anchorage is expected to increase at an average annual growth rate of roughly 0.4 percent over that same time period. In recent years, Girdwood has experienced a slight decline in population, which is largely attributed to the lack of available housing within the community to accommodate population growth. Through proactive planning and new residential development, Girdwood has the potential to absorb a higher proportion of the Municipality of Anchorage's overall population growth and capture a portion of the local workforce who is currently commuting.

Girdwood has slightly smaller household sizes and fewer households with children. Girdwood has an average household size of roughly 2.1 individuals per household, while the Municipality of Anchorage has an average household size of 2.7. Since 2016, the average household size in Girdwood has been decreasing from 2.5 people per household to 2.1. The Municipality of Anchorage also saw a decrease in the average household size during this time, but at a much slower rate. Additionally, roughly 23 percent of households in Girdwood include one or more people under 18 compared to 35 percent of households in the Municipality of Anchorage. Smaller household sizes suggest that more housing units may be needed to accommodate the same number of people. For example, if 200 people move to Girdwood with an average household size of 2.5, 80 homes are needed but with an average household size of 2.1, 95 housing units are needed to serve the same number of people.

³ Alaska Visitors Statistics Program 7, Prepared for the Alaska Dept. of Commerce, Community and Economic Development and Alaska Travel Industry Association by McDowell Group, May 2017 (available at https://dot.alaska.gov/stwddes/desbridge/assets/grant/eastbridges/a_visitor_report_7.pdf)

Figure 3. Population Characteristics

Population Characteristics	Municipality of Anchorage	Census Tract 29 (Girdwood, Portage, Indian)	Zip Code 99587 (Girdwood and Portage)
Total Population (2022)	289,810	2,371	1,889
Average annual population growth rate (2012-2022)	-0.3%	-0.7%	-0.4%
Total population change since 2012	-9,119	-186	-86
Projected annual population growth rate (2023-2033)			
Low Scenario [1]	0.1%	0.2%	0.2%
Mid Scenario [2]	0.4%	0.8%	0.8%
High Scenario [3]	0.8%	1.0%	1.0%
Median Age	35.4	49.6	49.6
Average Household Size	2.68	2.09	2.16
Median Household Income	\$83,280	\$105,136	\$105,433
Households with Children %	34.9%	22.7%	23.2%
Households with Seniors (Age 65+) %	19.7%	9.9%	7.5%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2017-2021); Alaska Department of Labor and Workforce Development Population Estimates and Projections.

[1] Forecast based on Alaska Department of Labor and Workforce Development forecast for the Municipality of Anchorage

[2] Forecast based on Anchorage 2040 Land Use Plan

[3] Forecast based on Alaska Department of Labor and Workforce Development forecast for the Mat-Su Borough (a market not constrained by housing)

Key Findings: Housing Need + Affordability

The community of Girdwood has seen flat and/or declining population trends over the past decade, yet there continues to be a need for quality affordable and attainable housing in Girdwood to serve a range of incomes and households, especially to meet the needs of the Girdwood workforce.

Demand for new housing is expected to reach roughly 242 new housing units in Girdwood over the next 10 years. This housing need estimate considers the number of new units needed due to expected population growth, housing units needed to address overcrowding and housing units needed to address workforce demands. Under our mid-range forecast, the population of Girdwood is expected to increase by roughly 200 people over the next ten years and drive demand for an estimated 100 new housing units. An additional 67 new housing units are needed to alleviate the overcrowding of existing housing units in Girdwood. Overcrowding is often an indicator of pent-up demand in the housing market. Interviews with employers also indicated a need for additional new housing units in Girdwood to address the immediate need for workforce housing within the community. Based on those interviews, we estimate that roughly 75 new housing units will help address this immediate workforce need.

Housing rehab is also important. In addition to new housing units there is also a need for rehab or renovation of existing housing units in Girdwood. Roughly 60 of the existing housing units in Girdwood are expected to need substantial renovation/rehab over the next 10 years. If existing housing units are not maintained or rehabbed, it is likely that some portion of the existing units will eventually fall off the market and further compound the need for housing in Girdwood.

Figure 4 Girdwood Housing Need Graphic

10-year housing need for Girdwood

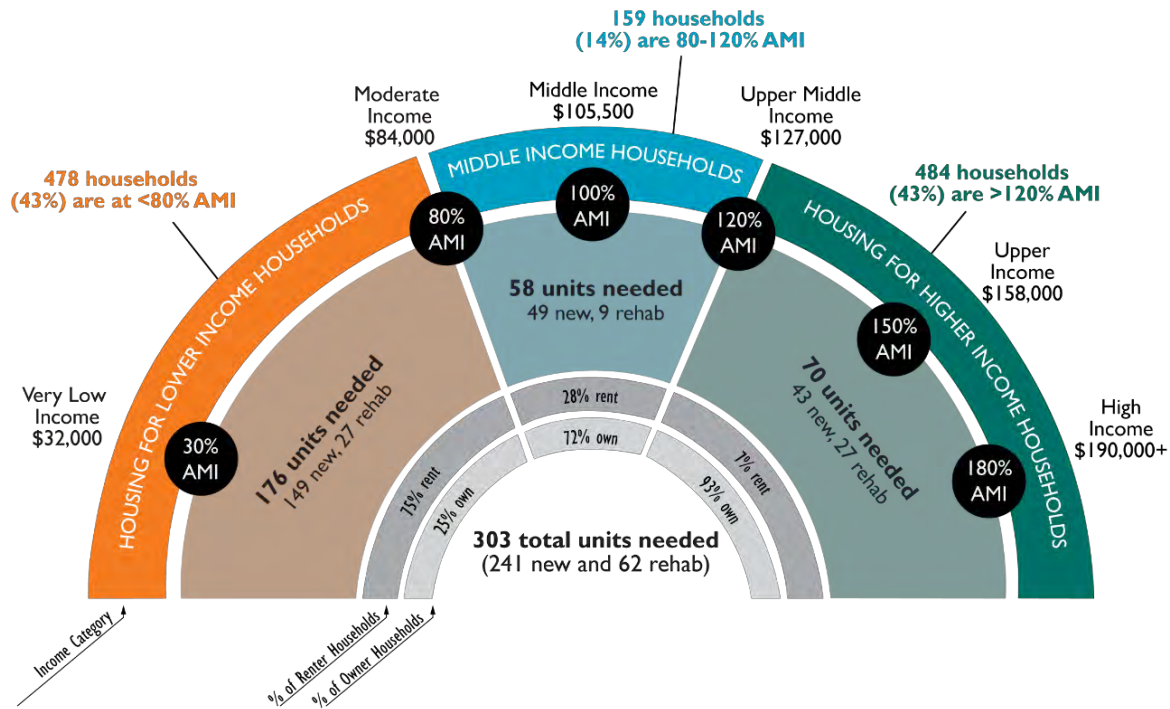


Roughly 26 percent of households in Girdwood are cost burdened (spending more than 30 percent of their total income on housing). Renter occupied households are more likely to be cost burdened compared to owner occupied households and nearly 40 percent of all renter occupied households in Girdwood spend more than 30 percent of their total household income on housing. This suggests that there is a need for additional affordable housing, specifically affordable rental housing, in Girdwood.

Income distribution in Girdwood reflects a shrinking middle class. Currently, in Girdwood, 43 percent of households make incomes less than 80 percent of area median income (or less than \$84,000 annually), while another 43 percent of households have incomes that put them at 120 percent of area median income or higher (\$127,000 or above). Only 14 percent of Girdwood households fall into the middle-income category, making between \$84,000 and \$127,000 annually or between 80 percent and 120 percent of area median income.

We expect that the majority of new housing need in Girdwood is for low- or middle-income households. While demand for seasonal housing, including short term rentals and vacation properties is strong, the forecasted housing need for the workforce and year-round residents' skews toward households under 120 percent of area median income (middle- and lower-income households). Roughly 149 new units (or 62 percent) are needed for households earning 80 percent of the area median income or lower. Housing need derived from new population growth is allocated to each of the three income groups using the existing income distribution of households in Girdwood. We estimate that demand driven by overcrowded households and housing for the workforce will likely be distributed to low- and middle-income households only. The reason for this assumption is that households with higher incomes would typically opt for other housing options as opposed to remaining in overcrowded conditions. Additionally, most of the workforce housing needs appear to be in the lower- and middle-income categories, based on interviews with employers. Although, higher paid professionals still struggle to find housing in Girdwood.

Figure 5. Housing Need by Income Type



Rental and ownership products are both needed. Roughly 25 percent of low-income households and 72 percent of middle-income households in Girdwood own their housing, while the remainder of households rent their homes. Given these trends, we anticipate a need for about 112 ownership units and another 129 rental units in Girdwood. The ownership vacancy rate in Girdwood is particularly tight at less than five percent and the rental market is cost burdened. Both types of housing are needed.

Figure 6. Housing Need by Income Group and Tenure (New Units)

Item	Low Income	Middle Income	High Income
Annual Household Income	Less than \$84K	Between \$84K and \$127K	Greater than \$127K
Housing Need: New Units [1]	149	49	43
Affordable Monthly Housing Costs [2]	\$2,100 or less	\$2,100-\$3,100	More than \$3,100
Ownership/Rental	37/112 units or 25%/75%	36/14 units or 72%/28%	40/3 or 93%/7%

[1] Only showing housing need for year-round Girdwood residents.
 [2] Assuming households spend is 30% or less of their gross income.

Figure 7. Housing Characteristics

Housing Characteristic	Municipality of Anchorage	Census Tract 29	Zip Code 99587	Tax District 4 [4]
Total Housing Units	118,055	1,839	1,620	1,714
Owner Occupied (of total housing) [1]	56%	38%	35%	32%
Owner Occupied (of occupied housing)	63%	63%	62%	
Renter Occupied (of occupied housing)	37%	37%	38%	
Vacant Units	11,360	719	695	
Homeowner Vacancy Rate	1.6%	0.0%	0.0%	
Renter Vacancy Rate	4.1%	5.5%	6.4%	n/a
Average Household Size	2.7	2.1	2.2	
Overcrowded Households [2]	2.7%	0.0%	0.0%	
Severely Overcrowded Households [3]	1.9%	6.0%	0.0%	
Built Prior to 1950	1.7%	1.1%	1.3%	

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2017-2021). AHFC Alaska Rental Market Survey, Municipality of Anchorage 2022

[1] Girdwood Census estimates of owner-occupied housing as a percent of total housing stock (35-38%) is similar to the estimate of the share of owner-occupied housing in Girdwood using CAMA data (32%). These estimates are different from the typical tenure split shown by the Census between renter and ownership, which is calculated as a share of occupied housing, not total housing.

[2] More than 1.0 occupants per room. A “room” includes bedrooms, kitchens and living rooms, but not bathrooms, hallways, or unfinished basements. For example, a two-bedroom apartment with a living room and a kitchen would be considered overcrowded if there were five or more people living in the apartment. The same apartment would be considered severely overcrowded if six people were living in the apartment.

[3] More than 1.5 occupants per room. A “room” includes bedrooms, kitchens and living rooms, but not bathrooms, hallways, or unfinished basements. For example, a two-bedroom apartment with a living room and a kitchen would be considered overcrowded if there were five or more people living in the apartment. The same apartment would be considered severely overcrowded if six people were living in the apartment.

[4] Municipality of Anchorage Assessors Database (CAMA), accessed in February 2024.

Key Findings: Seasonal Housing and Short-Term Rentals

Despite adding more housing units to the market in recent years, demand for housing has been increasing faster than new housing units are being added to the market. One of the factors contributing to Girdwood’s tight housing market is the conversion of year-round dwelling units or long-term rental units to short-term rentals (STRs). Based on rental listings from platforms like AirBnB and VBRO, an estimated 310 units in Girdwood were being used as a STR in some capacity in 2023. While STR conversions may be contributing to the overall housing shortage, it is among multiple factors, including changing demographics and household size, and second home market that continue to strain the housing market in Girdwood. Additionally, STRs can help drive economic growth when individual households benefit from the added income that STRs offer allowing them access to housing in Girdwood, particularly in the ownership market.

Short-Term Rental density is high in Girdwood. Compared to other communities across Alaska, STR units account for a higher percentage of the total housing units in Girdwood. Just over 16 percent of all residential housing units in Girdwood are used as a STR in some capacity. For comparison, STR units only account for 2 percent of the total housing units in the Municipality of Anchorage.

Short-Term Rentals are increasing. On average, 10-15 new STR listings have been added per year since 2020. This includes new homes that have been purchased with the intention of being used as a STR and the conversion of long-term rental or full-time dwelling units to STR units. If this trend were to continue, Girdwood could expect an increase of 85 short-term rental listings by 2032.

Key Findings: Employment + Commercial Demand

The average annual employment in Girdwood experienced steady growth in recent years but was impacted greatly by the COVID-19 pandemic, losing nearly a third of its total employment in 2020. Since then, Girdwood had made a full recovery and is forecasted to continue an upward trajectory over the next 10-years.

Employment has rebounded to surpass pre-pandemic levels. Employment in Girdwood was hit hard by the pandemic but made a full recovery in 2022 with an average annual employment of 1,186, surpassing the previous employment peak reported in 2019. Leisure and Hospitality account for nearly 70 percent of the total employment in Girdwood.

Considerable job growth is expected. Based on historical growth rates, interviews with employers and industry level job forecasts for the Municipality of Anchorage, it is estimated that around 630 new jobs will be created in Girdwood over the next 10 years. This translates to roughly a 5 percent average annual increase in the total number of jobs in Girdwood. Growth is forecasted across all existing employment sectors in Girdwood, with leisure and hospitality and trade, transportation and utilities expected to see the greatest increase in employment.

Job growth could spur demand for around 194,000 square feet of commercial/employment space in Girdwood over a 10-year period. Using industry standards for types of facility spaces and employment densities, it is expected that approximately 194,000 square feet of commercial space or roughly 22 acres of commercial land, will be in demand over the next ten years. This includes demand for office, industrial/flex, retail, accommodation and food services, and institutional space.

Land Use Considerations

The housing and economic analysis offers the following considerations to the housing policies and strategies as part of the Girdwood Comprehensive Planning process.

Housing supply should be increased whenever possible. Adding to the overall supply of housing within infill lots, larger tracts of land that are owned by one owner such as Heritage Land Bank or Pomeroy Loding, and adding housing to existing buildings will help to increase opportunities for needed housing in Girdwood.

Target strategies to add housing for lower- and middle-income households. Adding supply alone does not necessarily result in affordable or attainable housing. For example, as described in Chapter 3, roughly 83 percent of the new housing built in Girdwood in 2022 and 2023 is not being used as a primary residence by people who call Girdwood their home. Additionally, short-term rentals continue to increase and put pressure on an already tight housing market, and businesses share that the housing market is more challenging now than it was five years ago. The Girdwood Comprehensive Plan should consider strategies to incentive new housing at affordable levels. Examples are listed below.

- Property tax incentives
- Publicly funded infrastructure
- Reduced land costs, when possible
- Development agreements with large landowners, including Heritage Land Bank, to ensure affordable and attainable housing

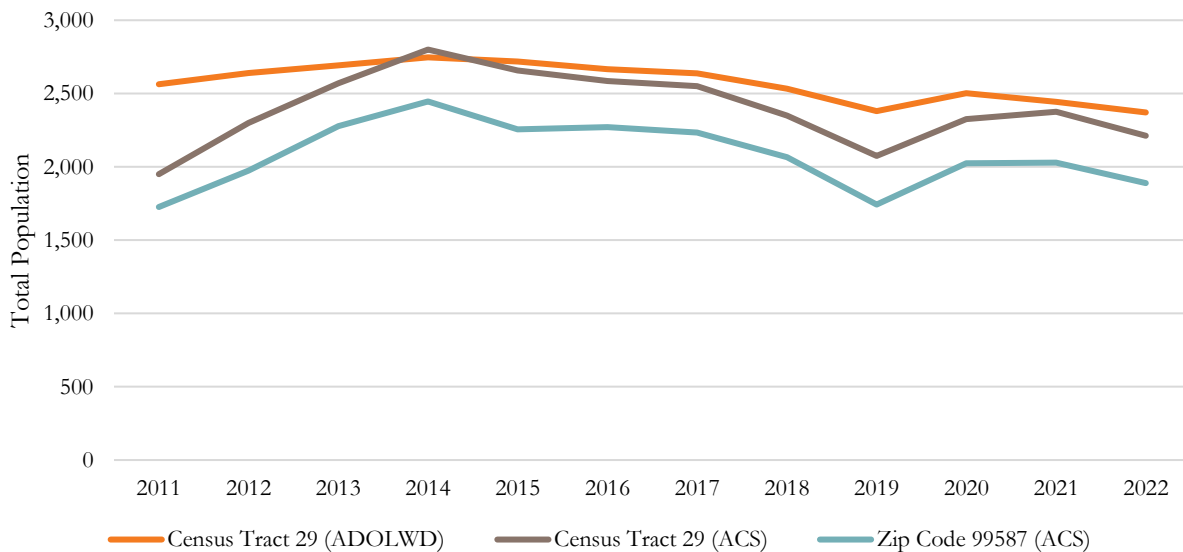
2. Population + Demographics

The population and demographic information summarized in this chapter reflects sources that document data for those who declare Girdwood as the year-round primary residence, including State of Alaska Department of Labor and U.S. Census population data. Unless otherwise specified, we are referring to data that reflects year-round residents. In addition to the year-round population, Girdwood also experiences an influx of temporary or seasonal workers some of whom may have their primary residence elsewhere. Tourists traveling from out of state as well as households with recreational properties in Girdwood, such as second homes, visit Girdwood both during its peak winter and summer seasons. There are no published sources that estimate the total number of people who may be staying in Girdwood during peak seasons.

Population Trends

After a period of growth in the year-round population from 2010 to 2014, Girdwood experienced modest declines between 2013 and 2022 with an average annual population decrease of -2.7 percent. The Alaska Department of Labor and Workforce Development (ADOLWD) uses data collected through the Permanent Fund Dividend (PFD) application to produce population estimates and inform population projections. Even though Census Tract 29 is broader than Girdwood and includes surrounding Turnagain arm communities, this source is viewed as the most accurate localized estimate of historical population trends in Girdwood. During this same period, the Municipality of Anchorage also experienced population decline at an average annual rate of roughly -0.5 percent.

Figure 8. Girdwood Population Trends (2011-2022)

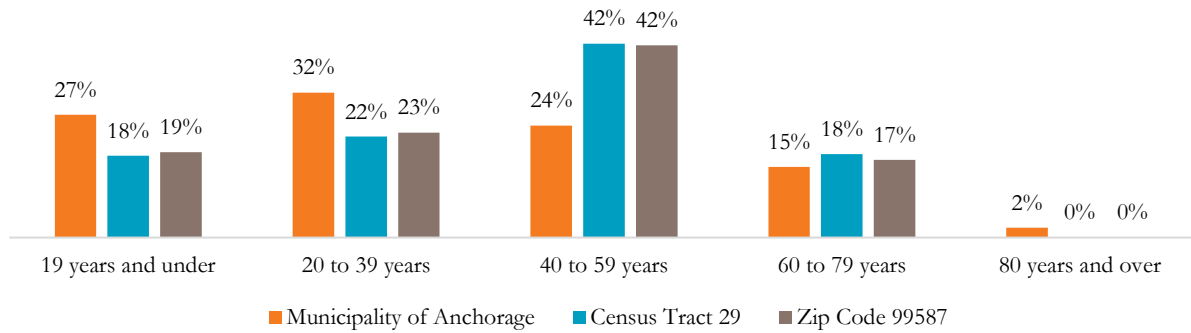


Source: Alaska Department of Labor and Workforce Development Population Estimates (Census Tract 29); U.S. Census Bureau, American Community Survey 5-Year Estimates (Census Tract 29 and Zip Code 99587).

Age Distribution

Compared to the age distribution of the Municipality of Anchorage, Girdwood’s year-round population tends to skew slightly older, with the ACS reporting a median age of 43.5 for Census Tract 29. Roughly 60 percent of the population in Girdwood is over the age of 40 and just under 23 percent of households in Girdwood include one or more people under the age of 18. Compared to the Municipality of Anchorage, Girdwood’s year-round population is also slightly less diverse, with 90 percent of the population identifying as white in Census Tract 29. For comparison, only roughly 60 percent of the population in the Municipality of Anchorage identifies as white.

Figure 9. Age Distribution of Population in Girdwood

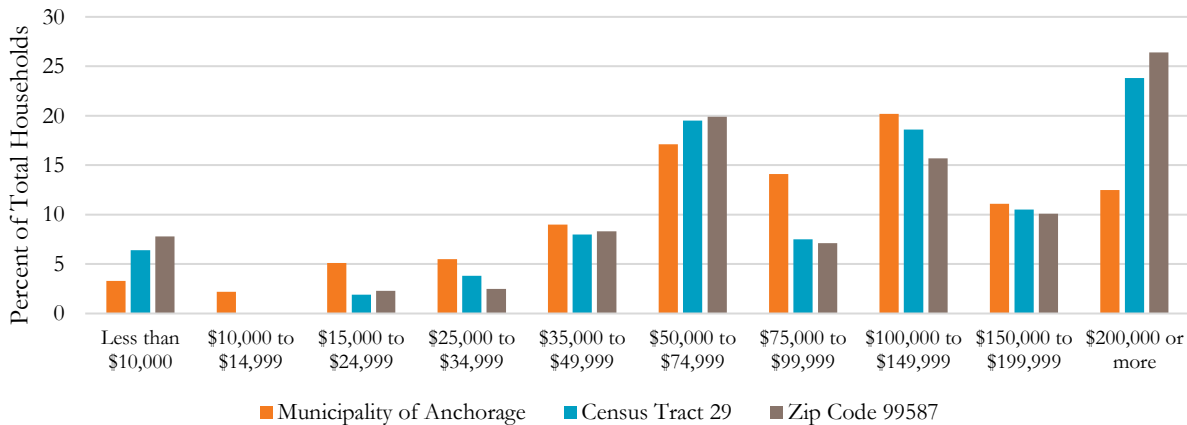


Source U.S. Census Bureau, American Community Survey 5-Year Estimates (2017-2021).

Median Household Income

The median household income in Girdwood is just over \$105,000 which is nearly 19 higher than the median household income in the Municipality of Anchorage. Over 50 percent of the households in Girdwood have incomes over \$100,000 but there is also a higher percentage of households with incomes below \$10,000 (6.4 percent) compared to the Municipality of Anchorage. Households in these low-income categories can include both low-income wage earners as well as households who may be retired and supported by more passive income streams.

Figure 10. Household Income Distribution in Girdwood

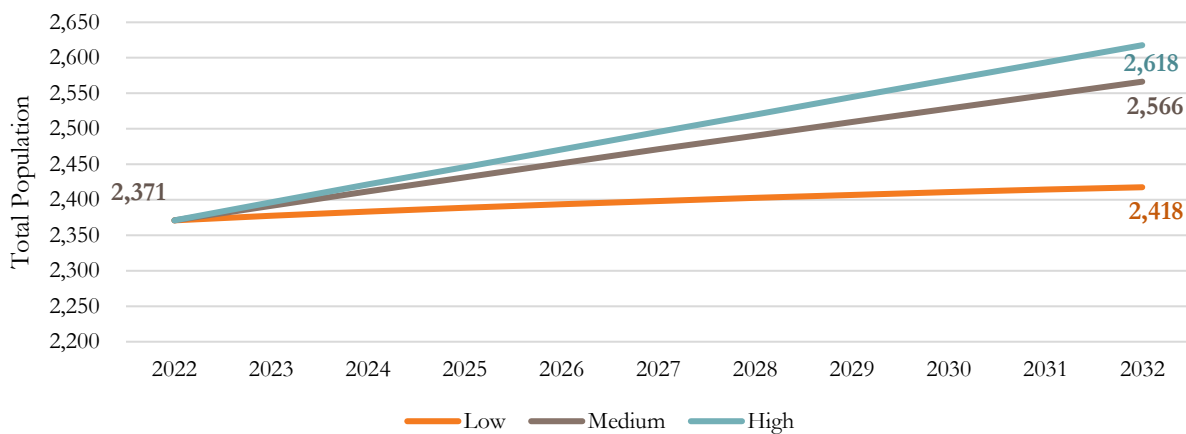


Source U.S. Census Bureau, American Community Survey 5-Year Estimates (2017-2021).

Population Forecast

Agnew::Beck derived a future population for Girdwood that was based on Municipal level ADOLWD official forecasts but also includes pent-up demand that is currently limited by the availability of affordable residential housing units in Girdwood. For this analysis three scenarios were developed to reflect varying levels of potential population growth over the next 10 years. The “low scenario” assumes an average annual growth rate of 0.20 percent and adopts the population growth trends forecasted by the ADOLWD for the Municipality of Anchorage as a whole. The “mid scenario” assumes an average annual growth rate of 0.8 percent based on the growth rates published in the Anchorage 2040 Land Use Plan.⁴ The “high scenario” assumes an average annual growth rate of 1.0 percent, which is based on the ADOLWD forecast for the Matanuska-Susitna Borough, a neighboring jurisdiction whose population growth is not constrained by its housing market.

Figure 11. Girdwood Population Projections (2022-2032): Low, Mid and High Scenarios



Source: Projections based on Alaska Department of Labor and Workforce Development population forecasts and Anchorage 2040 Land Use Plan.

Despite experiencing a slight decline in population over recent years, Girdwood continues to be a desirable place to live and planned residential development paired with strong economic and job growth are expected to bring more active to the community of Girdwood and reverse recent trends. Through proactive planning and new development and redevelopment projects, Girdwood has the potential to reduce some of the constraints that have limited population growth in the past. Based on the forecasted growth rates, the population of Girdwood is expected to increase by 50 to 250 people over the next 10 years.

⁴ Anchorage 2040 Land Use Plan. Adopted September 26, 2017. Available at <https://www.muni.org/Departments/OCPD/Planning/Publications/Pages/Anchorage2040LandUsePlan.aspx>

3. Girdwood Housing Need

Existing Housing Stock

The U.S. Census Bureau’s American Community Survey (ACS) 2021 5-year estimates report just over 1,830 existing housing units in the Census Tract 29 and roughly 1,620 housing units in zip code 99587. These estimates align closely with the 1,715 housing units captured in Municipality of Anchorage assessment data, accessed through the CAMA Database in January 2024. The CAMA data also likely captures recent residential development that has occurred since the ACS survey was conducted in 2021. Girdwood is home to Alaska’s largest ski resort and offers access to exceptional biking, skiing, rafting, hiking, and fishing. It attracts residents from nearby Anchorage as well as visitors from around the globe year-round. Many of the existing housing units in Girdwood are used for vacation rentals or second homes. A total of 544 units, or about 32 percent of existing housing units receive a residential tax exemption in Girdwood.⁵

Figure 12. Existing Housing Units by Type and Residential Tax Exemption

	Total Units (from CAMA)	Residential Tax Exemption (from CAMA)	% with Residential Exempt (owner occupied)
Single Family	726	335	46%
Single Family w/ Accessory Dwelling Unit	98	57	58%
Duplex	186	76	41%
Triplex	12	3	25%
Four-plex+	4	0	0%
Apartment - Garden 1-3 Levels	137	4	3%
Condominium	504	64	13%
Other Residential/Commercial	48	5	10%
Total Residential Units	1,715	544	32%

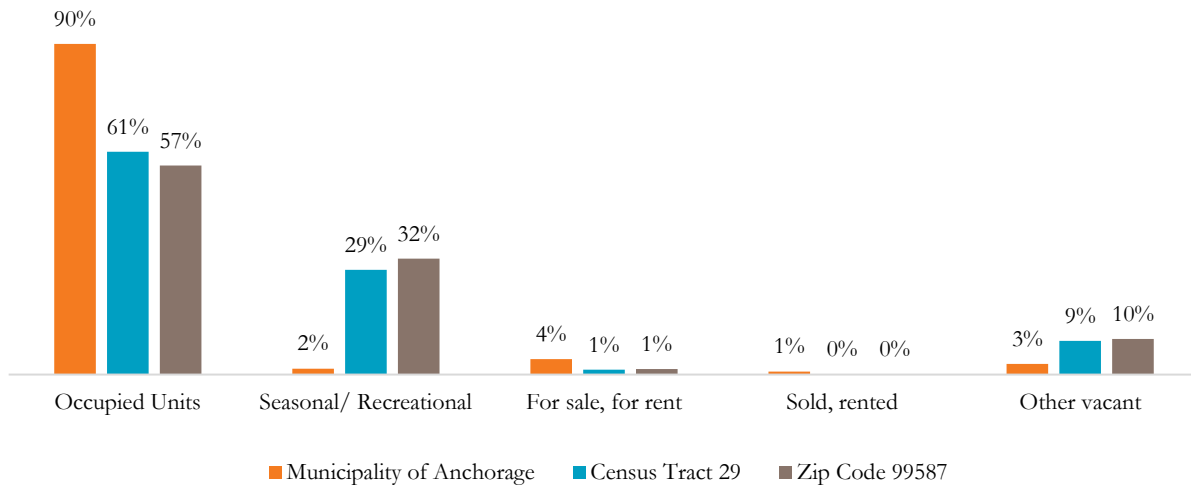
Source: Municipality of Anchorage CAMA database (January 2024 Assessment).

Because of limited data availability that reliably identifies permanent and seasonal occupancy, multiple data sources have been taken into consideration for this analysis. Based on occupancy statistics reported by the ACS, 61 percent of the housing units in Girdwood meet the definition of full-time occupancy. The remaining 39 percent of housing units fall into the various categories of vacancy, with “vacant for seasonal, recreational or occasional use” accounting for the greatest share of vacant units.⁶

⁵ To qualify for the residential property tax exemption the applicant must be the owner of record and the property must be the applicant’s primary residence and permanent place of abode for at least 185 days per year. When absent, the dwelling is not rented or leased to another. Anchorage Municipal Code 12.15.015. It’s important to note that there are permanent residents living in rental units in Girdwood who do not receive a residential tax exemption because they do not own their house. This analysis may undercount this type of household.

⁶ The U.S. Census defines seasonal units as units that are intended by the owner to be occupied during only certain seasons of the year. These units are not anyone’s usual residents but can be used for more than one season, for example, for both summer and winter sports. Second homes may be classified as occasional use or as seasonal.

Figure 13. Occupancy Characteristics of Girdwood Housing Units



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2017-2021).

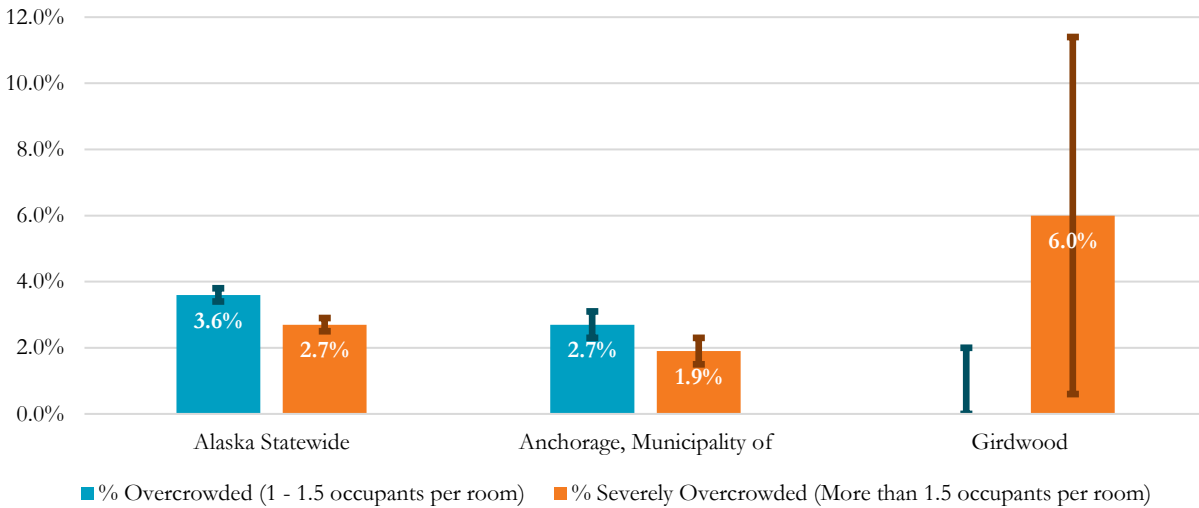
Roughly 63 percent of the occupied housing units in Girdwood are owner occupied and the remaining 37 percent are renter occupied. The distribution of owner and renter occupancy mirrors that of the Municipality of Anchorage as a whole.

Household Size and Overcrowding

The average household size in Girdwood is around 2.1 people per household, which is slightly lower than the Municipality of Anchorage which has an average of 2.7 people per household. Since 2016, the average household size in Girdwood has been decreasing from 2.5 people per household to 2.1. Overcrowding, which is often a sign of pent-up demand in a housing market may be prevalent in Girdwood, with six percent of the households meeting the Census’ definition of severely overcrowded in Census Tract 29.⁷ The figure below includes error bars to add some additional context around the margin of error (MOE) for the overcrowding estimates produced by the ACS. A lower MOE indicates higher confidence levels in the produced result and are often tied to a larger sample size. For example, the MOE reported for the percent of households that meet the definition of severely overcrowded in Girdwood (smaller sample) is 5.4 percent compared to a 0.2 percent MOE for that same measure at the Statewide level (larger sample).

⁷ Overcrowded is defined as more than 1.0 occupant per room. A “room” includes bedrooms, kitchens and living rooms, but not bathrooms, hallways or unfinished basements. Severely overcrowded is defined as more than 1.5 occupants per room.

Figure 14. Overcrowded Housing Units in Girdwood



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2017-2021).

Age of Housing Stock

Housing units built before 1970 account for around six percent of the total occupied housing units in Girdwood, suggesting that there might be a growing need for rehab and/or replacement of the existing housing structures in Girdwood, as the existing housing stock continues to age. At least a portion of these aging housing units will likely need to be replaced in the next decade.

Vacancy Rates

Low vacancy rates also suggest that the housing market in Girdwood is tight and there is a need for increased housing supply to address the demand in this market. The ACS reports the ownership vacancy rate in Census Tract 29 hovering between 1.0 and 0.0 percent since 2018. The ACS reports slightly higher renter vacancy rates ranging from 2.3 to 5.5 percent since 2018, but it appears that both the ownership and renter markets are very tight in Girdwood. Anything lower than a five percent vacancy rate indicates that housing supply is tight, and demand is outpacing available units. Five percent is considered a “normal” vacancy rate allowing households to move in and out of units due to normal relocation patterns. In Girdwood, a lower than 5 percent vacancy rate indicates that meeting future demand for new housing will require additional housing construction; there is no extra supply within the existing housing market to absorb this demand.

Figure 15. Girdwood Housing Profile

Indicator	Municipality of Anchorage	Census Tract 29	Zip Code 99587	Tax District 4 [4]
Total Housing Units	118,055	1,839	1,620	1,714
Owner Occupied (of total housing units) [1]	56%	38%	35%	32%
Occupied Units	106,695	1,120	925	n/a
Owner Occupied (of occupied housing)	63%	63%	62%	
Renter Occupied (of occupied housing)	37%	37%	38%	
Owner Vacancy Rate	1.6	0.0	0.0	
Renter Vacancy Rate	4.1	5.5	6.4	
Average Household Size	2.7	2.1	2.2	
Overcrowded Households [2]	2.7%	0.0%	0.0%	
Severely Overcrowded Households [3]	1.9%	6.0%	0.0%	
Built Prior to 1970	17.8%	5.5%	6.2%	

[1] Girdwood Census estimates of owner-occupied housing as a percent of total housing stock (35-38%) is similar to the estimate of the share of owner-occupied housing in Girdwood using CAMA data (32%). These estimates are different from the typical tenure split shown by the Census between renter and ownership, which is calculated as a share of occupied housing, not total housing.

[2] More than 1.0 occupants per room. A “room” includes bedrooms, kitchens and living rooms, but not bathrooms, hallways, or unfinished basements. For example, a two-bedroom apartment with a living room and a kitchen would be considered overcrowded if there were five or more people living in the apartment. The same apartment would be considered severely overcrowded if six5 people were living in the apartment.

[3] More than 1.5 occupants per room. A “room” includes bedrooms, kitchens and living rooms, but not bathrooms, hallways, or unfinished basements. For example, a two-bedroom apartment with a living room and a kitchen would be considered overcrowded if there were five or more people living in the apartment. The same apartment would be considered severely overcrowded if six people were living in the apartment.

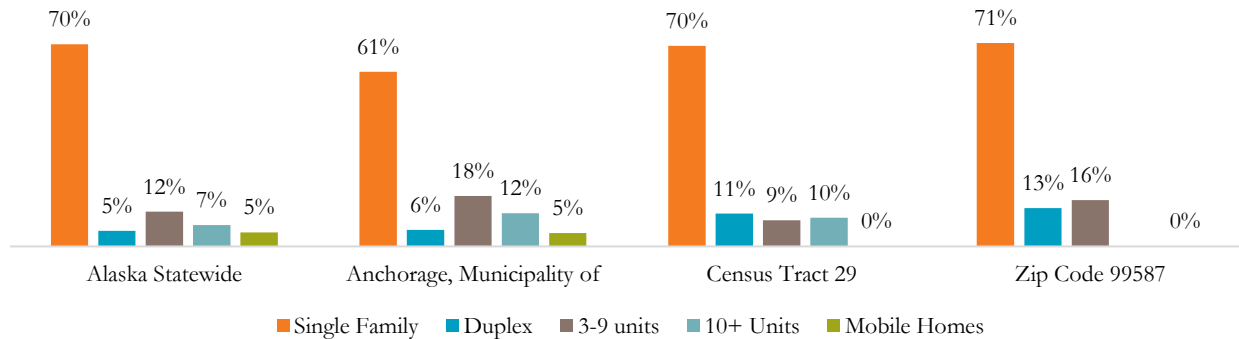
[4] Municipality of Anchorage Assessors Database (CAMA), accessed in February 2024.

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2017-2021).

Type of Housing

The majority of housing units in Girdwood are single family homes (70 percent) followed by duplexes (11 percent) and multi-family development with 10 or more units (10 percent). Accessory dwelling units (ADUs) also contribute to the overall housing market and account for roughly 5 percent of housing stock in Girdwood based on the Municipality of Anchorage CAMA database.

Figure 16. Housing Units by Unit Type

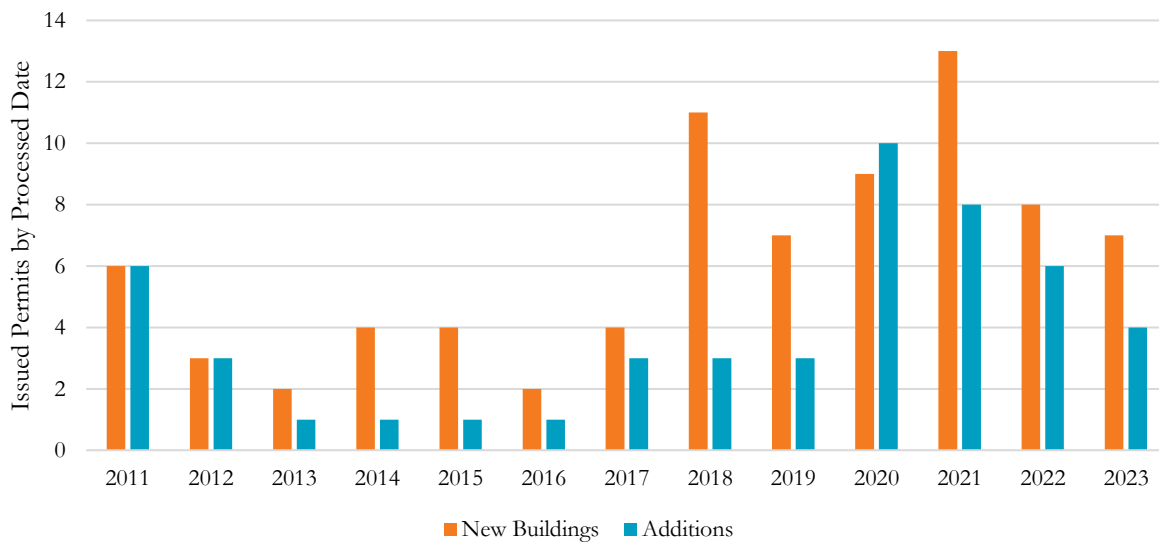


Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2017-2021)

Building Trends

Development activities in Girdwood have been increasing in recent years, but overall demand is still outpacing supply. Based on Municipality of Anchorage records, an average of 15 building permits have been issued per year since 2018 for both new buildings and residential renovations/additions in Girdwood. In order to meet the estimated demand for housing in Girdwood, roughly 17 to 27 new housing units would need to be added to the market annually over the next 10 years. Looking to the future, the Holtan Hills project was recently approved on Heritage Land Bank property that could yield over 100 homes on land northwest of Alyeska Resort.⁸ Additionally, Pomeroy Lodging anticipates three phases of future development with the near-term phase yielding up to 200 units of workforce housing.

Figure 17. Residential Building Permits Issued for New Buildings and Additions in Girdwood (2011-2023)



Source: Municipality of Anchorage Development Services, Information Request Received August 25, 2023.

Despite building more housing units in recent years, demand for housing in Girdwood has been increasing faster than new housing units are being added to the market. One of the multiple factors that may have contributed to this is the conversion of full-time dwelling units to short-term rentals, and the purchase of new units to be used as seasonal or recreational units. The Girdwood housing market faces some unique challenges since demand for housing is not only driven by the local year-round housing market, but also the seasonal and recreational housing markets.

For example, in 2022 and 2023 an estimated 46 new housing units were constructed in Girdwood. Roughly half of the units built were single family homes and the remaining half consisted of townhouse condos, a duplex and one small cabin. Only seven of the newly constructed single-family homes are used as a primary residence and only one of the condos is a primary residence. So roughly 83 percent of the newly constructed housing units are being used as seasonal or recreational units and 17 percent are being occupied by full-time Girdwood residents.

⁸<https://www.adn.com/alaska-news/anchorage/2024/01/24/anchorage-assembly-oks-holtan-hills-large-scale-housing-development-in-girdwood/>

Housing Affordability

The median gross rent reported by the Census, the midpoint between the highest and lowest rents, was slightly lower in Girdwood than the city-wide median gross rent for the Municipality of Anchorage. A review of publicly available rental postings suggests that rental costs in Girdwood might be trending higher than the median rent reported by the Census, which is likely impacted by the small sample size of available rental units in Girdwood. The available rental units posted on Craigslist and Girdwood Realty in February 2024 show higher average rents in Girdwood than Anchorage, especially for two and three bedroom units.

The median value of owner-occupied units and the median ownership costs for housing units with a mortgage in Girdwood also skew slightly higher than the Municipality of Anchorage. It is likely that a tight for-sale market in Girdwood, with consistently low homeowner vacancy rates reported for the past decade, is driving up the median value of owner-occupied housing units in this market. Publicly available real estate data for zip code 99587 estimates that over the last three years, for sale homes in Girdwood spent a median of 19 days on the market, and on average have sold for around 3 percent above list price.⁹

Figure 18. Median Housing Costs (included all housing stock)

U.S. Census Data:	Anchorage	Census Tract 29	Zip Code 99587
Median Gross Rent	\$1,350	\$1,129	\$1,214
Median Ownership Costs: Housing Units with a Mortgage	\$2,201	\$2,435	\$2,632
Median Ownership Costs: Housing Units Without a Mortgage	\$785	\$739	\$1,000
Median Value (Owner Occupied Units)	\$327,500	\$494,500	\$490,400
Current Market Data	Anchorage	Girdwood	
Median Sale Price [1][2][3]	\$481,182	\$650,000 - \$675,000	
Average Monthly Rents [4][5]			
1-Bedroom	\$1,170	\$950	
2-Bedrooms	\$1,700	\$2,150	
3-Bedrooms	\$2,060	\$2,850	

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2017-2021)

[1] Alaska MLS, Municipality of Anchorage Average Sale Price, 2023

[2] Redfin Housing Market Report for Zip Code 99587

[3] Rocket Homes: Girdwood Housing Report

[4] Girdwood averages calculated based on rental postings on Craigslist and Girdwood Realty, February 2024

[5] Alaska Rental Market Survey, 2023. Municipality of Anchorage Average Rents by Unit Size

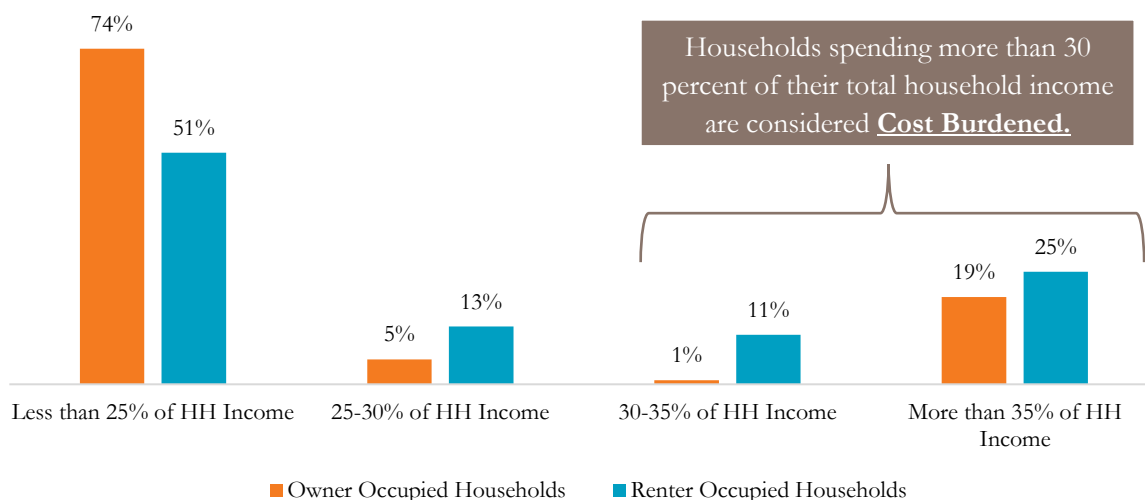
Cost Burdened Households

Households who spend more than 30 percent of their total income on housing costs are considered to be cost burdened. Spending a larger portion of household income on housing limits the amount of income available for other non-discretionary spending, such as food, clothing and transportation. Roughly 25 percent of all households in Girdwood are considered cost burdened. Renter occupied households are nearly twice as likely to be cost burdened compared to owner occupied households and roughly 36 percent of all renter

⁹ Redfin, Zip Code 99587 Housing Market Indicators (available at: <https://www.redfin.com/zipcode/99587/housing-market#trends>)

occupied households in Girdwood meet the definition of cost burdened. This suggests that there is a need for additional affordable housing, specifically affordable rental housing, in Girdwood.

Figure 19. Monthly Housing Costs as a Percent of Household Income in Girdwood



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2017-2021), Census Tract 29

An informal survey of 119 Girdwood tenants conducted in July 2022 found that just over 72 percent of the tenants surveyed spent more than 30 percent of their total income on housing and 77 percent work more than 40 hours a week to afford to live in Girdwood.¹⁰ The Girdwood Tenant Survey also reported that 55 percent of respondents had stayed in unsafe living conditions due to lack of housing options in Girdwood and 87 percent of respondents have considered moving due to the lack of affordable housing in Girdwood. The majority of tenants that responded to this survey (76 percent) have lived in Girdwood for three or more years.

There are a number of planned residential developments that have the potential to change the character of the residential market in Girdwood. Specifically, a large mixed-density residential project (Holtan Hills) that could potentially add 100 new residential units to the market over the next several years. This project would be rolled out in a three-phased approach, with the first phase including an estimated 58 housing units, eight of which are slated to be affordable housing units.¹¹ Additionally, Pomeroy Lodging recently released an updated master plan that would add up to 300 new housing units to the housing market in Girdwood. At least 150 of the new rental units included in Pomeroy’s plan are part of a ‘workforce housing community’ intended to provide affordable housing options for Girdwood’s growing local workforce.¹² This residential development is part of a large-scale site development plan that includes amenities such as a day care, a recreational center, grocery store and commercial space for local retailers.

¹⁰ Girdwood Tenant Survey, July 2022.

¹¹ Anchorage Daily News: Anchorage Assembly Oks Holtan Hills large-scale housing development in Girdwood, Published January 24, 2024 (<https://www.adn.com/alaska-news/anchorage/2024/01/24/anchorage-assembly-oks-holtan-hills-large-scale-housing-development-in-girdwood/>)

¹² Anchorage Daily News: Alyeska Resort owner pursues new housing projects and community facilities in Girdwood, Published November 5, 2023 (<https://www.adn.com/alaska-news/anchorage/2023/11/05/alyeska-resort-owner-pursues-new-housing-projects-and-community-facilities-in-girdwood/>)

Housing Need Forecast

A housing forecast for Girdwood is shown in the figure below and considers the number of new housing units needed due to population change, housing units need to address overcrowding and housing units needed to address workforce demands. The number of existing units that will likely need substantial repair due to housing condition is also included in this forecast since maintaining the existing housing stock plays a critical role in addressing the overall housing needs of a community. Three population forecast scenarios are used in this analysis resulting in three corresponding housing need estimates. Between 166 and 267 new housing units are needed in Girdwood to address demand. This represents between 9 and 14 percent increase in the total number of housing units in Girdwood and has a ten-year estimated annual absorption of between 17 and 27 units per year. Based on building permit data, an average of ten new housing units have been added to the Girdwood housing market annually since 2012.

Figure 20. Girdwood Housing Need Graphic



Figure 21. Girdwood 10-Year Housing Needs Estimate (2023-2033)

	Low	Mid	High	Notes
New Units Needed Due to Population Change	24	99	124	Projections based on ADOLWD population forecasts and assumes that following average annual growth rates (AAGR): Low Scenario: 0.20% AAGR (<i>Anchorage forecast</i>) Mid Scenario: 0.80% AAGR (<i>Anchorage 2040 LUP</i>) High Scenario: 1.0% AAGR (<i>Mat-Su forecast</i>)
New Units Needed to Address Overcrowding	67	67	67	Severe overcrowding is defined as more than 1.5 occupants per room. Rooms are defined as the total number of rooms, not just the bedrooms. Approximately six percent of housing units in Girdwood are severely overcrowded. American Community Survey 5-year Estimates (2017-2021).
New Units Needed to Address Pent-Up Workforce Demand	75	75	75	Estimate based on interviews with Girdwood employers and Pomeroy Lodging
Total New Units Needed	166	241	267	
<i>Estimated Annual Absorption (new units per year)</i>	17	24	27	Building permit records suggest that an average of 10 housing units per year were added to the market between 2012-2022
Rehab Needed Due to Housing Condition	62	62	62	Estimated as the average of three indicators applied as a percent to the sum of occupied units and units on the market: housing units lacking kitchen and plumbing facilities (5.7%), housing units built before 1970 (5.5%) and housing units that are mobile homes (0.0%). American Community Survey 5-year Estimates (2017-2021).

Housing Need to Due to Population Growth

One of the drivers of demand for new housing in Girdwood is forecasted population growth. This study assumes that the population in Girdwood will grow at an average annual rate of between 0.2 and 1.0 percent over the next ten years. Despite experiencing a slight decline in population over recent years, Girdwood continues to be a desirable place to live and planned residential development paired with strong economic and job growth are expected to bring more active to the community of Girdwood and reverse recent trends. For this analysis three scenarios were developed to reflect varying levels of potential population growth over the next 10 years. The “low scenario” assumes an average annual growth rate of 0.20 percent and adopts the population growth trends forecasted by the ADOLWD for the Municipality of Anchorage as a whole. The “mid scenario” assumes an average annual growth rate of 0.8 percent based on the growth rates published in the Anchorage 2040 Land Use Plan.¹³ The “high scenario” assumes an average annual growth rate of 1.0 percent, which is based on the ADOLWD forecast for the Matanuska-Susitna Borough, a neighboring jurisdiction whose population growth is not constrained by its housing market.

The population of Girdwood is expected to increase by roughly 50 to 250 people over the next ten years and drive demand for an estimated 24 to 124 new housing units. To arrive at the estimated number of housing units needed to accommodate forecasted population growth, the forecasted net population change is divided by the average household size in Census Tract 29, as reported by the ACS. A five percent vacancy rate is then added to the estimate to ensure adequate supply and room for mobility within the housing market.

¹³ Anchorage 2040 Land Use Plan. Adopted September 26, 2017. Available at <https://www.muni.org/Departments/OCPD/Planning/Publications/Pages/Anchorage2040LandUsePlan.aspx>

Figure 22. Housing Needed to Accommodate Forecasted Population Growth

Growth Scenario	Average Annual Growth Rate	2022	2032	Net Population Change (2022-2032)	Average Household Size	Housing Needed for New Population Growth	Vacancy Rate to Ensure Adequate Supply	Adjusted Need Due to Vacancy Rate
Low	0.2%	2,371	2,419	48	2.1	23	5%	24
Medium	0.8%	2,371	2,568	197	2.1	94	5%	99
High	1.0%	2,371	2,619	248	2.1	118	5%	124

Source: Projections based on Alaska Department of Labor and Workforce Development population forecasts and Anchorage 2040 Land Use Plan.

Housing Need Due to Overcrowding

In addition to the new units needed to accommodate forecasted population growth, overcrowding of existing housing units in the Girdwood is taken into consideration as an indicator of pent-up demand in the housing market. For this study, we have taken a more conservative approach by only using the number of housing units within Girdwood that meet the Census definition of “severely overcrowded” since this measure does not consider personal preferences and may overcount non-family households who choose to live with roommates. An estimated 67 housing units are needed to alleviate severe overcrowding in Girdwood.

Figure 23. Housing Needed to Alleviate Overcrowding

Geography	Total Occupied Housing Units	% Overcrowded [1]	% Severely Overcrowded [2]	New Units Needed to Alleviate Overcrowding	New Units Needed to Alleviate Severe Overcrowding
Census Tract 29	1,120	0.0%	6.0%	0	67

[1] Overcrowding is defined by Census and HUD as homes with more than one occupant per room.

[2] Severe overcrowding is defined as more than 1.5 occupants per room. Rooms are defined as the total number of rooms, not just the bedrooms.

Housing Need to Support the Workforce

Another driver of demand for new housing in Girdwood is the growing workforce needed to support recent and forecasted economic activity within the community. During interviews conducted as part of this study, Girdwood employers highlighted the need for additional housing in Girdwood to address pent-up demand for workforce housing within the community. The housing shortage in Girdwood has negatively impacted businesses, resulting in the loss of employees, and making it challenging for business to fill open positions. Some businesses reported that they have had to reduce operating hours due to staff shortages. Multiple businesses, including Pomeroy Lodging, the owner of the Alyeska Ski Resort and one of the largest employers in Girdwood, have put their own resources towards workforce housing. Smaller businesses are leasing units, when available, or

Girdwood Business Interviewed about Housing Need: March 2023 (some by email_

Pomeroy Lodging
 Jack Sprat
 Powder Hound
 Ice Cream Shop
 Plowing Contractor
 Girdwood Clinic
 Girdwood Brewery
 Spoonline Bistro
 Local contractor/cleaning company

converting extra rooms in their homes as a stop-gap measure to house employees either temporarily or for the duration of their employment. Other small businesses are providing taxi vouchers to ensure employees make it to Girdwood from Anchorage for work. Based on employer interviews, an estimated immediate need for 100 to 200 new housing units to address the workforce demand in Girdwood.



Housing Rehab and Preservation

In addition to the forecasted need for new housing units in Girdwood, the need for the preservation of existing housing units is also taken into consideration. If existing housing units are not maintained or rehabbed, it is likely that some portion of the existing units will eventually fall off the market and further compound the need for housing in Girdwood. To estimate the number of existing housing units that will likely need substantial rehab or replacement over the next 10 years, this forecast uses an average replacement factor based on housing units without complete kitchen and plumbing facilities, housing stock built prior to 1970 and mobile home units. Just under six percent of the existing occupied housing units in Girdwood lack kitchen and plumbing facilities and 5.5 percent of housing units were built over 50 years ago. Mobile homes do not make up a significant portion of the total housing stock. The aging housing units in Girdwood are driving the demand for an estimated 62 existing units that will need substantial rehab or replacement over the next 10 years.

Figure 24. Estimated Need for Rehab/Replacement of Existing Housing Units

Geography	Occupied Housing Units	Housing Stock Without Plumbing + Kitchen Facilities	Housing Stock Built prior to 1970	Housing Stock that are Mobile Home Units	Avg Factor to Indicate Homes to Replace	Need to Replace/Rehab Existing Homes in Poor Condition
Census Tract 29	1,120	5.7%	5.5%	0.0%	6%	62

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2017-2021)

Housing Need by Household Income

The stated vision for the Girdwood Area Plan includes “The range of housing options in Girdwood allows residents the opportunity to live and work in Girdwood. The cost of housing in Girdwood balances employment and income distributions.”

In Girdwood, 25 percent of households meet the definition of cost burdened, spending more than 30 percent of their total income on housing costs. Spending a larger portion of household income on housing costs limits the amount of income available for other non-discretionary spending, such as food, clothing, and transportation. Renter occupied households in Girdwood are nearly twice as likely to be cost burdened compared to owner occupied households with 36 percent of all renter occupied households in Girdwood meeting the definition of cost burdened. This suggests that there is a need for additional affordable housing, specifically affordable rental housing, in and around Girdwood.

The median household income in Girdwood is \$105,136, which is significantly higher than the median household income in the Municipality of Anchorage (\$83,280), which means affordability in Girdwood might look different than affordability in Anchorage.¹⁴ Based on the income distribution in Girdwood, the development of less expensive and predominantly renter focused residential product types, such as duplex, tri-plex and low amenity apartments, could promote greater housing diversity, and housing affordability in this area.

Figure 25. Forecasted Housing Need by Household Income and Tenure

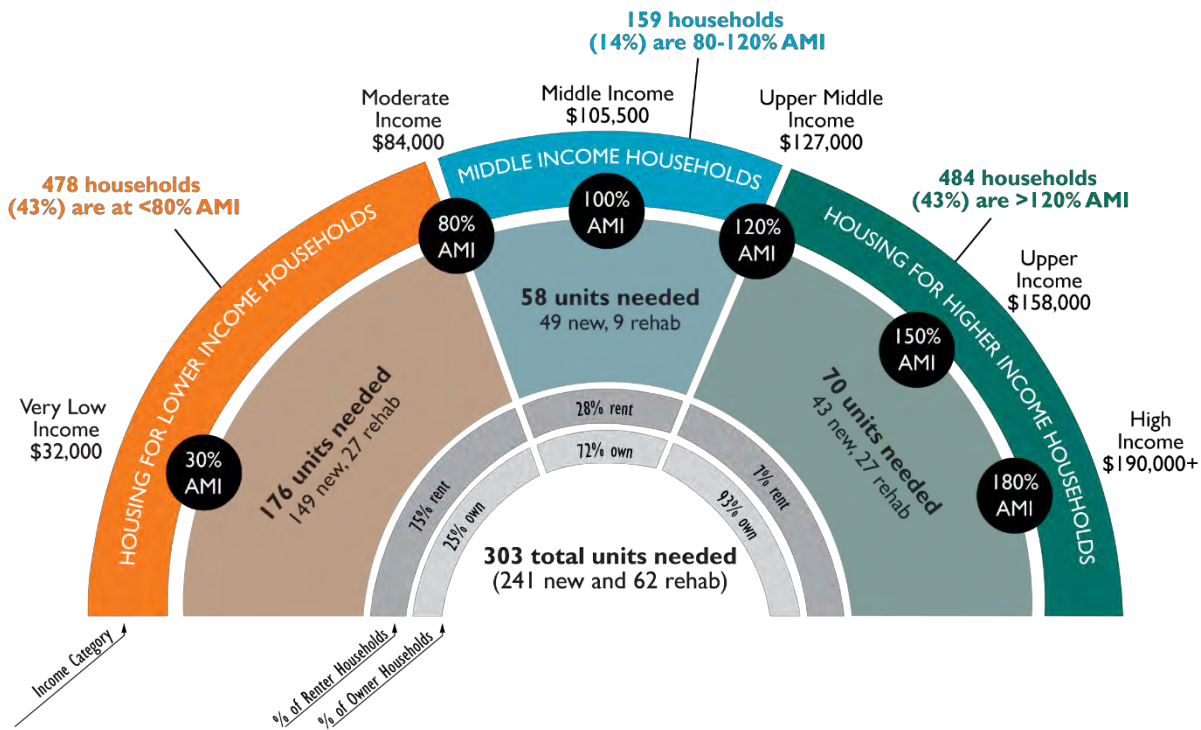


Figure 26. Girdwood Housing Need and Affordability by Income Group

Item	Low Income	Middle Income	High Income
Annual Household Income	Less than \$84K	Between \$84K and \$127K	Greater than \$127K
Housing Need: New Units [1]	149	49	43
Affordable Monthly Housing Costs [2]	\$2,100 or less	\$2,100-\$3,100	More than \$3,100
Ownership/Rental	37/112 units or 25%/75%	36/14 units or 72%/28%	40/3 or 93%/7%

[1] Only showing housing need for year-round Girdwood residents.
 [2] Assuming households spend is 30% or less of their gross income.

¹⁴ U.S. Census, ACS 5-Year Estimates (2017-2021): Table S1901 Income in the Past 12 Months (in 2021 inflation adjusted dollars)

4. Seasonal Housing + Short-Term Rentals

Girdwood is home to Alaska’s largest ski resort and offers access to exceptional biking, skiing, rafting, hiking, and fishing. It attracts residents from nearby Anchorage as well as visitors from around the globe year-round. Many of the existing housing units in Girdwood are used for vacation rentals or second homes. Girdwood is a resort community, where visitors come from all over the world and housing is owned by people in Girdwood, as well as out of State and throughout Alaska. As a resort community, Girdwood is fairly unique in that 42 percent of the housing units are owned by people living in Alaska but not in Girdwood; most of whom are from Anchorage or Eagle River.¹⁵ Another 11 percent of housing units are owned by people who live outside of Alaska and 47 percent of housing units are owned by people who call Girdwood their primary residence.

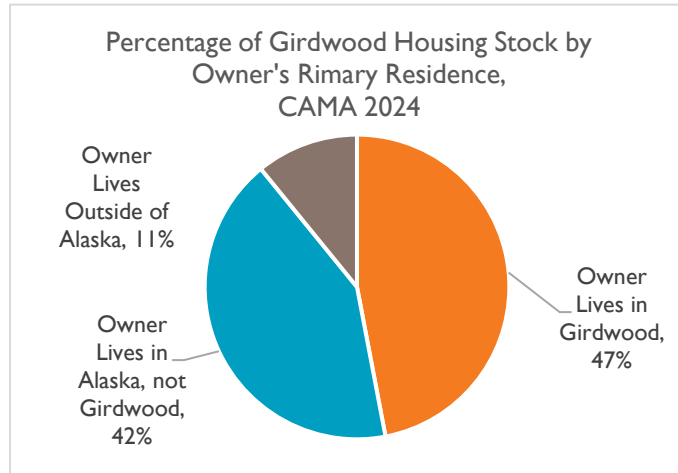
Because of this trend, there are many housing units in Girdwood that are used seasonally or are utilized by individuals who are not year-round residents in Girdwood. We define seasonal housing as all housing in Girdwood that is not currently (or soon to be) inhabited by year-round residents and is not vacant and dilapidated. There are three specific sub-categories to seasonal housing, which can and do overlap.

Year-round residents: Throughout this report the term year-round residents reflect people who call Girdwood their primary residence. They could be renters, or they could own their own home; they could work in Girdwood or commute to Anchorage for their job. Most population data sources, such as the U.S. Census and the Alaska Department of Labor, record population estimates that reflect the number of residents in a community who identify that community as their primary residence.¹⁶

Housing for year-round residents: This term reflects housing for current and future year-round residents in Girdwood. Year-round housing units can be occupied by renters or owners but must be the occupant’s primary residence.

Seasonal housing: Seasonal housing includes all housing in Girdwood that is not inhabited by year-round residents. There are three general categories of seasonal housing.

Figure 27. Housing Ownership Trends



¹⁵ According to CAMA, 42% of the Girdwood housing stock is owned by people with ownership addresses in Girdwood. Additionally, CAMA finds that 32% of the Girdwood stock is owned by people who receive the residential tax exemption that requires units to be owner occupied. The difference between 42% and 32% are housing units that are owned by people living in Girdwood but are not their primary residence; these units could be available for year-round renters, recreational use, or short term rentals.

¹⁶ In Girdwood, as in many resort communities, year-round residents don't always live in Girdwood all 12 months of the year but in order to be captured in the Department of Labor population estimates derived from the Alaska Permanent Fund dividend, they must live in Alaska at least 180 days per year.

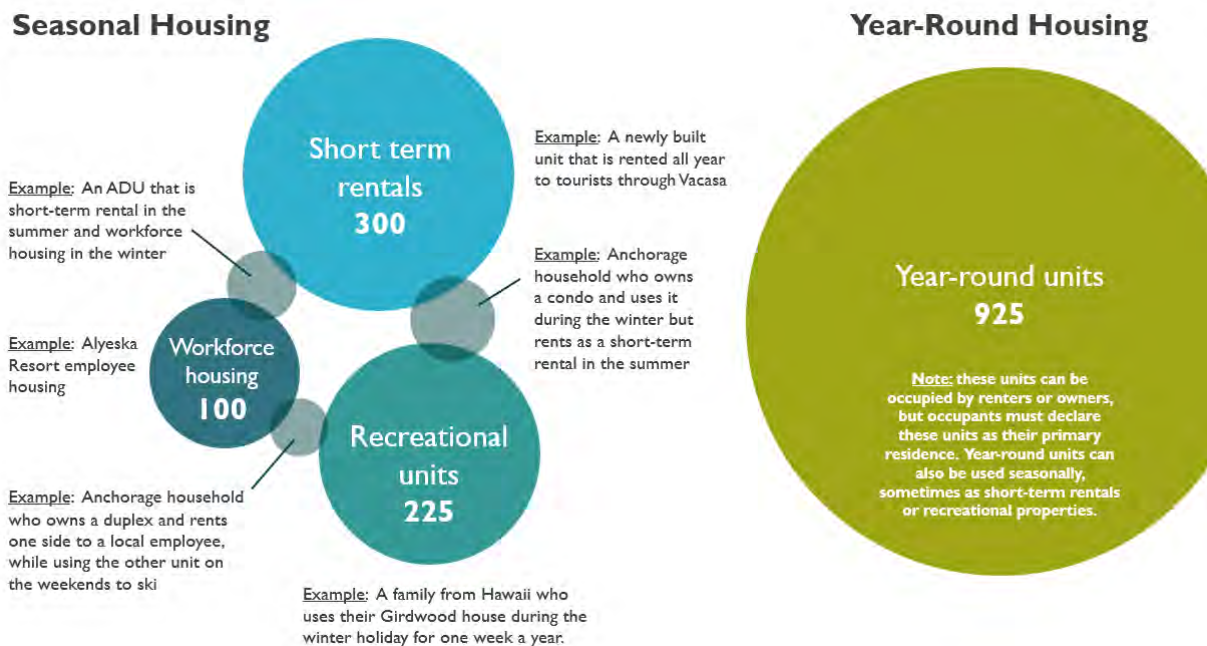
Temporary or seasonal workforce housing: This is housing that is for the Girdwood workforce that is temporary in nature or available to accommodate a growth in employees during the winter or summer seasons. Examples include the use of an accessory dwelling unit to house a new chef for a local restaurant until such time as permanent housing can be found. Another example is housing owned by Alyeska Resort that is built for their seasonal workforce. The U.S. Census categorizes some of these temporary or seasonal workforce housing units as group quarters or units for “seasonal or migrant workers.”

Recreational housing units: Recreational units are housing units that could be a household’s second or third home. Recreational units are not a household’s primary residence. For example, households with recreational units may rent them as short-term rentals part of the year and use them as a ski condo on the weekends during the winter. Sometimes a recreational unit might be considered a “dark home,” which means that the unit sits empty or is not used very much at all during the year. The U.S. Census categorizes recreational units as unoccupied by year-round residents that are used “for seasonal, recreational or occasional use.”

Short-term rentals: Short-term rentals are housing units that are available to rent for a stay shorter than 30 days. These units are subject to bed tax and available for tourists. The U.S. Census does not track the number of short-term rentals. Data in this report on short-term rentals is from publicly available data published by AirDNA and AllTheRooms.

The following graphic depicts estimated number of units for the types of housing defined above.

Figure 28. Girdwood Housing Types: Seasonal and Year-Round

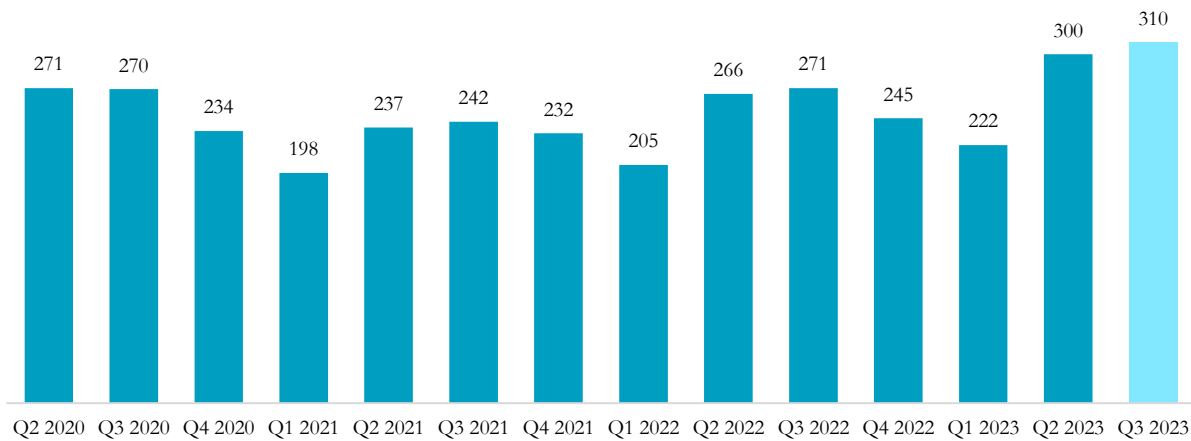


Short-Term Rental Market

Despite adding more housing units in recent years, demand for housing has been increasing faster than new housing units are being added to the market. One of the factors contributing to the housing shortage in Girdwood is the conversion of full-time dwelling units to short-term rentals.

In 2020, the Municipality of Anchorage contracted with Host Compliance to compare the number of short-term rentals listed on various platforms with receipts of Municipality of Anchorage Bed Tax. Through this exercise, Host Compliance estimated that in January 2020, there were roughly 250 units being used as short-term rentals in Girdwood.¹⁷ Since 2020, an average of 10-15 new short-term rental listings per year have been added to various platforms based on data reported by AirDND and AllTheRooms. The number of STR listings in Girdwood varies throughout the year, usually peaking in the third quarter of the year (July-September) and is at its lowest during the first quarter of the year (January-March). The seasonal trend in the short-term rental listings is likely tied to the ski season, a time of year when the owners of many short-term rental units are more likely to occupy their housing units instead of listing them for short-term occupancy.

Figure 29. Active Short-Term Rental Listings by Quarter in Girdwood



Source: AirDNA Quarterly Reports for Girdwood (Q2 2020-Q2 2023, Q3 2023 partial)

Compared to other communities in Alaska and other tourism focused cities throughout the United States, the density of short-term rentals in Girdwood is high. There are two common measures of short-term rental density. The first looks at short-term rentals as a percentage of total residential units in a community (Figure 30) and the second looks short-term rentals in relation to the total population (Figure 31).

Just under 17 percent of housing units in Girdwood are used as short-term rentals in some capacity. This is significantly higher than the density of short-term rentals in the Municipality of Anchorage, where only 2 percent of housing units are used as short-term rentals but similar to the short-term rental density in Homer, another small community with a strong visitor industry.

¹⁷ Short-Term Rental Ordinance Recommendations, Prepared by Host Compliance LLC for The Municipality of Anchorage, March 2020. available at: <https://www.muni.org/Departments/operations/streets/Service/Housing%20Committee/HWC%20March%202020%20packet.pdf>

Figure 30. Short-Term Rentals as a Percent of Total Housing Units

Community	Short-Term Rentals	Total Housing Units	% of Total Units
Girdwood	310	1,839	16.9%
Homer	326	2,201	14.8%
Kenai Peninsula	2,149	31,330	6.9%
Sitka	151	4,229	3.6%
Juneau	379	13,792	2.7%
Kodiak Island	140	5,450	2.6%
Chugach	72	3,287	2.2%
Matanuska-Susitna	903	42,018	2.1%
Ketchikan Gateway	127	6,427	2.0%
Anchorage, Municipality	2,323	118,293	2.0%
Fairbanks North Star	717	44,270	1.6%
Wrangell-Petersburg	37	3,251	1.1%

Sources: U.S. Census Bureau, American Community Survey 5-Year Estimates (2017-2021); City of Homer October 2022 City Council Work Session; Alaska Department of Labor and Workforce Development, Alaska Economic Trends, September 2022; AirDNA Quarterly Reports for Girdwood 2023 Q3.

Another way to gauge short-term rental density in a community is to look at short-term rentals in relation to the total population. Ski towns, such as Breckenridge, Park City, and Jackson that tend to have smaller resident populations but a large and often growing number of short-term rental units will have densities that are significantly higher than other markets, even when compared to markets like Hawaii that also rely heavily on tourism and travel. Girdwood is no exception to this trend, with an estimated 130 short-term rental units per 1,000 residents.

Figure 31. Short-Term Rentals per 1,000 Population

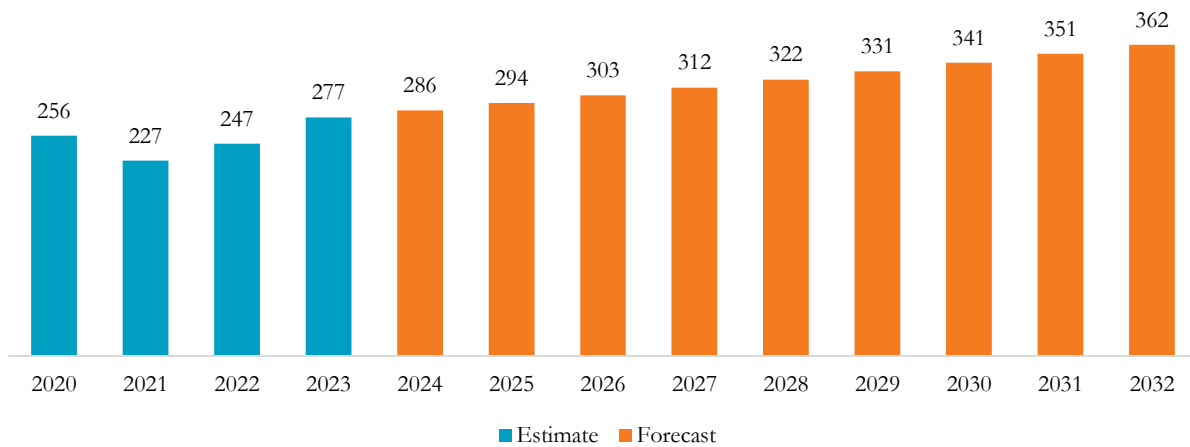
Community	Short-Term Rentals per 1,000 Population
Breckenridge, CO	785.2
Park City, UT	463.8
Jackson, WY	194.4
Girdwood, AK	130.7
Hawaii	22.4
New Orleans,	18.8
Austin	15.3
Nashville	13
Washington, D.C.	9.5
Seattle	9.0
San Francisco	8.5
Portland	7.3
Las Vegas (Clark County)	6.9
Boston	5.9
Los Angeles	5.8
New York City	4.9

Source: Inside Airbnb, June 2023 via Statista Reports

Short-Term Rental Forecast

On average, unique short-term rental listings have increased at a rate of roughly 3 percent per year between 2020 and 2023 in Girdwood. If this trend were to continue, Girdwood could expect an increase of about 85 short-term rental listings by 2032. While studies have shown that the total supply of housing is usually not impacted by the entry of short-term rentals, an increase in short-term rental listings often results and an overall decrease in long-term rental units in a market.¹⁸ Land demand for short-term rental units is not estimated in this study due to the potential combination of conversions of existing housing units and/or new construction of units with the intended purpose of short-term rentals. Without more data collection, we don't know how the demand for short-term rentals will materialize in terms of new builds or conversions.

Figure 32. Girdwood Short-Term Rental Forecast (2020-2032)



¹⁸ Barron, Kyle and Kung, Edward and Proserpio, Davide, The Effect of Home-Sharing on House Prices and Rents: Evidence from Airbnb (March 4, 2020). Available at SSRN: <https://ssrn.com/abstract=3006832> or <http://dx.doi.org/10.2139/ssrn.3006832>

5. Employment Forecasts

Employment

Regional Trends

Statewide, employment is forecasted to grow by 1.7 percent, bringing Alaska’s total job count and many industries above pre-pandemic levels.¹⁹ Anchorage is expected to see slightly slower growth compared to the state as a whole, but is still forecasted to add 2,300 jobs in 2024. Tourism is one of the industries driving recent growth and the number of visitors arriving via cruise ship and independent travels travelling through Ted Stevens International Airport are both expected to increase in 2024. In recent years, labor constraints have tempered growth in this sector and leisure and hospitality is still forecasted to finish 2024 slightly below pre-pandemic employment levels.

Figure 33. Anchorage Jobs Forecast by Industry (2022-2024)

	Monthly avg, 2022 ¹	Monthly avg, 2023 ¹	Change, 2022-23	Percent change	JOBS FORECAST		
					Monthly avg, 2024	Change, 2023-24	Percent change
Total Nonfarm Employment²	145,500	148,100	2,600	1.8%	150,400	2,300	1.6%
Total Private	118,600	121,000	2,400	2.0%	123,200	2,200	1.8%
Mining and Logging	1,800	1,800	0	0%	1,900	100	5.6%
Oil and Gas	1,500	1,500	0	0%	1,600	100	6.7%
Construction	7,200	7,400	200	2.8%	7,900	500	6.8%
Manufacturing	1,900	1,900	0	0%	2,000	100	5.3%
Trade, Transportation, and Utilities	33,300	33,700	400	1.2%	34,100	400	1.2%
Wholesale Trade	4,700	4,800	100	2.1%	4,800	0	0%
Retail Trade	15,700	15,700	0	0%	15,800	100	0.6%
Transportation, Warehousing, and Utilities	12,900	13,200	300	2.3%	13,500	300	2.3%
Information	2,900	2,900	0	0%	2,900	0	0%
Financial Activities	6,900	6,900	0	0%	6,900	0	0%
Professional and Business Services	17,400	17,500	100	0.6%	17,900	400	2.3%
Educational (private) and Health Services	25,800	26,500	700	2.7%	26,900	400	1.5%
Health Care	20,400	20,900	500	2.5%	21,200	300	1.4%
Leisure and Hospitality	16,200	17,000	800	4.9%	17,300	300	1.8%
Other Services	5,400	5,400	0	0%	5,400	0	0%
Total Government	26,900	27,100	200	0.7%	27,200	100	0.4%
Federal, except military	8,500	8,600	100	1.2%	8,600	0	0%
State, incl. University of Alaska	9,400	9,600	200	2.1%	9,700	100	1.0%
Local and tribal, incl. public schools	9,000	8,900	-100	-1.1%	8,900	0	0%

¹Preliminary and adjusted estimates. ²Excludes the self-employed, uniformed military, most commercial fishermen, domestic workers, and unpaid family workers.

Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section

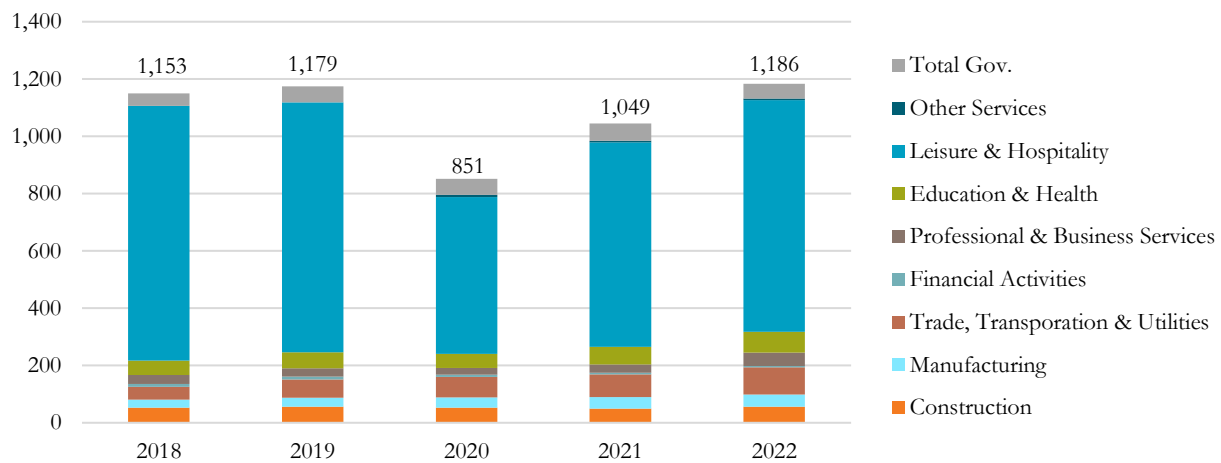
Girdwood Employment Trends

Employment in Girdwood was hit hard by the pandemic but made a full recovery in 2022. Leisure and hospitality account for nearly 70 percent of the total employment in Girdwood and has bolstered recent

¹⁹ Alaska Economic Trends, January 2024, Volume 44, Number 1. (Available at: <https://live.laborstats.alaska.gov/trends-magazine/2024/January/outlook-for-alaska-jobs-in-2024>)

employment growth. Trade, transportation and utilities, a sector that includes both retail and wholesale trade, accounts for roughly eight percent of the employment and is the fastest growing sector in Girdwood, more than doubling since 2018. Education and health is the third largest sector in terms of employment in accounting for roughly six percent of the jobs in Girdwood. Employment data used for this analysis is based on data from the Quarterly Census of Employment and Wages (QCEW) and is reported by place of work not by place of residence. The employment numbers shown in the figure below include employees who may live outside of Girdwood and commute in for their job. It is also important to note that self-employed persons are not captured in the QCEW database, so these estimates are likely under-reporting the total employment occurring in the community of Girdwood.

Figure 34. Average Annual Employment in Girdwood



Source: Alaska Department of Labor & Workforce Development, Quarterly Census of Employment and Wages, (QCEW)- August 2023 Data Request

Employment Forecasts

Over the next 10 years Girdwood is expected to see average annual growth in employment around 5 percent resulting in just over 630 jobs. The forecasted growth rate takes into consideration Girdwood specific historical growth rates, near-term industry specific forecasts for the Municipality of Anchorage and long-term industry specific forecasts for the state. Leisure and hospitality employment is expected to see continued growth with the expansion of the Alyeska Resort, adding just over 400 jobs over the next ten years. Trade, transportation and utilities is another sector that is expected to grow over the next decade, adding close to 120 jobs, driven by the increase in retail activities in Girdwood. Figure 35 below shows the assumed average annual growth rates (AAGR) for each industry used in this forecast.

Figure 35. Girdwood 10-Year Employment Forecast by Industry

Sector	Girdwood Employment 2022	Girdwood AAGR (2018-22)	MOA Forecasted AAGR (2022-23)	State Forecasted AAGR (2020-30)	Assumed AAGR for Girdwood (2022-23)	2032 Jobs Forecast (10-year)	Net Change
Construction	57	1%	5%	1%	2%	72	15
Manufacturing	42	10%	5%	1%	6%	73	31
Trade, Transportation & Utilities	95	23%	2%	1%	9%	214	119
Financial Activities	4	-11%	0%	4%	0%	4	0
Professional & Business Services	47	9%	2%	1%	4%	70	23
Education & Health	72	9%	1%	1%	4%	105	32
Leisure & Hospitality	809	-2%	4%	4%	4%	1,214	405
Other Services	6	0%	0%	1%	1%	7	0
Government	51	3%	0%	0%	1%	57	6
Total Nonfarm Employment	1,186	1%	2%	1%	5%	1,816	633

Source: Alaska Department of Labor January 2023 Trends Article: Anchorage Jobs by Industry 2022 to 2023; Alaska Department of Labor October 2022 Trends Article: Alaska Industry Projections 2020 to 2030 (AAGR extrapolated by Agnew::Beck)

Alyeska Resort and Pomeroy Lodging

Alyeska Resort is a year-round destination including a 300-room hotel and is the only North American ski resort with both mountain and ocean views. Purchased by Pomeroy Lodging in 2018, the new owner built 71 units of workforce housing to support the resort labor force that opened in fall of 2023. Additionally, during the spring of 2023, a new Nordic spa opened adjacent to Alyeska Resort. Pomeroy Lodging is in the process of amending their 2008 master plan to build out additional hotel, housing and commercial space to the north and east of the existing hotel. The new master plan is organized into three areas with the first phase planned to begin in 2025.

Alyeska Village. Located adjacent to the existing hotel, this area will include a conference center, mountainside condominiums and additional retail and commercial. This area is geared to resort users, visitors and those interested in recreational housing. Planned development at Alyeska Village is envisioned on land currently owned by the resort.

Moose Meadows. Development in Moose Meadows is targeted toward community oriented activities, including approximately 200 units of workforce housing. During the first phase of Moose Meadows, Pomeroy Lodging anticipates 38 units of dorm style workforce housing, including ground floor retail, as well as Little Bears, which is a planned child care facility. A community ice rink and recreational center are also anticipated. Phases 2 includes 80 to 100 units of workforce houses oriented as dorms, 1 and 2 bedroom units organized as 6-8plexes. The third phase anticipates another 30 to 50 units of workforce housing likely in townhome formation. Planned development at Moose Meadows is envisioned on land currently owned by the resort.

Glacier Creek. Located on land owned by Heritage Land Bank that is currently being acquired by Pomeroy Lodging, Glacier Creek is expected to be a residential community oriented toward outdoor recreation and will be the last phase in the planned development.

Figure 36. Master Plan Objectives Shared by Pomeroy Lodging, February 2024

Alyeska Development Objectives

- Provide Diverse Housing Options
- Build Dense Development
- Provide Workforce Housing for Local Workforce, Not Just the Resort
- Create Long Term Housing Options for Renters
- Provide Housing with Ground Floor Retail Space
- Attract New Businesses to Girdwood by Building New Commercial Space
- Restrict STR's for Dwelling Units
- Provide Land to Little Bears for the Construction of a New Daycare
- Build and Promote Construction of New Community Amenities
- Provide Attainable Housing for Purchase
- Provide New Opportunities for Recreation
- Increase Access and Promote Development of New Trails in the Valley
- Build with the Environment in Mind

6. Development Forecast

Key Findings

This study estimates population, employment, and housing forecasts to model the demand for residential and commercial land in Girdwood. The development forecasts are compared with the land suitability analysis completed by Huddle AK to determine whether there is an adequate available land supply to accommodate projected demand based on existing zoning districts and land use regulations.

Overall, there is enough suitable vacant land in Girdwood to accommodate projected demand Based on the findings of the land suitability analysis completed by Huddle AK, there is enough suitable vacant land to meet the forecasted demand for industrial, commercial, and residential land in Girdwood over the next 10 years based on existing zoning.

There is adequate land supply to accommodate commercial development in Girdwood.

Approximately 24 acres of commercial/industrial land will be needed in Girdwood over the next 10 years to accommodate the physical land requirements of the projected employment growth. This demand is based on employment forecast that estimate 540 of the new employees are expected to require physical space within Girdwood over the next 10 years.

Adequate suitable vacant land supply exists to accommodate residential demand in Girdwood. Based on the forecasted population growth and estimated distribution housing types for future residential development, 24 to 56 acres of land will be needed to develop 241 new housing units in Girdwood over the next ten years. This does not include replacement or refurbishment of existing housing units.

Methodology

Demographic, employment, and housing trends were used to forecast expected development for industrial, commercial, and residential needs in Girdwood.

Forecasted population change along with existing housing conditions, overcrowding statistics and workforce housing estimates were used to estimate the forecasted need for new residential units in Girdwood. The residential housing need was then translated from housing units into total acreage using two different density assumptions; a status quo version that reflects current densities in Girdwood for residential development and an option to increase density and build housing more compactly. A 70 percent net to gross factor is then applied to account for infrastructure needs associated with driveways, internal circulation and landscaping. Additional land may be needed to accommodate the housing forecast depending on slope, vegetation and opportunities to build out trails and other community amenities.

Figure 37. Sources Used for Residential Development Forecast

Item	Source
New Units Needed Due to Population Change	Population and demographic estimates and projections are based on Alaska Department of Labor and Workforce Development and Anchorage 2040 Land Use Plan
New Units Needed Due to Housing Condition	Estimated as the average of three indicators applied as a percent to the sum of occupied units and units on the market: housing stock built before 1970 occupied units lacking kitchen and plumbing facilities, and all units that are mobile homes. 2021 ACS 5-Year Estimates.
New Units Needed Due to Overcrowding	Overcrowding is defined by Census and HUD as homes with more than one occupant per room. Severe overcrowding is defined as more than 1.5 occupants per room. Rooms are defined as the total number of rooms, not just the bedrooms. 2021 ACS 5-Year Estimates

Employment characteristics, such as worker and job locations, and published industry specific job forecasts from the Alaska Department of Labor and Workforce Development informed the estimates for commercial and institutional space needs. Building permit data was compared with changes in population to understand historical trends in construction that are relevant to Girdwood. Local real estate experts were also interviewed to better understand the current market for residential and commercial development and how much of the forecasted demand could be captured within the community of Girdwood.

Figure 38. Sources Used for Commercial Development Forecast

Item	Source
Labor Force + Employment Trends	Workforce estimates and projections, unemployment rates, occupational data and industry forecasts primarily sourced from the Alaska Department of Labor and Workforce Development, Quarterly Census of Employment and Wages
Suitable Land Inventory	Land analysis conducted by Huddle to estimate the total buildable area in Girdwood, how that land is zoned and what portion of that land is undeveloped, or unoccupied.
Commercial Space Needed to Accommodate Job Growth	Estimated based on area and industry specific job projections and commercial land use assumptions developed by Economic Planning Systems for a separate report. Demand for commercial space is then translated into acreage using industry specific floor area ratios (FAR).
Capture Rates	Interviews with real estate and local area experts will inform capture rate estimates, which will be used to refine estimated commercial need within Girdwood community boundaries.

Available Land Supply

As part of the Girdwood Area Plan Update, Huddle AK analyzed the suitability of vacant residential, industrial and commercial lands in Girdwood. The team at Huddle AK first looked at the Girdwood zoning map to identify what uses were allowed on each parcel and then identified which parcels were vacant based on the Municipality’s Property Appraisal Department’s property data. The vacant parcels were then overlaid onto a “Land Use Suitability Map” that considers environmental factors such as flood plains, buildable slopes and avalanche zones. Based on the findings of the land suitability analysis, there appears to be enough suitable vacant land to meet the forecasted demand for industrial, commercial, and residential land in Girdwood.

The findings described in this report make a strict comparison between acreage that is in demand and acreage that is available as land supply. However, it is important to note the following caveats to these estimates.

- The suitable vacant land supply estimates are duplicated between residential and commercial land uses because many of the zoning districts allow both activities. If residential development outpaces

commercial development and “uses-up” the majority of the suitable vacant land supply, there would be less commercially zoned land available to meet demand. Similarly, if commercial development quickly absorbs much of the land supply, there will be less land available for residential development. Overall, there is still a surplus of suitable vacant land supply when compared to overall demand for land in Girdwood.

- Not all parcel sizes and shapes will be conducive to development depending on the size of the project being considered. Land assembly may be needed to ensure adequate parcel size.
- Not all parcels that are classified as vacant and suitable are easily developed. For example, unoccupied parcels with existing structures may limit development potential and/or impose higher development costs to redevelop the property. Or parcels that do not have existing road or utility access could result in higher development costs and may not be financially feasible.
- Private owners of unoccupied or undeveloped properties may be unwilling or uninterested in developing their land. There are also a number of planned developments within the study area boundaries that have yet to materialize but could impact land availability going forward.

Industrial Land

Only ‘marginally suitable’ and ‘unsuitable’ lands exist on vacant industrial zoned parcels due to the parcels’ proximity to creeks - California Creek to the west and Glacier Creek to the east. There are areas of these parcels that are ‘unsuitable’ because the land may fall within a 100-foot buffer around California Creek, any floodways, and any slopes greater than 35 percent. The areas shown as ‘marginally suitable’ would include the 100-year and 500-year floodplain and slopes between 15 and 35 percent. Of the 21 acres of vacant industrial land, 3.5 acres are on five privately held parcels and approximately 18.5 acres are on portions of two parcels owned by the Heritage Land Bank.

Figure 39. Suitability of Vacant Industrial Land in Girdwood

Vacant Industrial Suitable Acres		
Size of Parcels in Acres	Acres	Acres of Generally/Marginally Suitable Land
Generally Suitable (Green)	0	19
Marginally Suitable (Yellow)	19	
Unsuitable (Red)	3	-

Source: Girdwood Area Plan, Land Use Suitability Analysis for Multiple Zoning Districts. Huddle AK.

Commercial Land

Many of the acres that are classified as vacant, and could allow some type of commercial use, are at the base of Alyeska Resort or overlay existing resort uses such as ski runs and parking areas. Although the Alyeska parcels overlap with existing uses, development could still occur on a portion of the parcels. Other vacant commercial opportunities shown are at the old townsite, off of Ruane Road, Egloff Drive, Alyeska Highway, and near Town Square. Below is a table that breaks down the acres of ‘generally suitable’, ‘marginally suitable’, and ‘unsuitable’ commercial compatible vacant land.

Figure 40. Suitability of Vacant Commercial Land in Girdwood

Vacant Commercial Suitable Acres		
Size of Parcels in Acres	Acres	Acres of Generally/Marginally Suitable Land
Generally Suitable (Green)	63	172
Marginally Suitable (Yellow)	109	
Unsuitable (Red)	111	-

Source: Girdwood Area Plan, Land Use Suitability Analysis for Multiple Zoning Districts. Huddle AK.

Residential Land

The intent behind the residential land analysis is to provide a sense of acreage that could be available for residential development based on current policies. The tables below show the amount of generally and marginally suitable land. Roughly 84 percent of the generally or marginally suitable residential land can be found on parcels that are 5 acres or larger. It should be noted that similar to the commercial acreage some of the areas classified as vacant overlap with existing resort infrastructure, the numbers below are meant to provide a high-level estimates and do not take into account parcel by parcel detail, infrastructure, or the cost of development on vacant parcels. In addition to the criteria of parcels being vacant, zoning allowing residential, and environmentally suitable, other land use factors will need to drive the land use plan.

Figure 41. Suitability of Vacant Residential Land in Girdwood

Residential Suitable Acres		
Size of Parcels in Acres	Acres	Acres of Generally/Marginally Suitable Land
Generally Suitable (Green)	276	534
Marginally Suitable (Yellow)	258	
Unsuitable (Red)	161	-

Source: Girdwood Area Plan, Land Use Suitability Analysis for Multiple Zoning Districts. Huddle AK.

Projected Land Demand

Overall, there will likely be demand for between 46 and 78 acres of land for residential, commercial and industrial development within Girdwood over the next 10 to 20 years. This estimate is based on anticipated population and employment growth within Girdwood. To arrive at this estimate, we prepared localized employment and housing forecasts and translated those estimates into total acreage based on industry specific commercial land use assumptions and floor area ratios (FAR) based on unit type and average unit size. The findings of the land suitability analysis suggest that there is enough suitable vacant land to meet the forecasted demand for industrial, commercial, and residential land in Girdwood based on existing zoning districts and land use regulations.

Commercial Development Forecast

Employment in Girdwood is forecasted to grow at an average annual growth rate of 5.0 percent over the next 10 years. This forecasted growth rate would result in roughly 630 new employees within Girdwood, but not all of the new employees are expected to require physical space. For example, employment in the construction and manufacturing industries often takes place at a project site or can move between different venues and does not require designated space for each individual employee. Other industries also might be supported partially by a remote workforce that does not require designated commercial space. Based on the industry specific employment forecast, this analysis assumes that approximately 85 percent or 540 of the new employees forecasted for Girdwood are expected to require physical space within Girdwood. Industry specific land use assumptions are then applied to the forecasted employment within Girdwood to estimate the building space needed to accommodate the new employees. The total building space needed (in square feet) is then translated into the total demand for commercial and industrial acreage using an average Floor Area Ratio (FAR) for each industry. The FAR is a measurement of a building's floor area in relation to the size of the lot or parcel that a building is located on. A higher FAR indicates greater building volume relative to the size of the parcel.

Approximately 24 acres of commercial/industrial land will be needed in the Girdwood over the next 10 years to accommodate the physical land requirements of the projected employment growth. There is adequate suitable vacant commercial and industrial land supply in Girdwood to accommodate forecasted demand.

Figure 42. 10-Year Commercial Land Use Forecast for Girdwood

Land Use	Projected Employees Requiring Space	Space Needs per Employee (SqFt)	Building Space Needed (SqFt)	Floor Area Ratio (FAR)	Space Needed (SqFt)	Land Needed (Acres)
Office	34	250	8,500	0.30	28,400	1
Industrial/Flex Space	63	750	47,500	0.15	316,200	11
Retail	82	350	28,800	0.25	115,200	4
Accommodation + Food Service	347	300	104,000	0.5	208,000	7
Institutional	14	350	5,000	0.30	16,700	1
Total	540		194,000	0.00	685,000	24

Note: An estimated 92 employees or 15 percent of forecasted job growth are not expected to have physical space requirements.

Residential Land Use Forecast

Future housing needs for new housing units in Girdwood are forecasted based on estimated population growth and the assumption that additional housing units will be needed to address existing pent-up demand. This forecast also assumes that a portion of the existing housing units built before 1970, housing units without complete plumbing and kitchen facilities, and mobile home units will likely need to be replaced or substantially renovated in the next ten years. The housing needed to address existing workforce demands has also been factored into the overall housing need estimate.

The distribution of residential units by housing type (e.g. single family, duplex or multi-family housing units) has the potential to substantially impact the amount of land needed to accommodate forecasted residential demand. Higher density housing types, such as multi-family developments take up less space compared to less dense single-family development. Market forces are changing the dynamic of residential development in Girdwood and the distribution of new residential development is expected to shift from the historical trend

of predominately single-family homes more toward duplex and multi-family residential development moving forward. The distribution of housing types is used to translate the forecasted number of residential units into an estimated demand for residentially zoned land.

Figure 43. Residential Land Demand: Variation Depends on Density (Mid-Growth Scenario)

Unit Type	Based on Existing Building Trends			Higher Density Buildout Scenario		
	Distribution of Existing Units [1]	Forecasted New Units by Type	Total Acres	Higher Density Distribution	Forecasted New Units by Type	Total Acres
Single Family	71%	170	48.5	15%	36	10.3
Duplex	13%	32	5.7	10%	24	4.3
3-9 Units	7%	16	1.1	35%	84	5.7
10+ Units	10%	23	0.8	40%	96	3.4
Total	100%	241	56.1	100%	241	23.7

Source: Existing density patterns from Girdwood CAMA data, split of housing type is ACS Census.

Based on the forecasted population growth in Girdwood and estimated housing types for future residential development, 24 to 56 acres of land will be needed to develop 241 new housing units in Girdwood over the next ten years. These residential land demand estimates are highly dependent on the densities the new housing builds out at. The figure below presents two buildout scenarios resulting from the mid-growth housing demand forecast. The first scenario is based on existing building trends, skewing more towards low density single family housing. The second scenario shows a higher density buildout scenario that assumes new residential development will shift more toward denser forms of development such as duplex and multi-family units moving forward.

Figure 44. Residential Land Demand: Scenario I - Based on Existing Building Trends

Unit Type	Distribution of Existing Units [1]	Forecasted New Units by Type	Gross Density (units/acre) [2]	Net Acres Needed	Net to Gross Factor [3]	Gross Acres
Single Family	71%	170	5	34.0	70%	48.5
Duplex	13%	32	8	4.0	70%	5.7
Multi Family Small	7%	16	21	0.8	70%	1.1
Multi Family Large	10%	23	41	0.6	70%	0.8
Total	100%	241		39.3	70%	56.1

[1] American Community Survey (ACS) 2017-2021 5-Year Estimate. Zip Code 99587

[2] Based on Municipality of Anchorage Assessors data accessed through CAMA Database

[3] Scaler to account for space needed for circulation and required infrastructure.

Figure 45. Residential Land Demand: Scenario 2- Higher Density Buildout

Unit Type	Distribution of New Units	Forecasted New Units by Type	Gross Density (units/acre) [1]	Net Acres Needed	Net to Gross Factor [2]	Gross Acres
Single Family	15%	36	5	7.2	70%	10.3
Duplex	10%	24	8	3.0	70%	4.3
Multi Family Small	35%	84	21	4.0	70%	5.7
Multi Family Large	40%	96	41	2.3	70%	3.4
Total	100%	241		16.6	70%	23.7

[1] Based on Municipality of Anchorage Assessors data accessed through CAMA Database

[2] Scaler to account for space needed for circulation and required infrastructure.

This residential land demand estimate does not include replacement or refurbishment of existing housing units. Given the availability of suitable vacant residential land supply in Girdwood, there should be adequate land to meet the demand for forecasted residential development.

Subject	Comment	Comment Code	Response	Change to Plan
Form Based Code	Instead of matching the character of existing neighborhoods, match the scale of buildings/ homes in the existing neighborhoods (ex. Max FAR, lot coverage, height). Focus less on the number of dwelling units.	FBC1	<p>The intent of the proposed “form-based” regulation is to regulate the elements of development that create the desired characteristics of the neighborhood such as height, lot coverage, and preservation of existing vegetation as noted in the comment.</p> <p>The definition under “Low-density Residential” has been edited to say “form-based regulations match the <u>scale and development pattern</u> of existing neighborhoods” instead of “character.” This change is also made in the body of the text on page 3-11.</p> <p>The language stating to remove the DUA standard has been changed to be “remove or increase DUA standards” instead of “remove DUA.” This still recommends revising the DUA standards, which can limit the ability to build projects, like tiny home developments, but leaves the code development more flexible in case DUA is determined to serve other purposes.</p>	Y
	When commercial use is abutting residential or mixed-use parcels, form base code should	FB2	There are only a few areas where Mixed-use is abutting residential. One area is northwest of Crow Creek	N

	specify development should look and feel residential.		Road, where a vegetated buffer is proposed between the two uses. The other areas are limited in that only a few parcels abut. Those areas are intended to create commercial opportunities that are not residential in form.	
	Supports Form Based code if it will maintain the forested characteristic of Girdwood. Title 21.09 has language to preserve vegetation when developing a parcel that should be kept or improved to maintain the forested charm of Girdwood.	FB3	One intent of form-based code is to preserve Girdwood’s forested character. The recommendation to revise the “Landscape, Vegetation, and Tree Retention” section of Girdwood’s land use regulation has been added to Policy H2.2 stating that the retention of native vegetation should apply to all residential zones.	Y
	"Residential character is maintained through form-based code and design standards, not by indicating the desired number of units or dwelling units per acre." Who is enforcing this code? The Anchorage municipality provides little to no oversight as it is. What design standards are we trying to enforce exactly? This definition throws the doors wide open for anything.	FB4	Existing practice in the MOA is for land use regulations to be enforced through the issuance of land use permits and on a complaint basis. Switching to a more proactive enforcement would require different policy direction from the policy makers of the community. The statement referenced in the Plan allows for more flexibility in the number of housing units, but also an avenue for the community to decide how it would like to define which forms are desired and appropriate.	N
	Strongly agree with the recommendation to re-write zoning to focus on form-based code and the other attempts to increase housing	FB5	Noted, thank you for the comment.	N

	opportunities while maintaining character, including reducing the minimum lot size and removing DUA standards.			
Introduction & Background	Recommend the Committee replace Policy with Objective. The Plan may govern and guide Girdwood’s decisions, but it is not codified and, as such, is not policy.	BG1	Comprehensive Plans are adopted as policy guidance; using the term “policy” is consistent with the implementation table in the Anchorage 2020 Comprehensive Plan.	N
	E1.1: Use the Girdwood Industrial Park as an example of misguided and unfunded development that showed promise for diversification but lack consistency, advocacy, and investment. Town square works because of the diverse opportunities, available parking, and vehicular and pedestrian connectivity to neighborhoods.	BG2	Noted, thank you for the comment.	N
	E1.2: Complete the Girdwood Industrial Park Advocate for a public-private partnership with AS&G to transport fill material from upcoming construction projects, such as Holtan Hills, to complete the remaining phases and prepare that area for investment and growth. This leverages existing zoning options while waiting for E1.1 to ever get codified.	BG3	Language was added to item E1.2 to encourage use of vacant industrials lands for future large scale development projects.	Y
	E1.3: Add in Communications Advocate for a public-private partnership with telecommunication providers to increase bandwidth to attract investment. When our town visitor population swells for Forest Fair, Slush Cup and New Years Eve, cell phone calls drop, and internet speeds reduce.	BG4	Added “Work to ensure telecommunication infrastructure is sufficient during events.” to policy E7.4. Added Telecommunications Partner under the “Implementors/Partners” section	Y

	<p>E2.1: Consider federal regulations For those resources governed by federal policies, Girdwood’s land use regulations may have little to no impact on an agency’s decision to permit an action (Ex. Development project along glacier creek)</p>	BG5	<p>This Land Use Plan provides guidance for municipal level regulations; determining whether a federal agency follows local laws is beyond the scope of this Plan.</p>	N
	<p>E2.2: Tie to the new Trails Plan The Trails Plan identifies partners and classifications that lend resources and advocacy to high value ecosystems in our valley.</p>	BG6	<p>Policy E2.3 includes a recommendation to tie any future transportation planning into the trails plan.</p>	N
	<p>E2.3: Tie in the need for lighting and wayfinding See E.7</p>	BG7	<p>The Girdwood Trails Plan identifies the need for Wayfinding in Girdwood, suggesting wayfinding at specific trailheads and identifying Areawide Wayfinding as a special project that should be conducted.</p> <p>Lighting is added a planning and design consideration in Policy T1.2.</p>	Y
	<p>E3.1.: Consider our road maintenance budget Adjust schedule for and advocate for more community members to attend road maintenance budget sessions. Our service area carries the burden of culvert replacements, weather event-wash outs and dust abatement to protect our homes, road and trail links and community spaces.</p>	BG8	<p>If there are concerns with the GVSA meeting schedule, budget or level of involvement by the community work with GVSA representative directly on potential changes to allow more engagement.</p>	N
	<p>E3.2: Be more comprehensive in listing all the related advocacy groups The Anchorage Parks Foundation provided significant advocacy for Proposition 7, at no cost to our Service Area. This digital</p>	BG9	<p>Anchorage Park Foundation has been added as a potential partner since they could potentially provide grant administration support.</p>	Y

	engagement and other methods to connect voters and volunteers should be cited.			
	E3.3. E7.2: Stop considering and start evolving Our town’s characteristics are changing significantly. Routinely, variances are granted on a case-by-case basis and structures vary dramatically from one parcel to the next.	BG10	This Plan provides a framework to develop and implement zoning regulation changes that can help simplify code.	N
	E4.1: Why is our secondary access buried in this? Why does our secondary access have to conform to a proposed Climate Action Plan? It is likely federal funds will be used to create this new corridor, and it will trigger a higher standard for environmental review based on cumulative impacts, including but not limited to climate change.	BG11	The recommendation in policy E4.1 has been changed from “Develop a Climate Action Plan (CAP) for Girdwood alongside a Safety, Resiliency and Emergency Evacuation/Disaster Plan”, to two different sentences: “Develop a Climate Action Plan (CAP) for Girdwood” and “Develop a Safety, Resiliency and Emergency Evacuation/Disaster Plan” to avoid implying they need to be funded together.	Y
	E4.2: Business incentives relate to funding As Girdwood is part of Anchorage, the Anchorage Economic Development Corporation should be the partner for this initiative, not led by a subcommittee to GBOS.	BG12	Added “Anchorage Economic Development Corporation” to the “Implementors/Partners” for policy E4.2.	Y
	E6.2: Recycling is a business Identify the financial driver(s) for current businesses and residents to recycle. Survey both entities and learn more about the financial barriers – time and resources – that a public private partnership will have to overcome to make recycling successful in Girdwood.	BG13	The ability to develop more detailed plans for recycling in Girdwood is not limited by this Plan.	N
	E7.4: We live in a free market economy	BG14	No additional permit systems for events are proposed. The	N

	<p>If a permit is required, our Land Use Committee makes a recommendation to our Board of Supervisors. Should no permit be necessary, then it is up to the host to engage local leadership about an upcoming event. You do not need a permission slip to turn on Alyeska Highway and bring business into Girdwood; we live in a free market economy.</p>		<p>subcommittee that would help to streamline events would be a group to assist events not “permit” them.</p>	
	<p>H2.1: Construction staging and worker lodging areas are required, too Only those construction companies who can stage equipment and personnel in Girdwood bid on Girdwood jobs. This limits the number and talent and increases the price per square foot for renovations and new construction. It is a significant barrier to diversifying who can and will build in Girdwood.</p>	<p>BG15</p>	<p>Added “Consider using vacant industrial lands to assist with large scale development projects, such as providing staging sites for grave/excavation/soil supply and/or temporary use by contractors.” to E1.2</p>	<p>Y</p>
	<p>H2.6: Capital expenditures budgets require long-term planning Without a consistent Municipality of Anchorage Planner who can escort projects through stage gates, can Girdwood build a comprehensive capital expenditure plan? This requires specific, non-partisan parameters.</p>	<p>BG16</p>	<p>Implementation depends on Assembly level budgeting or locally-secured sources of funding. The priority of long-term implementation is an ongoing policy decision.</p>	<p>N</p>
	<p>H4.1-4: How will we fund this administrative burden? Who will be responsible for these metrics, their tracking and reporting? What level of subject matter expertise will provide non-biased trend analysis to track success, lack thereof, lessons learned and implement corrective actions? This reporting will not always reflect positive news. What is the adaptive management action to be taken when the Housing Action Plan fails?</p>	<p>BG17</p>	<p>Implementation, funding strategies, and ongoing monitoring should be the work of the Girdwood community entities such as GBOS and GVSA working with Municipal departments and assembly representatives.</p>	<p>N</p>

	R1.3: Land Managers require training and authorization to enforce code Deputize land managers to enforce code and codify their requirements to visit and manage lands on a routine and event-driven basis.	BG18	The current recommendations in policy R1.3 are intended to provide broad guidance; specific enforcement roles of personnel can be developed based on the guidance provided.	N
Implementation	Use consistent nomenclature- Both Girdwood Area Plan and Girdwood Comprehensive Plan are used.	I1	“Girdwood Area Plan” changed to “Girdwood Comprehensive Plan”	Y
	Clarify the relationship this plan will have to the Turnagain Arm Plan (TAP). Not all properties included in the TAP are in this plan.	I2	The Turnagain Arm Comprehensive Plan boundary does not include Girdwood.	N
	Remove R1.3 or change to acknowledge where motorized corridors are and where use is permitted.	I3	Motorized use regulations are determined by the landowner and associated agency. The recommendation is to work with various land managers to determine the best methods to implement this policy on their land. The Land Use policies are meant to be broad. Specific motorized corridors and regulations should be determined at more site-specific planning levels or agency management documents. Language has been changed to include motorized planning as part of the Park and Open Space Plan.	Y
	The plan supports the Goals, Visions, and Policies well.	I4	Noted, thank you for the comment.	N
	Add a transportation implementation goal to provide convenient bike parking and storage.	I5	“Require adequate and convenient short-term and long-term bike parking on developments” has been added to policy T3.2.	Y

	Update the avalanche risk mapping (1982) to be based on new climate norms. Consider changing language for development in moderate avalanche zones.	16	<p>Under policy E4.3 a recommendation has been added that the avalanche mapping should be updated based on the latest climate science.</p> <p>Section 2 of the land use document states “The 1982 report states that buildings and other facilities that concentrate human activity should be excluded from the high hazard zone. The report also states that development should be limited in moderate hazard zones. It recommends that if buildings are permitted in the moderate zone they should be reinforced for design-avalanche loads. The report states that utilities and roads can be permitted in moderate areas, but they should be placed as far away from the high hazard zone as possible, and roads should be signed with avalanche hazard and no parking.”</p>	Y
	Within the section on flood hazards, recommend an engineer study of levee structural integrity and identification of responsible entities to maintain them.	17	Under policy E4.3 “Conduct engineering analysis for flood management and identify responsible entities to maintain infrastructure.” has been added.	Y
	Create an interactive, web-based land use plan for ease of reading.	18	When the plan is adopted the online interactive map will be updated to reflect new land use categories.	N

Natural Space is used throughout and seems inconsistent with the language of the rest of the plan as well as the trails plan. Change any mention of natural space to open space.	I9	"Natural spaces" has been changed to "Open Spaces" throughout the document.	Y
The plan uses a dated wetland grading system-change wetland grading to coordinate with the Corp of Engineers classification.	I10	The wetland grading system shown is based on the Anchorage Wetlands Management Plan, the latest adopted plan for the Municipality.	N
The Visions, Goals & Policies are well done and reflect the desires of the community.	I11	Noted, thank you for the comment.	N
Include the trails in the 2024 adopted Girdwood Trails Plan in the comprehensive plan.	I13	Trails from the 2024 Girdwood Trails Plan have been included in the Land Use Plan Map.	Y
Add a policy to implement dark sky lighting standards. Standards should include 'warmer' temp bulbs (e.g., 2700k), directional lighting, shielding, and limiting wattage and intensity.	I14	The concept of a dark sky policy did not come up during the development of the goals and policies. This document does not prevent that policy from being pursued by the community.	N
Goal T4 should clearly state that an assessment is needed for a secondary access road. This need should be more strongly defined under 'Transportation' rather than using a minor reference back to Section E4.1.	I15	E4.1 clearly states that the emergency road analysis is recommended, referencing E4.1 under T4.1 avoids redundant language that could be misinterpreted as two separate different recommendations.	N
Remove or clarify the text stating "Establish a permitting system for removal of existing mature vegetation." This may be appropriate to new development, but there is concern this wording may open adding unnecessary regulation and permitting fees for property owners that need to remove mature trees for	I16	The recommendation on establishing a permit system for tree removal has been removed. To maintain native vegetation the recommendation has been updated to expand the limits on clearing to all zoning districts in the Girdwood land use regulations (the	Y

	wind and fire hazard, proximity to structure and/or electrical line, safety concerns etc.		code currently excludes many residential districts).	
	Strongly support the recommendation for "Establish a permitting system for the removal of existing mature vegetation."	I61	The recommendation on establishing a permit system for tree removal has been removed. To maintain native vegetation the recommendation has been updated to expand the limits on clearing to all zoning districts in the Girdwood land use regulations (the code currently excludes many residential districts). Although the recommendation is removed, this Plan does not prevent a permit system from being established is a more detailed plan on implementation is developed.	N
	The landownership map may be inaccurate. Suggests backchecking with DNR, HLB, and USFS to get these statuses correct, as there are some discrepancies from agency to agency on ownership.	I17	The land ownership map has been updated.	Y
	Supports the goals listed in H1.1. However, when minimum lots size is reduced, we must consider the ratio of permeable ground versus developed ground. Current ratios should be reviewed and codified or revised when lots are being divided.	I18	Section 3 of the Plan states that one of the characteristics that should be regulated is the percentage of a parcel that can be impacted by development. This would create consistent ratios of permeable versus impermeable ground. This Plan is intended to be broad and form the framework for detailed zoning code changes which would set the standard percentages.	N
	H-1-2 states "Support the short-term rental housing market in Girdwood while minimizing	I19	The beginning of policy H1.2 has been rewritten as "Acknowledge the	Y

	its impacts to the community through appropriate regulations." This is too strong of support for short-term housing. I don't think Girdwood vision is to support short term rentals. It should state something like " Minimize the impacts of short-term rentals on the community through appropriate regulation while allowing short term rentals to exist in some areas".		need for the short-term rental housing market".	
	Change the verb in H1.2 to "Acknowledge the need for STR housing in Girdwood while..." Policy H1.2 has the wrong focus and can be read as justifying the negative impacts of STRs. But the original intent was to support STR regulation short of a ban on them.	I43	The beginning of policy H1.2 has been rewritten as "Acknowledge the need for the short-term rental housing market".	Y
	There may be a misprint on policy H-2.7. At the end, it gives the example form senior housing like Cooper Landing and Carol Creek. Should Carol Creek be Chester Creek or Campbell Creek?	I20	The intent is to reference a project in Cooper Landing in policy H2.7. "Carol Creek" has been removed.	Y
	Page 2- Misspelling of the responding and shared.	I21	Typos updated.	Y
	Acknowledgements should include past and present Imagine Girdwood Committee members, as the planning process dates back to 2019.	I22	We will request this information from the current Imagine Girdwood committee.	N
	Natural Gas/Enstar mapping may need revision. Fall 2023 they applied for permitting to upgrade the gasline from Ruane in Girdwood. DNR case file 234206.	I23	Section 2 of the document discusses ENSTAR's coverage and potential to expand generally. It is not intended to go over specific individual lines.	N
	Chugach Electric-Relocated is spelled wrong after the AMC section	I24	Typo updated.	Y

	The Alaska Railroad stop reference is a street that isn't shown on a map. The street is Toadstool Drive.	I25	Toadstool Drive is shown on the map, but not labeled.	N
	Map 3-2: The scale of the map is incorrect. The map is also difficult to read. Aerial imagery would be helpful.	I26	The scale on Map 3-2 was checked and appears to be correct. The scale on Map 3-1 was checked and that one was incorrect and has been updated. Aerial imagery was not added because it created legibility issues on the Land Use Plan Maps.	Y
	2-15: "The community recently underwent a process to update the Girdwood Trails Plan (GTP)." The was only a trail management plan previously. Update to say "The community recently underwent a process to create a Girdwood Trails Plan (GTP)."	I27	Text updated to state "The community recently underwent a process to create a Girdwood Trails Plan (GTP)."	
	Move page 2-14 to just in front of the Public Facilities description on 2-20. It is awkward that the table of zoning categories is on page 2-14, then you talk about Parks and Trails, and then the zoning maps are on pages 2-16 and 17.	I28	The Public Facilities Section has been moved in front of the maps.	Y
	Place residential and commercial building restrictions in the avalanche danger zones to restrict any development in high danger zone.	I29	As noted in the "Environmental Constraints Criteria" table high hazard avalanche areas are identified as unsuitable land and buildings and other facilities that concentrate human activity should be excluded from these areas. High hazard avalanche areas have not been mapped as red, "generally unsuitable," on the Land Suitability Map. All high hazard avalanche areas have been identified as open space, unless they are within the Alyeska	N

			Mountain Commercial Recreation Area or within historic land uses at the end of Crow Creek Road. Residential areas are not shown in moderate danger zones.	
	Supportive of the suggested incentives to supply housing now and Girdwood can continue to refine the policies in the future.	I30	Noted, thank you for the comment.	N
	A solar aspect analysis should be included in chapter 2 and be results should be reflected in the plan.	I31	Solar aspect is important for site planning and area specific planning, such as siting buildings and site-specific elements, but it was not an environmental criterion used to determine land uses at this scale.	N
	Introduction- This document needs to clearly distinguish itself from the Anchorage Bowl Comprehensive Plan elements (Anchorage 2020 and LUP 2020). This plan is equivalent to them, not subsidiary. GCP does not "supplement" the Anchorage 2040 LUP plan any more than 2040 LUP supplemented the 1995 GAP. Instead, they are distinct parallel plans that apply within their own distinct geographic areas. Update language to refer to the "Municipality" Comp Plan, rather than "Anchorage" Comp Plan.	I32	Language at the beginning of the document and in Section 2 has been edited to state the Plan is a comprehensive plan element of the Municipality instead of "an element of Anchorage's Comprehensive Plan"	Y
	Add environmental hazards to the list of topics covered by section 2. The topic should address hazard analysis and community resiliency to meet future grant funding requirements.	I33	The first header under Section 2 has been changed to "Existing Environmental Conditions & Hazards"	Y
	Avoid vague language. Example- "POLICY T3.2: Parking is right sized for our community." What is "right sized"? Goals H2.	I34	Policy statements are meant to be broad and provide a framework for implementation. The	N

			implementation section of this policy is more specific and recommends removing minimum parking requirements while also adding bike parking requirements and better managing parking in the right-of-way.	
	Add a comment on the difference in focus between the 1995 GAP and this plan, specifically in terms of how large resort development was emphasized in the GAP and is no longer. While the Girdwood of today sees the existing resort as a valued & critical partner, there is a recognition that Girdwood also acts independently as a gateway community to the recreational opportunities of both the Girdwood Valley and the wider Chugach.	I35	The introduction to Section 3 of the Plan speaks to these comments: <i>“Many development and land use patterns that existed when the original Girdwood Area Plan was adopted in 1995 (1995 GAP) still exist today, however, the community’s vision and anticipated population and economic growth has changed significantly. The 1995 GAP projected a resident population growth from about 1,350 in 1993, to 3,300 in 2013, almost doubling over 20 years. In fact, the population has not grown as anticipated. Today, Girdwood’s population is approximately 2,371 residents. <u>The 1995 GAP also anticipated an expanded ski area between Glacier and Winner Creeks being three times the size of the Alyeska Resort, including a golf course in the center of the valley. A thriving outdoor recreation industry remains a priority for Girdwood.</u></i>	N

			<p><i>however a larger resort area and golf course have not been in the community's visions for decades.</i></p> <p><i>Girdwood's population growth is projected to remain low over the next 10 years somewhat relieving certain land use pressures that were anticipated in the 1995 GAP. However, as a resort community, there are other land use demands, such as the second home market and short-term vacation rentals, that require a new policy focus for the Girdwood Comprehensive Plan to balance the needs of year-round residents, seasonal residents, and visitors."</i></p>	
	Acknowledgements should include Huddle AK.	I36	Consultant team added to Acknowledgements.	Y
	Page 3-13- Second paragraph, second sentence, add a "g" to Pomeroy Lodging.	I37	Typo updated.	Y
	Page 3-13- Under Open Space, third sentence add "S' to Open Space.	I38	Typo updated.	Y
	Update H3.4 to: "Partner with public entities including HLB and GVSA to meet..." Circumstances have changed since Policy H3.4 was adopted. It's become far clearer that HLB is extremely limited by code and can't support "shared equity" housing. Since these policies	I39	Policy H3.4 has been rewritten as "Include HLB as a major stakeholder in the Girdwood Housing Action Plan effort."	Y

were written, GVSA has added a housing service			
Visions 2.1, 2.2,- Economic development initiatives will minimize impact on Girdwood's natural environment. This does not mean putting new development in our trail corridors. Recommended- refer to trail meetings and desire of community to keep open spaces.	I40	Noted, thank you for the comment.	N
Goal E5 Girdwood has a broad range of support services within the community- This section lists two specific services childcare and health care. Is the intent to concentrate on just these two services?	I41	Yes, the intent is that the two policies listed are specific to childcare and health care. Goal E5 is broad and allows for other policies surrounding support services to be developed by the community in the future.	N
Policy E5.1 Childcare - refence opportunities from MOA's Proposition 14 - dedicating marijuana tax to support childcare and early education.	I62	The implementation strategy under Policy E5.1, as written, provides the basis for pursuing opportunities like Proposition 14.	N
Policy E5.2 Federal support comes from Health Resources and Services Administration (HRSA) as a Federal partner. Add HRSA as partner / Federal funding source.	I63	Added HRSA as a partner under policy E5.2.	Y
4-3, E2.3- Under implementation Action of E2.3, in the last line add an "s' to "trail"	I42	Typo updated.	Y
Add DOT - Girdwood Airport to the list of "Implementors and Partners" for T4.1 and T5.1	I44	Added Alaska Department of Transportation and Public Facilities (AK DOT&PF) as a partner for Policies T4.1 and T5.1.	
Page 3-10- "The residential pocket southwest of the Alyeska Basin subdivision is the only new area..." I believe this sentence is attempting to describe the unsubdivided area near Virgin Creek so it is	I45	This section has been removed due to public comments interested in designating it as Open Space.	Y

	not south east of Alyeska subdivision but Southwest of the Alyeska Basin Subdivision.			
	<p>Add Policy H2.8 "Implement shared-equity models, where stable housing is seen as a community investment, to make home ownership an option for middle-income residents."</p> <p>An umbrella term that has emerged in high cost housing markets where non-residents are pricing out local residents and employees is "shared equity" housing. This covers a range of policies from voluntary deed restrictions such as Vail's "In-Deed" program to some forms of inclusive zoning and also below-market housing sold with limited-equity growth provisions. (This could fall under H1 or H2)</p>	I46	"Implement shared-equity models, where stable housing is seen as a community investment, to make home ownership an option for middle-income residents" has been added as implementation action under Policy H2.5.	Y
	E6.2 should include Enstar in the list of Partners.	I47	Added ENSTAR to list of partners under policy E6.2.	Y
	E2.1 and E2.2 should both mention trails as being important when considering development, and as large contributors to the local economy. Partners could be Parks and Rec, Girdwood Trails Committee, and local business owners.	I48	"Trails contribute to the local economy by providing a recreational resource for visitors and residents; work with the Municipality and Girdwood Trails Committee to ensure trails continue to be developed and maintained" added to the implementation action section of Policy E2.1; Girdwood Parks and Recreation and Girdwood Trails Committee added as partners. Policy E2.2 reference Policy E2.1.	Y

	<p>Policy E1.1 - Increase commercial space (office and retail).</p> <p>This misses emphasizing our desire for low automotive traffic needy businesses. Change to -- Increase commercial space in the existing town center and create a pedestrian-friendly clustered commercial experience.</p>	I49	<p>Added “Develop Girdwood's Town Center as a mixed-use/commercial core with walkable, pedestrian-friendly access.” to policy E1.1.</p>	Y
	<p>E1.2: Provide space for light industrial.</p> <p>This is too broad. We have an opportunity to encourage light industrial, including more art, tech, and low-traffic types of businesses. Change to - Provide space encouraging light industry, the creative arts and technologies, and incubator space for new and emerging businesses in appropriate locations.</p>	I50	<p>Policy E1.3 states “Revise Girdwood land use regulations to better reflect this policy. Allow more commercial uses in all zones. Include new commercial uses that respond to changing economic conditions and start-up type uses like incubator spaces.”</p>	N
	<p>Policy H2.4- Remove the bracket items. They already seem dated and limiting.</p>	I51	<p>Under Policy H2.4 “for example” has been put in front of the listed items to include them as examples and not limit the ability to pursue other housing types.</p>	Y
	<p>Policy H3.4- Remove. Prioritizing partnering with HLB is not aligned with the communities goals.</p>	I52	<p>Updated language of Policy H3.4 to include HLB as stakeholder.</p>	Y
	<p>Policy R3.2- Identify and protect trails and trail access via easements.</p> <p>Add “and buffers” to the end of the policy. Easements and buffers are needed and serve distinct purposes.</p>	I53	<p>“Buffers” added in the language of the implementation action under Policy R3.2.</p>	Y

	Policy H2.5- Replace “community land trusts” with “shared equity housing”. It’s a broader term that includes community land trusts, deed restrictions and more.	I54	For Policy H2.5 “community land trusts” has been replaced with “shared equity housing.”	Y
	Page 3-14. “the community voiced interest in seeing this area used as park land for community gardens, RV park, dog park, disc golf, and boardwalks.” Add pump track to the list	I55	“Bicycle pump track” added to potential park uses south of the Girdwood South Townsite.	Y
	After the last section of chapter 3, add a description of the transitional process for reconciling differences between the adopted GCP and zoning before T21/zoning is updated to reflect the GCP.	I56	The end of Section 3 has added scenarios as to how the Land Use Plan is implemented.	Y
	Policy H2.7 Senior Housing should be included in the GAP Plan. Senior’s deserve a safe and nurturing place to age in Girdwood too.	I57	Policy H2.7 states “Pursue the development of community-supported senior housing where residents can age in place.”	N
	Page 4-16- Define Girdwood Valley Service Area (GVSA) as the local government unit which manages and holds funds for specific local services in Girdwood Valley with the exception of the Upper Crow Creek neighborhood. The Girdwood Board of Supervisors (GBOS) is the elected body which advises, and in some cases directs, the activities of GVSA.	I58	GVSA added to the list of Acronyms at the end of Section 4. GVSA is added as a potential partner under several policies, for example: E5.1, H2.6, R2.2, and R4.1.	Y
	The zoning map (2-9) is difficult to read and navigate. Roadways need to be included. The 995 GAP has a more legible map. Resolution does not allow for zooming in.	I59	Roads have been added to the zoom in Zoning Map. A full extent zoning map is shown in Map 2-8. Map 2-9 provides a zoom in. These maps are meant to show general zoning and are not for parcel by parcel viewing.	N

	<p>Page 4-2- Add "Explore withdrawal of the Girdwood Industrial Park from HLB inventory and transfer to local GVSA management."</p>	<p>I60</p>	<p>The first sentence of the implementation action of Policy E1.2 has been removed and changed to "Utilization of the Girdwood Industrial Park is the only industrially-zoned property that is available for light industrial uses. GBOS/GVSA and MOA Planning Department are encouraged to conduct a land use suitability analysis of the Girdwood Valley to identify any further areas for industrial uses."</p> <p>This provides broad guidance for GBOS/GVSA to explore and pursue industrial land opportunities.</p>	<p>Y</p>
	<p>Page 1-2- "Community participation and engagement occurred extensively throughout all four plan phases" Revise to remove "extensively". This is not accurate.</p>	<p>I61</p>	<p>Noted, thank you for the comment.</p>	<p>N</p>
	<p>Pages 1-8- T6 Rewrite: Encourage & develop the Girdwood Railroad depot for a transportation HUB with future park and ride and possible AK Railroad commuter BUD cars to ANC.</p>	<p>I62</p>	<p>Policy statements for T6.3 and T3.1 address this comment.</p>	<p>N</p>
	<p>Connect every Vision and its associated Goals and policies to specific sections of text so community members can see how they were implemented. The Visions, Goals and Policies are the best part of this document and should be used as the structure for the rest of the document.</p>	<p>I63</p>	<p>In Section 4 of the Plan every vision, goal, and policy is tied to a set of implementation actions, this is how the plan will be implemented in the coming years. Policies are referenced in Section 3 as well.</p>	<p>N</p>

	<p>Page 4-13- Remove AMATS as a listed partner. If they indeed are responsible for OSHP, then identify this as a structural problem. AMATS has no role or jurisdiction in Girdwood. The MPO's southern boundary is at McHugh Creek.</p>	<p>I64</p>	<p>For policy item R3.1 the Implementation Action has been changed from recommending a change to the OS&HP to studying whether the Karolius Drive connection is valuable to what might potentially be park land. AMATS is kept as a partner since they are involved in the development of the OS&HP. The OS&HP state that adopted plans and studies from Girdwood are used to guide proposed roads.</p>	<p>Y</p>
	<p>Presented data regarding population, employment, and housing demands should also include a narrative about the community's discussions at Imagine! Girdwood meetings. Include Girdwood's interpretation and assumptions made from the data.</p>	<p>I65</p>	<p>Please review the full "Economic and Housing Analysis" report in the appendix which includes the many assumptions used in the analysis.</p>	<p>N</p>
	<p>3-1: This is a misrepresentation of community feedback, "Reduce developable areas by transitioning previously designated "development reserve." areas to open space." The desire for open space was not necessarily related to 'reducing developable areas' but was related to maintaining most of the open space we currently have (regardless of current designation) for a variety of other purposes, including recognizing 'conservation as a form of development'. This Plan fails to do that, and this should be remedied.</p>	<p>I66</p>	<p>This item has been changed to "Transition previously designated Development Reserve areas to Open Space." This provides clarity that the Development Reserve areas are now Open Space, not that all potential developable areas are now Open Space.</p>	<p>Y</p>
	<p>Policy H2.3 Remove last sentence in Implementation Action and replace with:</p>	<p>I67</p>	<p>Removed the last sentence from Policy H2.3.</p>	<p>Y</p>

	ADUs should provide a net addition to the stock of Long-term rental housing - discourage ADUs purely for STR use, or bringing existing non-compliant ADUs into compliance purely for year-round STR use.		Policy H1.2 recommends regulating STRs and provides the framework for STRs as accessory uses with home occupancy or long-term renter occupancy. Restricting ADUs as a non STR use could be pursued if meeting the intent of protecting housing stock based on Policy H1.2, depending on implementation methods.	
	There is no mention that half of the valley is on wells and water infrastructure needs to be extended to lower Girdwood before large scale housing or mixed use is developed. Old Girdwood has no public water supply. Add a line discussing the need for water supply to be extended to the lower valley and old Girdwood.	169	The subsection “Water & Wastewater” of Section 2 includes a map of water coverage and a narrative of the existing coverage. The section also states that need to expand water services will be driven by population growth and development projects. Policy H2.6 recommends that Girdwood work with utilities on cost-effective infrastructure improvements, including AWWU.	N
	H2.6 (or a new policy?) - extend city water supply to west of Glacier creek down to Old Girdwood. Add a implementation action - Establish mechanism to fund extension of city water west of Glacier Creek along Alyeska Hwy to Old Girdwood	168	Extending water to the west side of the valley has been added to Policy H2.6 as an example of pursuing infrastructure improvement opportunities.	Y
	Remove the evacuation plan. Food security should be implemented into the resiliency plan.	170	During the public process members of the public expressed interest in studying emergency natural disaster scenarios including planning for	N



			evacuation. This Plan recommends conducting a study. Food security can be studied as part of a Safety, Resiliency and Emergency Evacuation/Disaster Plan.	
	E2.2 Does not support relying on HLB's possible development of a wetland mitigation bank. Implement the community feedback on this topic.	171	A note has been added to Policy E2.2 to see the Implementation Actions under Policy E2.1. Policy E2.1 includes additional actions that the community can take related to "conservation as a form of development."	Y
	This plan looks like a real estate/ housing developers dream, not a reflection of community feedback.	172	Noted, thank you for the comment.	N
	Page 4-1: Add Column for Corresponding and Related Activities. Use this additional column to accurately cite the specific Plan, corresponding policies and, where applicable, code to align support for the recommended Implementation Action.	173	The table format in Section 4 is based on the implementation section of the Anchorage 2020 Comprehensive Plan which includes a column for policies and columns for implementation strategies. A column for implementors/partners was also included in the table of this Plan as well.	N
	R3.1: The removal of Karolius Drive extension is unwarranted, unsubstantiated and unnecessary. All this front-end talk about housing, and studying and evaluating and planning and without justification, this goal contains language contradicting prior planning documents, whose needs statements are sustained by this Draft Plan's previous chapters. In the third paragraph specifically: this is the kind of language that makes a	174	The language in Policy R3.1 and Section 3 has been changed from recommending the removal of the Karolius extension in the OS&HP to studying whether the Karolius Drive connection is valuable in what might be park land.	Y


	mockery of Girdwood. It is a carved out, special interest inserting language that contradicts the need to connect service areas with industrial areas, alongside trail spaces in a joint-use effort to reduce the reliance on vehicles and ensure safety of pedestrians along our corridors.			
	T4.1.: How will this be funded and led? How will the Municipality of Anchorage fund and lead the revision for Girdwood’s Commercial Areas and Transportation Master Plan? How long will it take?	I75	There are a variety of funding sources that typically fund these types of plans. The ultimate timeline will depend on planning project priorities in Girdwood and throughout the Municipality.	N
	The ADU Policy found in Goal H2 Policy H2.3 is supported.	I76	Comment received, thank you.	N
Land Use Categories	Images would help to communicate the intended scale of development allowed for each use category.	LU1	Images have been added to convey the intent of the residential form-based code. It is not the intent of this Plan to determine the dimensional standards of various land use categories. Determining dimensional standards is part of Girdwood’s land use code.	Y
	List what existing zoning districts fall into the proposed land use categories.	LU2	A table has been added to the end of Section 3 outlining how existing zoning districts align with the proposed land use categories.	Y
	The language of the Low-Density Residential land use distinction is too vague and does not limit the number of units. Low Density Residential should allow for a house and one ADU or a Duplex.	LU3	The Low-density Residential District is based on goal H2 and policies H2.1, H2.2, H2.4 and H2.5 developed by the community. The language stating to remove the DUA standard has been changed to	Y


			be “remove or increase DUA standards” instead of “remove DUA.” This still recommends revising the DUA standards, which can limit the ability to build projects, like tiny home developments, but leaves the code development more flexible in case DUA is determined to serve other purposes.	
	Provide a clear definition of Light Mixed. Does Low density residential mean that Low Density is permitted, and “light” mixed use is conditional?	LU4	“Light-mixed” language has been removed for clarity.	Y
	Create standards for each land use category that dedicated a percentage of land square footage to be reserved for parking, sidewalks, and open space.	LU5	This type of specificity is not appropriate for a land use plan, but rather relegated to zoning. This Plan provides broad categories and concepts rather than particulars.	N
	Remove “light mixed-use” and instead designate these areas as lower density residential. Supports the definition of Lower density residential found in table 3-3. The table does not define light mixed-use. New development in existing low density residential areas is oversized and does not fit the character of Girdwood.	LU6	“Light-mixed” language has been removed for clarity.	Y
	The open space designation should explicitly permit the development of backcountry and public-use cabins. There is a vision to create a hut-to-hut hiking/skiing system.	LU7	“Public-use cabins” have been added to the Open Space portion in Section 3 as an example of low impact recreational infrastructure.	Y

	<p>The Mixed-Use description specifies only small to medium footprint commercials. That seems too vague. Would that stop a large grocery store, like Carrs, from building a typical grocery store?</p>	<p>LU8</p>	<p>The first portion of the Mixed-use definition has been changed to “Commercial uses are sized appropriately for Girdwood (i.e., no large development footprints with expansive parking lots).” The intent is for this to be broad enough to provide guidance for when dimensional standards are set by zoning code.</p>	<p>Y</p>
	<p>The definition of open space is confusing and ambiguous. The opening statement should state that Open Space is for a mixture of land uses that have not been placed in other designations and will require further planning to place them into one of the other designations. Lands that could be developed in the future should not be given the same designation as land that should never be developed.</p>	<p>LU9</p>	<p>The Open Space designation provides guidance on what type of development could occur; per the Open Space definition, these lands are to remain undeveloped, notwithstanding transportation and utility placements as well as recreation facilities to support open space uses. Open Space is not a nature reserve or a park designation. Everything identified as Open Space on the proposed LUP map is envisioned to remain undeveloped for the time horizon of this Plan. But it is not a static map, there are opportunities to change the map through amendment processes, and if the map is revised in 20 years planners may consider changing the extent of Open Space.</p>	<p>N</p>
	<p>Clarify that Industrial designations do not include “primary” retail uses, nor those which induce a significant amount of visitor traffic. For example, under Title 21 a brewery is a "Light</p>	<p>LU10</p>	<p>Added language under the industrial category that the industrial uses at the airport need to be compatible with FAA standards and surrounding</p>	<p>Y</p>

	Industrial" use, but we know that a tasting room at a brewery has a very high retail/visitor footprint.		land uses. Additional use restrictions related to specific zones can be developed in zoning code.	
	Create a "Mixed use Commercial" category. The Mental Health Trust Land is the one place in the valley where a larger commercial area would be appropriate (3 Bears/Safeway as examples).	LU11	Commercial uses are permitted in the Mixed-use category.	N
	Opposes the current definition of "Low Density Residential". It's quite a deceptive term and with the current vague definition anyone can build whatever they want with a smaller footprint. In general, people want their current neighborhoods to remain as they are. When using the term Low density Residential, most everyone understands this to mean low population density. Change this definition to be in line with what most residents commented in the first round: actual low population density zoning.	LU12	These steps are aimed at addressing the housing shortage in Girdwood and allowing for more flexibility for housing and development while maintaining the wooded character of Girdwood. "Low density" refers to the building density on a lot.	N
Mapping	Many areas in the valley are described narratively with no visual reference point, like a map. There should be better referencing of maps when areas are described narratively to make the plan more accessible to readers.	M1	Please see the Land Use Plan Maps, there is a zoom-out and a zoom-in version which show all the areas described.	N
	Private residential houses in the Mine Roads are shown as PLI. Please fix the map.	M2	The map has been updated to fix this error.	Y
Commercial	Commercial development should not be permitted north of California Creek on Crow Creek Rd. Previously planning and efforts have all emphasized a consolidate, walkable town center. Open space or light residential would be a more appropriate designation.	C1	To create a more walkable community, mixed-use designations are located throughout town.	N

	Commercial opportunities should be concentrated around the established town core.	C2	To create a more walkable community, mixed-use designations are located throughout town.	N
Housing/ Residential	Supports the mixed density residential and mixed-use designations along Crow Creek Rd.	H1	Comment received, thank you.	N
	The area would be a great location for mixed density residential. There is also great connectivity. 	H2	The area east of the Alyeska Highway, north of the Ruane Road has been changed to Mixed-density Residential.	Y
	The area around Virgin Creek designated Residential is an incompatible use due to the very high ecological value and numerous flood channels. This area should be designated as Open Space. 	H3	This area has been updated to Open Space. Changing this to Open Space does not align with goals and policies to increase the availability and affordability of housing. The LUP Map change may limit near-term opportunities for housing in an area that is already in proximity to water, sewer, and other utilities.	Y


	The plan presented responsibly meets Girdwood’s housing needs.	H4	Comment received, thank you.	N
	A lighter approach should be taken to designating open space as residential. The plan should be revisited in 15-20 years when Girdwood can evaluate the development brought about by the current changes.	H5	The intent of a comprehensive plan is to guide development for 20 years. A new comprehensive plan is suggested in 20 years.	N
	Extending Sproat Rd. north and creating a housing development there would be more favorable and feasible than housing development north of the airstrip in “the Mitten”.	H6	The “Mitten” area has been changed from Mixed-use to Open Space. While many comments support this area as Open Space, other comments did see this as an opportunity to develop trails alongside housing. Removing this area as potential housing may limit near-term housing opportunities.	Y
	<p>This area would be great for higher density housing because of the alternative transportation corridors and public transportation routes.</p> 	H7	The area east of the Alyeska Highway, north of the Ruane Road has been changed to Mixed-density Residential.	Y
	The HLB lots surrounding existing housing should be used for higher density residential.	H8	Many of the undeveloped sites are designated as Mixed-density Residential. Several policy	N


<p>This the only to get new, affordable housing and maintain the character of Girdwood.</p>		<p>statements recommend implementing a comprehensive approach to affordable housing.</p>	
<p>Change area to mixed density residential. Now it is primarily residential.</p> 	<p>H9</p>	<p>Mixed-use allows for all residential types. Mixed-use is consistent with the current land use designation of Commercial/Residential, and the existing commercial zoning.</p>	<p>N</p>
<p>No definitions of 'affordability' or 'achievable' are provided in the extensive discussion of housing - the reader needs to understand what I!G means when you use those terms. Add definitions of major terms and concepts throughout</p>	<p>H10</p>	<p>Definitions for “housing that is affordable”, “income restricted affordable housing” and “attainable housing” have been added to Section 2.</p>	<p>Y</p>
<p>Supports the narrative about continuing housing and housing density around town center and amenities, utilities, established transportation/public transit, and services. This is both economically responsible and environmentally sound and will reinforce Girdwood as a walkable community.</p>	<p>H11</p>	<p>Comment received, thank you.</p>	<p>N</p>
<p>H1.2- Strongly support phrasing to treat short-term rentals as accessory uses, but only when that housing is used for primary residential occupancy. Clarify "while supporting home occupancy operators (long-term renter or homeowner) with short-term rentals as</p>	<p>H12</p>	<p>The Implementation Action item in Policy H1.2 gives broad guidance to support home occupancy operators; additional regulations can be developed based on this guidance.</p>	<p>N</p>



	accessory uses." This should mean STR use of housing used as primary residences is supported, while STR use of non-occupied housing is restricted.			
	H1.3 - LTR tax exemptions are not allowed by state statute. Add "State legislators" to list of partners.	H13	Policy H1.3 - "State Legislators" has been added to the partners list; "Work with state legislators to amend any necessary state-level policies related to this goal." has been added to the "Implementation Action" column.	Y
	Policy H1.1 - the core concept here is to increase the amount of occupied housing, through ADUs, other policies etc. Minimum lot sizes etc. are more relevant to new housing. Removing SFH zoning and DUA can allow remodeling to multi-unit. Explain how these specific steps lead to more occupied use of existing housing (e.g. ADU, remodel SFH to multi). Minimum lot size doesn't seem to fit here.	H14	Reducing or eliminating the minimum lot size can allow smaller developments to be implemented and increase infill opportunities. For example, a single-family lot in zone gR-2 has a minimum lot size of 10,400 sf, almost a quarter of an acre. If a property owner were interested in subdividing a 10,400 sf lot into two 5,200 sf lots and building two small homes that have limited impact footprints on the site, they would be able to develop housing that fits the character of Girdwood but is not limited by minimum lot sizes.	N
	Strongly support the approach taken with housing and the incremental change that will occur. It seems like a good way to remove barriers to solving the housing problem. Likes the accommodations for the home-based	H15	Comment received, thank you.	N



	businesses and other low impact commercial uses.			
	Add more mixed density designation, specifically to upper Vail & upper Timberline. If maintaining open space and solving the housing shortage is important, then mixed density should be encouraged where it can practically occur.	H16	Many community members expressed interest in maintaining the character of the existing low-density neighborhoods. While the Low-density Residential category would limit things like height and development footprints, other strategies have been included to help increase housing stock.	N
	Residential redesignation seems to be based on maintaining character. It makes more sense to have a lower density area determined based on physical limitations such as topography, access, walkability, parking availability, utilities, and other tangible features.	H17	Topography was used as a criterion in determining where certain land uses should go, for example slopes greater than 35% were mapped as unsuitable for development.	N
	If it is determined that housing is completely necessary in the Virgin Creek area, mixed density, including greater building footprints and heights, is a better and more flexible way to create more housing and retain open space.	H18	This area has been updated to Open Space. Changing this to Open Space does not align with goals and policies to increase the availability and affordability of housing. The LUP Map change may limit near-term opportunities for housing in an area that is already in proximity to water, sewer, and other utilities.	N
	Area north of the school should be designated for family-style neighborhoods with mixed density, walkability, public transit, playgrounds and similar small-scale open space. No STRs should be permitted.	H19	The areas north of the school are identified as Mixed-use and Mixed-density Residential. Family-style neighborhoods with walkability, public transit, playground, and open space would all be permitted. Section 4 of this Plan provides a	N

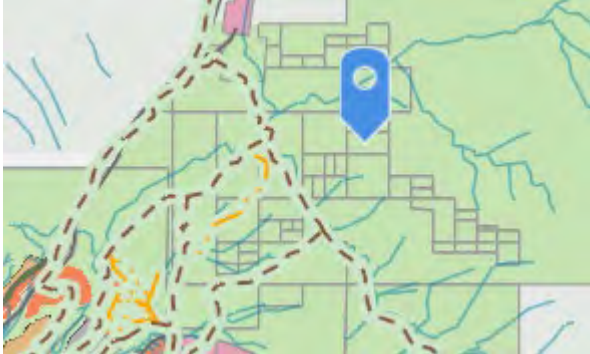
			framework for developing STR regulations.	
	All new residential developments should be required to be developed with a hydrant fire water supply. All multifamily new residential construction should have a sprinkler system. All new single family homes should have fire resistant roof materials and follow Firewise principles.	H20	Fire hydrants and sprinkler systems are regulated by existing building codes.	N
	Lighting standards should be created in residential areas, specifically when developing multi-family housing. The current transitions between new and old development is difficult to navigate.	H21	Specific lighting standards can be determined when rewriting Girdwood’s design policies under land use regulations.	N
Industrial	The designated Industrial land use areas present development constraints with limited utility access, locations within the flood plain and FAA regulations. What area is anticipated to be a good fit for small contractor shops, auto shop, warehouse space, and mini storage/boat/rv storage? Is the south end of south townsite an appropriate area for light industrial uses?	ID1	The amount of vacant industrial land shown on the LUP Map is based on the land demand projection developed as a part of this plan. Even though there are undeveloped acres for industrial uses, other factors, as noted in the comment, may limit access to these lands. An Implementation Action has been added under Policy E1.2 for GBOS and MOA Planning to consider other opportunities for suitable industrial lands.	Y
	Area should be the same designation as the Airport to facilitate future transportation facility development.	ID2	There is only one industrial land designation which includes both industrial and airport zoning districts. This area is the same land use designation as the airport area on this map.	N


			<p>This parcel has plans to be a base for avalanche mitigation and may be used to store explosives. If so, a transportation facility may not be compatible in this area.</p>	
	<p>Is the industrial area designated up Crow Creek Rd. all Girdwood Mining Company? Do the mining rights extend that far up the Valley?</p>	<p>ID3</p>	<p>The industrial area up Crow Creek Road is all currently owned by the Girdwood Mining Company.</p> <p>There are mining claims by various individuals along Crow Creek Road that extend north of this industrial area.</p>	<p>N</p>
<p>Mixed-Use</p>	<p>Designating “The Mitten” mixed-use while preserving the trail system within the development would help Girdwood meet housing needs and preserve the recreational use. The planned neighborhood would also exclude short-term rentals.</p>	<p>MU1</p>	<p>The “Mitten” area has been changed from Mixed-use to Open Space. While many comments support this area as Open Space, other comments did see this as an opportunity to develop trails alongside housing. Removing this area as potential housing may limit near-term housing opportunities.</p>	<p>Y</p>
	<p>The Mixed-Use category specifies that resort specific uses are allowed in mixed zones at the base of Alyeska. Would it be cleaner to keep the resort land use category to avoid future conflict?</p>	<p>MU2</p>	<p>The intent of the Mixed-use designation is to provide a broad category for where both commercial and residential development can take place; the language stating that resort uses are allowed in Mixed-use</p>	<p>Y</p>

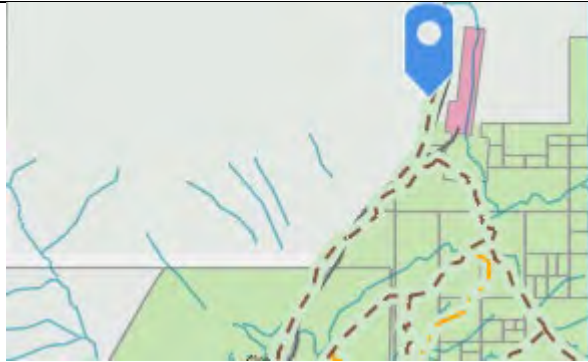
			zones at the base of Alyeska has been removed to maintain broad guidance.	
	Identify what commercial, industrial and community uses are permitted in residential mixed-use areas.	MU3	Specific allowed uses are the role of zoning regulations, not the land use plan. This Plan provides guidance for when the zoning code is amended.	N
	Create two types of mixed use- Residential mixed-use (primarily residential with compatible commercial and industrial) and Commercial mixed-use (primarily commercial with compatible residential and industrial). This would comfort existing landowners and give more structure and predictability to development patterns.	MU4	The Mixed-use designation in this Land Use Plan provides a broad framework that allows commercial and residential development.	N
	Extend the south townsite Mixed-use further south, at least to the 100-year flood plain. 	MU5	As noted in Section 2 of the Plan the MOA Watershed Department recommends that the 500-year floodplain be considered marginal for development for Girdwood, because the nature of glacial stream flooding can be less predictable than other stream types. The 500-year floodplain should be considered restrictive to critical infrastructure.	N
	Mixed-use sprawling North up Crow Creek Rd. is incompatible because of the undeveloped nature of the area. Mixed-use should be concentrated near the intersection of Crow	MU6	The intent of extending Mixed-use along Crow Creek Road is to provide opportunities for housing and commercial uses in this area. Since	N

<p>Creek Rd and Alyeska Hwy or around existing Mixed-use development.</p> 		<p>the area is also bordered by Mixed-density Residential, allowing commercial opportunities creates a walkable land use pattern. Moving commercial uses away from this area would limit the ability for residents in this area to access commercial services easily on foot.</p>	
<p>Modify the Mixed-Use area to include land to the south and resolve flood plain building issues. Structures could include evaluated pilings.</p> 	<p>MU7</p>	<p>As noted in Section 2 of the Plan the MOA Watershed Department recommends that the 500-year floodplain be considered marginal for development for Girdwood, because the nature of glacial stream flooding can be less predictable than other stream types. The 500-year floodplain should be considered restrictive to critical infrastructure.</p>	<p>N</p>
<p>Area should be a Mixed-Use designation. The existing utilities and ideal soils make it more easily developed. Development can still happen in flood zones. Taking the area out of development possibilities without more detailed analysis is contrary to the community</p>	<p>MU8</p>	<p>As noted in Section 2 of the Plan the MOA Watershed Department recommends that the 500-year floodplain be considered marginal for development for Girdwood, because the nature of glacial stream flooding can be less predictable than other stream types. The 500-year</p>	<p>N</p>

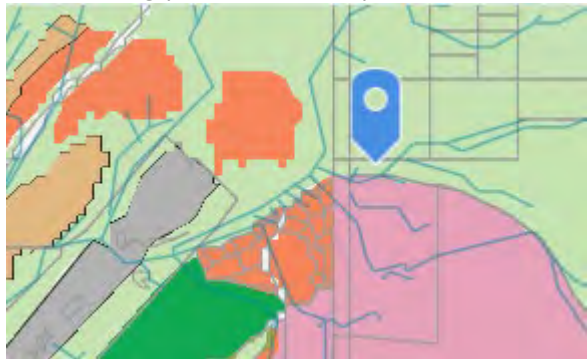
	<p>desire to find cost effective housing solutions.</p> 		floodplain should be considered restrictive to critical infrastructure.	
	<p>The Crow Creek mine current use seems more closely aligned with the mixed-use designation, at least as Commercial Recreation is currently defined.</p>	MU9	<p>Keeping this area as Commercial Recreation is consistent with current uses and previous land use designations.</p>	N
Parks/ Open Space/ Trails	<p>Designate “The Mitten” as Open Space. Mixed-use is an incompatible designation because it goes against the community developed trails plan and conflicts with airstrip operations.</p> 	OS1	<p>The “Mitten” area has been changed from Mixed-use to Open Space. While many comments support this area as Open Space, other comments did see this as an opportunity to develop trails alongside housing. Removing this area as potential housing may limit near-term housing opportunities.</p>	Y
	<p>Designate “The Mitten” and Virgin Creek as a State Protected area.</p>	OS2	<p>Both of these areas have been designated as Open Space. This Plan does not designate what land should</p>	N

			transfer from municipal ownership to state ownership.	
	Keep vegetation buffers between developed areas and new development. Buffers should be wide enough to accommodate both old growth and the potential for new trail uses.	OS3	Section 3 specifies that the buffers should be a minimum of 100 feet in width.	N
	Upper Valley, including the Glacier/ Winner creek areas should be considered for commercial recreation development. The area has long been considered for a world class alpine ski area. The land use designation should not impede this potential. 	OS4	The area has been identified as Commercial Recreation Reserve. The Commercial Recreation Reserve Category has been added to the narrative and defined as areas for future commercial recreation development. The area would require a LUP map amendment and master planning prior to subdivisions or development.	Y
	Supports designating Upper Valley as open space to preserve recreation and exploring opportunities.	OS5	Several areas in the upper valley are designated Open Space. Additionally, a Commercial Recreation Reserve designation has been added that aligns with previous ski area studies. The area would remain undeveloped until a LUP map amendment designated the area as an active land use category.	N
	Require a minimum ¼ mile buffer around existing upper valley trails.	OS6	Trail buffer sizes should be determined by land managers when	N

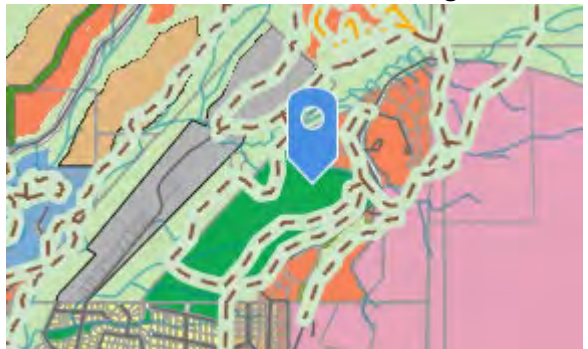
	<p>The maps do not accurately reflect trail mapping- there are trails shown that do not exist (Timberline Neighborhood interacting Virgin Creek) and existing trails (Abe’s Trails, Cat Road, bike trails) not shown. Without an accurate understanding of the trail system, it is hard to see how the proposed road and development disturb the recreation opportunities.</p> <p>See Below:</p>  <p>Not Existing</p>	OS7	<p>establishing trail alignments or easements.</p> <p>Maps have been updated to align with the Girdwood Trails Plan</p>	Y
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Not Existing (not maintained)




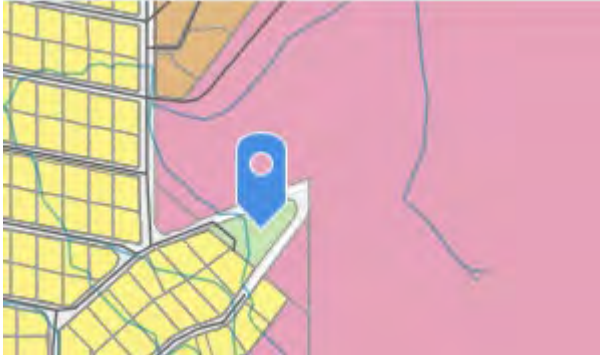

Cat Road, 5k and Bike Trails missing

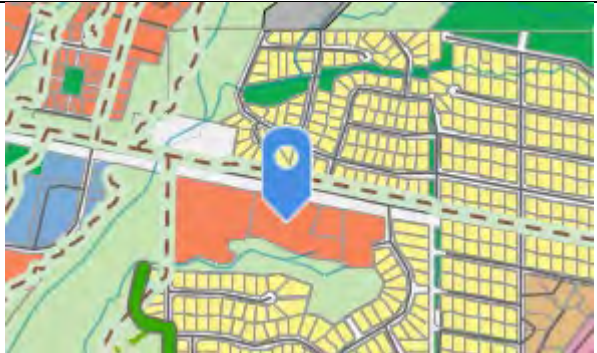



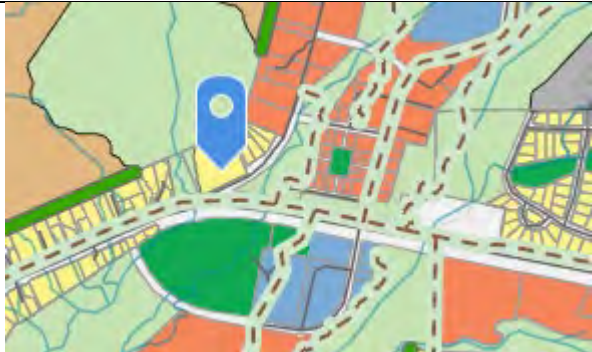

Moose Meadows is a loop and is not accurately drawn on the map.

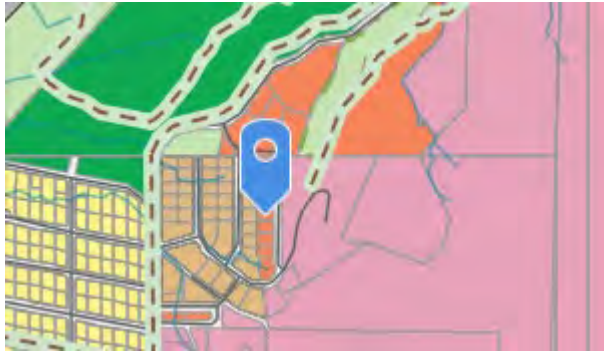
	Move the Holtan Hills southeast boundary to the northwest to protect the Iditarod National Historical Trail. Protect the Iditarod Trail throughout all of Girdwood as an historical resource and a visitor economy driver.	OS8	The Mixed-density Residential boundary has been moved to not overlap with the Iditarod historic trail.	Y
	Please include mention of a potential future white water river parks as approved uses in designated parks and open space lands.	OS9	The Plan recommends that Girdwood conducts a Parks and Open Space Plan which would identify park programming and locations.	N
	It is worth identifying and pursuing Stumpy Trail easements, and preserving the adjacent forested land, wetlands and historic trail designation, so that future hikers and skiers will always have access into upper Glacier Valley.	OS10	The ability to pursue specific trail easements is not limited by this Plan.	N
	The description of OS should continue to include "areas with environmental characteristics or functions that should be protected" and should not include 'notwithstanding transportation placements'. This revision is contrary to other parts of this Plan and contrary to Girdwood's spirit.	OS11	Current Open Space areas allow for transportation and utility crossings. Removing that language would be inconsistent with what is allowed in Open Space.	N
	Squirrel cages should be available for RV park creation.	OS12	The squirrel cages have been identified to be Open Space with a designation "Potential Future Park Land." A recommendation is included that Girdwood creates a Parks and Open Space Plan. Part of the Parks and Open Space Plan would involve identifying types of park facilities which could include an RV park.	N


	<p>Change that designation to Open Space and allow for things like pump track, paddling business launch etc.</p> 	OS13	<p>Parcels south of these were changed to open space to allow for potential park uses.</p>	N
	<p>Any future resort development should remain near the present facilities. Undeveloped land should remain open space for recreation and wildlife use.</p>	OS14	<p>The latest LUP Map revisions converted the Mixed-use area between the current resort base and Crow Creek Road (referred to as the “Mitten” to Open Space.</p> <p>Several areas in the upper valley are designated Open Space. Additionally, a Commercial Recreation Reserve designation has been added that aligns with previous ski area studies. The area would remain undeveloped until a LUP map amendment designated the area as an active land use category.</p>	N
	<p>Supports the narrative about open space and the recommendation to create an open space plan.</p>	OS15	<p>Comment received, thank you.</p>	N
Parcels	<p>Parcel ID 07602223000- Why not designate as residential low or commercial recreation per the adjacent land uses? This land is currently</p>	P1	<p>This parcel has been changed to Commercial Recreation.</p>	Y

	<p>designated as Commercial Recreation per the 1995 plan and should remain something similar.</p> 			
	<p>Parcel ID 07509101000- Consider Mixed-Use or Industrial. Could also be a good location for commercial use.</p> 	P2	The area east of the Alyeska Highway, north of the Ruane Road has been changed to Mixed-density Residential.	Y
	<p>Parcel ID 07516342000 & 07516343000- There is 3+ year ongoing permitting and planning for a mixed-use development on these parcels. Mixed-use designation here should allow for a hotel, small commercial development, restaurants, and a hardware store.</p>	P3	Mixed-use will allow for these uses.	N

				
	<p>Parcel ID 07509101000- There is an ongoing effort to have this parcel donated to the Girdwood Valley Service Authority. The intent is to build long-term rental apartments for the workforce.</p> 	P4	The area east of the Alyeska Highway, north of the Ruane Road has been changed to Mixed-density Residential.	Y
	<p>Parcel ID 07506103000- Supports the lot being a lower density, as higher density would negatively impact traffic patterns and surrounding neighborhoods. There is also a concern for wetland impact on the parcel if density was increased.</p>	P5	Comment received, thank you.	N

				
	<p>Parcel 07510471000- From residential to park land. This area could serve as a 4 season, central park within walking distance. The area has historic, old growth that is irreplaceable. A central park could become a key connector for cross valley, non-motorized travel.</p> 	P6	This area has been designated Open Space.	Y
	<p>Expand the residential land areas in parcels 07520102000 and 0752010100 to the original acreage described in the 1995 plan.</p>	P7	This area has been updated to Open Space. Changing this to Open Space does not align with goals and policies to increase the availability and affordability of housing. The LUP Map change may limit near-term opportunities for housing in an area	N

			that is already in proximity to water, sewer, and other utilities.	
	<p>The approved master plan for these parcels/ subdivision was single family. Designate the area as Mixed density residential. Acknowledge in the plan that this area is primarily second homes.</p> 	P8	This area has been changed to Mixed-density Residential.	Y
	Parcels around the base resort area including the Sitzmark and Challenge should be Mixed Use rather than Commercial Recreation	P9	Commercial Recreation allows for a variety of commercial uses.	N
Transportation	The proposed secondary/emergency road should not cut through private property and wetlands. There is an opportunity to connect through several other municipality roads, from Alpina to Virgin Creek but the northern terminus is incompatible. The current location would disturb an ongoing housing project.	T1	The potential emergency road in the southeast of the valley has been updated with a conceptual arrow pointing north towards the Alyeska Subdivision neighborhood.	Y
	Support for the Crow Creek-Arlberg Connection Road to allow for traffic dispersal, improved emergency access, and a secondary bridge.	T2	Comment received, thank you.	N
	The secondary/ emergency access road on the east side of the valley is not warranted. It would encourage illegal behavior and would cause environmental harm. The main restriction for	T3	The Plan recommends that a study be completed to determine if the road is warranted as an emergency road.	N

	Girdwood in the case emergency would remain Seward Highway.			
	If deemed necessary for safety and vetted by the community, the emergency access road should be a gated, wide trail or narrow gravel road that winds gently and can be used as a recreational feature and not disturb wetlands.	T6	Language has been added to the Transportation subsection of Section 4 that the emergency road could serve a dual purpose as a trail if developed as a narrow gravel road.	Y
	Opposes the Crow Creek-Arlberg Connection Road. Connectors would greatly impact trails and a pristine forest area.	T4	As noted in the Transportation section of Section 3 of the Plan, the alignment should avoid conflicts with the trail area to the extent feasible. The connection will link proposed residential areas and Mixed-use areas across the valley.	N
	Opposes a new east-west connection from Beirne St/ Mica's Meadow Way to Karolius Dr because of the need for an additional California Creek crossing.	T5	This area is not proposing a new connection it is showing the existing plats and right-of-way. The map has been updated to show the right-of-way lines but with the Open Space designation.	Y
				
	The plan should acknowledge the issues associated with the northern terminus of the emergency access road and not ignore them.	T7	The concept alignment for the emergency road has been modified to be an arrow to indicate that further analysis is needed to determine the appropriate route. The Transportation section of Section 3 notes that	Y

			impact to private parcels should be avoided.	
	The Crow Creek-Arlberg Connection Road should be included in the Safety, Resiliency, and Emergency Evacuation Plan Study mentioned but should not be drawn on the map prior to more evaluation.	T8	The map legend had been updated to say that road alignments are conceptual.	Y
	Any future development in Alyeska Basin South would need an upgrade of Timberline Rd and an additional access road.	T9	The additional residential area in the Alyeska Basin South has been removed.	Y
	Has DOT considered the location of the secondary/ emergency access road regarding the planned Alyeska highway to New Seward project?	T10	Under Policy E4.1 and the recommendation to develop a “Safety, Resiliency and Emergency Evacuation/Disaster Plan” AK DOT& PF has been added a potential partner.	Y
	References to the secondary/emergency access road should be removed from the plan and maps. The road has been vetoed in previous community planning meetings.	T11	During the development of this Plan community members expressed interest in understanding if this road could serve emergency egress purposes therefore the plan recommends a Safety, Resiliency, and Emergency Evacuation Plan to study the feasibility of this road.	N
	Transportation goals should include improved pedestrian crossing, specifically at the following intersection: 1. Alyeska Highway Bridge over Glacier Creek should have a below grade crossing on the East abutment. 2. Alyeska Highway Bridge over ARR tracks should have a below grade crossing on the East abutment	T12	Policy T4.1 has been edited to include the general recommendation: “Consider creating safe pedestrian and bicycle grade-separated crossings along the Alyeska Highway.”	N

	3. Alyeska Highway & Hightower intersection should have a pedestrian crossing tunnel or overpass			
	There should be a more creative approach taken to the secondary/ emergency access road. Crow Creek Road could be extended to connect to Highland Drive in Eagle River.	T13	This Plan recommends Safety, Resiliency, and Emergency Evacuation Plan to study the feasibility of an emergency road. Alternative routes could be considered as a part of that plan.	N
	The economic, environmental, and vehicular impact needs to be studied and understood before any new road is proposed in Girdwood.	T14	This Plan includes a recommendation to revise the Girdwood Commercial Area and Transportation Master Plan (see policy T4.1).	N
	A more logical approach to the secondary/ emergency access road would be to improve Timberline Dr and improve collectors that the proposed road could connect into.	T15	The potential emergency road in the southeast of the valley has been updated with a conceptual arrow pointing north towards the Alyeska Subdivision neighborhood, the types of connections listed in this comment could be studied.	Y
	It is important to pursue the additional roads with increased housing and overall development. The plan provides little confidence that the proposed roads are forthcoming.	T16	This Plan provides the framework for road projects to happen in the future. When and how road projects get funded and developed will have to be an ongoing development.	N
	A pedestrian bridge capable of carrying light emergency vehicles over Glacier Creek and a 10 foot park pathway through a Central Park on parcel 0751047100 could serve as an emergency route if Girdwood were to experience a disaster.	T17	This Plan recommends Safety, Resiliency, and Emergency Evacuation Plan to study the feasibility of an emergency road. Alternative routes, as described in the comment, could be considered as a part of that plan.	N

	Add the Girdwood Airport and Girdwood aviation traffic to the Transportation section of the Girdwood Comprehensive Plan, as did the 1995 GAP.	T18	The Girdwood Airport has been added as a section under Roads/Transportation in Section 3.	Y
	Add back in the potential future road leading north up the Girdwood Valley extending Arlberg Rd, and the link to the Girdwood Airport from the Arlberg-Crow Creek Road link. See the 1995 GAP.	T19	The connection road has been added.	Y
	To maintain and protect the airport, keep the non-aviation traffic to a minimum, and aviation uses only on the DOT - Girdwood Airport property. Non-aviation traffic on the airport on the airstrip impedes possible funding for maintenance and protection.	T20	The added airport sections notes that uses within the Airport district should be compatible with general aviation operations, consistent with federal and state guidelines established by the FAA and other governing bodies, and not limit the potential for federal aviation funding.	Y
	Page 3-15 Roads and Transportation- Add that a sidewalk is needed along Timberline Dr. Trails shouldn't be the only solution for pedestrian.	T21	This Plan provides the foundation for specific pedestrian infrastructure to be implemented by recommending general pedestrian amenities throughout town (see policies T3.2 and E1.1). For Policy T1.2 pedestrian infrastructure was added as an implementation action for improved multi-modal access within the Alyeska Basin Subdivision.	Y
	Recommend a revision of the OSHP road locations and categorization based on both the adopted GCP and traffic data. Conduct any additional traffic studies needed.	T22	This Plan provides guidance for how the OS&HP road alignments could change based on community feedback.	N

	Opposes subsidizing railroad infrastructure that would primarily be used by Alyeska and for tourism.	T23	Comment received, thank you.	N
	Add transportation goal- Coordinate with AMATS and MOA-wide transportation entity for cross-MPO services. One complication is how to fund service across an MPO boundary (AMATS -> Girdwood).	T24	Language has been added to Policy T4.1 that there should be funding considerations beyond the MPO in coordination with GVSA.	Y
	T3.2 Parking. Do not support removing Muni parking requirements from residential areas. It is important to control off street parking and address snow storage on residential properties. Poor snow management hinders emergency services from operating properly.	T25	Recently Anchorage removed minimum parking requirements from its design standards. Girdwood's current parking standards reference Anchorage's minimum parking requirements which no longer exist. Policy T3.2 recommends that Girdwood's language matches the current removal of minimum parking requirements. Snow management is regulated in the zoning code.	N
	Policy T3.2 - Add acknowledgement that parking minimums were removed from T21. Needs have now moved to better ROW management including pedestrian use. Whittier Police Dept should be added as a partner.	T26	Policy T3.2 Added reference to Anchorage's removal of minimum parking requirements. Noted that there should be better management of parking and pedestrian facilities in the ROW. Added GVSA and PM&E as partners. Did not add Whittier Police as a partner since they would be related to enforcement not creating policy related projects.	Y
	The Crow Creek-Arlberg Connection Road should be a shared one-way lane to make for a	T27	Language has been added to the Transportation section of Section 3	Y

	smaller feel where vehicle flow traffic is secondary to bikes and pedestrians.		that the road should include pedestrian and bicycle infrastructure.	
	T5.1 is too vague. If we want to support development that recognizes the natural environment, does that mean we want to try and work with DOT to get them to allow trails on their land? If we want to support development that recognizes the community, does that mean that we want DOT to grant public access (officially) out the airport road?	T28	Policy T5.1 provides broad guidance to work with AK DOT&PF to implement community objectives. The current Implementation Action is to review the land use code for revised uses at the airport, but this does not limit the community to explore other objectives with AK DOT&PF not explicitly listed.	N
	T5.1 - Land Use code applies to all non-core aviation functions at Girdwood airport. Clarify that compatible development does not include retail or visitor accommodation uses which would increase neighborhood road traffic significantly, unless alternative road access is provided.	T29	Determining the exact allowed uses in a zoning district is part of the land use code, this land use plan provides the framework for revising the code as a next step.	N
	The Sproat extension and its three connectors and the Gold St connector make sense and can increase connectivity and walkability.	T30	Noted, thank you for the comment.	N
	Before considering an Arlberg-Crow connector, existing Arlberg should be redesigned to accommodate increased traffic from proposed new development.	T31	This type of analysis will be beneficial when studying the specifics of a new Arlberg-Crow connector.	N
	Add a line about the benefits of train travel. Train station improvements will be needed for future capacity. Trains should be encouraged for weekend skiing and large community events to limit the amount of cars into the community.	T32	Policies T6.1, T6.2, and T6.3 all advocate for improved train access and affordability.	N
	The Karolius Drive extension should be added back into the Plan.	T33	The language in Policy R3.1 and Section 3 has been changed from recommending the removal of the	Y

			Karolius extension in the OS&HP to studying whether the Karolius Drive connection is valuable in what might be park land.	
	With the HLB finally moving forward on the enormous potential of the South Townsite, whose development will require alternate access for our emergency response vehicles (i.e. municipal code requirements), this has great potential to connect our town square area with Ruane via trail and road linkages. See T.1.1-2.	T34	The language in Policy R3.1 and Section 3 has been changed from recommending the removal of the Karolius extension in the OS&HP to studying whether the Karolius Drive connection is valuable in what might be park land.	Y
Other	List the Alyeska Area Master Plan as a relevant plan, with MOA approval.	O1	The “Alyeska Area Master Plan (2007)” was added to the Section 2 table of existing Girdwood plans that were reviewed.	Y
	Recommend a seismic analysis of Girdwood Valley. A new avalanche analysis also seems appropriate, as the current study is from 1982.	O2	Policy E4.3 added "Update existing natural resource and natural hazard studies, including the 1982 Anchorage Snow Avalanche Zoning Analysis Report and FEMA Flood Maps, reflect the changing climate." As noted in Section 2 “Seismically-induced ground failure mapping comes from a 1979 geotechnical report. The Girdwood area consists of hazard zones 1, 2, and 3. Zone 1 is considered the lowest ground failure susceptibility, 2 is moderately low, and 3 is moderate. All three zones are classified as generally suitable	Y

			lands in the Anchorage 2040 Land Use Plan (2040 LUP). (Mapping is in the 1979 geotechnical report by the firm Harding-Lawson.)”	
	The plan needs to reflect development areas where existing infrastructure and utilities could be easily and feasibly accessed. Cost to residents should be transparent and disclosed.	O3	Cost estimating for utilities is outside the scope of the plan.	N
	Page 2-24- Paragraph about Enstar gas supply seems out of touch with the current shortage in Cook Inlet. The lack of gas could be seen as a constraint to development.	O4	Projecting specific future resource shortages would need additional study and evaluation outside of this Plan.	N
	The lack of questions that were asked of respondents to gauge their feeling for downhill skiing in general or Alyeska Resort specifically underpins the plans results. Hire an experienced gateway planning firm for plan review and comments prior to finalizing.	O5	Comment received, thank you.	N
	Create a subtitle for the plan, similar to Anchorage 2040, to act as a public hook and a quicker reference name.	O6	The plan name has been updated to “Girdwood Comprehensive Plan.” This is consistent with other comprehensive plans such as the Turnagain Arm Comprehensive Plan and the Chugiak-Eagle River Comprehensive Plan.	Y
	The plan is far too development focused. Girdwood does not have the emergency services, supporting infrastructure, public transportation etc. to support the growth that will come from the Holton Hills development alone.	O7	The Plan provides a vision for Girdwood over the next 20 years. The development that is shown on the map would not happen overnight. Development would evolve over time with utilities and other infrastructure becoming necessitated to support development.	N

	<p>Girdwood Coastal Wetland Natural and Historic Interpretive Area Master Plan and the Girdwood Community Archaeological Survey report are not cited in the Background section. They both include important information that should be referenced and discussed.</p>	O8	<p>The "Results of The Girdwood Community Archaeological Survey (2021)", the "Final Girdwood Historic Buildings Survey And Historic Properties Roster With Historic Preservation Recommendations (2021)", and the "Alyeska Area Master Plan (2007)", were all added to the Section 2 table of existing Girdwood plans that were reviewed.</p> <p>A recommendation was added to Section 3 and Policy H1.1 in Section 4 that code revisions should consider the recommendations to create a historic district from the "Final Girdwood Historic Buildings Survey And Historic Properties Roster With Historic Preservation Recommendations (2021)."</p>	
	<p>A smaller ladder truck will be needed 5-10 years to maintain insurance ratings and fire protection.</p>	O9	<p>This is outside the scope of this Plan. Consider coordinating with the Fire Department.</p>	N
	<p>Rain/snow cover protection should be implemented at future bus stop locations and over fire hydrants due snow load.</p>	O10	<p>This is outside the scope of this Plan. Consider coordinating with Municipal departments providing those services.</p>	N
	<p>All roads near the resort base need to have single side parking to permit emergency access at peak resort use.</p>	O11	<p>This is outside the scope of this Plan. Consider coordinating with right-of-way management /enforcement and emergency services.</p>	N

	Page 3-12 that "...expanded ski area and golf course are no longer development plans." While the golf course statement is likely correct, our company has looked at developing ski opportunities on the Glacier/Winner Creek massif for some time.	O12	The area has been identified as Commercial Recreation Reserve. The Commercial Recreation Reserve Category has been added to the narrative and defined as areas for future commercial recreation development. The area would require a LUP map amendment and master planning prior to subdivisions or development.	Y
	Thank you for your dedication to our Girdwood community. And I am grateful for the video tutorial which was helpful prior to filling out the comments.	O13	Comment received, thank you.	N
	Thanks for all the hard work that went into developing this plan. I know it has been a tremendous amount of work.	O14	Comment received, thank you.	N
	The comment deadline needs to be extended due to trail plan adopted, municipal election, Easter etc.	O15	The public review draft was available for a month-long comment period. Please visit the Imagine!Girdwood website for ways to participate and provide comments moving forward. (imaginegirdwood.org)	N
	Encourage Alyeska to invest in more chairlifts.	O16	This is outside the scope of this Plan.	N
	The comment submittal form is limited in its capability and hinders thoughtful responses.	O17	Comment received, thank you.	N
	The plan has gone further and further from a community developed plan. The visions and goals are not reflected in the plan. There has been an overall lack of transparency in decision making, failure to notice all meetings, failure to design and share a methodology that explains how we even got to this point and how various decisions were made.	O18	Comment received, thank you.	N

	I look forward to the final version and plan to actively participate in the review sessions conducted among Anchorage-based decision makers.	O19	Comment received, thank you.	N
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Table of Original Comments from the Feb 2024 Draft Plan with Coding

Topic Category	Other - Topic Category	Page Number	Your Name	Recommended Plan Change (If Applicable)	Comment	Comment Code
			Christina C. Hendrickson		Page 1-1: Add Definitions The author introduces the audience to the term policy, which remains undefined yet directly aligns them with Implementation Actions. Recommend the Committee replace Policy with Objective. The Plan may govern and guide Girdwood's decisions, but it is not codified and as such is not policy.	BG1
			Christina C. Hendrickson		E3.3: Stop considering and start evolving Our town's characteristics are changing, significantly. Along Alyeska Highway, we now have a tiny cabin next to one non-conforming residential site and squeezed next to a new duplex constructed by a builder from the Mat-Su Valley. Even up by Challenge there are square boxes next to multi-angled roof lines that differ wildly from nearby homes constructed decades ago. Routinely the Land Use Committee grants variances on a case-by-case basis, and applicants time their presentations for when the fewest number of people are in town and engaged in land use to obtain a favorable outcome.	BG10
			Christina C. Hendrickson		E7.2: See Comment on E.3.3	BG10
			Christina C. Hendrickson		E4.1: Why is our secondary access buried in this? Why does our secondary access have to conform to a proposed Climate Action Plan? It is likely federal funds will be used to create this new corridor, and it will trigger a higher standard for environmental review based on cumulative impacts, including but not limited to climate change.	BG11
			Christina C. Hendrickson		E4.2: Business incentives relate to funding As Girdwood is part of Anchorage, the Anchorage Economic Development Corporation should be the partner for this initiative, not led by a subcommittee to GBOS.	BG12
			Christina C. Hendrickson		E6.2: Recycling is a business Identify the financial driver(s) for current businesses and residents to recycle. Survey both entities and learn more about the financial barriers – time and resources – that a public/private partnership will have to overcome to make recycling successful in Girdwood.	BG13
			Christina C. Hendrickson		E7.4: We live in a free market economy If a permit is required, our Land Use Committee makes a recommendation to our Board of Supervisors. Should no permit be necessary, then it is up to the host to engage local leadership about an upcoming event. You do not need a permission slip to turn on Alyeska Highway and bring business into Girdwood; we live in a free market economy.	BG14
			Christina C. Hendrickson		H2.1: Construction staging and worker lodging areas are required, too Only those construction companies who can stage equipment and personnel in Girdwood bid on Girdwood jobs. This limits the number and talent and increases the price per square foot for renovations and new construction. It is a significant barrier to diversifying who can and will build in Girdwood.	BG15

			Christina C. Hendrickson		H2.6: Capital expenditures budgets require long-term planning Without a consistent Municipality of Anchorage Planner who can escort projects through stage gates can Girdwood build a comprehensive capital expenditure plan. This requires specific, non-partisan parameters. Take for instance: the need to excavate material from Holtan Hills. By working with AS&G and HLB, Girdwood could reduce the environmental and economic footprint of having this material hauled to Anchorage and instead follow what the DOT did when building Girdwood's airport hangers: send it to the Industrial Park. But the action does not stop there: a Planner will need to engage the utilities to stage corresponding investments in their budgets to invest in waterlines, lift stations, overhead or buried utilities, etc., during the same period to optimize the investment and align with a Climate Action Plan, etc. Girdwood will also have to understand that its project(s) may not be a priority for each entity, as we will compete with other investment opportunities around the Anchorage bowl. A GBOS Resolution of Support does little to sway Boards and Directors with fiduciary responsibilities. Remember the 5Ps.	BG16
			Christina C. Hendrickson		H4.1-4: How will we fund this administrative burden? Who will be responsible for this metrics, their tracking and reporting? What level of subject matter expertise will provide non-biased trend analysis to track success, lack thereof, lessons learned and implement corrective actions? This reporting will not always reflect positive news. What is the adaptive management action to be taken when the Housing Action Plan fails?	BG17
			Christina C. Hendrickson		R1.3: Land Managers require training and authorization to enforce code Deputize land managers to enforce code and codify their requirements to visit and manage lands on a routine and event-driven basis.	BG18
			Christina C. Hendrickson		E1.1: Optimize and reference existing transportation links the Girdwood Industrial Park Leverage and optimize current community spaces to make them attractive to existing retailers and small businesses. Our town square hosts a diverse group of our outdoor recreation businesses who meet their clients in this space because that is where they can park: bike tours, packraft guides, boreside surf guides and more. Our districts need to leverage the common space along Collector class roads while being mindful that these corridors link and serve children to schools, families to retail and clinic services and more. Our underserved and underutilized Girdwood Industrial Park shares lessons learned on misguided and unfunded "plans" that show promise for diversification but lack consistency advocacy and investment.	BG2
			Christina C. Hendrickson		E1.2: Complete the Girdwood Industrial Park Advocate for a public-private partnership with AS&G to transport fill material from upcoming construction projects, such as Holtan Hills, to complete the remaining phases and prepare that area for investment and growth. This leverages existing zoning options while waiting for E1.1 to ever get codified.	BG3
			Christina C. Hendrickson		E1.3: Add in Communications Advocate for a public-private partnership with telecommunication providers to increase bandwidth to attract investment. When our town visitor population swells for Forest Fair, Slush Cup and New Years Eve, cell phone calls drop and internet speeds reduce.	BG4
			Christina C. Hendrickson		E2.1: Consider federal regulations For those resources governed by federal policies (read: actual policy that is based in law), Girdwood's land use regulations may have little to no impact on an agency's decision to permit an action. For example, see the wetland damage, tree removal and ecosystem destruction along Glacier Creek at the hands of a local landowner, in pursuit of federal authorization to fill wetlands.	BG5

			Christina C. Hendrickson		E2.2: Tie to the new Trails Plan The Trails Plan identifies partners and classifications that lend resources and advocacy to high value ecosystems in our valley.	BG6
			Christina C. Hendrickson		E2.3: Tie in the need for lighting and wayfinding See E.7	BG7
			Christina C. Hendrickson		E3.1.: Consider our road maintenance budget Adjust schedule for and advocate for more community members to attend road maintenance's budget sessions. Our service area carries the burden of culvert replacements, weather event-wash outs and dust abatement to protect our homes, road and trail links and community spaces.	BG8
			Christina C. Hendrickson		E3.2: Be more comprehensive in listing all the related advocacy groups The Anchorage Parks Foundation provided significant advocacy for Proposition 7, at no cost to our Service Area. This digital engagement and other methods to connect voters and volunteers should be cited.	BG9
Land Use Categories		3-9 the ma	Gabrielle Barnett	change the zoning along crow creek road to open space or park or light residential.	Commercial development should not be allowed along Crow Creek Road past California Creek Commercial activity should be restricted to the areas already identified for commercial activity-- new town site, mall at the highway, and resort base. This was covered in a plan in the late 90s to make Girdwood more pedestrian friendly and less of a driving nightmare. It was very clear that the best path forward is to consolidate business, not sprawl it out. We already invested in new town site parking, tree clearing etc per the plan. We've already added the brewery along the highway, which is causing congestion. there is no reason to deviate from the old plan/recommendation to concentrate new commercial mixed use close to where it currently exists in the new townsite and the old resort base and to focus on walkability.	C1
Land Use Categories		3-11	Julie Jonas		Rewriting all land use regulations for residential districts to a form-based code may be a big task! But if it will accomplish the purpose of retaining Girdwood's forested, small town character, then I am supportive of "form based." The stipulations in Chapter 9 of Title 21 were intended to ensure for example, that certain amounts of vegetation were retained during development. Lack of effective enforcement (and/or permitting?) has led to some egregious clearing of lots - that if done all over Girdwood would vastly impact Girdwood's forested charm.	FB3
other			Tim Lydon		I strongly agree with the recommendation to re-write zoning to focus on form-based code and the other attempts to increase housing opportunities while maintaining character, including reducing the minimum lot size and removing DUA standards. An enthusiastic yes please to creating a Housing Action Plan and a Park and Open Space Plan. Thank you for including PLI to accommodate cemetery space.	FB5

Land Use Categories		3-6	Seth A.		<p>Form based code – Instead of saying match the character of existing neighborhoods (I don't think Girdwood has a single distinct character) say match the scale of buildings/homes in existing neighborhoods (i.e. Max FAR, Lot Coverage, Height) and focus less on the number of DU in the building.</p> <p>I think it would be helpful to have an example of the scale of development allowed. If a form based code is suggested, it would be helpful to know what the range of lot coverage is, range of floor area ratios, % natural vegetation, etc. for each use category. Some images would help clarify the intent here also.</p> <p>Suggest that when a commercial use is in a primarily residential mixed use area the form based code should clarify that the commercial should look residential. Verify with community on how commercial uses in residential should look and feel.</p>	FBC1, LU2,
Housing			Julie Raymond-Yakoubian		No definitions of 'affordability' or 'achievable' provided in the extensive discussion of housing - the reader needs to understand what !!G means when you use those terms. Add definitions of major terms and concepts throughout	H10
Housing			Briana	not applicable - continue to advocate the walk friendly environment of Girdwood, especially around town center and public transit locations, bike paths, etc.	Thank you for the reasonable and rational narrative about continuing housing and housing density around town center and amenities, utilities, established transportation/public transit, and services. This is both economically responsible and environmentally sound. Reinforcing the mantra that Girdwood is a walkable and bike-able resort town can only be done by making it possible, appealing, and easy for people to leave their cars in the driveway.	H11
Housing		4-7	Mike Edgington	Clarify "while supporting home occupancy operators (long-term renter or homeowner) with short-term rentals as accessory uses." I think this should mean STR use of housing used as primary residences is supported, while STR use of non-occupied housing is restricted.	Strongly support H1.2 phrasing to treat short-term rentals as accessory uses, but only when that housing is used for primary residential occupancy.	H12
Housing		4-7	Mike Edgington	Tax exemptions are not currently allowed by AK state statute. Add "State legislators" to list of partners.	H1.3 - LTR tax exemptions are not allowed by state statute	H13
Housing		4-7	Mike Edgington	Explain how these specific steps lead to more occupied use of existing housing (e.g. ADU, remodel SFH to multi). Minimum lot size doesn't seem to fit here.	Policy H1.1 - the core concept here is to increase the amount of occupied housing, through ADUs, other policies etc. Minimum lot sizes etc. are more relevant to new housing. Removing SFH zoning and DUA can allow remodeling to multi-unit.	H14

Land Use Categories			Tim Lydon		<p>I strongly agree with the concepts of lower density residential and mixed density residential as replacements to the former single-family and multi-family categories. I agree they will offer more flexibility to develop more housing and more housing types. As the plan states, it would likely occur incrementally over time, but this seems a good way to remove barriers to solving the housing problem. Its effort to increase density can help achieve community preferences for walkability, open space, and recreational areas (as opposed to sprawling outward with broad areas for single-family construction). It can also help dispel the notion (barrier) that neighborhoods currently dominated by single-family units must stay that way as some kind of historic or exclusive entitlement.</p> <p>Also agree w the accommodation of home-based businesses and other low impact commercial uses in these zones. It recognizes the evolving way that people work and encourages the start-up of Girdwood-based businesses</p>	H15
Land Use Categories			Tim Lydon		<p>I would like to see more mixed density in Alyeska Basin, including to upper Vail & upper Timberline. There's not likely a lot of options left. However, if maintaining open space and solving the housing shortage is important, then mixed density should be encouraged where it can practically occur.</p> <p>It seems support for maintaining lower density in these areas has to do with maintaining current character. It makes more sense from a community planning standpoint to have lower density areas determined based on physical limitations such as topography, access, walkability, parking availability, utilities, and other tangible features. I'm sure some of these physical limitations apply to areas within the Alyeska Basin. But given how much the area is already developed, it does not seem that greater building heights/bigger footprints \ would greatly affect character. And it's ok for character to change a little if it means having the flexibility to build more – and more affordable – housing. .</p>	H17
Land Use Categories			Tim Lydon		<p>For the area adjacent/north of the school, I hope the greatest effort can be made for family-style neighborhoods with mixed density, walkability, public transit, playgrounds and similar small-scale open space. The area's proximity to the school and downtown make it an ideal location for attainable housing efforts, no STRs, and assurances that housing is reserved for long term Girdwood residents. It can be a model neighborhood for creative density and healthy environment for young families, home businesses, workforce housing, etc. A neighborhood of single-family units there would not best represent the interests of the community.</p> <p>For the mixed use zones, I agree with all except for the one immediately adjacent to the north of the airport industrial area. I'd like to see that remain open space and trails in an effort to concentrate development near the resort and downtown.</p>	H19, POS1
Housing		3-8	Barbara Crews		<p>This area seems like a good location for mixed density residential. There is no housing currently in that location so it would not be imposing higher density development on top of home owners with previous expectations of single family residential housing. It is along the Alyeska Hwy, so it has good connectivity to transportation.</p>	H2
Implementation			Michelle Weston	Hydrant water supply should be mandatory for new subdivisions.	<p>All new residential developments should be developed with a hydrant fire water supply.</p>	H20

Implementation			Michelle Weston		All multifamily new residential construction should have a sprinkler system.	H20
Implementation			Michelle Weston		All new single family homes should have fire resistant roof materials and follow Firewise principles.	H20
Housing			Michelle Weston		Different light standards should be developed for multifamily housing dropped into traditionally dark residential areas. The Sproat road multifamily is an example of extremely poor lighting considerations. It's a beacon of light like a gas station in a dark residential neighborhood.	H21
Land Use Categories		Map 3-2	Matt Berman	The area between the Virgin Creek trail and Virgin Creek should be designated as Open Space.	The area between the Virgin Creek trail and Virgin Creek is proposed for residential use, but is unsuitable for development. It is an area with very high ecological value, and the planners may not be aware that there are numerous flood channels running from Virgin Creek onto this area. If any structures are built in this area, dredging and diking of Virgin Creek is likely to be needed to protect infrastructure and public safety.	H3
Parks/Open Space/Trails		pages 3-9	Becky Germain	This area should be changed to Open Space.	The area designated as light residential to the north of Virgin Creek and including and west of the labeled potential emergency access road should not be a residential area. Much of this land is wetlands, which are integral to the ecosystem of Girdwood, providing wildlife habitat and storm-water drainage. In addition this area is enjoyed for winter recreation, and the lower portion enjoyed in the summer for biking and hiking on an historical trail. Quality of life is improved for residents in preserving open spaces, for use on primitive trails.	H3
Parks/Open Space/Trails		3-9	Shannon O'Brien	Virgin Creek area low density - Change to Open Space	Virgin Creek area low density - Change to Open Space This area was a huge topic in the trail meetings. Huddle was present and should have the history. This was proposed to be open space and was supported by many but ended up not happening because it was said to be a land use plan. We have many acres opening up for housing through Holten Hills. Please preserve what brings residents and visitors to our town. Also: Refer to the traffic study for Timberline. This should be the last place developed, maybe on the next land use plan	H3
Parks/Open Space/Trails			Jonathan Lee	Change to open space	This area should be open space. This was a big topic during trails with hours and hours of talk about the importance of that area. The road will probably not be there based on community input. Timberline has a high traffic pattern. (Ask Mike E. for data) bringing more traffic up that road is not in the communities best interest and it a well loved/used recreation area.	H3
Land Use Categories		map 3-9	Gabrielle Barnett	Create an open space/dedicated creek buffer/trail easement between the Virgin creek trail and the creek. This is because of the flood hazard as well as to protect the value of the trail. Also there should be an open space buffer on both sides of Virgin creek that encompasses the full flood plain, which was documented in the early 2000s.	The area between the official Virgin Creek trail and the creek is not suitable for development of any kind.	H3
Land Use Categories		3-9	Mike Davidson	Change land use designation for area adjacent to Virgin Creek to the west of the existing subdivision from Low Density Residential to Open Space.	The area to the west of Timberline Drive outside the existing subdivision should be classified as Open Space rather than Lower Density Residential. This area is one of the few remaining stands of old growth rainforest not impacted by development and is the watershed for Virgin Creek, a salmon bearing stream. This area offers significant trail user interface and should be preserved to both offer an outdoor space as well as protect the Virgin Creek watershed.	H3

Housing		3-9	Heidi & William Wailand		<p>Our family owns a recreational condo near chair 4. We have reviewed the draft comprehensive plan and appreciate the effort to address many important goals.</p> <p>We are especially excited to see investors interested in creating a new walkable village area, as well as an ice-skating rink and swimming pool for the community. We have two kids who will soon be teens and having these resources would make a huge difference by providing healthy community spaces for kids, particularly in the off-seasons when it's harder to get kids active and outdoors.</p> <p>This is the main reason we support keeping the area north of the Girdwood Airport (the Mitten) as mixed-use. In studying Alyeska's development plans, we suspect the ability to develop and sell a range of housing types is key to being able to make these major community investments. In addition, this area would be close to the proposed village center helping ensure it remains well-used and able to attract and retain commercial enterprises.</p>	H3
Parks/Open Space/Trails		3-10	Julie Raymond-Yakoubian	<p>Re-classify the 'residential pocket' as Open Space. It is inappropriate for development. It contains some of the largest and oldest trees in Girdwood, diverse wildlife and flora, some of it is wetlands, and it is highly valued by the community for various and year-round recreation. This whole area is currently accessible to the 'Timberline' community and other community members at various points and is highly used. The proposed classification as LD Residential for this area would severely degrade the recreation/OS experience in Girdwood and misses the point that people want this kind of recreation and OS access IN our community and outside/close by their doors.</p>	<p>The area identified as the 'residential pocket' should be maintained as-is and designated as Open Space so it can continue to be used by humans for recreation, as it is extensively used now, and can continue to provide important wildlife habitat and ecosystem services in the valley.</p>	H3
other		3-13 and e	Julie Raymond-Yakoubian	<p>Designate the LD Residential adjacent to Timberline as OS and focus on areas closer to the town center for additional residential.</p>	<p>The issue of walkability was raised many times during I!G meetings. This plan states that, "s. Development over the next 10 – 20 years should be concentrated closer to the town center, not only for infrastructure cost considerations, but also for maintaining walkability." However, this does not fit with the proposed LD Residential proposed adjacent to the Timberline neighborhood. Walkability is generally understood to be ~0.5 miles or less. The vast majority of the proposed LD Residential is far greater than 0.5 miles from Town Square, where the majority of services are located (that is in a straight line, and not even considering the likely non-straight line construction of theoretical roads in this area.</p>	H3
Housing		Map	Kalie Harrison	<p>Change to Open Space</p>	<p>The area on the Alta/Alpina side of Glacier Creek, Danish area, is designated as residential. That area cannot support the infrastructure needed to build additional housing.</p>	H3

Land Use Categories			Tim Lydon		Greater density in Alyeska Basic could alleviate the need to build in the currently undeveloped Virgin Creek area proposed to be lower density. If development must occur in the Virgin Creek area, I hope mixed density can be considered as a way to shrink the footprint of the addition to the existing neighborhood. In other words, if that's mixed density, could part of that area be returned to open space instead of slated for development? And since it's an area slated for new development, it seems mixed density, including greater building footprints and heights, is a better and more flexible way to create more housing and retain open space, instead of creating yet another area dominated by single-family units, which seems the likely outcome.	H3, H18
Land Use Categories		Map on p 3	Kirk Hoessle	Designate the area identified above as Open Space.	I am opposed to the new development of the Lower Density Residential zone in the triangle west of the neighborhood around Timberline Drive, southeast of Glacier Creek and north of Virgin Creek. Given the new other developments (along Sproat Road, Holton Hills, and others) I do not believe there is enough additional need for future residences to permanently alter this environmentally sensitive section of old growth forest and wetlands. I believe it should be left as Open Space. In another 15-20 years, once Girdwood has evolved in response to changes brought about by the current plan, changes to this area can be weighed and considered at that time. There are ample areas identified for development with this returning to Open Space.	H3, H5
Housing		3-9	Ella landey	None	Girdwood desperately needs housing and a responsible plan has been presented. We need To move forward	H4
Housing		3-6	Jody Clingenpeel	Utilize constructive input from Girdwood residents regarding the needs of the community. Improve the balance of housing type. Less building and encroachment on to open space, trails and parks.	While progress is inevitable, growth should be responsible, reasonable and thoughtful. The current plan is very aggressive and limits affordable housing in which there is a great need in Girdwood.	H5
Land Use Categories		3-9	Brian Burnett	Create a parcel of Mixed Use to this piece of property	There is a small piece of OPEN SPACE/INDUSTRIAL that lies south of Ruane Road; it is bordered by Alyeska Highway and California Creek. This should be considered for a Mixed Density Residential or Mixed Use designation. It is a prime location for higher density work force housing project. It is located on public transportation routes and alternative transportation corridors.	H7
other		all	Jerry Fox	The only way to get new housing is to allow housing development on public (HLB) lands around Girdwood's existing housing development. Allowing smaller lots and higher densities on these lands. The way to make for more affordable rentals is to encourage long term rentals and discourage (regulate) short term rentals.	The most pressing problem for Girdwood is the lack of affordable housing. Everything possible should be done to make more affordable housing. The character of Girdwood will continue to change in a direction the people of Girdwood don't want unless we get more affordable housing.	H8
Land Use Categories		3-9	Larry Daniels	Mixed Density Residential.	Old Girdwood Townsite north of Gold Ave is largely developed as residential.	H9
other		1	Karlie	Consistent nomenclature	Is it the Girdwood Area Plan or Girdwood Comprehensive Plan?	I1
other		2-13	Seth A.		USACE no longer grades wetlands as A, B, C, D. suggest coordinating wetland classifications with the Corp of Engineers	I10
other	Girdwood Visions, Goal	p. 1-1 to 1-	Barbara L Crews		You deserve many thanks and congratulations for the Visions, Goals & Policies. Well done! I remember lots of meandering conversations at meetings and somehow this very comprehensible and well written Introduction emerged!	I11
other	committee	2	Briana	Include all members of Imagine! Girdwood	Would the Area Plan Committee past members be relevant to include as well? They contributed 1-2 years of service to this process.	I11

Parks/Open Space/Trails		3-13	Barbara Pape	Update the Girdwood Comprehensive Plan to align with the 2024 adopted Girdwood Trails Plan.	The upper valley trail system and connections from moose meadows to the upper valley system are important to the community. Preserve the historical use of open-space/trails area that are significant to the quality of life in Girdwood for residents and visitors. Request that the 2024 adopted version Girdwood Trails Plan (GTP) be incorporated into the Girdwood Comprehensive Plan.	113
Implementation		4-3	Barbara Pape	Add additional policy 'Goal' to implement dark sky lighting standards and/or regulations.	Add a goal to implement dark sky lighting standards and/or regulations for Girdwood. Preservation of natural darkness is beneficial to the Girdwood small town quality (when the resort lights turn-off of night – ability to see stars, ability to see northern lights). Current MOA standard specifications are for cold-colored lights (e.g., 4000k). Exterior light concepts to enhance the feel of the Girdwood environment should include establishing standards for 'warmer' temp bulbs (e.g., 2700k), directional lighting, shielding, limiting wattage and intensity. Adding this lighting requirement as an additional policy 'Goal' for implementation that is sensitive to the natural environment for commercial and residential development will be important as the built density of Girdwood increases – value should be assigned to 'dark sky.' There are also climate factors and benefits associated with this initiative For reference, see https://darksky.org/idsp/reserves/	114
Transportation		4-16	Barbara Pape	Table 4-4, Goal T4. Suggest to more clearly state the assessment need for a secondary access road. This need should be more strongly defined under 'Transportation' than using a minor reference back to Section E4.1.	This item is referenced on p 3-16 initially. Development of a secondary access to Girdwood is important for not only for valley emergency use/safety, but for function. It would be beneficial if does not require crossing the main Glacier Creek drainage. Girdwood's main road essentially becomes blocked (stand-still movement) during periods of substantial population influx (holiday's, forest fair, big resort event weekends, etc). Resiliency is needed for emergency situations and in consideration of climate change weather event impacts (such as it seems like there is more often storm damage occurring to Glacier Creek Bridge abutment and other areas identified proximate to 500-year flood zones).	115
Implementation		4-2	Barbara Pape	Remove or refine the text stating "Establish a permitting system for removal of existing mature vegetation."	Consider removal or clarification of "Establish a permitting system for removal of existing mature vegetation." This may be appropriate to new development but not existing property owners. I'm concerned this wording may open up adding unnecessary regulation and permitting fees for property owners that need to remove mature trees for wind and fire hazard and proximity to structure and/or electrical line safety concerns. A permit should not be needed for this action.	116
other	Land Ownership	2-18	Henry Munter		On the "Girdwood Comprehensive Plan: Land Ownership Map", the areas of lower Glacier Creek generally around Notch Mountain, Sunnyside Ridge, and A1 don't appear to have a land ownership designation? The blue block that is labelled AK DNR in the legend appears to be the DNR land under the Alyeska lease, but the clear land to the north and east is also DNR land, but subject to different rules. Additionally, I suggest further checking with DNR, HLB, and USFS to get these statuses correct, as there are some discrepancies from agency to agency on ownership.	117
Housing		4-7	Brian Burnett		I support the goals listed in H1.1. However, when minimum lots size is reduced, we must consider the ratio of permeable ground versus developed ground. Current ratios should be reviewed and codified or revised when lots are being divided.	118
Housing		Page 1-6 ;	Jerry Fox	I think it should state something like "Minimize the impacts of short term rentals on the community through appropriate regulation while allowing short term rentals to exist in some areas".	Under the Vision for Girdwood H-1-2 it states "Support the short-term rental housing market in Girdwood while minimizing its impacts to the community through appropriate regulations." I think this is too strong of support for short term housing. I don't think Girdwood vision is to support short term rentals.	119

Housing		1-6	Amanda Sassi	Regulate short term rental housing market to minimize its impacts to the community.	"POLICY H1.2: Support the short-term rental housing market in Girdwood while minimizing its impacts to the community through appropriate regulations." I don't think this is supported by many community members and that "Support the short term rental housing market" needs to be changed	I19
Housing		1-6	Kalie Harrison	, "Supports minimizing the short-term rental markets impacts to the community through appropriate regulations". This acknowledges the market exists but recognizes the potential problems created and that our goals include some mitigation via appropriate regulation.	Housing Vision POLICY H1.2: Support the short-term rental housing market in Girdwood while minimizing its impacts on the community through appropriate regulations. Phrasing it in this way seems to emphasize supporting short-term rentals. But I'd think most of the community merely tolerates the short-term rental market. Unless, of course, they are short-term rental owners themselves.	I19
Implementation		1-1	Karlie		Plan states this supersedes the turnagain arm plan- does it cover all properties within the turnagain arm plan? It appears only girdwood is covered.	I2
Housing		1-7 policy	Jerry Fox	I believe the Carol Creek meant Chester Creek or Campbell Creek.	I think there maybe a misprint on this page. At the end it gives the example form senior housing like Cooper Landing and Carol Creek.	I20
other	acknowledgments	page 2	Briana	Responding Shared	misspelling of responding and shared. Although shred is kind of amusing for Girdwood	I21
other	Acknowledgements	1-i	Mike Edgington	Please add to the acknowledgements: Imagine! Girdwood - Eric Fullerton, Erin Eker (past Chairs) Planning: Michelle McNulty, Kristine Bunnell (past Planning Director/Manager)	Since this has been a multi-year project, earlier significant contributors should be added to the acknowledgements	I22
other		2	Amanda Sassi	Maybe don't list the current makeup of the board, but list the people (sans title) who have been on the board over the years. Or we expand that to show the various board make-ups since 2019 when Huddle became involved and the process got into this iteration.	There have been many people very involved in the process over the years that feel left out by only listing the current board make up.	I22
other		pg 24 section	Briana	Enstar is applying through DNR to begin to upgrade the gasline to have a loop system in Girdwood.	Natural Gas /Enstar may need a revision. Fall 2023 they applied for permitting to upgrade the gasline from Ruane in Girdwood. DNR case file 234206	I23
other		pg 24	Briana	relocated	Chugach Electric relocated is spelled wrong after the AMC section	I24
Transportation		pg 25 Section	Briana	The street is Toadstool Drive	Alaska Railroad stop reference is a street that doesn't show on a map	I25
other	Maps	3-9	Josh Gray	Please use aerial imagery in the background of these maps (or at least in separate maps). Fix map scale.	I believe your scale is incorrect on map 3-2 (as same 1/2 mile scale is shown on the larger scale map as well). These maps are very confusing to read. Aerial imagery should be used as a background layer to help people identify where these areas are proposed. For instance, the proposed Mixed Use area north of the airstrip is very hard to understand without background imagery. Resort parking/infrastructure is not apparent in these maps to provide reference.	I26
Parks/Open Space/Trails		2-15	Barbara Crews	"The community recently underwent a process to create a Girdwood Trails Plan (GTP)."	The GAP has written "The community recently underwent a process to update the Girdwood Trails Plan (GTP)." While there was previously a Trails Management Plan, this is a very different document than the newly created Girdwood Trails Plan. Minor detail, but 10 years from now, someone reading this may go down a rabbit hole looking for the Trails Plan previous to the 2024 version. I have just gone through this very process trying to figure out if there was a GAP previous to the 1995 plan!	I27
Land Use Categories		2-14 to 2-20	Barbara Crews	I would move page 2-14 to just in front of the Public Facilities description on 2-20.	It is really awkward that the table of zoning categories is on page 2-14, then you talk about Parks and Trails, and then the zoning maps are on pages 2-16 and 17. I found it challenging to scroll back 2 pages every time I wanted to cross reference a zoning category description and the zoning maps.	I28

other	GAP Draft Plan and Maps		Laurie Lokovsek Tryck	95 Gap plan maps are much better visually.	I find this GAP Draft difficult to digest and comment on. I have been having to go back and forth numerous times trying focus on zoning issues I would like to comment on. Not easy with the page numbering and layout.	128
Land Use Categories		Scenario A	Joy Miller	Mixed mountain use zones allow any ski resort related uses. Place residential and commercial building restrictions on Avalanche danger zones in the Mixed Mountain Use areas.	RE: Avalanche zones in Mountain Mixed Use. Please restrict housing and buildings from the area that has a High avalanche danger zone. This would apply to the entire large ski area parking lot by the day lodge under Max's Mountain. The avalanche map is available at https://gis.data.alaska.gov/datasets/muniorg::avalanchezones-hosted/explore?location=60.959230%2C-149.118330%2C15.00	129
Implementation		Page 4-12	William Finley	Remove R1.3. Or change R1.3 to acknowledge that permitted motorized corridors exist along Crow Creek road, the cat road and that most of the land E of Girdwood is open to helicopter traffic.	This is in response to "There are very limited motorized uses allowed within the recreation and natural space system." Girdwood is a tight valley that is hemmed in my mountains with nonstop aviation traffic - including constant helicopter traffic. The eastern edge of the community sees snowcat traffic all winter and year round helicopter traffic. This constant traffic is loud and the last thing the community needs is a motorized corridor for snowmachines or ORVs. Motorized traffic does not mix well with motorized and user conflicts would be inevitable. Recreationalists seeking a place to snowmachine cab drive 15 minutes N or S on the highway to either Bird or 20-mile - there is no need to designate a place within the valley.	13
Housing		pg 56	Briana		Land Use Considerations Very much agree with the suggested incentives to provide housing supply so Girdwood can act on policies in future	130
other		All	David Hamre		Solar Aspect Chapter 2 might be improved by providing a baseline map that shows where the sun is. Solar aspect plays a large role in the desirability of development and recreational spaces. One location that would show up in this kind of analysis is HLB lands just to the east and adjacent to Crow Creek Mine. It might make a suitable site for a detached portion of the community adjacent to the mine and should be designated as such.	131
other	Introduction	1-1	Mike Edgington	1) First sentence: "The Girdwood Comprehensive Plan is an element of ##the Municipality of## Anchorage's Comprehensive Plan" 2) Correct paragraph 3, perhaps by explaining that Anchorage 2040 LUP is a parallel document. "In the same way as the Anchorage 2040 LUP does for Anchorage Bowl, the Land Use Plan Map in this document provides guidance..."	This document needs to clearly distinguish itself from the Anchorage Bowl Comprehensive Plan elements (Anchorage 2020 and LUP 2020). This plan is equivalent to them, not subsidiary, so update language to refer tot the "Municipality" Comp Plan, rather than "Anchorage" Comp Plan. Paragraph 3 is very misleading and implies that the GCP is a *subsidiary* document to Anchorage 2040 LUP. GCP *does not supplement* the Anchorage 2040 LUP plan any more than 2040 LUP supplemented the 1995 GAP. Instead they are distinct parallel plans that apply within their own distinct geographic areas.	132
other	Introduction	1-1	Mike Edgington	Add "environmental hazards" in the list of topics covered by Section 2.	My recollection from Planning is that future Plans should have address hazard analysis and community resiliency to meet grant funding. I don't think it necessarily needs a separate section, but perhaps indicate that "2. Background and Analysis" includes detail of existing environmental hazards	133

other	Goals	Page 1-8	Sally Gates	Change vague language to measurable, specific language. Determine what "right sized" means in the context of parking. Make it measurable. Make it specific. Benchmark it to a metric that relates to the overall goals of the plan.	Throughout the document there is vague language. This kind of vague language will lead to conflict and open the doors to manipulation of the original intent of the plan. For example under transportation goals: "POLICY T3.2: Parking is right sized for our community." Great idea, impossible to interpret original intent. What is "right sized"? Right sized means different things to every reader of this plan. Does it mean parking spots per number of full-time residents, parking spots associated with number of tourists? No one knows. A goal with language this vague might as well not be included. Avoid vague language.	134
Housing		PAGE 1-6	Sally Gates	Recommendation: Clarity is essential to avoid future conflict. Make sure all words used are as specific as allowable or this plan will be manipulated within an inch of its original intent.	Goal H2 needs more specificity. POLICY H2.1: Girdwood encourages mixed-use residential and multi-family housing developments where appropriate. This goal is unclear. What is "appropriate." Specificity is vital here. POLICY H2.2: All residential zoning in Girdwood allows for duplex developments with multi-family housing (more than triplex) allowed in targeted areas. What are the targeted areas? This needs to be very clear. POLICY H2.3: Accessory Dwelling Units (ADUs) are encouraged where appropriate. Again, what is the definition of appropriate.	134
other	Overall Vision	1-4	Mike Edgington	Add a comment on the difference in focus between the 1995 GAP and this plan, specifically in terms of how large resort development was emphasized in the GAP and no longer.	While the Vision & primary Goals of Girdwood are very similar, the vector for meeting them has changed significantly since the 1995 GAP. A theme running through the 1995 plan is of large commercial resort development being the primary mechanism to achieve the vision. But while the Girdwood of today sees the existing resort as a valued & critical partner, there is a recognition that Girdwood also acts independently as a gateway community to the recreational opportunities of both the Girdwood Valley and the wider Chugach.	135
other	Acknowledgements	1-l	D Essex	Add Huddle AK with Staff names under Acknowledgements	Why isn't Huddle AK listed under acknowledgments?	136
other	General Edit	2-56	D Essex		Second paragraph, second sentence, add a "g" to Pomeroy Lodging.	137
other	genreal edit	3-13	D Essex		Under Open Space, thrid sentence add "S" to Open Space.	138
Housing		1-7	Mike Edgington	Update H3.4 to: "Partner with public entities including HLB and GVSA to meet..."	Circumstances have changed since Policy H3.4 was adopted. 1) It's become far clearer that HLB is extremely limited by code and can't support "shared equity" housing 2) Since these policies were written, GVSA has added a housing service	139
other		1-4 to 1-8	Julie Jonas		I like and support the Goals, Visions and Policies and appreciate the work done there.	14
other	Visions	1	Shannon O'Brien	Recommended- refer back to trail meetings and desire of community to keep open spaces.	2.1, 2.2,- Please pay close attention to this one. Economic development initiatives will minimize impact on Girdwood's natural environment. This does not mean to put new development in our trail corridors.	140

other			Shannon O'Brien	Should the goal include other services eg: increase all services as the community grows such as fire, law enforcement, child care, health care.....	Goal E5 Girdwood has a broad range of support services within the community- This section lists two specific services child care and health care. Is the intent to concentrate on just these two services?	I41
other	general edit	4-3, E2.3	D Essex		Under implementation Action of E2.3, in the last line add an "s" to "trail"	I42
Housing		1-6	Mike Edgington	Change the verb in H1.2 to "Acknowledge the need for STR housing in Girdwood while..."	The number of STRs in Girdwood has increased significantly since these policies were written in the early months of COVID. Policy H1.2 has the wrong focus and can be read as justifying the negative impacts of STRs. But the original intent was to support STR regulation short of a ban on them.	I43
Implementation		4-16	D Essex	Add DOT - Girdwood Airport to the list of "Implementors and Partners" for T4.1 and T5.1	The DOT - Girdwood Airport is missing from the list of Implementors and Partners for T4.1 and T5.1	I44
other		3-10	Larry Daniels	"The residential pocket southwest of the Alyeska Basin subdivision is the only new area..."	"The residential pocket southeast of the Alyeska subdivision is the only new area..." I believe this sentence is attempting to describe the unsubdivided area near Virgin Creek so it is not south east of Alyeska subdivision but Southwest of the Alyeska Basin Subdivision.	I45
Housing		1-7	Mike Edgington	Add Policy H2.8 "Implement shared-equity models, where stable housing is seen as a community investment, to make home ownership an option for middle-income residents."	An umbrella term that has emerged in high cost housing markets where non-residents are pricing out local residents and employees is "shared equity" housing. This covers a range of policies from voluntary deed restrictions such as Vail's "In-Deed" program to some forms of inclusive zoning and also below-market housing sold with limited-equity growth provisions. (This could fall under H1 or H2)	I46
Implementation		4-5	Barbara Crews	E6.2 should include Enstar in the list of Partners	Gas shortages possibly be occurring within the next couple of years.	I47
Implementation		4-2 and 4-3	Barbara Crews	E2.1 and E2.2 should both mention trails as being important when considering development, and as large contributors to the local economy. Partners could be Parks and Rec, Girdwood Trails Committee, and local business owners.	I think it is important that the LUP also incorporates the idea of trails as economic development. Our environment is what makes Girdwood special and what will attract both residents and visitors.	I48
other		1-4	Kalie Harrison	Change to -- Increase commercial space in the existing town center and create a pedestrian-friendly clustered commercial experience.	Visions, Goals and Policies Policy E1:1 - Increase commercial space (office and retail). This misses emphasizing our desire for low automotive traffic needy businesses.	I49
Transportation		4-15	Brian Burnett		SECTION 4 IMPLEMENTATION - TRANSPORTATION Goal T3 "Parking in G'wood complements our community and does not encourage unnecessary driving. Add implementation action T.3.3 There is viable and convenient bike parking & storage	I5
other		1-5	Kalie Harrison	Change to - Provide space encouraging light industry, the creative arts and technologies, and incubator space for new and emerging businesses in appropriate locations.	Visions, Goals, & Policies – Policy E1:2 Provide space for light industrial. This is too broad. We have an opportunity to encourage light industrial, including more art, tech, and low-traffic types of businesses.	I50

Housing		1-6	Kalie Harrison	Remove bracketed items	Goal H2 Policy H2:4 Explore and encourage non-conventional residential alternatives for meeting the diversity of housing demands (tiny homes, alternative construction). Bracket items already seem dated and limiting.	I51
Housing		1-7	Kalie Harrison	Remove Policy	Goal H3 Policy H3:4 Partner with HLB to meet Girdwood's housing and community needs. Immediately No. We may be forced to work with HLB, but prioritizing a partnership with a group that isn't set up to manage land is no longer part of Girdwood's vision. Remove. If anything, the goal is to move more of the land we currently use for recreation to our service area so that we are the managing party.	I52
Parks/Open Space/Trails		1-8	Kalie Harrison	Add "and buffers" to the end of this policy	POLICY R3.2: Identify and protect trails and trail access via easements Easements and buffers are needed and serve distinct purposes	I53
Housing		1-6	Kalie Harrison	Replace "community land trusts" with "shared equity housing". It's a broader term that includes community land trusts, deed restrictions and more.	Goal H2 Policy H2:5 Encourage and explore alternatives for more affordable housing such as but not limited to single-family housing and detached development: for example, small lot, community land trusts, or unit lot subdivisions. This should include shared housing specifically. According to NeighborWorks – "Shared equity housing creates lasting affordability, builds wealth for people with limited incomes and helps create vibrant and inclusive communities. Shared equity programs typically realize these outcomes by limiting the sale or rental price of homes in their portfolios; requiring the sharing of home appreciation gains; and providing homeownership assistance to program residents. Residents and community members often participate in governing shared equity programs through democratic decision-making and/or a cooperative ownership structure."	I54
Parks/Open Space/Trails		3-14	Kalie Harrison	add "pump track" after community gardens	The second sentence, last paragraph - The South Townsite area overlaps 100- and 500-year floodplains making it preferable as open space over development; the community voiced interest in seeing this area used as park land for community gardens, RV park, dog park, disc golf, and boardwalks. Missing pump track - working group on this	I55
Land Use Categories		3-16	Mike Edgington	Please add a description of the transitional process for reconciling differences between the adopted GCP and zoning before T21/zoning is updated to reflect the GCP.	The last section of Chapter 3 describes how to make Amendments to the Land Use Plan. This would be an appropriate location to add a paragraph about managing inconsistencies after the adoption of the GCP but before zoning updates.	I56
Housing		Page 4.9	Laurie Lokovsek Tryck		On Page 4.9 / H2.7 Senior Housing should be included in the GAP Plan. Senior's deserve a safe and nurturing place to age in Girdwood too.	I57
Implementation		4-16	Mike Edgington	Define Girdwood Valley Service Area (GVSA) as the local government unit which manages and holds funds for specific local services in Girdwood Valley with the exception of the Upper Crow Creek neighborhood.	The Girdwood Valley Service Area (GVSA) is the local municipal unit which manages and funds specified non-area-wide services within Girdwood Valley. The Girdwood Board of Supervisors (GBOS) is the elected body which advises, and in some cases directs, the activities of GVSA.	I58

Land Use Categories		2-17 Map 2	Laurie Lokovsek Tryck	BETTER Land zoning maps. Make them easier to see with roadways and streets underlying the changes with colors.	Page 2-17 / Map 2-9 GIRDWOOD COMPREHENSIVE PLAN zoning map is very difficult to navigate. The 95 Gap Plan was easy to understand visually. These maps do not have the roads and the overall quality visually is not good. Make it similar to the 95 GAP maps and land designations easier to see.	I59
other		all the maps	Julie Raymond-Yakoubian	fix the resolution	the maps do not allow for extensive zooming - they get fuzzy when you zoom in on particular neighborhoods. This isn't useful when trying to understand the maps.	I59
other	Land Suitability / Hazard	2-5 & 4-4	Mike Edgington	Implementation action - update avalanche risk mapping based on new climate norms. (Falls under Goal E4?) Consider adding *requirements* for buildings in moderate avalanche zones. Current Girdwood code only prevents a lot from being entirely within a high risk avalanche zone.	As the narrative states, avalanche risk maps for Girdwood Valley date from 1982. Questions have been raised about their continued validity as far back as 2007 (report by Doug Fesler). While the location of major avalanche paths remains the same, current and future climate patterns are significantly different from the historical record in 1982. Therefore the probability of avalanche frequency and size has likely changed, so the risk maps should be updated.	I6
Implementation		4-2	Mike Edgington	Add "Explore withdrawal of the Girdwood Industrial Park from HLB inventory and transfer to local GVSA management."	Options include transferring management of Industrial Park from HLB to GVSA under GVSA's Economic Development local service	I60
Implementation		4-2	Mike Edgington		I strongly support the recommendation for "Establish a permitting system for the removal of existing mature vegetation." Thank you.	I61
other		1-2	Julie Raymond-Yakoubian	Revise to remove "extensively"	This is not accurate: "Community participation and engagement occurred extensively throughout all four plan phases"	I61
Implementation		4-4	Mike Edgington	Add reference to Anchorage Child Care and Early Education (ACCÉE) Fund	Policy E.5.1 Childcare - reference opportunities from MOA's Proposition 14 - dedicating marijuana tax to support childcare and early education.	I62
Transportation		1-8 Transportation	Laurie Lokovsek Tryck	Pages 1-8 Encourage & develop the Girdwood Railroad depot for a transportation HUB with future park and ride and possible AK Railroad commuter BUD cars to ANC	Page 1	I62
Implementation		4-5	Mike Edgington	Add HRSA as partner / Federal funding source	Policy E.5.2 Federal support comes from Health Resources and Services Administration (HRSA) as a Federal partner	I63
other		1-4 thru 1-	Julie Raymond-Yakoubian	Connect every Vision and its associated Goals and policies to specific sections of text so community members can see how you actually implemented what we said.	The Visions and Goals, and associated policies are not clearly connected to the content of the document. There should be clear and obvious connections made in throughout the text. The V&G are only rarely mentioned or connected to actual recommendations in this plan.	I63
other			Julie Raymond-Yakoubian	Use the VGP to structure the document	The Visions, Goals and Policies are the best part of this document and should have been used as the structure for the rest of the document	I63
Transportation		4-13	Mike Edgington	Remove AMATS as a listed partner. If they indeed are responsible for OSHP, then identify this as a structural problem.	AMATS has no role or jurisdiction in Girdwood. The MPO's southern boundary is at McHugh Creek.	I64
Housing			Julie Raymond-Yakoubian	Revise to include the assumptions about data that were extensively discussed. Not repeating them all here because there are notes and/or recordings in IIGs records.	POPULATION, EMPLOYMENT, HOUSING AND LAND USE DEMAND The narrative in this section is based on many assumptions regarding data presented. All of these assumptions and related caveats have been discussed at virtually (every?) IIG meeting where the data was discussed, but none of that seems to have made it in to the text.	I65

Land Use Categories		3-1	Julie Raymond-Yakoubian		This is a misrepresentation of community feedback, "Reduce developable areas by transitioning previously designated "development reserve" areas to open space." The desire for open space was not necessarily related to 'reducing developable areas', but was related to maintaining the majority of open space we currently have (regardless of current designation) for a variety of other purposes including recognizing 'conservation as a form of development'. This Plan fails to do that and this should be remedied.	166
Housing		4-8	Mike Edgington	Remove last sentence in Implementation Action and replace with: ADUs should provide a net addition to the stock of Long-term rental housing - discourage ADUs purely for STR use, or bringing existing non-compliant ADUs into compliance purely for year-round STR use.	STR regulation is no longer on the table MOA-wide	167
Housing		H2.6	Mike Edgington	Add a implementation action - Establish mechanism to fund extension of city water west of Glacier Creek along Alyeska Hwy to Old Girdwood	H2.6 (or a new policy?) - extend city water supply to west of Glacier creek down to Old Girdwood	168
Implementation			Michelle Weston	Add a line discussing the need for water supply to be extended to the lower valley and old Girdwood	There is no mention that half of the valley is on wells and water infrastructure needs to be extended to lower Girdwood before large scale housing or mixed use is developed. Old Girdwood has no public water supply.	169
other	Land Suitability / Hazard	2-6	Mike Edgington	Within the section on Flood Hazards: * Recommend a engineering study of the levee structures and identification of a responsible (public?) entity with the capacity to maintain them.	There are at least two critical levees within the developed area of the valley with unknown design or current condition and no entity responsible for maintenance of the structures. * protecting the downtown area from California Creek (geotagged) * protecting Old Girdwood from Glacier Creek	17
Implementation			Michelle Weston	Remove the evacuation plan. Food security should be implemented into the resiliency plan.	An evacuation study is not needed. We already know how to evacuate the community for wildfire and tsunami.	170
other		4-3	Julie Raymond-Yakoubian	pay attention to the feedback you've received throughout this process and incorporate it here	It's disturbing that after all of the community feedback you are relying on HLB's possible development of a wetland mitigation bank as your example of 'conservation as development'	171
other			Julie Raymond-Yakoubian		This plan looks like a real estate/housing developers dream, not a reflection of community feedback	172
			Christina C. Hendrickson		Page 4-1: Add Column for Corresponding and Related Activities. Use this additional column to accurately cite the specific Plan, corresponding Objective (read: not policy) and, where applicable, code to align support for the recommended Implementation Action.	173
			Christina C. Hendrickson		T4.1.: How will this be funded and led? How will the Municipality of Anchorage fund and lead the revision for Girdwood's Commercial Areas and Transportation Master Plan? How long will it take?	175
Housing		1-6	Kalie Harrison	No change - Inexpensive way to add housing to Girdwood.	Goal H2 Policy H2:3 ADU policy - Support	176
Land Use Categories		N/A	Karlie		Highly recommend having an interactive, web-based land use plan map for ease of reading.	18

Parks/Open Space/Trails		4-12	Brian Burnett	Replace the term natural spaces with the term open spaces	Open Space, as defined & presented in section 3 makes no mention of "Natural Spaces" However, in section 4 we see "Recreation & Natural Space" All of the references to Natural space should be replaced w/ the term "Open Space". Open space is the term used in the recently approved Girdwood Trails Plan. I will suggest that the GAP adopt the section 4 vision statement for the GTP (page 51 Girdwood Trails Plan)	19
other	The entire document		Amanda Sassi	Remove "Natural Space" in favor of "Open Space".	We should keep the language consistent with our other plans and the Municipal planning language and remove Natural Space in favor of Open Space.	19
other		page 3	Briana	Say Open Space	Vision and Goals Policies Recreation and Open Space	19
other		page 8	Briana	delete Natural Space.	Beneath Implementation Actions, remove Natural Space and just keep Recreation. Perhaps I am missing the definition, as Open Space is listed above beneath Land Use Descriptions	19
other	Section 1	pg 10, 13,	Briana	Use Open Space or Recreation. The use of land is more understood when labeling the purpose or the forest or wetlands.	Natural spaces is all over page 17 & 18. Why is it so prevalent when not used in other area plans? Phrase mentioned on pg 13 in reference to the participation process, so perhaps that would not be edited.	19
other	Table of Contents	1-II	D Essex	Change "Natural Space" to "Open Space" for plan congruent planning and clarity.	Under Girdwood Visions, Goals, & Policies the third line reads "Recreation and Natural Space" The term "natural space" is not congruent with the Anchorage Comprehensive Plan, and was voted out of the Girdwood Trails Plan.	19
other	Introduction	1-4	D Essex	Change number three goal and policy to read, "Recreation & Open Space" rather than "Recreation & Natural Space" for congruent planning documents and clarity.	Under the four topic areas...change the "5, 6, 7, 8" to "1, 2, 3, 4" and change number three to read, "Recreation & Open Space" rather than "Recreation & Natural Space" for congruent planning documents and clarity.	19
other	General Edit	1-8 second	D Essex	Change "Natural Space" to "Open Space" through this document to align with Girdwood Trails Plan and Anchorage Comprehensive Plan.	Policy R3-3 reads, "Supports implementation of Girdwood Trails and natural spaces plans." The Girdwood Trails Committee voted to change "natural space" to "open space" in the Girdwood Trails Plan.	19
other	General Edit	1-7 last par	D Essex	Change "natural space" to "Open Space" to align with the Girdwood Trails Plan, and the Anchorage Comprehensive Plan.	Recreation and Natural Space There are eight "natural space" terms in this paragraph that should be changed to "Open Space" to align with the Girdwood Trails Plan, and the Anchorage Comprehensive Plan.	19
Implementation		4-5	paul Crews	Change the classification of parcel 07510471000 from residential to park land. Expand the residential land areas in parcels 07520102000 and 0752010100 to the original acreage described in the 1995 plan.	E7.5. Develop a neighborhood park on Parcel 107510471000. Develop a neighborhood park for the timberline area (Central Park) with walk-to facilities .	19
Parks/Open Space/Trails		4-12	D Essex	Change "Natural Space" to "Open Space" in Title, Subtitle, and in Vision section.	The term "Natural Space" is not listed in other planning documents including the Girdwood Trails Plan and Anchorage Comprehensive Plan. Change the title, subtitle to "Open Space" is it is listed below the Title in the Table under Implementation Actions	19
Parks/Open Space/Trails		4-13	D Essex	Change "Natural Space" to "Open Space" in the Goal R3 section, and R3.3 policy section.	Change "Natural Space" to "Open Space" in the Goal R3 section, and R3.3 policy section.	19
Parks/Open Space/Trails		4-14	D Essex	Change "Natural Space" to "Open Space" under the Policy section for both R4.1 and R4.2 for clarity through this document.	Change "Natural Space" to "Open Space" under the Policy section for both R4.1 and R4.2 for clarity through this document.	19

Parks/Open Space/Trails		1-7	Kalie Harrison	Policy R1:1 – first sentence – add “open and” before “natural” - This was written before we understood the role Open Space would play in maintaining some of our most beloved trail areas.	Recreation and Natural Spaces. Vision Goal R1 Policy R:1 Ensure that parks, trails, natural spaces, and outdoor recreation facilities meet the community needs.	I9
Parks/Open Space/Trails		1-7	Kalie Harrison	add “open and” before “natural” in all appropriate spots within this set of goals	Recreation and Natural Spaces. Vision: Goal R1 - This was written before we understood the role Open Space would play in maintaining some of our most beloved trail areas.	I9
Land Use Categories		3-9	Seth A.		Industrial land uses is limited to the airport, the industrial area off of Ruane, and an inaccessible area adjacent to the railroad at the south of the map area. The airport is going to have limited options for small contractors, storage facilities, mechanic/machine shops, warehouse because it is primarily for FAA and aircraft support. The industrial at Ruane is in a flood area and not likely to (economically) support industrial type buildings due to the need to elevate buildings above the base flood elevation which is between 1-3 ft above existing grade. The south railroad industrial area has limited access and no utilities. What area is anticipated to be a good fit for small contractor shops, auto shop, warehouse space, and mini storage/boat/rv storage?	ID1
Land Use Categories		3-9	Seth A.		Is the south end of south townsite an appropriate area for light industrial uses?	ID1
Land Use Categories			timothy glassett	please change this designation to Girdwood Airport (GA) zoning to facilitate the development of the Alaska DOTPF and Alaska RailRoad RACS magazine and Heliport. this is important for the economic vitality of the state for both the transportation corridors along turnagain arm and portage to whittier.		ID2
Land Use Categories		3-8	Barbara Crews		I notice that Industrial is mapped up Crow Creek Valley past the Crow Pass trailhead. If this a mapping error or does Girdwood Mining Company really have mining rights that far up the valley?	ID3
Land Use Categories		3-6	Mike Edgington	Clarify that "Industrial" does not include *primary* retail uses, nor those which induce a significant amount of visitor traffic.	Where does retail or visitor use fit in the Industrial vs Commercial categories? "Light industrial includes light manufacturing, processing, service, storage, wholesale, and distribution on purposes with limited commercial uses that support industrial uses." From this language I assume that some accessory retail use could occur in Industrial zones, but the primary purpose should not be bringing traffic and visitors. For example, under Title 21 a brewery is a "Light Industrial" use, but we know that a tasting room at a brewery has a very high retail/visitor footprint. There is a similar argument for a hotel / motel which fits into a Commercial (aka Mixed-Use), not Industrial zone.	LU10
Land Use Categories		3-6; 3-9	Larry Daniels	Crea new category of development "Mixed use Commercial"	The Mental Health Trust Land is the one place in the valley where a "Big Box Store" would be appropriate (3 Bears/Safeway as examples) . The description of Mixed Use says: "Commercial uses have a small to medium footprint (i.e., no big box stores)."	LU11

Land Use Categories		3-6	Sally Gates	When using the term Low density Residential, most everyone understands this to mean low population density. Change this definition to be in line with what most residents commented in the first round: actually low population density zoning. Keep current neighborhoods as they are, as they are presently used. Single family homes, some with long term rentals and/or STRs. Allow people to use and enjoy their properties as they purchased them without throwing open the door for a three story tall triplex to built across the street because it has a "small footprint" with no regard to the narrow streets, lack of parking, drainage issues, zero place to put plowed snow etc. This definition, for all intents and purposes, is mixed use, which the majority of residents are adamantly opposed to in established neighborhoods. There are plenty of new areas to re-categorize in this way. Preserve the charm of Girdwood not by micromanaging design, but by keeping established residential areas the same.	I oppose the current definition of "Low Density Residential". It's quite a deceptive term since from what I can tell anyone can pretty much put anything on any "low density residential lot" given the current vague definition. In general, people want their current neighborhoods to remain as they are. This definition creates a veritable free for all. The point of a plan is to provide guidance, not create chaos, which this appears to do. "Residential character is maintained through form-based code and design standards, not by indicating the desired number of units or dwelling units per acre." Who is enforcing this code? The Anchorage municipality provides little to no oversight as it is. What design standards are we trying to enforce exactly? This definition throws the doors wide open for anything. As it is, when my neighbors have friends that park on the street for an evening it creates a one lane street situation. The current neighborhoods are not designed to take on more density.	LU12, FB4
Land Use Categories		3-9	Mike Edgington	Clarify zoning as Open Space in area immediate north of bridge over Glacier Creek	Missing zoning info on map	LU2
Land Use Categories		3-6	Seth A.		It might be helpful to list what existing zoning districts fall into the proposed Land Use Categories. Similarly, it would be helpful to list what commercial/industrial/community uses are okay in residential mixed use areas.	LU2, MU3
Land Use Categories		3-3	Shannon O'Brien	Low Density Residential: Keep to house and ADU , single family or duplex. New development in HLB land can expand on the more than duplex and mixed residential. Big Change: None of these designations will matter until Girdwood and the Muni actually follows through with ensuring these are adhered to. One example is keeping trees in new construction. ** Blue tab below should be on all yellow areas in already existing neighborhoods.	Many (didn't count) comments on the first draft wanted to keep the already developed communities under the same Land Use Category .Changing the Single Family Residential to Low Density Residential does not honor the comments for these reasons. _This category does not limit the # of units. It has vague language that seem that it repackaged what the community did not want into new language. Girdwood does not honor "characteristics" "preserve trees" etc... We are seeing this already as multi use dwellings are popping up with in already established communities. We already have an ADU policy. Duplexes make sense, but for the most part the community spoke out that it wants current neighborhoods to remain the same. Currently my road is too narrow in the winter due to snow. Adding more units to roads that are not wide already and can't be widened will cause issues with emergency services.	LU3
Land Use Categories			Laurie Lokovsek Tryck	Keep the yellow lots residential and do not change to mixed use. It would be ok for ADU's to help with work force housing. Parking and snow storage are important to factor into these residential lots. Too much density in established residential areas is not a good thing.		LU3

Land Use Categories		3-9 & 3-12	Brian Burnett	Define Light Mixed Use	Light Mixed Use is not a defined Land Use Category. However there is a large area of G'wood that is designated as Low Density Residential - Light Mixed Use. Does this mean Low Density is permitted and "light" mixed use is conditional?	LU4
Land Use Categories		3-3 to 3-7	Natasha Casciano	Create a standard percentage of land set aside in each development and land use category to create sustainable parking, sidewalks and open space. The % of area set aside would be in relation the the increased density that each new land use category will create.	Land use categories do not show a standard percentage of land per neighborhood or land us area to be reserved and set aside for parking, sidewalks and open space. Without enough parking, walking areas and open space the character and beauty of Girdwood will be diminished.	LU5
Land Use Categories		3-9	Barbara Pape	Utilize 'Lower Density Residential' in context with Table 3-3. Update figure to remove 'Light Mixed-Use' text.	Please designate the yellow coding as 'Lower Density Residential' and remove reference to 'Light Mixed-Use.' What is the definition for "Light Mixed-Use" listed in Table 3-3 and/or where can the definition located in the document? Recent construction in the Alyeska Basin north of Alyeska Highway do not align with the residential character; there are over-sized structures being developed with minimal buffers diminishing residential feel of the area. Please consider this when updating the plan so that this area be classified according to low-density residential description provided in Table 3-3. I support the classification of this area as 'Lower Density Residential.'	LU6
Land Use Categories		3-7	Henry Munter		The Open Space designation should explicitly permit the development of backcountry, public-use cabins, so that such uses may come to life in the upper valley, and so that the continued operation of the CPG Powder Hut may not be precluded by the proposed designation.	LU7
Land Use Categories		All	David Hamre	OK to leave building ban in place if some of the open space land is reclassified.	Buildings in Open Space The current plan doesn't allow for buildings in Open Space. Under Existing uses, it should be noted that the Powder Hut in the Glacier/Winner Creek area is being classified into open space. This building is currently authorized and permitted by the MOA to CPG and is used extensively by locals, but would not be allowed under the Open Space designation.	LU7
other		Various	David Hamre	Change upper valley from Open Space to a designation that allows for commercial recreation.	Huts There has been considerable discussion among locals about the current huts and also creating a hut-to-hut hiking/skiing system that would likely include a facility in the new Open Space designation in the upper valley. This concept of a European style facility would be a value added, low impact offering compatible with the concepts presented in the proposed plan as well as community interests, except that most site locations would be excluded from use under the upper valley designation of Open Space.	LU7
Land Use Categories		3-6	Barbara Crews	It seems like the definition of "small to medium footprint" might need to be a little more specific....or is it deliberately vague so that Girdwood has leeway in deciding what is allowed?	I really like the changes to the land-use categories. However, I do wonder about totally replacing the Commercial category with Mixed Use. The Mixed Use description specifies only small to medium footprint commercial. What would happen then if Carrs were to ever decide to build a real grocery store? How big a grocery store is bigger than a "medium size" footprint?	LU8
Land Use Categories		3-7; 3-13;	Larry Daniels	The opening statement should state that Open Space is for a mixture of land uses that have not been placed in other designations and will require further planning to place them into one of the other designations.	The definition of Open Space is confusing and ambiguous. 3-7 states "these lands will remain undeveloped". 3-13 states "In the future...,these areas could be reconsidered for other development types. Lands that could be developed in the future should not be given the same designation as land that should never be developed.	LU9

Land Use Categories		3-12; 3-8 C	Larry Daniels	Commercial Recreation that recognizes the exiting commercial recreation permit(s) that exist.	The Commercial Recreation Reserve in the 1995 plan should not be placed in the Open Space category. It is currently under permit for commercial skiing operations via snowcat and helicopter. The planning work done for future development is still viable even if dated. The SOA has withdrawn the site for mining claims in anticipation of ski area development. The change to Open Space could change that status.	LU9
Land Use Categories		3-7	Mike Edgington	Clarify if commercial recreation with no permanent installations falls into Open Space or Commercial Recreation. Depending on this answer, designate the current cat-skiing area on Notch Mountain as Commercial Recreation	Clarify "recreational use" in Open Space vs Commercial Recreation. There are currently commercial recreation activities in Open Space areas, e.g. HLB issues permits for guiding and heli-skiing in current Girdwood Open Space zones. Does cat-skiing fall into Open Space or would that be Commercial Recreation?	LU9
other			Julie Raymond-Yakoubian		Many areas in the valley are described narratively with no visual reference point, like a map. Some of these descriptions are confusing even for people that have been living in or access the valley for extended periods of time. There should be better referencing of maps when areas are described narratively to make the plan more accessible to readers.	M1
Land Use Categories			Michelle Weston	Please fix the map.	Private residential houses in the Mine Roads are shown as PLI	M2
Housing		3-9	Katie Balzer		Would love to see north of the airport area kept as mixed-use... Girdwood is in need of more housing and trails! I loved the presentation and am pumped about the proposed changes Pomeroy has brought forward!!	MU1
Housing		Pages 3-9	Cadence Maddox		We absolutely need more housing in Girdwood. The current stock does not meet the need now, let alone in 5-10 years and Pomeroy's proposal will help add more opportunity to live and work in Girdwood. As an avid trail user, I support keeping the area north of Moose Meadows mixed use and building additional hiking/biking/ski trails.	MU1
Housing		3-9	Shawn Morgan		Please keep the area North of the Girdwood Airport classified for mixed use development. Pomeroy has proposed this area for building additional housing and trails which would be very beneficial to our community.	MU1
Housing		3-9	Ryan Laurie	Leave HLB Lands Tract I zoned GRST-2	Girdwood needs more housing. Current options are unattainable for much of the community's core resident. The only way to solve this is to increase the supply of homes. Girdwood has infinite access to nature and trails and has developers proposing to maintain and enhance trails as part of their development plans. Girdwood needs greater access to residential growth.	MU1
Land Use Categories			Chris Puchalla		I am in support of land use being mixed use on Glacier Creek lands to support the development of housing for the local community.	MU1
Housing		3-9	Ella Zeek Landry		Girdwood needs more mixed use areas to accomodate our demographic. We need more housing and we love our outdoor activities. We need housing that locals workers can attain and we want to keep the ability to enjoy this valley.	MU1
Housing		3-9	Giles Landry		We need to be able to house workers and normal people in this community and not lose the beauty and access to what we loved. Area North of airport needs to remain mixed us.	MU1
Housing		3-9	Mike Flanagan		Keep area North of Girdwood Airport (The Mitten) as Mixed-Use. We need more housing in Girdwood and trails. Pomeroy has proposed to build housing, attainable housing for locals, and trails within this area. Girdwood is in desperate need of housing. It sounds like the company running the resort has a plan to build mixed-use housing north of the airport and will improve current infrastructure. This is a no brainer.	MU1

Housing		3-9	Grant Mathews		Tract I (north of the Girdwood airport) needs to be designated as mixed-use. Girdwood is desperately in need of more housing, and the close proximity of this tract to existing water and sewer infrastructure makes it possible to develop as a mix of recreation, public-use, and housing for the community.	MU1
Housing		3-9	Willam Laurie		<p>Please retain the mixed-use designation for the area north of the Airport (The Mitten).</p> <p>Pomeroy Lodging and Alyeska Resort have put forth a proposal to construct much-needed housing, particularly aimed at providing attainable options, prioritizing local residents and first-time homebuyers. Importantly, the planned development excludes short-term rentals within the neighborhood, representing one of the scarce opportunities in Girdwood to introduce new housing suitable for families.</p> <p>Design of the neighborhood also ensures alignment with the Girdwood Trails Plan, placing a strong emphasis on integrating trails into the landscape, thereby enhancing access to existing and future trail networks.</p> <p>The proposed development forms an integral part of the Alyeska Village project, which encompasses various community enhancements, including new dwelling units, dedicated workforce housing, a daycare facility, a recreation center, an ice rink, commercial spaces, and additional public amenities.</p>	MU1
Housing		3-9	Rachel Barinbaum		Girdwood needs more mixed-use housing. Pomeroy has plans to build new housing and enhance the Girdwood trail system North of the airport for all to enjoy.	MU1
Land Use Categories		3-6	Seth A.		Mixed-Use says that resort specific uses are allowed in mixed zones at the base of Alyeska. Would it be cleaner to keep the Resort use/zone so you don't have a special case within mixed use for resort?	MU2
Land Use Categories		3-6	Seth A.		I think it would be nice to have 2 types of mixed use. Residential Mixed (primarily residential with compatible commercial/industrial) and Commercial Mixed (primarily commercial with compatible residential and industrial). I think this would give a little more structure and predictability to development patterns. Without more direction I would anticipate conflict between established and new developments, struggle when entitling new projects, and upset existing land owners because its unknown what could be your neighbors.	MU4
Land Use Categories		3-9	Seth A.		Suggest extending the south townsite mixed use area further south. At least to the end of the 100-yr flood plane.	MU5
Land Use Categories		Maps 3-1 a	Matt Berman	Instead, concentrate mixed use near where it currently exists, such as area currently proposed as residential east of Arlberg near the old resort base. If more commercial development sites needed, put it near the intersection of Crow Creek Road and Alyeska Hwy.	Mixed use designation north of California Creek and west of Glacier Creek invites sprawled commercial strip development along a currently undeveloped area remote from other commercial establishments, which is a terrible idea.	MU6

Land Use Categories			David Hamre	Modfiy orange zone in map to include land to the south, and resolve flood plain building issues.	South Addition Formerly known as the "Squirrel Cages" because of an early design in this area, development of the area south of the existing community center and library has been slated for many years but has not come to fruition. The current plan still has a redesignated a portion of these lands as mixed use and the rest as open space. Given that large floods only happen on the odd occasion, it may be possible to build a condominium, apartment, or townhome structure on elevated pilings that would work to keep the building out of any floods. This should be examined and in the interim the mixed-use designation should be applied to the previous (1995) location of the commercial residential lands in this area.	MU7
Land Use Categories		2-17, 2-12,	Larry Daniels	Mixed use and let detailed planning determine if it can be developed responsibly.	I disagree with removal of the former GCR-1 site in the South Townsite from possible development with the reason stated it is in the 100 and 500 year flood hazard maps. The entire New Girdwood Townsite from just south of the School site to the Sewer Treatment plant is in similar hazards. We are not stopping development north of Alyeska Hiway because it is in the flood hazard zone. (I witnessed a major flood through the newest condo development when Tiny Creek overflowed and also went through the trailer court). The site has excellent soils (River Gravel, no import or export) and exiting sewer and power. Taking it out of development possibilities without more detailed analysis is contrary to the community desire to find cost effective housing solutions.	MU8
Land Use Categories		3-9	Mike Edgington	Update to Mixed Use	While Crow Creek Mine is currently zoned as Commercial Recreation, it makes more sense as Mixed Use, at least as Commercial Recreation is currently defined.	MU9
other	Relevant Plans	2-26	Seth A.		Suggest listing the Alyeska Area Master Plan as a relevant plan with MOA approval.	O1
Transportation			Michelle Weston		Rain/snow cover protection should be implemented at future bus stop locations and over fire hydrants due snow load.	O10
Transportation			Michelle Weston		All roads near the resort base need to have single side parking to permit emergency access at peak resort use.	O11

			John Byrne III		<p>It has recently come to my attention that the draft plan changes the upper valley land use designation to Open Space from three other designations identified in the 1995 Girdwood Area Plan. This site is perhaps the only site suitable for ski area expansion for either the existing resort or others that may want to underwrite this development.</p> <p>There are some misstatements in the plan. Most notable among these is the statement on Page 3-12 that "...expanded ski area and golf course are no longer development plans." While the golf course statement is likely correct, our company has looked at developing ski opportunities on the Glacier/Winner Creek massif for some time.</p> <p>Much of our planning effort was focused on the site around 2005. We started a planning process at the time with SE Group (Chris Cushing) and Chugach Powder Guides (David Hamre). The purpose of this project, on which I spent over \$250,000, was to identify a mechanism for developing the site at a reasonable cost. While we developed some interesting plans during this project, I ultimately decided to invest my funds in the current mountain.</p> <p>This letter is written to let you know that I continue to keep my eye out for potential development sites. The concept of a conventional ski area approach on the Glacier/Winner Creek site may be a reach, but there may be some other ways of developing this terrain in a manner that is compatible with the goals of the community. Designating it as Open Space will create one more hurdle in a long list of challenges to the site and is likely to take the site off limits permanently. This would be a disservice to the community in general, and the ski community in particular for the long term. I still believe that a majority of residents that live in Girdwood enjoy downhill skiing and therefore would not want their options foreclosed on.</p>	O12, POS4
other	Land Suitability / Hazard	2-4?	Mike Edgington	Recommend a seismic analysis of Girdwood Valley	There has been no seismic analysis of Girdwood, so we don't have information about seismic hazard zones (despite the original townsite being lost in 1964).	O2
other	Background	2-5	Amanda Sassi	This recommendation maybe should be in implementation section.	A recommendation for a new avalanche analysis be made as the last one was 1982. There is also no Seismic analysis and seems relevant based on the area's history.	O2
other		Sec 2: Back	Kalie Harrison	Seismic & avalanche studies needed	Missing plans for disaster studies	O2
other	Infrastructure	1-3	Jody Clingenpeel	See above	A comprehensive plan in regards to infrastructure is needed before any major decisions are made in regards to building to include housing and commercial. The cost to Girdwood residents should be transparent and disclosed prior to any building decisions. The cart is being put before the horse.	O3
other	Natural Gas	2-24	Barbara Crews	I would write a less rosy description of our gas supply, mentioning how Enstar has been warned of a shortage of Cook Inlet gas and how costs are expected to rise if/when we have to switch to LNG or some other form of heating. I could see how a lack of gas could be seen as a constraint to development.	<p>This statement seems out of touch with the current concerns about running out of gas;</p> <p>"Although Enstar does not model out various future scenarios, Enstar anticipates that the current system would provide sufficient capacity for the valley based on historic growth rates; large residential developments or large load facilities would have to be analyzed on a case-by-case basis to determine if the system was adequate. While growth can cause capacity concerns, homes and developments are becoming more and more efficient which helps reduce demand."</p>	O4

other		All	David Hamre	Hire an experienced gateway planning firm for plan review and comments prior to finalizing.	<p>Survey Results</p> <p>One widely held truism is that survey results mirror and reflect the nature of the questions asked (Hughes, Jones, 2019). It is very easy to shade the results of a survey by the way a question is asked or is not asked.</p> <p>Most importantly for a town that has a ski area in it, in the new survey there were no questions that were asked of respondents to gauge their feeling for downhill skiing in general or Alyeska Resort specifically. This lack of questions underpins the plans results.</p> <p>References:</p> <p>1. Good jobs' vs. 'jobs': Survey experiments can measure the effects of question wording – and more, Pew Research Group publication, Hughes and Jones 2019 available at: https://www.pewresearch.org/short-reads/2019/01/29/good-jobs-vs-jobs-survey-experiments-can-measure-the-effects-of-question-wording-and-more/</p>	O5
other		Cover page	Mike Edgington	Give the plan a subtitle that acts as a public hook e.g. "Girdwood 2040"	Girdwood Comprehensive Plan is a solid and descriptive title, but doesn't capture the purpose & scope in way that grabs the public	O6
other	Over all comment		Ken Waugh	Take into account the CYI Holtan Hills development along with Alyeska's new master plan. Look at the impacts these massive changes will have on Girdwood infrastructure, quality of life and the ramifications for MOA as a whole. then re formulate a cohesive plan that truly benefits everyone not just pro development parties.	<p>This is a far too development focused, without true regard to the results. You say you want to keep the feel of Girdwood yet reduce lot size and build multi- family structures when there is no true demonstrated need. You support short term rentals and yet say there is not enough affordable single family housing. It's said we have adequate supporting infrastructure but we do not have enough emergency services personnel to fully staff GFD. We rely on Whitter for police services without local officers. We have no banks, no local service or repair options, and the Merc is the closest thing we have to a grocery store. Most shopping and specialty medical care requires a trip to Anchorage. With no mass transit available nor anyway to structure a viable way to get groceries, dental care and a new pair of pants on the same trip, traffic on the Seward Highway will become epic to the point of gridlock.</p> <p>With a projected need of 242 new houses in Girdwood through the year 2034, this is excess</p>	O7
other			Julie Raymond-Yakoubian	include them	Girdwood Coastal Wetland Natural and Historic Interpretive Area Master Plan and the Girdwood Community Archaeological Survey report are not cited in the Background section. They both include important information that should be referenced and discussed.	O8
Implementation			Michelle Weston		A smaller ladder truck will be needed 5-10 years to maintain insurance ratings and fire protection.	O9
Land Use Categories		3-9	Julie Jonas	Change the "mitten" area (just north of the airport) from Mixed Use to Open Space.	This is a cherished area for x-c skiing and summer hiking. The quiet forest attributes would disappear with a Mixed Use category. The Girdwood Trails Plan was created with broad community input, and this area is the heart of the trail system. Also, with the "mitten" being directly in the flight path of the airport - noise and traffic are not compatible with development there, let alone the safety issues that would arise. New commercial areas should instead be located closer to the New Girdwood Townsite and/or current housing for a more pedestrian friendly town.	OS1
Land Use Categories		3-9	Jeff Samuels	Change land designation for area north of airport from Mixed Use to Open Space.	Keep the land north of the airport as Open Space rather than Mixed Use. This area is used widely by residents for summer hiking and winter hiking and skiing. There are several other good candidates for Mixed Use in the valley, let's please protect this one.	OS1
Land Use Categories		3-9	Debra Rice	Change designation from Mixed Use to Open Space.	The area north of Girdwood Airport should be designated as Open Space to preserve this recreational area that contains many important and well used trails.	OS1

Parks/Open Space/Trails		3-9	Kate Sandberg	Put back into open space and protect it for now.	The area (6011) that is directly north of the airport should be put back into Open Space. 85% of the Girdwood people who sent in comments on the last draft who mentioned an option, said Option B, trail-based development--without this parcel that is the heart of the trail system in Girdwood. Not much is more valued than this parcel.	OS1
Land Use Categories		3-9	Anna Fleming	Parcel HLB 6-011 should be changed from Mixed Use to Open Space.	Parcel HLB 6-011 should be changed from Mixed Use to Open Space. While I generally support responsible development in Girdwood, this area is much better suited to recreation than commercial and residential development. This parcel is a treasured natural area. I remember the first time I encountered the Enchanted Forest after moving here many years ago, and I just thought it was so wonderful to have this magical space in my town. This area contains beloved trails that that users seek out for recreation and restoration. Part of their magic is in the glorious tranquility the forest provides. Sprinkling commercial areas all throughout the valley makes the town's development seem haphazard. It also doesn't seem prescient to build homes and businesses right in a flight path near the airport. It makes far more sense to concentrate development near town square and make the town center a more robust mixed use space, while preserving the treasured trails of HLB 6-011.	OS1
Land Use Categories		Map, 3-2	Tim Charnon	I am not saying that the area designation should be changed because of the resorts specific proposal, but I am highlighting the types of proposals that would continue to be brought forward if this area went forward as mixed use. Therefore, in order to provide the best natural setting for implementation of the Girdwood Trails Plan this mixed use area should be changed to open space in the final plan. An open space designation will allow for trail development consistent with the trails plan and provide a user experience envisioned in the plan. I urge you to change this area from mixed use to open space as was suggested in the majority of public input on this plan previously.	There is a misconception that 'mixed' land use development might accommodate both resort housing development as well as public trails. Unfortunately this is only possible from the perspective of the resort, and not the perspective of the Girdwood Trails plan. In fact, when the resort outlined their proposal for housing development in this area (Feb 7, 2024) it was obvious to those in attendance that there would be significant impacts on trails and trail users. That is because the housing and road development proposed in a 'mixed use' area would occur at a development scale that is inconsistent with that proposed in the trails plan. The resort outlined a fully developed area, which included roads, a tram, and parking areas all of which are inconsistent with the level of development and the trail user experience identified in the trails plan. This is not what was envisioned for the Forest Loop area and the trails just beyond there.	OS1
Land Use Categories		3-9	Jody Jenkins		I am opposed to the Mixed-use development planned for the Enchanted Forest/Secret Meadow/Stumpy's Summer Trail (HLB Parcel 6-011) as it will seriously impact a cherished trail system. Any development in this area should be carefully planned to avoid existing trail network.	OS1

Parks/Open Space/Trails		Pigs. 3-9	Teresa Mercurio		The area north of Girdwood's airport to include Stumpy's winter trail and connecting trails has been changed from open space to mixed use. Please stop this change in the Girdwood area plan draft. Open space and trails are Girdwood's allure and nature's glamour. Changing the designation for this area for residential and commercial potential would mar the iconic beauty of this place. People are always attracted to beautiful places. They come to see the mountains and meadows, not manmade structures dotting the periphery. As Girdwood grapples with development, please protect what makes Girdwood unique and iconic.	OS1
Implementation		4-12---4-14	Kate Sandberg	Take out parcel 6-011 from Resort and put into Open Space.	If the Resort is allowed to keep Parcel 6-011 area, it will go against every strategy that is listed in the implementation of parks and open space goals. This parcel is that pivotal to the trail system.	OS1
Implementation		chapter	Kate Sandberg		Please delete my comment about implementation of Park and Open Space goals and the Parcel 6-011. I will write another one more thought out.	OS1
Parks/Open Space/Trails		Page 3-9	Mark Sandberg	Delete the mixed use designation for this small block at the north end of the airport property and designate the area as open space.	I am a full time resident of Girdwood and often use the trail system. My objection to the draft land use plan concerns the mixed use land use category shown just to the north of the airport. This is the heart of the cross-country ski trail system that goes farther back the valley. It is currently used extensively and is presently open space. Putting buildings and roads into this small block will fundamentally change the experience of the many users of this system, even if the trails are somehow routed through or around the roads or buildings. The draft plan already contains a great deal of mixed use zoning and, if more if eventually needed, that could be addressed in a future plan.	OS1
Parks/Open Space/Trails		3-9	Kathy Trautner		This area north of the airport should be designated Open Space at this time. This is a key trails area and should be last to consider for housing development in the future. Concerns about airport noise from being in the flight path are very valid. My husband contacted FAA about this potential about a year and half ago and they were unaware of that possibility of housing in the area and expressed concern. I believe other areas of the valley should be developed for housing before this area is reconsidered in future Girdwood Comprehensive Plans.	OS1
Parks/Open Space/Trails		3-9	Rebekah Ahlers		I am concerned about the impact of the proposed development in the enchanted forest. I am empathetic to the needs of Pomeroy to expand the resort and base village to continue to make Alyeska resort and economically viable business. However, the enchanted forest tract is a beloved area for locals to recreate away from the visitors to the ski resort. Loss of the trails and natural spaces in this area will be detrimental to the health of the community. There are so few areas accessible for winter recreation outside of the ski resort as it is and using this tract of land for resort development will take that away from the town.	OS1
Land Use Categories		3-9	Keith Wiger		It appears that designating this area as multi-use is to benefit only wealthy landowners. Our beloved trail system crosses this area and first priority must be honored to the benefit of the numerous users who request these trails. Community surveys of nearly 80% prove an overwhelming support of trails and green spaces be left undeveloped in the Girdwood valley.	OS1
Land Use Categories		3-9	Andrew Weldon	Please change the land use designation of Parcel 6-011 (Enchanted Forest, Secret Meadow, Stumpy's Trail, etc.) to OPEN SPACE.	It is imperative that we do not allow development in the Enchanted Forest area of Girdwood. This area is a key recreation area and the overall health of the valley is dependent on it. Alaskans, not outside interests, have been the custodians of these lands and should remain as such. I would like to make it abundantly clear that the Pomeroy's are not welcome in Girdwood, or anywhere in Alaska for that matter.	OS1

Parks/Open Space/Trails		3-9&10	Michelle Cosper		I do not want there to be any development on lands that are already designated for trail use, as agreed upon in the comprehensive trails plan that we just spent the last several years making. In this case, the Enchanted forest area on the edge of the airport.	OS1
Land Use Categories		pages 3-9	Becky Germain	Included above.	The current designation of HLB Parcel 6-011 is outdated and not appropriate due to the current use and trails plans of the Enchanted Forest/Secret Meadow/Stumpy's Summer Trail area. In last fall's responses to the Comprehensive Plan, 88% supported continuing this as a trail-based area. This is a highly popular trail use area, connecting upper and lower meadow trails and is a big draw for many winter visitors to Girdwood. Girdwood is valued for it's experience of immersion in natural beauty, not neighborhoods and commercial areas. It only makes sense to keep this areas as it is being used, but change it's designation to Open Space, keeping residential and commercial development in other more centrally located areas already designated as mixed use areas.	OS1
Parks/Open Space/Trails		pages 3-9	Becky Germain	See above	The current designation of HLB Parcel 6-011 is outdated and not appropriate due to the current use and trails plans of the Enchanted Forest/Secret Meadow/Stumpy's Summer Trail area. In last fall's responses to the Comprehensive Plan, 88% supported continuing this as a trail-based area. This is a highly popular trail use area, connecting upper and lower meadow trails and is a big draw for many winter visitors to Girdwood. Girdwood is valued for it's experience of immersion in natural beauty, not neighborhoods and commercial areas. It only makes sense to keep this areas as it is being used, but change it's designation to Open Space, keeping residential and commercial development in other more centrally located areas already designated as mixed use areas.	OS1
Parks/Open Space/Trails		3-9	Camilla Seifert	Regarding Heritage Land Bank Parcel 6-011, known in Girdwood as Enchanted Forest/Secret Meadow/Stumpy's Summer Trail area, I would request changing the area from Mixed Use to Open Space.	Regarding Heritage Land Bank Parcel 6-011, known in Girdwood as Enchanted Forest/Secret Meadow/Stumpy's Summer Trail area, I would request changing the area from Mixed Use to Open Space. This area is so important to trail users, has been for many years. The new draft Plan has many new residential and mixed use areas. This valuable trail area is not necessary for Girdwood's future housing needs. Please listen to the 85% of responses supporting a trail-based vs. a commercial-based plan in last fall's draft of the Comprehensive Plan.	OS1
Land Use Categories		3-9	Mark Melchert	Change and reduce the mixed use island at the east end of the airport to lower density residential and modify the mixed use area at the east end of Moose Meadows to reduce incursion into existing meadow corridor.	Moose Meadow and the existing up valley string of meadows will become more valuable for community recreation and access to the resort area and Winner Creek drainage from existing residential areas and new residential development. This area is used daily by many residents. With new development along Crow Creek Road and around the airport, the green space provide a critical corridor from the residential areas. through the community. It is something of a Central Park for Girdwood. These natural areas (e.g, trail areas below Our Lady of the Snows, the Enchanted Forest, etc.) should be preserved for their extraordinary value to the community. Based on the map, and the existing boundary of the airport and proposed mixed use area N of Arlberg, this corridor could be severed (unless the DOT has agreed never to develop current green space within the airport boundary.	OS1
Parks/Open Space/Trails		3-9	Karen Prosak		The area north of the airport should remain 'open space'.	OS1

Land Use Categories		3-9	Eryn Boone	Please consider changing the area north of the airport (HLB 6-011) from Mixed Use to Open Space.	Thank you for all the hard work that has gone into this plan. I have concern with the area north of the airport, east of Glacier Creek that is shown as Mixed use on the draft map. This is a treasured area of the valley used every day by residents and visitors recreating outside. People in the valley have been using the trails in that area for at least 50 years. Please consider changing the area north of the airport (HLB 6-011) from Mixed Use to Open Space so it can continue to be enjoyed by all.	OS1
Land Use Categories		Page 3-9	Alice Simmons	Change the designation to recreational which will protect these trails.	The land north of the airport in this plan is categorized as mixed use. This area has long standing trails that are used continuously by hundreds of people during the winter with skiing, walking and snowshoeing. Having it mixed use would disrupt the trails that have been in use for more than 20 years.	OS1
Land Use Categories			timothy glassett	please change the area north of the airport to green space.		OS1
Parks/Open Space/Trails		3-9 HLB pa	Ken Graham		Change the land designation to Open Space.	OS1
Parks/Open Space/Trails		3-9 HLB pa	Jacky Graham		Change land designation to Open Space	OS1
Parks/Open Space/Trails		Page 3-9	Christi L. Davidson	Please change the MIXED USE designation to OPEN SPACE for the HLB Parcel 6-011	Please change the MIXED USE designation to OPEN SPACE for the HLB Parcel 6-011 otherwise known as Enchanted Forest/Stumpy's Summer Trail area. I would like to see this area preserved as open space so that existing trails will not be adversely impacted. Open space designation will allow future GTC trails to enhance the experience.	OS1
Land Use Categories		Map pages	Kirk Hoessle	I advocate that this area north of the airport (HLB 6-011) be changed to Open Space in reflection of the abundance of comments from Girdwood residents. This change represents a more prudent form of development that adds value to the Girdwood economy by providing natural outdoor recreation trails and space for residents and visitors. The uniqueness of this particular area with its "Enchanted Forest", "Stumpy's Trail", "Secret Meadow", and many unnamed other special places has been enjoyed year around by Girdwood residents and visitors over many, many years. It represents the qualities of accessible natural space that make Girdwood a unique, sought after, and treasured community by residents and visitors. These are values fast disappearing in Alaska and throughout the world. In another 15-20 years, once Girdwood has evolved in response to changes brought about by this current plan, changes to this area can be weighed and considered. This plan allows for other opportunities for Mixed Use.	The area north of the airport (HLB 6-011) should be changed to Open Space. An overwhelming majority of the commenters from the most recent public comments stated in favor of Trail Oriented Development versus Expanded Alpine Town Center. Therefore, I was very disappointed to see this section identified as Mixed Use. This area harbors very special forested and meadow features and is currently utilized for trail use and more trail development is planned. As a developer of wilderness lodges in remote lands, I'd like to point out that trail use and the construction of trails are an economically valuable form of development. Maintaining accessible natural areas within which to recreate adds value to local lifestyles and properties as well as attracts desirable year around visitors which contributes to a sustainable economy. Alyeska Resort and its owners currently have plenty of land resources with which to draw upon. Their responsible development is not assured and it would remove value.	OS1

Housing		pages 3-9	Bonnie J DeArmoun		I highly recommend we keep the area North of Girdwood Airport (The Mitten) as Mixed-Use. Girdwood needs more housing (no one will argue with that) and trails are what attracts people to our community, it is one of the main reasons people want to live here, the recreational opportunities are many and varied. Housing in this area could provide ski and bike in-out access to skiing, biking, and hiking trails, people want to live in houses close to beautiful recreational areas. Housing in close proximity to the ski area and community amenities (daycare, rec center, ice rink) proposed for Alyeska Resort is a huge plus for our community as well a way to create happier, healthier citizens.	OS1
Land Use Categories		Land Use n	Jason Lucas	Please consider changing the area north of the airport (HLB 6-011) from Mixed Use to Open Space.	Please consider changing the area north of the airport (HLB 6-011) from Mixed Use to Open Space. 1. The new draft Plan has many new residential and mixed use areas. The area just north of the airport is not absolutely necessary for Girdwood's future housing needs. 2. This particular Mixed Use area is too far from Girdwood's town center. It makes sense to concentrate commercial businesses near the established town core instead. 3. Pomeroy, Alyeska Resort owner and the developer interested in this parcel, may not always be the long term owner. Residents live here and value open space and recreation in that area. It is the heart of the trail system. 4. If the area just north of the airport is developed, it will be right in the flight path of planes and helicopters. From a safety standpoint, it is better to have this area used for recreation rather than housing and commercial structures.	OS1
Parks/Open Space/Trails		3-8, 3-9, 3-	Natasha Casciano	Do not allow housing in this area.	This area has historically been planned for and used for recreation and trails as well as buffer zone for air traffic, it should be designated open space. Open Spaces are important for maintaining quality of life in Girdwood. Open Spaces should remain a priority for maintaining the character of Girdwood.	OS1
Parks/Open Space/Trails		page 3-9	Robert G Dugan	Change area of Parcel 6-011 to Open Space	Parcel 6-011 should not be designated for Mixed Use. It should be designated as Open Space for a number of reasons including but not limited to: 1 Housing development in this parcel would violate the general area and highly used trails that have been there for decades.	OS1
Parks/Open Space/Trails		Parcel 6-01	Robert G Dugan	Change Parcel 6-011 to Open Space	Parcel 6-0u11 should be designated as Open Space. It is not appropriate for residential housing and has never been designated as such in all previous Girdwood land use planning documents. I have recreated in this area for over 40 years and highly value its unspoiled nature.	OS1
Parks/Open Space/Trails		pages 3-9	Sherry Dugan	Move parcel 6-011 to OPEN SPACE	HLB parcel 6-011 should not be designated "mixed use" and should be designated "OPEN SPACE" for the following reason: The new draft plan has many new residential and commercial areas. At present this area north of the airport does not need to be for future housing or commercial buildings.	OS1
Parks/Open Space/Trails		page 3-9	Sherry Dugan	Change HLB Parcel 6-011 to OPEN SPACE.	HLB Parcel 6-011 should not be designated "mix use" and should be designated OPEN SPACE for the following reason: The area north of the airport is the heart of the Girdwood Valley trail system. It should be left as is for right now and not designated as mixed use. May locals and tourists use and value this open space area for skiing, biking and hiking year-round.	OS1

Parks/Open Space/Trails		page 3-9	Sherry Dugan	Change HLB Parcel 6-011 to OPEN SPACE.	HLB Parcel 6-011 should not be designated "Mix Use" and instead be designated OPEN SPACE for the following reason: A large percentage (over 80%) of the responses on the questionnaire wanted a trail-based comprehensive plan, not a commercial-based plan.	OS1
Parks/Open Space/Trails		page 3-9	Sherry Dugan	Change HLB Parcel 6-011 to OPEN SPACE	HLB Parcel 6-011 should not be designated "mix use". It should be designated OPEN SPACE for the following reason: This area is in the flight path of the Girdwood Airport. Lots of small aircraft and helicopters use the flight path on a year-round basis. From a safety standpoint it is better to use the area for recreation rather than housing and commercial structures.	OS1
Parks/Open Space/Trails		page 3-9	Sherry Dugan	Change HLB Parcel 6-011 to OPEN SPACE.	HLB Parcel 6-011 should not be designated "Mixed Use". It should be designated OPEN SPACE for the following reason: The trails in this area have been there a very long time. They are part of Girdwood's history. Residential and commercial buildings would ruin the natural beauty of the area.	OS1
Land Use Categories		3-9	Bob Mucha	Please make the area North of the Girdwood Airport, and east of Glacier Creek be designated as "OPEN SPACE" in the GIRDWOOD AREA PLAN - FINAL DRAFT:.	Please make the area North of the Girdwood Airport, and east of Glacier Creek be designated as "OPEN SPACE" in the GIRDWOOD AREA PLAN - FINAL DRAFT:.. That HLB Parcel 6-011 is the location of the approved GNSC Forest Loop Trail System, and contains connections to upper valley ski trails.	OS1
Land Use Categories		Page 3-9	Cecilia Mendonsa	I would like parcel 6-011 to be designated "Open Space" instead of "Mixed Use"	I would like parcel 6-011 to be designated "Open Space" instead of "Mixed Use"	OS1
Land Use Categories		Pages 3 - 9	Dave Maternowski	Save this land as Open Space now, and if in the next Comprehensive Plan (15-20 years), it needs to change--then address it.	The new draft Plan has many new residential and mixed use areas. The area just north of the airport is not absolutely necessary for Girdwood's future housing needs. This particular Mixed Use area is too far from Girdwood's town center. It makes sense to concentrate commercial businesses near the established town core instead. If the area just north of the airport is developed, it will be right in the flight path of planes and helicopters. From a safety standpoint, it is better to have this area used for recreation rather than housing and commercial structures.	OS1
Parks/Open Space/Trails		Section 3;	Mark Yezbick	HLB Parcel 6-011 should be changed to Open Space	Section 3-12: Mixed Use on parcel HLB Parcel 6-011 should be limited to Open Space due to historic trail usage and future recreation needs.	OS1
Land Use Categories		Chapter 3	Jill Kohler	I would like to see the area north of the airport changed to open space and used for four season multi use trails. It is what the community in Girdwood wants, as facts show that 85% of the community voted last fall in the comprehensive plan.	I'd like to see the area north of the Girdwood Airport changed to open space. I support trail based land use in this area, not the proposed mixed residential village. It is in the middle of the wet lands and it is so far from the town center and resort. There are many new mixed and residential areas in this new plan. This is already a beloved and well used trail corridor that could be improved in the future. Also there are safety concerns and issues for the airport as it directly impacts flight paths and would prohibit helicopters from doing sling loads. Having this area as an open space keeps this from happening.	OS1

Land Use Categories		Chapter 3.	Benjamin Kohler	I'd like to see this space north of the airport changed to open space and used for four season trail use . Let's change it to open for 15-20 years and encourage mixed and residential use to develop in areas that are already designated or that make better sense. If we need this space in 20 yrs we can change it then.	I'd like the area north of the Girdwood Airport changed to open space. I support trail based land use in this area. Not a proposed mixed residential village. It is too far the the town center and the resort. There are many new mixed and residential areas in this new plan. This is an already beloved and well used trail corridor that could see future and improved trail uses. This also is a safety issue for the airport. Mixed use here will impact the flight paths and sling load helicopter routes. Open space keeps this area safer than a mixed use neighborhood.	OS1
Land Use Categories		3-9	Dinah Merrill		85% of responses supported a trail-based comprehensive plan vs. a commercial-based plan in last fall's draft of the Comprehensive Plan. Residents value open space and recreation in that area. It is the heart of the trail system.	OS1
Parks/Open Space/Trails		3-9	Rorie Hammel	Change of the designation of the area north of the airport (HLB 6-0111) from Mixed Use to OPEN SPACE	Hello, I am requesting a change of the designation of the area north of the airport (HLB 6-0111) from Mixed Use to OPEN SPACE. This area is the proposed site of the Girdwood Trails Plan Forest Fair Loop Trail. Residents value open space and the recreational opportunities specific to and within that area. I feel an OPEN SPACE classification is much better suited for this area at this time. If necessary, in future comprehensive planning, the area designation could be amended.	OS1
Land Use Categories		3-9	Rose Frankowski	Keep that parcel Open Space, not mixed use.	As an avid cross country skier, trail runner and overall trail user, I would like to share my thoughts on keeping the area North of the Girdwood Airport, and east of Glacier Creek, an orange area designated as "Mixed Use" as "Open Space" (as in last draft option). That HLB Parcel 6-011 is the location of the approved GNSC Forest Loop Trail System, and contains connections to upper valley ski trails. It also is an important area that connects the Girdwood trails to the rest of the valley which is existing park land. As someone who would love to live in Girdwood and contributes to the community there by volunteering throughout the year, attending events and taking visitors to see the beautiful valley, I feel that adding more unaffordable housing to the area does not make sense. Allowing more mixed use (housing and commercial) that will only serve the interests of people with second homes and shops that likely don't serve the locals, it will continue to add to a lack of community.	OS1
Parks/Open Space/Trails		3-9	Aleph Johnston-Bloom	This parcel should be changed to Open Space and not Mixed-Use (marked location below)	This parcel should be Open Space and not Mixed-Use. It is a valuable trail area many Girdwood residents enjoy and provides an essential corridor from Moose Meadows to Open Space beyond. Commercial or residential development would destroy the existing character of a cherished area. Even if a road goes in as a connection to Crow Creek a trail should be able to cross or go under to maintain uninterrupted access to this area.	OS1

Parks/Open Space/Trails		3-9	Shannon O'Brien	<p>Change this area to Open Space</p> <p>You can preview the discussions about this area from the trail meetings as back up testimony. Huddle participated and should understand the desire for this to be openspace.</p>	<p>85% of responses supported a trail-based comprehensive plan vs. a commercial-based plan in last fall's draft of the Comprehensive Plan.</p> <p>The new draft Plan has many new residential and mixed use areas. The area just north of the airport is not absolutely necessary for Girdwood's future housing needs.</p> <p>This particular Mixed Use area is too far from Girdwood's town center. It makes sense to concentrate commercial businesses near the established town core instead.</p> <p>Pomeroy, and the developer interested in this parcel, may not always be the long term owner. Residents live here and value open space and recreation in that area. It is the heart of the trail system.</p> <p>If the area just north of the airport is developed, it will be right in the flight path of planes and helicopters. From a safety standpoint, it is better to have this area used for recreation rather than housing and commercial structures.</p>	OS1
Land Use Categories		Page 3-9	Steven J Delatash	Mixed Use back to Open Space	<p>I object to this current Open Space area change to Mixed Use designation. This forested, open meadow, wetland area has long been available to valley residence and tourists alike for close in recreation access. It's a great attribute to life in this valley with it's minimal trail development. What do Resort developers and HLB think we are about here? We are a recreation community and local destination for Alaskans and tourists alike. Natural open space like this enhance the life and experience people come here to enjoy. I believe HLB and developers can find other suitable tracts of acreage in the Glacier valley. It may be time to reach out farther from current utility connectors to accomplish. Thank you</p>	OS1
Land Use Categories		Land Use N	Christopher Stinson	Remove 'Mixed Use' classification of Parcel 6-011 and return it to an "open space" classification as noted in the last draft option.	<p>This parcel is critical to the nature of our valley and the health and wellbeing of our residents and visitors for it's use as an open space recreation area. Residential development should not be allowed on parcel 6-011. Girdwood has created and used 17 different Land Use/Planning/Management documents in the last 60 years and not once has this parcel been suggested for residential development in this area. HLB Parcel 6-011 is in the approach and departure path for all aviation traffic. I do support Pomeroy's plans for future development in our valley, but not residential development in the area encompassing this parcel.</p>	OS1
Parks/Open Space/Trails		Map page 3	Passage Stinson	Parcel 6-011 should be designated as 'Open Space' and have the 'Mixed Use' designation removed.	<p>Parcel 6-011 is in a location with a historic and approved trail system and also contains connections to the upper valley ski trails. While I do support development in the Girdwood Valley, this parcel is not suited for this use. It sits on the flight path for arrivals and departures from the airport. Residents and Visitors travel on trails through this parcel seeking the open space and access to undeveloped lands to recharge. Adding residential developments to this recreation area will ruin the opportunities for others to enjoy the land.</p>	OS1
Parks/Open Space/Trails		3-9	Timothy Seaver	Change the designation of the area that lies North of the Girdwood Airport and east of Glacier Creek to open space or some similar designation that will allow it to remain free of development and available for additional trail construction.	<p>I am resident of Girdwood and a frequent user of the area that lies North of the Girdwood Airport, and east of Glacier Creek. I strongly object to the designation of that area as mixed use. This area offers one of the few opportunities for outdoor recreation in the valley. This is especially true during the winter when access to the surrounding mountains is extremely limited and often unsafe. I use this area regularly and particularly enjoy its quiet as well as its mix of meadow, forest and creeks all of which provide excellent habitat for Girdwood's wildlife.</p>	OS1

Parks/Open Space/Trails		3-9	Emma Burick	I recommend changing the designation of this land from Mixed Use to Open Space.	The undeveloped land north of the airport (Stumpy's Trail, Enchanted Forest) is among Girdwood's most cherished and popular outdoor recreation venues. It appeals to a wide variety of users (cross country skiers, bikers, walkers, families, tourists, naturalists), and serves as one of the more equitable ways to access Girdwood's beautiful natural playgrounds. I believe it should be a top priority to protect this area from commercial or residential development.	OS1
Parks/Open Space/Trails		3-9	Cordelia Sewall	Parcel 6-011 change from Mixed to Open Space!	I'm in favor of maintaining and enhancing our awesome Girdwood trails and open spaces!!'	OS1
Land Use Categories		3-9	Michelle Tenny	HLB Parcel 6-011 should be designated open space.	HLB Parcel 6-011 should be designated open space. This area is near and dear to many Girdwoodians. This area should not be a residential area, it is one of the most cherished recreational paths. There is no such thing as a trail through a neighborhood. That just doesn't work.	OS1
Land Use Categories		3-9	Michelle Tenny	Parcel 6-011 should be zoned open space.	The Holtan Hills/Pomeroy deal that is being used to award parcel 6-011 to Pomeroy (after the two deals were split) was illegally rammed through HLB. This is a land grab by Pomeroy that hurts the community and only benefits the wealthy landowner, who already has many acres of undeveloped land at their disposal. If the land does become a residential area, this would be a crime. Most likely Pomeroy will just sit on this land until they decide to sell...at which time, this prime piece of real estate will add value to their deal. Bad deal for all of us...except Pomeroy, of course.	OS1
Parks/Open Space/Trails			Jonathan Lee	Change the Mitten to Open Space	The "mitten" should be designated open space. It would be a loss for community and visitors to lose one of our close primary recreation destinations. This was mentioned many times in the trail meeting the importance of this area.	OS1
Land Use Categories		3-9	Brian Burnett	Change Mixed Use designation to Open Space	The Mixed Parcel that lies North of the proposed Crow Creek - Arlberg Connection Road should be designated as OPEN SPACE. This parcel is currently HLB 6-011 and is public land. Public land should be used for public good. Recreational opportunities are the best use of this parcel for our community. This is a high potential parcel of open space that has high recreational value to our community. There are current developed and social trails that are widely and frequently accessed by our community. There are approved trails detailed in the Girdwood Trails Plan. Building these proposed trails will add to our Trails Based Recreation opportunities and add to our desired goal of being a "Trails Town" (Goal R4.1) Additionally: There will be airport / residential conflict if mixed use is allowed on this parcel The cost of developing this parcel is estimated at over 8 MILLION dollars. This is one of the most expensive pieces of property to access and develop in Girdwood	OS1
Parks/Open Space/Trails		3-7	Jody Clingenpeel	Reassess land use proposal with input from current Girdwood residents.	I am strongly in favor of parks, open space and trails and opposed to any commercial building or housing which interrupt, encroach and interfere with the current parks, open space and trails.	OS1
Parks/Open Space/Trails		GCP Sectio	Douglas Penn	Change the designation on the GCP for the area North of the airport to Open Space	The area North of the airport is currently a recreational use area and should be designated as open space rather than mixed use.	OS1

Land Use Categories		3-8	Carolyn Brodin	change the "mitten" to Open Space!	<p>I strongly oppose the portion of parcel 6-011"the mitten" designated as mixed use. This very cherished area needs to be Open Space.</p> <p>Mixed use in this area will not solve or help Girdwood's housing needs. Any houses built will be far beyond the reach of most people wanting to own a home in Girdwood.</p> <p>Basically, development in this area would not provide any benefit to the community of Girdwood.</p> <p>As Open Space, this area will remain a huge asset to both our community and visitors. The number of people recreating and enjoying this area has multiplied many times over since the 1995 plan.</p> <p>These treasured trails and forest as well as many of the new trails in the Girdwood Trails Plan are the heart of our Upper Valley trails system and development here is simply not compatible in any way.</p>	OS1
Land Use Categories			Ralph Brodin		<p>I am against designating parcel 6-011"the mitten" as mixed use. It's natural, intrinsic value far outweighs it's commercial value as a haven for McMansions. It will not do anything to alleviate the housing problem, and in fact these homes, many of which will end up "dark homes", would be a prime example of the the root problem exacerbating the housing crisis. As "the resort" and the community continue to grow there will be an increasing need for non commercial recreation. This area is already laced with trails enjoyed by out door enthusiasts that either cannot afford the extremely expensive sport of downhill skiing, are physically unable, or simply appreciate the freedom to enjoy the pleasure of being away from commercial development. As open space, this area should remain a huge asset to the community as well as visitors.</p>	OS1
Land Use Categories		3-9	Barbara Pape	Designate HLB Parcel 6-011 as 'open space.'	<p>Update the plan to incorporate the Girdwood Trails plan designation of "open space" for HLB Parcel 6-011, east of Glacier Creek. That HLB Parcel 6-011 is in the GNSC Forest Loop Trail System, and contains connections to upper valley ski trails and is in the approved Girdwood Trails Plan (adopted 2024).</p> <p>Preserve the historical use of open-space/trails as it is significant to the quality of life in Girdwood for residents and visitors. This is a remaining area in the Girdwood valley where night sky can be viewed with minimum light pollution. Potential impacts of allowing development in this area include road noise, summer dust, light pollution, and winter road maintenance plowing and sanding causing degradation of waterways. Protect this area from encroachments. Too much land is being released for development too quickly by MOA/HLB; this will forever impact the quality of Girdwood. Please design in buffer around the existing upper valley trails of a minimum of ¼ mile.</p>	OS1

Land Use Categories		3-9	CHRISTOPHER M. URSTADT	There are over 5000 acres within the HLB in Girdwood, Pomeroy should pick an area for future development that does not interfere with the State Airport where there is a sizable air commerce operating including commercial helicopter and fixed wing and over 75 private aircraft.	<p>IMAGINE-GIRDWOOD</p> <p>MAR 26, 2024</p> <p>To Whom It May Concern:</p> <p>As a retired professional pilot, I'm well aware of noise abatement procedures which are closely adhered to at airports around the USA and the world. Many communities grew up around an airport, as did Girdwood. Noise abatement procedures were implemented to satisfy everyone in these communities. In the early days of helicopter operations in Girdwood, noise abatement procedures were initiated with departures to the north of town, up the valley, and turn outs to the south via Winner Creek, or up against Penguin Ridge on a wide downwind from Runway 020. As a result there is no helicopter traffic nor noise, above the town and residential of Girdwood itself.</p> <p>Reference HLB Parcel No. 6-011, aka GRST-2, Pomeroy Corp wants to develop this parcel in line with the runway? This will conflict with the current noise abatement procedures, and routes for the various helicopter sling loading operations.</p> <p>Sincerely,</p> <p>Christopher M. Urstadt</p>	OS1
Parks/Open Space/Trails		3-9	CHRISTOPHER M. URSTADT	Pomeroy should look elsewhere in the 5000 acres of available HLB lands in Girdwood and not conflict with this most beautiful piece of undisturbed real estate.	HLB parcel 6-011, aka GRST-2, or the Pomeroy Glacier Creek Community Center, or the Alyeska Village: Pomeroy's proposed development and roads conflict with the beautiful Enchanted Forest and the Secret Meadows, both these areas, the Girdwood community successfully fought and won, against the use of this area for multi use trails, ie the trails off the Enchanted Forest portion up into Secret Meadows and beyond, are non groomed and always in their natural state for those of us whom still enjoy the absolute undeveloped nature and surroundings of the Girdwood Valley.	OS1
Parks/Open Space/Trails			Suzanne Lelevier	designate area as open space	Change the new designation of the Enchanted Forest/Secret Meadow area from mixed use to Open space. This is the heart and soul Of Girdwood's trail system and needs protection from commercial and housing development.	OS1
other	Land Use Plan Map		Amanda Sassi	Make this area open space not housing and remove roads from the plan that go through that area.	I do not agree with the housing designation upstream of the airport where there are trails and would like that to be Open Space.	OS1

other		The land use	Chelsea Holmes	This plan points out that Girdwood has not grown as projected in the 90's, that with a relatively low growth over the next 20 years, the biggest pressure comes from second home ownership and short term rentals. Why not limit and manage how this is done. There is a way to welcome economic development and investment w/o aimlessly developing coveted, well loved and used natural spaces. Keep with your stated mission/goals and put the woodlands and residents first.... Let's not develop endlessly so we can have a field of condos or short term rentals that are empty half the year which add very little to the community. I appreciate that development is inevitable and necessary, and to do responsibly takes for thought. Invest in the existing commercial/ mixed use are along High tower road and Arlberg.	Flagging the such a huge portion just north, NE, and NW of the airport as 'mixed use' and 'mixed density residential' seems irresponsible, short sighted and not in keeping w/ the plans self proclaimed intent (and the Girdwood community's priority) of preserving natural spaces, or prioritizing outdoor recreation. I find it ironic that this plan would have commercial development (mixed use) put in North of the airport. It is unnecessary, over zealous, greedy, and short sighted to create a document that in its acceptance as a plan, 'okays' such an exorbitant proportion of the land for development. I no longer reside in Girdwood, but my family does and I come back often for visits. The tone of kiss and families running around the woods and skiing the slopes has not changed. Do not take away the wild, rural, outdoor loving and environment preservation personality away from Girdwood by slating unnecessary development.	OS1
Parks/Open Space/Trails		3-9	Heather Durtschi		The area north of the airport, Glacier Creek, needs to remain open space. This is a sacred area to the community. Several winter and summer trails go through this area. To take an area that has historically been regularly used by the local population, and rezone it- mixed-use for a "maybe" scenario is a travesty. Keep this area open space. Thank you for your time and effort.	OS1
Land Use Categories		3-9	Heather Durtschi	This area should remain zoned Open Space, not Mixed Use.	Leave area north of the airport as Open Space.	OS1
Parks/Open Space/Trails		3-9	Josh Gray	Other areas identified as Mixed Use are adequate. Open Space should be maintained in this location, as it would divide and adversely impact current recreation in this area. This area would likely be the most expensive location to develop as it is completely disconnected from existing infrastructure.	Regarding the planned Mixed Use area northeast of the airport (scenario A): This portion of proposed Mixed Use area encroaches on multiple recreational trails used by many residents and visitors to Girdwood. These trails provide the few opportunities for people to recreate, exercise, explore, and exercise their pets. I am in opposition to this area being Mixed use. Due to the nature of this area, it should be classified as Open Space, as it contains a main thorough fare of groomed winter ski trails. Even if adequate buffers were maintained, and development was contained within a vegetated buffer, this area is isolated from existing roads. The area of proposed Mixed Use is an island, which would require a road (and utilities) to cross through the same recreation areas and wetlands, dividing the currently groomed trail system. There are much better areas to develop as Mixed Use, as included in the Plan (such as west of Glacier Creek). This area needs to be maintained as Open Space.	OS1
Parks/Open Space/Trails		3-9	Nikki Holmes	Change the proposed Mixed Use area northeast of the airport to Open Space.	The proposed Mixed Use area northeast of the airport should remain Open Space. Since childhood, my family has spent countless days skiing in these meadows and wooded areas. We still enjoy this area with our child and dog multiple times weekly, as do many other Girdwood residents and visitors. This area should remain Open Space to preserve the opportunity for Girdwood visitors and residents to recreate in nature for generations to come. There are better areas for Mixed Use designation that will not encroach on the only Nordic ski trails in Girdwood.	OS1

Land Use Categories		3-9	Kathy Joy-Holmes	Change that area from " Mixed Use " to "Open Space."	I strongly encourage the designation of the area of the Girdwood Area Plan on page 3-9, north of the Girdwood Airport and east of Glacier Creek, parcel 6-011 be changed from " Mixed Use" to "Open Space." That area contains beautiful, pristine woods and meadows that are accessed by hikers, bicyclists, Nordic skiers, backcountry skiers, people walking their dogs, and snowshoers. It is an integral part of the trail system, treasured not just by the Girdwood community but by countless visitors to our valley. Tourists don't visit Alaska for a "resort" experience. They come to experience the natural beauty and wonder of this state. Please preserve this as an "Open Area."	OS1
Land Use Categories		Chapter 3,	Scott Thomas	For the section of land North/Northeast of the airport (Parcel 6-011) that is currently marked as Mixed Use should be designated as open space.	For the section of land North/Northeast of the airport (Parcel 6-011) that is currently marked as Mixed Use should be designated as open space. In past planning efforts over the last 60 years, this section of land has been marked as open space (or an equivalent designation). Current and future proposed trails go through this area.	OS1
Land Use Categories		3-8	Meghan Nedwick		Please change the designated land use for the enchanted forest area from mix use to open space.	OS1
Parks/Open Space/Trails		3-9	Nick D'Alessio		I would like to see the HLB Parcel 6-011 become an "open space" area designated for trails and undisturbed woods. Raw land has a high value beyond money value for many people. Protection of land in our valley is crucial for future generations.	OS1
Land Use Categories		3-9	Shannon Earl	As stated, above, I recommend HLB Parcel 6-011 be changed from MIXED-USE to OPEN SPACE.	I believe HLB Parcel 6-011 should be changed from MIXED-USE to OPEN SPACE. This area is part of what makes Girdwood a great place to live and visit. People should be able to experience nature in our valley and this is an area that is highly accessible, well used, and much loved. I cannot imagine it being a developed area and as a member of the community, I believe it's important that we preserve it by designating it OPEN SPACE in the updated Girdwood Comprehensive Plan.	OS1
Parks/Open Space/Trails		3-9	Hadley Earl		change HLB Parcel 6-011 from a "mixed-use" designation to an "open space" designation. These spaces and trails are vital to the spirit of our community and preserving them would lead to a happier and greener girdwood	OS1
Land Use Categories		pg 6, 7 sect	Briana	Apply these LUP definitions to parcel 6-011	Areas previously listed as Resort Reserve are now designated Open Space Areas listed as Recreation Reserve now designated Open Space, is compatible with current uses (trail intended) and intended purposes for the area of 6011	OS1
Parks/Open Space/Trails		Page 3-8 and	Alannah Turner	Change this area to open space.	My comment is in regards to the area north of the airport, (HLB 6-011). I believe that in this new Girdwood area plan there is enough new mixed-use designated land, that this area should not be added to the mix. This area is precious to locals as an area to recreate. To see it mixed in with residential or commercial buildings would be tragic.	OS1
Parks/Open Space/Trails		3-9	Ava Earl	change HLB Parcel 6-011 from a "mixed-use" designation to an "open space" designation	Please let us keep our trails wild -- if we do not make a stand in our own communities, we cannot expect to see nature preservation anywhere else. If Girdwood is to maintain any amount of true tourism potential AND local satisfaction, we must protect our valley's nature and wilds.	OS1
Land Use Categories			David Hamre	Change from mixed use to open space.	Mixed Use Area north of airport Both the last iteration of the GAP and the new Comprehensive plan allow for development of this parcel. It has been identified by Alyeska Resort owner Pomeroy Investments as the Glacier Creek subdivision. A look at this central parcel shows it intersected heavily by dedicated trail corridors. This land is extremely important to numerous long-term, off-piste skiers in Girdwood. It is one of the last remaining locations in Girdwood that retain a wild feel and ungroomed skiing. It should be retained for this purpose and classified as open space.	OS1

Parks/Open Space/Trails		3-9	Thea Ritter	Remove the "mixed use" area just to the NE of the airport (in the middle of the potential crowd/alberg connection road).	The mixed use proposed NE of the Girdwood Airport would add sound pollution to the upper Moose Meadows area. Moose Meadows is already affected by the existing hotel in terms of sound and light pollution, and this would worsen it. This area should be kept free of development, so that ski/walking trails can be enjoyed there without distractions.	OS1
Parks/Open Space/Trails		3-9	Thea Ritter	Remove mixed use area along Glacier Creek.	The mixed use proposal alongside glacier creek is concerning. This area is a recreational, peaceful area in the winter where cross country skiers, snowshoers, and walkers enjoy. A development here would cut into this special area.	OS1
Land Use Categories		Page 3-09	Brian McGorry	Designate 06-011 as open space.	Please consider listing stumpy's meadow parcel 06-011 as open space as opposed to multiple use for development. Additional areas are available for mixed use in that area. Parcel 06-011 contains sensitive wetlands and existing recreational trails as well as future recreational trails.	OS1
Land Use Categories		3-9	D Essex	Change the area north of the Girdwood Airport (HLB Parcel 6-011) from Mixed Use to Open Space	Change the area north of the Girdwood Airport (HLB Parcel 6-011) from Mixed Use to Open Space. Residential development is not shown in this area on any other planning document, and for a good reason. Commercial recreation and recreation reserve have been the focus of the area north of the Girdwood Airport. The possible future development areas for residential development have been consistent since the 1995 GAP and 2001 Commercial Areas & Transportation Master Plan. Parcel 6-011 is in the approach and departure path for all incoming-outgoing helicopter operations, all external long-line traffic, and all incoming fixed-wing traffic. Residential development would create a "congested area" or "populated area" as defined by the FAA, and would greatly impact the local aviation businesses. Development would essentially squeeze all helicopter sling-loads toward the Glacier Creek area re-routing these flights west toward the planned Holtan Hills parcel - another noise-sensitive area.	OS1

Land Use Categories		maps 3-9.	Daniel Kiland	<p>Please change the area north of the airport (HLB 6-011) from Mixed Use to Open Space. 85% of responses supported a trail-based comprehensive plan vs. a commercial-based plan in last fall's draft of the Comprehensive Plan.</p> <p>The new draft Plan has many new residential and mixed use areas. The area just north of the airport is not absolutely necessary for Girdwood's future housing needs.</p> <p>This particular Mixed Use area is too far from Girdwood's town center. It makes sense to concentrate commercial businesses near the established town core instead.</p> <p>Residents live here and value open space and recreation recreation in that area. It is the heart of the trail system.</p> <p>If the area just north of the airport is developed, it will be right in the flight path of planes and helicopters. From a safety standpoint, it is better to have this area used for recreation rather than housing and commercial structures.</p>	Looking north of the airport property and east of Glacier Creek, an orange area designated as Mixed Use That area contains upper valley ski trails, Stumpy's Summer Trail, and is the proposed site of the Girdwood Trails Plan's Forest Loop Trail.	OS1
Land Use Categories			Catherine McDermott	Change the area north of the airport (HLB 6-011) from Mixed Use to Open Space.	Change the area north of the airport (HLB 6-011) from Mixed Use to Open Space.	OS1
Housing		page 3-9	Robin Wilcox		Keep the area northeast of the airport and north of the Alyeska Hotel as mixed-use. Girdwood needs more housing and this area can be developed with attainable housing that is integrated with the trails and surrounding landscape.	OS1
Land Use Categories		3-9	Mike Edgington	Change from Mixed Use to Open Space	Ribbon development where additional housing/commercial use is placed at the extreme end of the valley is counter to the Transportation goal of keeping Girdwood a walkable community. The area north and north east of the airport is already a popular area of trails and quiet forest. Other areas are far better suited to development.	OS1
Land Use Categories		Map on Pa	Kevin Desmond	HLB Parcel 6-011 should remain designated as "Open Space".	<p>HLB Parcel 6-011 should remain "OPEN SPACE".</p> <p>This parcel contains priceless dense groves of trees ("the Enchanted Forest") and contains approved GNSC trails, including connections to upper valley trails.</p> <p>This parcel has been shown as Open Space on several revisions of Girdwood Trails Plan for decades. It should NOT be designated as "Mixed Use".</p> <p>HLB Parcel 6-011 should remain designated as "OPEN SPACE".</p>	OS1

Land Use Categories		Page 3-9	Marc Esslinger	The area directly northeast of the airport in HLB parcel 6-011 should be designated "Open Space".	I disagree with the "Mixed Use" land designation for the area just northeast of the airport land in HLB parcel 6-011. This area is actively used for recreation in all seasons, with community plans for trails and open space heavily supported after many hours of public meetings and testimony. Furthermore, housing of any type, let alone "Mixed Use" has never been supported in this area by the recreation community. While the absence of obvious hardened trails is misleading, one only has to visit after a day of fresh snow to see the significant amount of ski tracks that transect this area. This area is valued for its close proximity to our community while providing a safe, non-motorized experience that allows the user to feel deeper in the forest than in reality. Many users are also able to access this specific area by foot from their neighborhoods, versus driving by car if this experience was pushed farther down the road.	OS1
Land Use Categories		p. 3-9, 3-12	Betsy Connell	Change the designation of the land at the far end of the airport from "mixed use" to "open space".	Girdwood Comprehensive Plan POLICY E2.2: "Conservation as a form of development. For example, the protection of valuable wild/natural/open space can be a contributor to the local economy. I think a fine example of that is the land at the far end of the airport. On the map on page 3-9, this area's land use designation is "mixed use". I believe that designation should be changed to "open space". Trails run through this "Enchanted Forest", and the recently released Girdwood Trails Plan proposes the Forest Loop Trail for this area. Wild/natural/open space trails are incompatible with a "mixed use" designation. I look forward to seeing this area's designation changing to "open space"	OS1
Parks/Open Space/Trails		3-9	Joslyn Stinson	Change from mixed use to open space.	North of the Girdwood Airport, and east of Glacier Creek, there is an orange area designated on this new plan as mixed use that was labeled as open space in a different draft. I would like this to be open space to allow for future recreation trails.	OS1
Land Use Categories		3-8	Sally Gates	Keep this area north of the airport open space. Residents of Girdwood oppose this change in significant numbers.	I oppose the area north of the airport being designated as "mixed use." This particular area, home to the "enchanted forest", is a much beloved portion of the cross country ski trail system that connects moose meadow to the 5k nordic loop. This long, quiet part of the trail system is what makes Girdwood so beautiful. This is why people come to Alaska, to experience the vastness of its beauty.	OS1
Land Use Categories		3-9	Kim Rice	change area north of airport and east of glacier creek ,(HLB 6-011)from mixed use to open space. I have been using this area for 47 years to ski and hike, do not build here.	change area north of airport and east of glacier creek ,(HLB 6-011)from mixed use to open space. I have been using this area for 47 years to ski and hike, do not build here.	OS1

Land Use Categories		pg 3-9	Briana	Prioritize trails in the recreational area of 6-011 before any other designation. Open Space most closely aligns with this category.	The land north of the airport makes sense to designate as Open Space due to the rationale of the 95' GAP category and the current changes re: the removal of 'reserve' as the anticipated growth did not occur. The thorough explanations throughout the Draft Plan point toward Open Space for 6-011 and the four corners area. The intent of the space now is recreation and has historically been as such. The unique terrain draws possibilities and its accessibility has been a decades-long process, still mired with some easement issues and limited control to plan for trails in the parcel. Through years of community meetings regarding no trails and trails, I can assert: The community would be very supportive today of multi use trails in the swath of forest north of the airport. Re: places to designate mixed use in the valley, the plan states, near town center and Alyeska Hwy, utilities, amenities, services, & economically and environmentally sensible areas. Not beneath the flight path of aircraft.	OS1
Land Use Categories		11	Amy Malouf		I am opposed to the change of designation to "mixed use" for the trails north of the airport.	OS1
Land Use Categories			Michelle Weston		The enchanted forest area trail system and master bike park areas should remain park land.	OS1
Parks/Open Space/Trails		Map	Kalie Harrison	Change designation to Open Space	Enchanted Forest/Secret Meadow/Stumpy's Summer Trail area (generally contained in Heritage Land Bank Parcel 6-011) was designated as Mixed Use in the 1995 plan, but it should be changed to Open Space. Per many, many discussions through the GTC trail plan process and this GCP process, this area is been prized as a recreation area that should be preserved. This is only done through changing the designation to Open Space.	OS1
Parks/Open Space/Trails		10	Barbara Lydon	I would like to see this area designated as Open Space, not Mixed Use.	I'm opposed to designating the 'Enchanted Forest/Secret Meadow/Stumpy's' Summer Trail area (north of the airport property and east of Glacier Creek) as a Mixed Use area. This area is cherished by residents and visitors alike for its unique blend of skiing, trails and summer activities. This pristine wilderness serves as a sanctuary for outdoor enthusiasts seeking adventure in nature. This is an invaluable natural resource that we should preserve to ensure that these valued recreational opportunities are preserved. Furthermore, the new draft Plan has many new residential and mixed use areas. The area just north of the airport is not absolutely necessary for Girdwood's future housing needs. In regards to commercial businesses: this particular Mixed Use area is too far from Girdwood's town center; I support concentrating commercial businesses near the established town core instead.	OS1, C2

Implementation		Map page	Kirk Hoessle	A reduced scope of development is defensible and necessary to bring the plan back in balance with its stated vision and goals. I recommend the exclusion of : 1) the area north of the airport known as parcel 6-011 and 2) the triangular parcel north of Virgin Creek, east of Glacier Creek, and west of Timberline Drive. The other developments, if carried out without these 2, would provide a wide range of appropriate community growth opportunities adequately meeting the goals and vision statements with plenty of room for flexibility. These two areas are dependent upon and/or accessible by controversial new access roads. The economic, environmental, and vehicular impact feasibility of these access roads should be completed prior to any conclusions about the development of these parcels. To proceed fully without understanding the implications of and/or barriers to developing access would highly increase the likelihood of unintended negative consequences. Both are highly valued natural areas.	This draft overreaches by calling for more development over the next 20 years than the community desires and that is justified for the current conditions and the vision statements in the document. I advocate that the plan would change Girdwood dramatically and negatively. Approximately 1,000 residents were added to Girdwood in the past 20 years. Depending upon the relative densities that may result from the zoning flexibility provided in the Plan, Girdwood could more than double in population in the next 20 years should all these new areas be developed to their full capacity. This would result in a VERY DIFFERENT Girdwood than what is described in Part 1 of the Plan, likely complete with traffic issues, road capacity issues, congestion, multiple traffic lights, noise and disturbances, higher potential for crime and safety concerns, and probable degradation of the natural environment—all of which go against values the community currently prioritized and that are stated in this plan.	OS1, H3, T14, H5
Land Use Categories			Barbara Bowers		I understand there is the possibility of granting Alyeska Resort more land for future development. I suggest any future development by Alyeska Resort should stay near their present facilities. Leave the undeveloped land for recreational use and for the wild animals to roam without causing havoc.	OS1, OS14
Parks/Open Space/Trails		Pages 3-9	Courtney Schuman	Incorporate the Enchanted Forest and Virgin Creek into a state protected area for its rare and valuable natural landscape.	The proposed development of these areas imposes on the communities key recreational land. The Enchanted Forest and Virgin Creek are areas where community members and travelers recreate. These are key recreational areas as they are easy to access without having to gain high elevation for those unable to do so. These are also key areas as they allow recreational users to enjoy the temperate rainforest. Coastal temperate rainforests are rare and only occur in six places outside of Alaska; this valued land needs to be protected from development.	OS1, OS2
Parks/Open Space/Trails		3-9	Nikki Holmes	Designate some Open Space and Mixed Use areas to Parks land to preserve Girdwood's natural beauty for tourists and residents to enjoy for generations. Specifically, consider areas already used for extensively for recreation including the area north of the Girdwood airport. I would also recommend including part of the area around Virgin Creek and further developing primitive trails in this beautiful section of forest and along Glacier Creek.	The Girdwood Area Plan should designate more land to Parks to meet three of the primary goals identified in the 1995 GAP: - Preserve Girdwood's natural environment - Provide a variety of year-round recreational opportunities - Perpetuate Girdwood's small-town atmosphere	OS1, H3

Land Use Categories			Julie Raymond-Yakoubian	The description of OS should continue to include "areas with environmental characteristics or functions that should be protected" and should NOT include 'notwithstanding transportation placements'	Open Space was previously described as, "This classification is for areas with environmental characteristics or functions that should be protected, areas which are physically unsuitable or unsafe for development, and areas which have high recreational and/or scenic/wildlife habitat values." This Plan proposes changing the description of Open Space to, "Open Space includes wetland and floodplains, steep slopes, and hazardous lands, as well as creek greenbelt areas. In general, these lands will remain undeveloped, notwithstanding transportation and utility placements and recreational facilities to support open space uses." This is a dramatic change from current understandings of OS and does not reflect what the community has generally asked for, nor does it match the Vision Goals and Policies of this document. This revision is contrary to other parts of this Plan and contrary to Girdwood's spirit. con't below	OS11
Land Use Categories		3-14	Julie Raymond-Yakoubian	see above	This page states, "The primary use of Open Space land is recreation,". This does not even match your own revised description of OS (nor should it). OS should be described as, "This classification is for areas with environmental characteristics or functions that should be protected, areas which are physically unsuitable or unsafe for development, and areas which have high recreational and/or scenic/wildlife habitat values. "	OS11
other			Julie Raymond-Yakoubian	fix the above	'Squirrel cages' area should be available to potential RV park creation. IIG is not listening to the community. The community has sent very clear messages about the areas that are most important for Open Space - those very clearly being the Virgin Creek area and the Stumpy's area. This plan proposes to diminish both of those prized areas while adding an area not asked for as OS ('squirrel cages').	OS12
Parks/Open Space/Trails		Map	Kalie Harrison	Change that designation to Open Space and allow for things like pump track, paddling business launch etc	The area running along Glacier Creek in south townsite is designated Future Potential Park Land, but that is too narrow and allows for larger commercial operation vs a vibrant, low impact recreation focused space.	OS13
Parks/Open Space/Trails		pg 15-16/3	Briana		Thank you for the work on the Land Use descriptions. Great narrative on Open Space and its intent and current value in Girdwood, with the recommendation to create an Open Space Plan. This document carries significant past and present work - and gleaming future needs within, makes for encouraging guidance.	OS15
Parks/Open Space/Trails		3-9	Shannon O'Brien	Keep vegetative buffers in all areas on the map.	Vegetative Buffer- I support all vegetative buffers between already developed and new developed areas.	OS3
Parks/Open Space/Trails		3-9	Mike Davidson	Depict buffer on map and if applicable increase size description elsewhere in plan.	The buffer as depicted between the existing neighborhood and proposed new Low Density development to the west of Timberline Drive is not large enough. The map should depict a larger buffer of parkland/open space such that it can accommodate both old growth forest and the potential for new trail use etc.	OS3
Land Use Categories		3-9	Mike Edgington	Correct boundary between PLI and Low-density residential at Jewel Mine Rd		OS3
Parks/Open Space/Trails		3-8	Barbara Crews		I really like the addition of the Vegetative Buffers between the old "single family" and the new "mixed density residential" along Alyeska Hwy and the "mixed density residential" and "mixed use" along Crow Cr Rd.	OS3, H1

Land Use Categories		3-8	Chris von Imhof (entered by Mike Edgington)	<p>We would greatly appreciate your keeping this area designated as Commercial Recreation and consider it for future development.</p> <p>At this point there are no active plans but it should not be taken off the table for future consideration.</p>	<p>The new map shows the Upper Valley including the Glacier/Winner Creek area is to be designated as Open Space.</p> <p>This is contrary to the long term planning by the residents of Girdwood including the Girdwood 2020 Committee to allow this area continue to be zoned for future development.</p> <p>The area is ideal for alpine skiing and has 2 1/2 more terrain than the existing Alyeska ski area, has more intermediate ski slopes and and since the base area is about 700 feet higher it also gets more snow fall for the lower area.</p> <p>This Glacier Winner Creek area was the top priority for potential future development.</p> <p>This would truly make it a world class alpine ski area and has similar character as the Whistler/Blackcomb ski resort in British Columbia.</p> <p>This why the Municipality of Anchorage purchased all the gold mining claims in that are to make it possible for ski area development.</p> <p>Presently the area is being used by Chugach Powder Guides for Snowcat and Heli Skiing and is a very popular destination.</p>	OS4
Land Use Categories		Map on pa	John Rense	<p>The upper valley/Winner Creek area should be classified to allow future ski-related development.</p>	<p>Open Space in upper valley/Winner Creek is not a wise designation. This area is suitable for future expansion of resort/downhill ski facilities. Less rain, more snow, and many acres of terrain suited for the average skier. Also, keeping this area designated for ski/resort development is consistent with intents of this plan. Econ Development - Why would a ski-recreation community close off the area best suited for additions? Climate change - this area will become more favorable if warmer winter conditions occur. Also, this area does not meet the three criteria for Open Space. As a site for resort-type development, it is not unbuildable. There is no compelling reason this specific area needs Open Space level of protection. For other types of recreation, today we see plenty of non-skiing use of Alyeska resort ski property. Ski facility and associated facilities will not preclude other types of mountain recreational use. Thank you for your efforts on the Plan.</p>	OS4

Land Use Categories		various	David Hamre	Change Upper Valley plan back to 1995 designations and allow for those in the plan.	<p>Future Ski Area Development</p> <p>When looking at the full spectrum of potential ski area sites in the western Chugach Range, which has been done by competent ski area planners, one quickly settles on the site in the northern part of the Girdwood valley. This site was included in the 1995 GAP planning, has had over \$1,000,000 in investment to date between the MOA, SOA, CPG, and John Byrne III.</p> <p>There will always be those who only care about preserving land into true wilderness. It's important to note that Girdwood is surrounded by lands with that character. It is not surrounded by mountains suitable for ski area development. In fact, analysis has shown that there is only one of these mountains in the nearby Chugach Range. This process resulted in the designation in the 1995 GAP that is now being dropped in favor of Open Space. Most of the current locals will not understand the implications. The net result is to discourage any kind of ski area development in the entire Western Chugach Range since this is arguably the only suitable site. The fact that few people have heard recent rumblings about this is of no consequence for land use planning. The site should be set aside so that next year, 20 years, or 100 years from now when a viable plan and investment group is put together, they can approach the community and government with their concept and have it vetted and perhaps approved.</p> <p>The onus or impetus for moving the mountain forward is on the municipality and state to team up and issue an RFP for the site. Done right, this RFP would gauge interest in the site, and provide for a range of offers from which to select a proponent. This requires a progressive approach from government, which has not occurred in the 30 years since the GAP. If there is fault here it lies with the government controlling the land but not offering it up in a manner that allows private enterprise to move forward.</p>	OS4
Land Use Categories		3-9	Willam Laurie	<p>Previously categorized as Commercial Recreation in the 1995 Comprehensive Plan, it has been designated as open space in the current draft plan.</p> <p>Please change this to Commercial Recreation in the draft plan.</p>	<p>Regarding the Glacier – Winner Creek Mountain Expansion Area.</p> <p>While Alyeska Resort currently has no immediate plans for mountain expansion or development in the area, we are mindful of the extensive groundwork and planning that has been undertaken previously. We are concerned that reclassifying this area as open space may not align with anticipated growth and housing needs of Girdwood in the foreseeable future. Furthermore, this area represents the sole opportunity for mountain expansion in the Valley, underscoring the importance of maintaining its designation as Commercial Recreation.</p> <p>The terrain offers optimal conditions for intermediate skiing and boasts higher elevations compared to the existing Alyeska Resort. The prospect of future expansion in this area holds the potential to drive long-term growth in both skiing and tourism throughout Alaska.</p> <p>We appreciate your attention to this matter and hope you will revert this area back to Commercial Recreation in the draft plan.</p>	OS4
Land Use Categories		3-8	D Essex	Add back an area of commercial recreation to the upper valley area as shown in the 1995 GAP	<p>The Upper Valley has a fantastic non-avalanche area for potential commercial recreation area as shown in the 1995 GAP. This potential could include Nordic skiing, back country skiing, pack rafting, mountain biking, etc.</p>	OS4

			Willam Laurie		<p>I am reaching out regarding the section in the Comprehensive Plan pertaining to the Glacier – Winner Creek Mountain Expansion Area. Previously categorized as Commercial Recreation in the 1995 Comprehensive Plan, it has been designated as open space in the current draft plan. I noticed the absence of any comments regarding this alteration, and I am seeking clarification on the reasoning behind the shift from Commercial Recreation to Open Space. While Alyeska currently has no immediate plans for development in the area, we are mindful of the extensive groundwork and planning that has been undertaken previously. We are concerned that reclassifying this area as open space may not align with the anticipated growth and housing needs of Girdwood in the foreseeable future. Furthermore, this area represents the sole opportunity for mountain expansion in the Valley, underscoring the importance of maintaining its designation as Commercial Recreation. We appreciate your attention to this matter and hope you will revert this area back to Commercial Recreation in the draft plan. We will also make comments towards this on the draft plan website.</p>	OS4
Parks/Open Space/Trails		3-8	Carolyn Brodin		<p>I totally support the change from Recreational Reserve, to Open Space in the for the Upper Valley. This area should remain as it is for recreating and exploring. This incredible wilderness right out our back door is a treasure that should be preserved for generations to come.</p>	OS5
Parks/Open Space/Trails		3-8	Barbara Crews		<p>I love all the new Open space in the upper and lower valley!</p>	OS5
Parks/Open Space/Trails		Page 3-9	Howard Earl	This area should be designated as Open Space.	<p>Land near the Enchanted Forest, Conway's Meadow, and the smaller nearby meadows, should be designated Open Space. This is a cherished recreational area for many locals and visitors alike. Development here would be ruinous.</p>	OS6
Parks/Open Space/Trails		3-9	Barbara Crews	<p>Add Abe's Trail. Beaver Pond Trail stays on the west of the creek and intersects the Gird-to Bird trail off the left side of the map. Lower Danich Trail is shown as going along the RR tracks. That may be what people do, but we sure don't want that on a map! What is the trail that comes off the Lower Danich and deadends in the wetlands? (I marked this one) The trail that is shown coming out of the Timberline neighborhood and intersecting Lower Virgin Creek trail is a proposed trail. It is not an existing trail. The Lower Iditarod alignment has been moved over to Kariolus Road, rather than going along Glacier Creek.</p>	<p>There are trails shown as existing that do not exist and trails that do exist that are not shown.</p>	OS7

Parks/Open Space/Trails		3-8	Barbara Crews		This trail does not currently exist. It was brushed a long time ago.	OS7
Parks/Open Space/Trails		3-8	Barbara Crews		I don't see the Cat Road, the 5K or the bike trails here.	OS7
Parks/Open Space/Trails		3-8	Barbara Crews		Moose Meadows is a loop.	OS7
Parks/Open Space/Trails		3-8	Barbara Crews		I have just submitted a lot of comments about trails missing from the Land Use map. I can understand how that could happen because we have a lot of trails! However, since some trails are mapped, a reasonable person would assume that all trails are being shown. It feels misleading that only some trails are shown. I feel that it is very important to have an accurate understanding of the density of trails that are centered around the Arlberg trailhead in light of the current Mixed Use designation of parcel 6-011 (The Mitten). The Arlberg trailhead is the center of recreation for the whole valley. Unless you can see how many trails would be affected, it can be hard to realize how much the construction of a road and housing would bisect and disrupt this prime recreation area.	OS7
Parks/Open Space/Trails		3-8	Barbara Crews		Not sure if this shown proposed trail is supposed to be T-13, but if so it's only part of the trail.	OS7
Parks/Open Space/Trails		3-8	Barbara Crews		Proposed trail T-12 is not shown on the map.	OS7
Parks/Open Space/Trails		3-8	Barbara Crews	Move the Holtan Hills SE boundary a smidge NW and establish a Vegetative Buffer along the Middle Iditarod. Keep the trail out of people's backyards!	The Iditarod National Historical Trail is an important resource to protect. Tourists will come to Girdwood because they want to hike part of the Iditarod Trail or the future Alaska Long Trail. Support Policy E7.2 and E7.3: POLICY E7.2: Encourage the preservation of Girdwood's historical and cultural resources by utilizing Federal and State Historic Preservation Tax Incentive Programs, creating new incentive programs where appropriate, and participating in the local landmark program. POLICY E7.3: Support knowledge and preservation of Girdwood's unique historical and cultural resources through community-driven and led interpretation projects.	OS8
Parks/Open Space/Trails		3-8	Barbara Crews	Adjust the boundaries of the Mixed Use area so the Iditarod does not go right through the middle of this potential development.	Protect the Iditarod Trail as an historical resource and a visitor economy driver.	OS8
Parks/Open Space/Trails		03-09	Brian McGorry	Include white water river parks as approved uses in designated parks and open space lands.	Please include mention of a potential future whitewater river park in designated park lands along Glacier and California Creeks. River parks contain river features that mitigate flood hazard, improve wildlife and fish habitats, and increase water based recreation opportunities and access points.	OS9
Land Use Categories		3-9	Seth A.		the triangle lot at the inside corner of lower and higher terrace is shown as open space. Why not residential low or commercial recreation per the adjacent land uses? Is this individual land owner aware of the change from resort zoning to open space?	P1
Land Use Categories		3-9	William Laurie	Open Space to Commercial Recreation.	The area between Alyeska View Avenue and Higher Terrace is currently private land owned by Alyeska. This land is currently designated as Commercial Recreation per the 1995 plan, in line with its GRST-2 zoning. It has been drafted as Open Space and should remain Commercial Recreation.	P1
Land Use Categories		3-9	Seth A.		Consider the east side of Alyeska Highway, north of Ruane as mixed use or industrial (with architectural standards) instead of low density. This seems like a reasonable location to accommodate commercial uses along a primary road.	P2

Land Use Categories		3-4	Tim Cabana	Put language in plan the allows these uses.	Tract B-2A alpine view estates is now zoned commercial and has been even before the 95 plan. I have a conditional use permit to build a 50 room hotel restaurant mall on that site and have spent the last 3 and a half years working on a Corp. Wetland permit that is very close to being issued. There is also a need for and a hardware store being permitted by the Corp. for that site. Please make sure they are both allowed.	P3
Land Use Categories		3-9, Map 3	Matt Schechter	Please change the designation from lower density residential to mixed density residential. GHEC/GBOS considers this a prime spot to build long-term rental apartments for people who work in Girdwood. Thank you as well for all your work on this project.	I serve as co-chair of Girdwood Housing and Economic Committee (GHEC). There is a large land parcel along the Alyeska Highway at Ruane which is currently owned by HLB but that the GHEC and GBOS has been working with the Assembly to get this parcel in the five-year plan as a "donation" to the Girdwood Valley Service Authority. There are other parcels being requested but this is the largest one.	P4
Land Use Categories		3-9	Brian Burnett	Re-designate as Mixed Density Residential or Mixed Use	North of Ruane Road is one small parcel of Lower Density Residential proposed. This should also be re-designated Mixed Density Residential or Mixed Use for the same reasons as the previous parcel I mentioned.	P4
Housing		3-9	Jeff Samuels		I agree the first few lots on lower Crow Creek Road from the Alyeska Highway should be lower density residential. A plan last year to make the first, large lot on CC Road into high density townhouses would have profound impacts on the neighbors and traffic patterns adjacent to the intersection of Crow Creek Road and Alyeska Highway. The expansive wetlands on the lot render it not a good location for higher density housing also. Please keep this lot in the lower density category as the plan develops.	P5
Parks/Open Space/Trails		1-7 vision	paul Crews	Change the classification of parcel 07510471000 from residential to park land. Expand the residential land areas in parcels 07520102000 and 0752010100 to the original acreage described in the 1995 plan.	1-7 vision Park land is a critical element. We have no designated summer forest park within our core community. If we have a central park our residents can recreate without cars. The expansion of park onto the Timberline meadows is great for winter use but does not help the community in the summer. 4-12	P6
Parks/Open Space/Trails		1-7 R1.1	paul Crews	Change the classification of parcel 07510471000 from residential to park land. Expand the residential land areas in parcels 07520102000 and 0752010100 to the original acreage described in the 1995 plan.	We will ultimately want a Central Park. Our citizens wish to recreate outdoors close their homes.	P6
Parks/Open Space/Trails		1-7 R1.4	paul Crews	Change the classification of parcel 07510471000 from residential to park land. Expand the residential land areas in parcels 07520102000 and 0752010100 to the original acreage described in the 1995 plan.	It is convenient if you can walk to a park or trail from your house. It is not as convenient when you have pack up a car and drive to a trailhead. Young people and people without cars can not drive to a trailhead. Girdwood needs a Central Park where the residents from the surrounding neighborhoods can walk to.	P6

Parks/Open Space/Trails		3-8	Barbara Crews	Change parcel 6-011/"The Mitten" from Mixed Use to Open Space with an option for a future change to designated Parkland..	Change parcel 6-011/"The Mitten" from Mixed Use to Open Space. a) The residents of Girdwood overwhelmingly favor keeping this area as open space for trails and recreation (see public comments from Fall 2023). I believe the only people in favor of developing this area are Pomeroy and HLB, both of whom are motivated by money and neither of whom live in Girdwood. b) This area is the heart of Girdwood's trail system. It is an area where trails are for people to get out and enjoy nature. It is not an area where trails are simply a means of transportation between houses and resort development. Trails can be an economic driver for Alyeska Resort and Girdwood. See Goal E2 and Policies E2.1 and E 2.2 c) This area will be incredibly difficult and expensive to develop and provide utilities. Any housing built here will not help Girdwood's lack of affordable housing. d) This area is in the flight path for the airport. For safety and noise abatement reasons, the best use of this area is open space.	P6
Parks/Open Space/Trails		1-7 R1.1	paul Crews	Change the classification of parcel 07510471000 from residential to park land. Expand the residential land areas in parcels 07520102000 and 0752010100 to the original acreage described in the 1995 plan.	The community needs a central summer forest park . The plan's addition of park land on The Timberline meadows wetlands can not count as a summer park and does not help the community.	P6
Transportation		4-14. Goal	paul Crews	Change the classification of parcel 07510471000 from residential to park land. Expand the residential land areas in parcels 07520102000 and 0752010100 to the original acreage described in the 1995 plan.	Creating a Central Park would aid in grant financing to construct useful transportation. If parcel 0751047100 was a park it would be easier to fulfill the community desire to construct a cross valley trail connection with a bridge across Glacier Creek to connect the west side neighborhoods and Old Girdwood, a prospect that has been requested in nearly every planning document since 1995.	P6
Transportation		1-8 T1.	paul Crews	Change the classification of parcel 07510471000 from residential to park land. Expand the residential land areas in parcels 07520102000 and 0752010100 to the original acreage described in the 1995 plan.	The Alesia Basin and other neighborhoods need a cross Vally pedestrian to the west side of the valley. If we had a Central Park with pathways connecting downtown and The westside neighborhoods walkers and bike riders would cut their travel times virtually in half. The age of electrified transportation modes is upon us. We need trails that will support more non-automobile traffic.	P6
Transportation		1-8	paul Crews	Change the classification of parcel 07510471000 from residential to park land. Expand the residential land areas in parcels 07520102000 and 0752010100 to the original acreage described in the 1995 plan.	policy T3.2. If our residents can walk from their homes to their desired trailhead we will not need spend the time and expense of building parking for as many trailers as want to park at the same time.	P6
Parks/Open Space/Trails		3-2.	paul Crews	Change the classification of parcel 07510471000 from residential to park land. Expand the residential land areas in parcels 07520102000 and 0752010100 to the original acreage described in the 1995 plan.	"This classification is also intended for areas with natural features that have special significance in the valley". The forested land on parcel 10751047100 is unique to our neighborhoods because it contains possibly the largest and oldest hemlock trees in an undisturbed old in our community and the borough. The other forests in our town have been cleared for housing and roads. That parcel should be a public park with a nature trail through the old growth forest similar to parks in the lower 48 that honor their old growth trees. That grove can be an economic driver for tourism and guided walking tours.	P6
Implementation		4-3	paul Crews	Change the classification of parcel 07510471000 from residential to park land. Expand the residential land areas in parcels 07520102000 and 0752010100 to the original acreage described in the 1995 plan.	E2.2. The conservation of the old growth forest grove on parcel 0751047100 Through a transfer to Girdwood Parks and Rec would create economic potential for the attraction of tourism and guided forest walks	P6

Land Use Categories		3-2	Larry Daniels	Mixed density Residential.	Lots on west side of Verbier should not be mixed use. The approved master plan for this subdivision was for single family. Color is just residual from previous plan when it was part of the resort lands.	P8
Land Use Categories		3-9	Mike Edgington	Update to mixed-density residential	Verbier Way lots are high cost and are being used for large second homes. Acknowledge this use in the LUP.	P8
Land Use Categories		3-9	Mike Edgington	Change to Mixed Use from Commercial Recreation	Parcels around the base resort area including the Sitzmark and Challenge should be Mixed Use rather than Commercial Recreation	P9
Parks/Open Space/Trails			Tim Lydon		<p>Maintaining the incredible open space and recreational opportunities around Moose Meadows, Nordic Trail, Stumpy's, upper meadows would be great for current and future residents. Same with the Lower Danich trail/open space area between the railroad trestle and the Alyeska Hwy bridge over Glacier Creek.</p> <p>For South Townsite, the proposed preference of open space over development makes sense. Using this area for park land for community gardens, an RV park, dog park, disc golf, and boardwalks would create healthy open space hub.</p> <p>For the undeveloped Virgin Creek area, I think continued open space is a much better use of the area. Especially as the community grows, that area's current value for recreation, open space, clean water, and wildlife habitat will become more important.</p>	POS1, H3,
Land Use Categories		3-9	Kevin McDermott		I was disappointed to see the land at the North East end of the air strip designated as Mixed Use. The Trails Committee put a lot of effort in putting together the trails master plan with much of that effort dedicated to that area. When this Comprehensive Plan has been open for comment and review the residents of Girdwood have overwhelmingly expressed their desire to leave this area as Open Space and a vital part of our trail network. If it is question of developing land for more housing the Sproat Rd extension is much easier to develop and would have a lot less impact on traffic on the Alyeska Hwy. Before the area at the end of the airstrip is considered for development there should be due diligence to determine if development is feasible. That study would include permission from the FAA and DOT for impacts to the airstrip and highway, AWWU, Chugach Electric, and Enstar.	POS1, H6
Parks/Open Space/Trails		?	Patty Hamre		<p>STUMPY TRAIL</p> <p>In 1973 Sewell Faulkner, "Stumpy," blazed a trail up Girdwood meadows and forest in upper Girdwood valley. In 1996 this trail was formally recognized by the MOA, with signage located in Moose Meadow parking lot. The Stumpy Meadows Trail is a central artery for multi-use winter recreation, and many people use it today.</p> <p>Current land development is considering the terrain around the "Enchanted Forest," which is sacred to most Girdwood residents. The Enchanted Forest is accessed only by the Stumpy Trail, with trail access through Conway Meadow to the south, or Jill's Meadow to the north.</p> <p>When you hike in Europe, there is often a central corridor (not a road) that winds up a valley, with offshoots into the hinterlands. It is worth identifying and pursuing Stumpy Trail easements, and preserving the adjacent forested land, wetlands and historic trail designation, so that future hikers and skiers will always have access into upper Glacier Valley.</p>	POS1, POS10

Transportation		3-9, maps	Tim Cabana	Connect the proposed road to any muni road from Alpina to virgin creek.	Why can you not remove this possible emergency road from my property. I own tract B2B alpine view estates phase 3. That road connects thru my private property when there are 4 muni roads closer that do not run thru class A wetlands. Makes no sense. I took this issue to the land use committee nov. 9th 2020 and they voted 28 to 0 to vacate it GBOS wrote a letter on nov. 17th 2020 to support a variance to vacate it. On page 45 of survey results of biggest problems in Girdwood, transportation within Girdwood was dead last 1%...and that 1% wasn't even a no.1 concern. What more do you need. Stop listening to the muni planner that does not live here tell us what we need. I can not support this draft going forward without this road removed from my property...it has no funding the Corp of Engineers would never allow it anyway, and it is simply illegal to require me to give my property away.	T1
Transportation			Amanda Sassi	Have the road end at another connector road to Timberline, or to the end of the new proposed housing area.	The proposed second access road on the Alyeska Mountain side of Glacier Creek should not go through private property to connect to Alyeska Highway.	T1
Housing		3-10	Bari Cabana		First paragraph states that this land use plan Can recommend changes to land use regulations that create barriers to housing development. Take this opportunity to remove the proposed road that ties up 2 acres of private developable, shovel ready, Multi Family property that could provide over 20 units immediately.	T1
Housing		3-10	Jessica Fitzwater		I am a resident of Girdwood and have been on the list for one of these lots for a long while. This road would only slow the process for my family to finally have their home in Girdwood that we have waited so long for and it would also create an unsafe neighborhood that cars would be speeding into as well as the fact that this road is SIMPLY NOT NEEDED!!!! Please place your efforts of re-imagining Girdwood somewhere that is really needed.	T1
Housing		3-10	Russell Fitzwater		This community needs multi family housing in such a bad way, as so many local families and residents whose kids go to school here and live year round struggle to stay in this awesome community. This road will prolong the process of making these homes available and to residents and hinder the opportunity for these families to continue to raise their kids here. This is plan is NOT what is best for our community!	T1
Transportation		10	Barbara Lydon	A traffic study should be conducted to see if this is necessary to add to a future Land Use map.	I oppose the "Potential Emergency Access Road" off of Timberline. It will bring unnecessary traffic into residential neighborhoods and will adversely affect the critical habitat of the wetlands near the Seward Highway.	T1, T22
Transportation		3-9	Shannon O'Brien	Take out the road or have it connected to the end of Timeberline forward. Create a trail that can act as a road if is absolutely necessary.	The Potential Future Road is slated to go through class A wetlands, will be close or on to homes. This does not fit with many of the goal to preserve the wetlands. It is also not necessary to be on this map at this time.	T1, T6

Transportation		3-16	Julie Raymond-Yakoubian	<p>If IIG insists on a secondary road it should not be adjacent to the Timberline neighborhood and should not impact natural areas enjoyed and protected by this community for generations.</p> <p>This secondary access route should be removed from the plan.</p>	<p>The information and suggestions in here about a secondary access road contradict what the community heard from the Municipality on several occasions, and does also not match up with community feedback heard throughout this process.</p> <p>The theoretical secondary access road has moved all over the place during the course of this process, with no agreed up or ideal location ever identified by the community. No one wants a highway essentially adjacent to the Timberline neighborhood. There is no significant support for this in community data gathering. The community was also told that the only reason it was included in earlier drafts/discussion about this plan is because it was included in a previous transportation plan, but that it could be removed or re-visioned. A secondary access route in this area would be a complete environmental disaster and waste of resources. It would also significantly degrade the quality of life for a large portion of residents.</p> <p>(continued below)</p>	T1, TT11
Implementation		Page 2-36	John Fisher	<p>I don't have much for a solution, more or less just some observations and questions.</p>	<p>Page 2-36 "map 2-16" and page 2-34 "map 2-14".</p> <p>These maps show a potential emergency access road connection from Alyeska highway to the new Seward highway.</p> <p>First comment is, how does this transition with the DOT's planned Alyeska highway to New Seward project? Has the DOT considered this option in the design? I know it is a bit further down the highway from the project, but I think it is still worth bringing up.</p> <p>Second, the map shows the road connecting to Alyeska highway and appears to go through either parcel 07516343000 or 07516342000...it's hard to tell which parcel the road goes through. Either way it looks like the road will go through private property which seems concerning, especially since both are in development for multiple types of projects. How could this road be built if there is infrastructure in place on those parcels that are in development?</p>	T10, T1
Transportation		3-9	Mike Davidson	<p>References to a secondary emergency access road should be removed from the associated maps and area planning.</p>	<p>A secondary emergency egress road from the valley is not necessary and represents a significant cost as well as damaging frequently used open space and old growth forest. The funds required to support a secondary emergency egress road would be better spent on improving and providing resiliency for the current Alyeska Highway.</p>	T11
Transportation		3-9	Bari Cabana		<p>Public input for the access road was voted on early in this rewrite phase. It was voted down at the land use meeting, and a gobs letter was written in support of Land Use committees 28 to 0 to do away with access road. It should be removed from draft.</p>	T11
Housing		3-10	Robyn D Kenny		<p>I was at a GBOS meeting a couple years ago when this access road was brought up at a couple meetings before unanimously being voted down. I'm not sure why this still exists. The town does not think this is a necessary expense or project!</p>	T11

Transportation		NA	Brian Burnett		In the course of transportation planning and existing facility upgrades, we should include improved pedestrian/alt transportation crossings at 3 key points in the valley: 1: Alyeska Highway Bridge over Glacier Creek should have a below grade crossing on the East abutment. 2: Alyeska Highway Bridge over ARR tracks should have a below grade crossing on the East abutment 3: Alyeska Highway & Hightower intersection should have a pedestrian crossing tunnel or overpass	T12
Transportation		3-16	Brian Burnett	Be creative and take a long view	As we consider secondary access to the Valley, we should think beyond the current proposed alignment and consider secondary access route that would connect Girdwood & Eagle River. Improve Crow Creek Road, tunnel under Crow Pass and connect to Highland Drive.	T13
Transportation		3-16	Julie Raymond-Yakoubian	see above	As this document somewhat contradictorily recommends, a more detailed, separate transportation plan should be developed. The secondary access road and the whole universe of options for it should be examined in detail in that separate plan and should be removed from this plan to avoid confusion and conflicting plans.	T14
Housing		3-10	Scott Kirk	A much more logical plan would be to improve Timberline drive and extend and link the existing roads Carlina, Turin and Virgin Creek into the low density residential/light mixed use area and then link these to the "potential emergency exit "road but have this as an access rather than for emergency use only. This new access would greatly reduce traffic on Alyeska Highway. Although it would be more difficult dealing with the the park service and railroad for the "access road", it would certainly be preferable to taking land from private citizens.	The proposed new road thru one of the only multi family areas seems more like adding "barriers" than removing them. Not only would this potential new road take available property from private owners that would be developed for housing it would be prohibitively expensive to build and to maintain. It would also not relieve traffic congestion on Alyeska Highway.	T15
Transportation		4-16	paul Crews	Change the classification of parcel 07510471000 from residential to park land. Expand the residential land areas in parcels 07520102000 and 0752010100 to the original acreage described in the 1995 plan.	T4. A pedestrian bridge capable of carrying light emergency vehicles over Glacier Creek and a 10 foot park pathway through a Central Park on parcel 0751047100 could serve as an emergency route if Girdwood were to experience a disaster.	T17
Transportation		2-25	D Essex	Add the Girdwood Airport and Girdwood aviation traffic to the Transportation section of the Girdwood Comprehensive Plan	The Girdwood Airport and aviation is missing from this page. The Girdwood Airport and aviation transport is present in the 1995 Girdwood Area Plan.	T18
Transportation		3-15	D Essex	Add the Girdwood Airport and aviation back to the Transportation sections as shown in the 1995 GAP.	Girdwood Airport and aviation is absent from this section.	T18
Land Use Categories		3-8	D Essex	Add back in the potential future road leading north up the Girdwood Valley extending Arlberg Rd, and the link to the Girdwood Airport from the Arlberg-Crow Creek Road link.	The potential future road heading north up valley as a continuation of Arlberg Road (as a potential second commercial recreation area) has been eliminated from the 1995 GAP. The link between the Arlberg Rd and Crow Creek Rd is missing the crucial link to the Girdwood Airport as shown on pages 2-24 and 2-35.	T19

Transportation		3-15	Luke Niedringhaus		I'd like to express my strong support for the proposed Crow Creek-Arlberg connection road. Having a second crossing over Glacier Creek will allow dispersal of traffic associated with future development and provide emergency services with an alternate method of accessing the east side of the valley in the event that our current bridge is rendered unusable.	T2
Implementation		4-16	D Essex	Keep the standards at the Girdwood Airport as aviation only uses to protect the airport and the pilots.	Goal T5 to maintain the Girdwood Airport as a valuable community asset is a fantastic goal, but NOT congruent with the Implementation Action. Girdwood Airport has finally become compliant under the FAA definition, and now can receive possible funding to help maintain and protect the airport. Alternative "non-aviation" uses was the reason the airport was not compliant. Non-aviation traffic on the airport has been a documented hazard to pilots for the past thirty years. I have personally witnessed near misses on the runway, and pilots diverting landings due to unsafe conditions created by non-aviation traffic and loose dogs. To maintain and protect the airport, keep the non-aviation traffic to a minimum, and aviation uses only on the DOT - Girdwood Airport property.	T20
Transportation		3-15	Kalie Harrison	Recent traffic study looked at the number of vehicles using Timberline Drive. With some results showing more than 2k vehicle passes/per day along Timberline on a non-holiday weekday afternoon. A sidewalk is needed. This was reinforced many times during discussions around the GTC trail plan. It's nearly impossible to walk safely on Timberline. Trails shouldn't be the only solution to a traffic problem.	LUP Roads and Transportation A sidewalk along Timberline Drive is needed.	T21
Transportation		3-15	Mike Edgington	Recommend a revision of the OSHP road locations and categorization based on both the adopted GCP and traffic data.	The OSHP identifies existing roads as Collector standard, although they do not come close to carrying that level of traffic. In contrast, Timberline Drive is not identified as a collector road, but does have a measured ADT of over 2500, fitting clearly within the Collector classification.	T22
Transportation		2-35	Sally Gates	Do not subsidize the Alyeska resort. If they want railway passengers they can facilitate a shuttle from the train station. It is a far more financially and environmentally responsible solution.	I absolutely oppose spending millions of dollar to fund disruption to full-time residents and delicate ecosystems to subsidize a train with one stop in Girdwood: the resort. Trains are incredible noise and a wildly inefficient way to move people from place to place in low volumes. Additionally, this effort was made many years ago and failed. Rightly so.	T23
Transportation		4-15	Mike Edgington	Coordinate with AMATS and MOA-wide transportation entity for cross-MPO services	One complication is how to fund service across an MPO boundary (AMATS -> Girdwood).	T24
Housing		1	Laurie Lokovsek Tryck	T3.2 Parking. Do not like removing Muni parking requirements from residential areas. It is important to control off street parking and address SNOW storage on residential properties. PARKING & SNOW STORAGE must be factored into ANY residential and commercial zoning	1-8 Parking	T25
Housing			Michelle Weston		Snow storage requirements need to be clearly delineated to not prevent fire department emergency access.	T25

Transportation		4-15	Mike Edgington	Add acknowledgement that parking minimums were removed from T21. Needs have now moved to better ROW management including pedestrian use. Whitter Police Dept should be added as a partner.	Policy T3.2 - minimum onsite parking requirements were abolished across all of Title 21 in 2022. The problem has now shifted to ROW management in specific areas, especially streets with no sidewalk. This is an even larger problem in winter due to snow berms and narrower traffic lanes.	T26
Transportation		3-15	Briana	Narrow road, one way vehicle bridge on airport connector potential road.	North of airport connector from Arlberg to Crow Creek Rd. Thank you for including the stipulation that trails must continue despite a potential road. A shared one-way lane may make for a smaller feel, especially through this extremely sensitive area, where vehicle flow traffic is secondary to bikes and pedestrians. i.e. non motorized use. A ski, walk, friendly bridge would demonstrate this.	T27
other	Visions, Goals & Policies	p. 1-7	Barbara Crews	<p>Policy 5.1: Support development at the Girdwood Airport that recognizes the community by working with DOT to secure through access out the Airport Road. DOT may fence off the taxiway/runway as needed to protect them from wildlife and pedestrians.</p> <p>Policy 5.2: Support development at the Girdwood Airport that recognizes the natural environment by working with DOT to secure access and easements (?) for trails through the Four Corners area.</p>	<p>I find this policy a bit confusing: POLICY T5.1: Support development at the Girdwood Airport that recognizes the community, sense of place, and natural environment.</p> <p>Other policies in the Plan seem more specific, while this one is vague enough that I'm not sure how useful it is.</p> <p>If we want to support development that recognizes the natural environment, does that mean we want to try and work with DOT to get them to allow trails on their land?</p> <p>If we want to support development that recognizes the community, does that mean that we want DOT to grant public access (officially) out the airport road?</p>	T28
Transportation		4-16	Mike Edgington	T5.1 - Land Use code applies to all non-core aviation functions at Girdwood airport. Clarify that compatible development does not include retail or visitor accommodation uses which would increase neighborhood road traffic significantly, unless alternative road access is provided.	Policy T5.1 - reinforce that Girdwood's Land Use code applies to all development at Girdwood Airport and its environs except for specific aviation critical aircraft movement, navigation and communication functions.	T29
Transportation		Maps 3-1 a	Matt Berman	<p>Instead of a use new east-side road, use west-side streets.</p> <p>The idea that emergency egress is needed in the event of a catastrophic wildfire is deeply flawed. Where would people go? Instead, develop safe places for people to gather in Girdwood, such as Day Lodge, airport, and industrial park.</p>	The potential emergency access road on the east side of Glacier Creek is not warranted. It would be expensive to maintain, and it would invite illegal ORV use, homeless encampments, and resource damage	T3
Land Use Categories		3-9 the map	Gabrielle Barnett	Remove the emergency access road.	That emergency access road is a terrible idea, and routed in a way that is extremely problematic. It cuts through wetlands, and forested open space, crosses a creek in an area prone to flooding, invites illegal motorized use and squatting in the woods. Plus it is totally not needed. The only times we've been unable to leave Girdwood it was because the Seward highway was closed. If we really want an emergency evacuation plan think about the airport, the railroad. We're not going to drive out if the existing road is not passable. Building and maintaining this road is an unwanted taxpayer expense. And it will be costly.	T3
Transportation		Map	Kalie Harrison	No second access road needed	We don't need a second access road. We are still bound by whatever connectedness we'd have at the Seward highway, a much more restricting proposition in any disaster scenario	T3

Transportation			Michelle Weston	Add a line about the benefits of train travel	Train station improvements will be needed for future capacity. Trains should be encouraged for weekend skiing and large community events to limit the amount of cars into the community.	T32
Transportation		3-16	Julie Raymond-Yakoubian	see above	The Karolius Drive extension should be added back into the Plan.	T33
			Christina C. Hendrickson		R3.1.: The removal of Karolius Drive extension is unwarranted, unsubstantiated and unnecessary All this front-end talk about housing, and studying and evaluating and planning and without justification, this goal contains language contradicting prior planning documents, whose needs statements are sustained by this Draft Plan's previous chapters. In the third paragraph specifically: this is the kind of language that makes a mockery of Girdwood. It is a carved out, special interest inserting language that contradicts the need to connect service areas with industrial areas, alongside trail spaces in a joint-use effort to reduce the reliance on vehicles and ensure safety of pedestrians along our corridors.	T33, I74
			Christina C. Hendrickson		With the HLB finally moving forward on the enormous potential of the South Townsite, whose development will require alternate access for our emergency response vehicles (i.e. municipal code requirements), this has great potential to connect our town square area with Ruane via trail and road linkages. See T.1.1-2.	T34
Transportation		3-15	Michelle Cospers		I do not think we need a second road crossing Glacier creek upstream of the airport.	T4
Parks/Open Space/Trails		3-9	Bayne	More open space areas plz	I am seriously concerned with what the construction of a road from Crow Creek to Arlberg. I have some major issues with who will be contracted for this project, at what cost to the wilderness in our town, & long term impacts to the Glacier Valley community as a whole.	T4
Transportation		3-8	Carolyn Brodin	Take out the Arlberg/Crow Creek connector road	I oppose the Arlberg/ Crow Creek road connector road and bridge across Glacier Creek. This road would destroy the very area of trails and forest in the 6-011 area that the majority of the community is opposed to being developed. Without housing in this area a connector road is not needed!	T4
Transportation		Page 2-34	Sally Gates	Eliminate this proposed road.	I absolutely oppose the Arlberg Extension to Winner Creek Resort Base. This is absolutely pristine forest area.	T4
Transportation		3-15 and 3	Julie Raymond-Yakoubian	see above	the road shown north of the airport would desecrate that entire area and should not be built	T4
Transportation		Map	Kalie Harrison	Remove road crossing to the north of the airport	Road crossing to the north of the airport isn't necessary for the community	T4
Transportation		10	Barbara Lydon	A traffic study should be conducted to see if this is necessary to add to a future Land Use Plan.	I oppose the "Potential Crow Creek Arlberg Connection Road". A road will increase traffic in the residential areas. Furthermore, it will also reduce the wilderness character of this outstanding recreational area by adding unnecessary noise and pollution from vehicles.	T4, T22

Transportation			Tim Lydon		<p>For roads, the Sproat extension and its three connectors and the Gold St connector make sense and can increase connectivity and walkability.</p> <p>It's hard for me to accept an Arlberg to Crow extension because of the open space it will eliminate and the likely increase in development that would accompany it. But perhaps that will be needed to accommodate the housing being planned for that part of the valley.</p> <p>I do have trouble understanding how the current Arlberg will effectively absorb the increased traffic from the new Little Bears, ski school center, rec center, and new commercial, employee housing, and residential housing being planned for that area. I'd much rather see Arlberg redesigned to accommodate the increased traffic than to see the new Arlberg-Crow connector.</p>	T4, T30, T31
Transportation		3-16	Michelle Cosper		I do not want Karolius to connect to Beirne or Mica's meadow. There is no need to have a road crossing California creek there	T5
Transportation		Page 3-16	Kirk Hoessle	<p>If, through the conclusions of a community vetted thorough study, it is deemed that an alternative access road is desired and feasible, then I advocate for a gated emergency use only "wide trail or narrow gravel road" that winds gently through it's course. It would be lightly maintained, plowed in Winter, and open to vehicles only during emergencies. It would provide for year around multi-purpose recreational use and be connected to other trails in the valley. It would tie into Timberline Drive directly at an appropriate location or tie into one of its feeder roads, such as Carlina Drive, Turin Road, or Virgin Creek Road, avoiding the cost and environmental destruction of a longer road by connecting it to existing roadways. Neighborhood and private property conflicts would be avoided by making the road gated as an emergency access road only. The year-around recreational feature of the gated road would be an asset instead of an issue to those who live near it.</p>	<p>I agree with the LUP in its call for a Safety, Resiliency, and Emergency Evacuation Plan Study that clearly identifies the needs, the practicalities, and economic feasibility of a second access road. Many towns in Alaska larger than Girdwood have only one access road when terrain features and mountains make secondary access difficult or impossible. Consider Homer, Valdez, and Seward. Juneau has no road. There are a lot of emotions about this subject. When people say, "We don't want another Lahaina" with regard to wildfire dangers, it's difficult to make a counter point. Of course we don't! However, it is quite possible, for fire safety anyway, that an alternate road will be unusable in a fast moving fire through the valley due to its proximity to the Alyeska Highway. A thorough study can get down to the facts, address alternatives (such as fortifying our only bridge over Glacier Creek and it's foundation), explain the economic realities, and examine what, if anything, is feasible.</p>	T6
Land Use Categories		3-9	Sally Gates	<p>My understanding is that this is an emergency road. I support this being treated as a road that can be used in emergencies but connecting to timberline, not through class A wetlands. Keep it closed off to public motorized vehicle use, except for extreme cases (earthquake, flooding etc.). When not in use, it can be used as a trail.</p>	<p>Regarding the potential road coming from the shard highway through Canbanaland. This road doesn't make sense in it current location. It runs through class A wetlands and is very close to low density residential homes. This should be removed from the plan or rerouted.</p>	T6

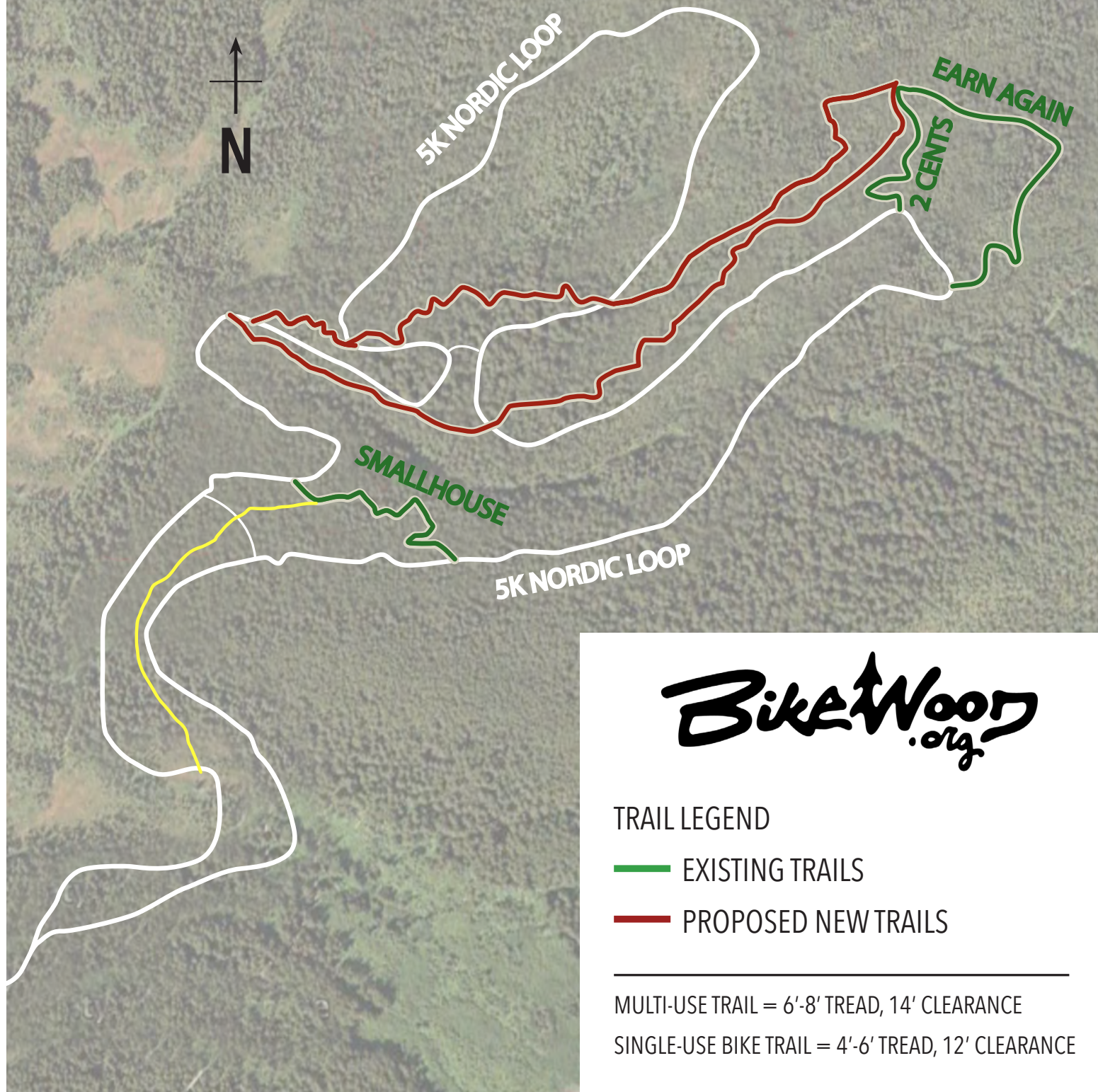
Transportation		pg 3-16, (& Briana		not applicable - The narrative on page 3-16 includes the options of what an emergency access road could entail or be. This thorough information is very helpful for future planning and potential support from other transportation (DOT, ARR) plans could hopefully benefit funding and likelihood.	Potential /Secondary Access road may garner more community support if it were an emergency access, minimal impact grass road for fire mitigation and recreation. Plans such as the Alaska Traverse (Long trail), potential Alyeska/Seward Hwy interchange upgrade, and a bike path along the Seward Hwy, in addition to future unknowns, could all direct the practicality of sharing this (road) design and implementation. This plan also references Girdwood as a Trail Town (someday) and with that designation Girdwood needs to welcome the AK Traverse. Finally, more connectivity for recreation and safety response in the valley could be achieved by a grass road that links with Iditarod, Danich trail, Virgin Creek, and Ruane Rd.	T6
Transportation			Tim Lydon		The proposed emergency access road through the Virgin Creek/Orca Mnt area should be considered only after careful study and analysis of what the community needs are for additional egress from the valley. If a road is needed, then the idea of a gated grass road or other truly emergency infrastructure would be much more desirable than a permanent or open road, which would only lead to more development and higher impacts on wildlife habitat, open space, and recreation.	T6
Transportation		P 3-16, and	Kirk Hoessle	If a second access road is deemed practical and necessary, it should connect directly to Timberline Drive or one of Timberline's feed roads, such as Carlina Drive, Turin Road, or Virgin Creek Road. The access from the Seward Highway to the Timberline Drive neighborhoods should be through an emergency use, gated, and narrow gravel road open to vehicles only during emergencies. The LUP should point out the issues associated with the northern terminus of this road and not ignore them.	This LUP has an important opportunity to update road considerations that were identified in the 1995 GAP as well as the 2014 OS&HP. One such update should address the secondary access road connecting the Seward Highway to the Alyeska Highway west of Timberline drive. The northern terminus of this road as identified on the map is no longer feasible due to private property in that area. Five lots and homes and another private multi family development are now in that area. To build a road around and to the west of these private properties would require cutting into a steep and forested hillside which would not only be quite costly but it would provide an environmental hazard in the form of erosion, disruption of a wildlife corridor, and other harmful implications to Glacier Creek and the surrounding area. A sensible connection to the Alyeska Highway may not be possible.	T6, T7
Transportation		P 3-15 plus	Kirk Hoessle	Conduct the study BEFORE putting this road ANYWHERE on a map and PRIOR TO PROPOSING any residential development in the area east of Glacier Creek and West of Alyeska Hotel.	The proposed connector road between Crow Creek Road and Alberg should be included in the Safety, Resiliency, and Emergency Evacuation Plan Study mentioned in the LUP. The location of this road in this version is improved over earlier plans and drafts. However, building this road across very sensitive forested and wetland areas with a bridge or bridges across a glacier stream could potentially be a cost prohibitive project, not to mention the environmental destruction. The study would also help identify what traffic levels might be moving through the new residential areas west of Glacier Creek as well as identify undesired congestion areas around and near Alyeska Resort. In addition, this kind of development feels out of place in the Girdwood valley, very intrusive on the sensitive riverside ecosystems, quite challenging dealing with a glacier stream that meanders with considerable power however and whenever it chooses, and likely it will be quite costly to develop.	T8
Transportation		2-27 ?	Mike Edgington	Any future development in Alyeska Basin South would need upgrade of Timberline Rd *and* and additional access road.	There are only two access points to the Alyeska Basin South residential area. Most traffic uses Timberline Rd, at over 2500 ADT (2023 MOA study) which puts it solidly into the status of a collector road and is very high for a gravel road with no sidewalks.	T9

Transportation		2-25	Heidi & William Wailand		Girdwood has long needed additional housing, but with the overall increase in housing and other development, we feel it will be important to pursue the additional roads described in the plan to alleviate traffic and ensure safe evacuation routes. The plan includes possible routes but offers little confidence that these roads will actually be forthcoming.	T9, T16
Land Use Categories			Chris H. Von Imhof			
other	Appreciation	Introductio	Jody Clingenpeel	Strong work. Don't weary, remain steadfast. Thank you.	Thank you for your dedication to our Girdwood community. And I am grateful for the video tutorial which was helpful prior to filling out the comments.	O13
other		all	Jerry Fox		Thanks for all the hard work that went into developing this plan. I know it has been a tremendous amount of work.	O14
other		1	Janet		The comment deadline needs to be extended due to trail plan adopted , municipal election, Easter evt	O15
Housing		pg 51 secti	Briana	edit to read six or 5	Under table 2.6 six5 is listed together -	
Parks/Open Space/Trails			Heidi & William Wailand		As Alyeska advances its development plans, we would like to encourage them to consider additional investments in chairlifts to ensure that the mountain lines do not become excessive as Girdwood becomes a more vibrant and bustling ski town.	O16
other		All	David Hamre	Intro section of comments	Introduction- Around 1996 I was the founder of Chugach Powder Guides (read local economic development), inviting Dave Marshall and Mike Overcast to join. Besides being Snow Safety Director at Alyeska Resort prior to that, I was also the avalanche program manager at the Alaska Railroad for 37 years. Prior to the railroad project, I nominated up-valley lands for state selection from federal ownership for the purpose of ski area development and was heavily involved with the 1995 GAP that identified that sites potential. This combination of experiences and background may give me perspectives worth considering.	
Land Use Categories		various	David Hamre	Change the Survey 123 form to allow more characters to be submitted, like maybe 5,000.	I am submitting my comments intact through the email address. This form is so limited in it's allowance for a thoughtful response. I got one paragraph submitted regarding future ski development but want to make more points from the other 4 paragraphs, but don't want to cut up the writing. Limiting the characters to 1,000 is very limiting for the sake of providing thoughtful responses.	O17

			Julie Raymond-Yakoubian		As this process has neared its end point, this plan has gone further and further away from a plan for the community. It is not even reflective of the visions and goals that the community came up with earlier in this process. Additionally, many parts of the process are essentially illegitimate. In fact, it has been so bad in terms of competence and transparency that the Muni added conditions onto the last allocation of funding, which the !!G Board immediately began to ignore and flout. There has been untransparent decision making, failure to notice all meetings, failure to design and share (at an appropriate time, and in an understandable format) a methodology that explains how we even got to this point and how various decisions were made. As someone who participated extensively in this process, both directly in meetings, and via reading and reviewing all materials that were produced at various points, including other people's comments, large swaths of this Plan are unrecognizable to me and I don't feel like it adequately represents the many discussions I've been involved in via !!G and with fellow community members.	O18
			Christina C. Hendrickson		I look forward to the final version and plan to actively participate in the review sessions conducted among Anchorage-based decision makers.	O19



GIRDWOOD BIKE PARK

PHASE 2



BikeWood
.org

TRAIL LEGEND

-  EXISTING TRAILS
-  PROPOSED NEW TRAILS

MULTI-USE TRAIL = 6'-8' TREAD, 14' CLEARANCE
SINGLE-USE BIKE TRAIL = 4'-6' TREAD, 12' CLEARANCE