## Heritage Land Bank Advisory Commission Meeting

Thursday, May 25, 2023 at 1:30PM

Permit & Development Center, Training Room 4700 Elmore Road, Anchorage, Alaska 99507

or via Microsoft Teams (Meeting ID: 281 668 343 146 Passcode: KSZvi4) and telephonic hearing (907-519-0237 Conference ID 704 573 698#)

## AGENDA

- I. Call to Order and Statement of Procedure
- II. Roll Call, Introductions and Disclosures
- III. Approval of Agenda and Minutes
  - a. May 25, 2023 Agenda
  - b. March 23, 2023 Minutes
- IV. Director's Report: Lance Wilber
- V. Presentations
  - a. Kyle Kelley, Girdwood Service Area Manager, will be presenting the Girdwood Trails Plan and asking the Commissioners to sign a letter of recognition.
  - b. HLB Staff will be presenting a report on the feasibility of development of HLB parcels in Girdwood that was presented at the Assembly Enterprise and Utilities Oversight Committee on April 20<sup>th</sup>, 2023.
- VI. **Persons or Items not on the Agenda** (THREE minutes per individual, each person may only speak once, commissioners and staff will not answer questions, but may have questions for you after your testimony.)
- VII. Commissioner Comments
- VIII. **Next Regularly Scheduled Meeting Date:** Thursday, June 22, 2023 at 1:30PM in the Permit & Development Center, 4700 Elmore Road, Anchorage, Alaska or via Microsoft Teams and telephonic hearing.
- IX. Adjournment

## **MUNICIPALITY OF ANCHORAGE**

Real Estate Department Heritage Land Bank Advisory Commission



907-343-7533 HLB@AnchorageAK.gov

May 25, 2023

Girdwood Board of Supervisors PO Box 390 Girdwood, AK 99587

Subject: Letter of Support – Girdwood Trails Plan 2023

To Whom It May Concern,

Heritage Land Bank Advisory Commission (HLBAC) has received a copy of the Girdwood Trails Plan and heard a presentation on the plan at its regular meeting on April 27, 2023. The HLBAC recognizes the Girdwood Trails Plan as a guiding document for future trail development in the Girdwood Valley Service Area. The HLBAC understands that the development of this plan was requested by Anchorage Planning Department and HLB to help with future planning and development in the Girdwood Valley. Girdwood Trails Committee (GTC) responded to the request and developed the Girdwood Trails Plan through a lengthy and robust community process.

This plan has been completed through the coordinated efforts of the Girdwood Trails Committee, Girdwood Parks & Recreation (GPR) staff, and Huddle AK staff. The Girdwood Trails Plan is expected to guide development of trails in the Girdwood Valley for the next 10-15 years including improving existing trails, adding new trails, constructing bridges, and improving/creating trailheads. HLBAC understands that HLB lands are anticipated to be needed to implement the plan.

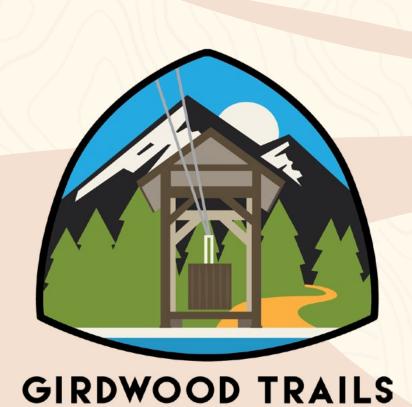
HLB and HLBAC commits to work with GPR and GTC as they develop and refine the projects presented in this plan. GPR will bring individual projects from the plan that involve HLB lands to HLB staff for their guidance and input, and the HLBAC where necessary, as a final plan is developed for each project. Both HLB and GPR staff will work together to develop project plans that meet the land management requirements so that GPR can successfully construct and manage projects into the future.

HLBAC supports the efforts of the Girdwood community to develop and complete this guiding document for future trail development and improvement and commits to work with Girdwood on projects established in the Girdwood Trails Plan 2023.

Sincerely,

L. Dean Marshall, Vice-Chair Heritage Land Bank Advisory Commission

# GIRDWOOD TRAILS PLAN





ALASKA

## **ACKNOWLEDGEMENTS**

#### **Girdwood Board of Supervisors**

Amanda Sassi Briana Sullivan Jennifer Wingard Mike Edgington

#### **Girdwood Trails Committee**

Adam Hoke
Alex Davis
Amanda Piatt
Amanda Sassi
Amanda Tuttle
Amy Schumacher
Andrew Kirk
Ann Thomas
Anna Moran
Barb Crews
Ben Kohler
Bob Dugan

Brenden Raymond-Yakoubian

Brian Burnett
Brian McGorry
Briana Sullivan
Cadence Maddox
Carolyn Brodin
Catherine McDermott

Chris Hughes Chris Stinson Chris Wilson Christi Davidson Christina Hendrickson

Christine Hoyt
Cynthia Christianson

Dan Starr Dave Hamre Deb Croghan Deb Essex Denis Coral Diana Stram Dinah Merrill **Ed Harris Eddie Parks** Eileen Halverson **Emily Schwing** Emma Kramer **Eric Steinfort** Eric Teixmen Erin Eker Eryn Boone Ethan Tyler

Henry Munter

**Jack Thomas** 

Jason Stancil
Jeff Samuels
Jeff Stevenson
Jenn Dow
Jerry Fox
Jessica Szelag
Jim Braham
John Rense
Johnny Hoffman

Jonathon Lee
Julie Jonas
Justin Thomas
Kalie Harrison
Kate Sandberg
Kathy Trautner
Kellie Okonek
Kevin McDermott
Krystal Hoke
Kyle Kelley
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Lisa Mauer
Lori Harris
Lou Theis

Lynne' Doran Marc Esslinger Margaret Tyler Marguerite Leeds Mariyam Medovaya Mark Jonas

Martin Cassens Mary Thomas Matt Greene Matt Wedeking Michelle Tenny Mike Ausman Mike Blake Mike Davidson Mike Edgington Molly Hickox **Nels Barber** Nick D'Alessio Nick Georgelos Nicole Geils Patty Hamre Paul Crews Paul Ferucchi Paul Forward Peter Ostroski Peter Zua Philip Zumstein Rachel Hatcher Rich Peterson

Ron Tenny

Ryan Hutchins-Cabibi Sabrina Hamilton Sarai Gottstein Scott Hickox Scott Thomas Shannon O'Brien Sharon Pruszko **Sharon Samuels** Shelley Rowton Sherry Dugan Sophie Ostroski Sparky Anderson Steve Halverson Stu Greene Summer Stone Tim Lvdon Zach Behney

#### **Girdwood Trails Plan Subcommittee**

Brenden Raymond-Yakoubian

Brian Burnett
Carolyn Brodin
Craig Schubert
Deb Essex
Eileen Halverson
Jonathon Lee
Nick Georgelos
Paul Crews

## **Municipality of Anchorage**

**Assembly** 

Ron Tenny

Christopher Constant Crystal Kennedy Felix Rivera Forrest Dunbar Jamie Allard John Weddleton Kameron Perez-Verdia

Meg Zaletel Pete Petersen Suzanne LaFrance

## Girdwood Valley Service Area

Staff

Kyle Kelley Margaret Tyler

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### **Land Acknowledgement**

It is with gratefulness and respect that Girdwood wishes to acknowledge the traditional homeland of the Dena'ina Athabaskan People.

DENA'INA QUT'ANA CHIQINIK, CHIN'AN GHELI GU YEH DENA'INA EŁNEN'AQ' ŁUH CH'NIDATL' GHU

"THANK YOU DENA'INA PEOPLE FOR LETTING US WALK ON YOUR LAND"

## LIST OF FIGURES & MAPS

#### **FIGURES**

- 1. Plans Considered During Development of Girdwood Trails Plan
- 2. Historical Population of Girdwood 1950-2015
- 3. Proposal Process for New Trails in Girdwood
- 4. USFS Trails Class System
- 5. Trails Classification of Existing Trails
- 6. Existing Parking and Trailheads
- 7. Public Meeting #1: Interactive Online Map
- 8. Girdwood Trails Plan: Goals
- New Trails: Proposed Trails Classifications, Design Parameters, Designed Uses, and Managed Uses

#### **MAPS**

- 1. Girdwood Trails Plan: Wetlands Map
- 2. Girdwood Trails Plan: Avalanche Path Map
- 3. Girdwood Trails Plan: Exisiting Trails
- 4. Girdwood Management Purposes Areas
- 5. Girdwood Trails Plan: Land Ownership Map
- 6. Girdwood Trails Proposed Trail Network

## **ACRONYMS | COMMON TERMS**

ABS - Alyeska Basin & South Valley Trails

AHC - Alyeska Highway Corridor

ARRC - Alaska Railroad Corporation

BC - Backcountry

Bird - to - Gird - Indian to Girdwood Trail

DOT&PF - Department of Transportation & Public Facilities

**DNR** - Department of Natural Resources

DNR DMLW - Department of Natural Resources, Division of Mining, Land & Water

GAP - Girdwood Area Plan

GBOS - Girdwood Board of Supervisors

GCR1 - Girdwood Commercial Recreation

GOS - Girdwood Open Space

gR-3 - Residential Districts - Single-Family/Two-Family Residential

gR-5 - Residential Districts - Multiple-Family Residential

GTC - Girdwood Trails Committee

GTP - Girdwood Trails Plan

GVTMP - Girdwood Valley Trails Management Plan

GVSA - Girdwood Valley Service Area

HLB - Heritage Land Bank

INHT - Iditarod National Historic Trail

MOA - Municipality of Anchorage

**ROW - Right of Way** 

SOA - State of Alaska

**UDC** - Urban Design Commission

USDA - United States Department of Agriculture

**USFS - United States Forest Service** 

## **EXECUTIVE SUMMARY**

#### **PLAN PURPOSE**

The Girdwood Trails Plan (GTP) is a concerted effort that brought the community together for a holistic conversation about the future of the trail system. The GTP is a 10-15 year guiding document for the community, local trails organizations, agencies, and elected officials that defines the Girdwood trails network and identifies trail projects that are supported by the community. The GTP is a framework with community-developed values, vision, and goals that local officials and partner organizations can use to make investment and project decisions.

#### **GUIDE TO THE PLAN**

The Girdwood Trails Plan is divided into two parts:

#### Part 1: Introduction and Existing Conditions

Part 1 of the Girdwood Trails Plan provides an overview of the existing trail system and summarizes community input, key themes, and needs.

#### Part 2: Recommendations & Implementation

Part 2 of the Girdwood Trails Plan identifies both broad aspirations and specific implementation actions to guide trail projects over the next 10–15 years to achieve the trail system that Girdwood envisions.

#### **PUBLIC INPUT & PLAN DEVELOPMENT**

The Girdwood Trails Plan was collaboratively developed with Girdwood residents, stakeholders, municipal staff, and agency partners providing valuable input throughout the process. Community participation occurred over the duration of one year. Participants engaged in challenging conversations to find consensus around planning for a trail system that is balanced, accessible, inclusive, and representative of Girdwood's community identity. Various public input strategies were employed including:

- Trail Plan Subcommittee appointed by the Girdwood Trails Committee (11 meetings, four workshops, one special meeting)
- 10 stakeholder interviews
- Two public meetings
- Online interactive map that allowed for site-specific comments
- Public review Draft Trails Plan available for comment via an online comment portal
- 16 Girdwood Trails Committee regular and special meetings (November 2021 October 2022) reviewing and discussing plan amendments, involving over 200 interested members of the public.

#### **KEY PLAN THEMES**

Over the course of the existing condition analysis and stakeholder engagement, the following themes emerged:

- Girdwood Residents Value Access to Trails
- The Girdwood Trails System Should be Equitable and Balanced
- The Community Wants to Improve Connectivity and Access to Trails
- Sustainable Trail Management and Maintenance is Important
- Project Approval Processes Need to be Streamlined

This plan works to address them through the proposed trail network, proposed projects, and implementation plan.

#### **VALUES, VISION, GOALS**

Girdwood residents developed values, a vision statement, and plan goals that guided the development of the trail plan and will serve as the basis for future action and decision-making for Girdwood's trails.



## VALUES . VISION . COALS

Girdwood residents developed values, a vision statement, and plan goals that guided the development of the trail plan and will serve as the basis for future action and decision-making for Girdwood's trails.

**VALUES:** VALUES ARE CORE PRINCIPLES THAT GUIDE AND DIRECT WORK. VALUES GUIDE DECISION-MAKING AND ESTABLISH A STANDARD AGAINST WHICH ACTIONS CAN BE ASSESSED.



**Access:** Trails are easily accessible, provide safe access to outdoor recreation, everyday community destinations, and the alpine.



Health & Well-Being: Trails contribute to improved physical and emotional health by promoting outdoor activity and social connection.



**Experience:** Girdwood Trails provide a variety of outdoor experiences.



Community Identity: Trails are an essential part of Girdwood's community identity and cultural history.



Explore & Learn: Trails provide places for exploration, discovery, and education.



Natural World: Trails provide access to the natural world to experience wildlife, wilderness, natural spaces, and functioning ecosystems.



Stewardship: Trails are sustainable, well-planned, designed, constructed, and maintained now and for future generations.



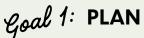
Diversity & Inclusivity: Trails provide a variety of diverse trail experiences for everyone.



Recreation: Trails and natural spaces provide safe, low-cost opportunities to get outdoors and recreate.

VISION: GIRDWOOD ASPIRES TO BE A WORLD-CLASS OUTDOOR RECREATION DESTINATION OFFERING RESIDENTS AND VISITORS TRAILS THAT ARE INTERCONNECTED, DIVERSE, AND SUSTAINABLE. GIRDWOOD'S TRAILS ARE VITAL TO OUR COMMUNITY WELL-BEING, IDENTITY, AND ECONOMY.

### **COALS:**





Provide a balance and diversity of trail experiences that minimize user conflicts and are consistent with the Girdwood Area Plan and the Girdwood Valley Trail Management Plan.





Identify, designate uses, and protect trails through proper processes.

## Goal 3: DEVELOP



## Goal 4: MAINTAIN

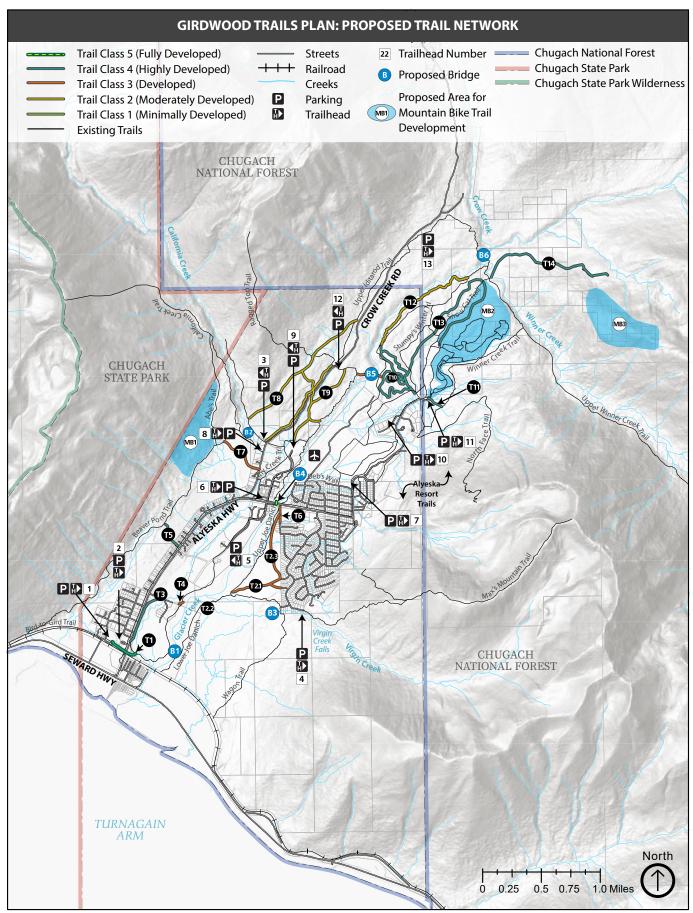
Manage trails as needed for safety, the desired user experience, and to conserve natural resources.

## Goal 5: SUSTAIN



Provide adequate funding, planning, support, and stewardship for trails.

## **EXECUTIVE SUMMARY**



### **EXECUTIVE SUMMARY**

#### **GIRDWOOD TRAILS PLAN: PROPOSED TRAIL NETWORK**

#### **NEW TRAILS**

- Separated Grade Crossing: Railroad Bridge at Alyeska Hwy (4)
- Timberline Danich Connection (3)
- Lower Danich Trail Upgrade
- Timberline Barren Ave Connection (3)
- B Lower Valley Trail Loop Connection (3)
- Ruane Road Trail Connection to Lower Iditarod (3)
- Beaver Pond to Alyeska Highway (3)
- Barren Avenue to Alyeska Highway (3)
- Crow Creek Road to Beaver Pond Trail (3)
- Toe Slope Trail-California Creek to Iditarod (2)
- Crow Creek Neighborhood Trails (2-3)
- Forest Loop Trail (4)
- Arlberg Connection to Winner Creek Trail (4)
- Glacier Canyon Rim Trail (2)
- Upper Valley Multi-Use Connector (4)
- Snowcat Trail Improvements (4)

## **BRIDGE PROJECTS**

- Glacier Creek Trail Bridge Lower Valley
- California Creek Bridge
- B Virgin Creek Bridge
- Better Connectivity at Glacier Creek Bridge at Alyeska Hwy
- 65 Glacier Creek Trail Bridge Middle Valley (north of airstrip)
- 🙃 Glacier Creek Trail Bridge Upper Valley

#### SPECIAL PROJECTS

SP1: Areawide Wayfinding (Not on Map) SP2: Girdwood Valley Circum-Valley Loop (Not on Map)

#### TRAILHEADS

- 1 Girdwood Depot Trailhead Upgrades with restroom
- 2 Glacier Ranger District Trailhead
- ☑ Girdwood Cemetery Trailhead
- ☑ 4 Virgin Creek Falls Trailhead
- **№** 5 Karolius Trailhead
- - with restroom
- Moose Meadows Trailhead Improvements
- Beaver Pond Trailhead
- Girdwood PreK-8 School Parking Agreement
- Alyeska Resort Parking Agreement
- Arlberg Trailhead Expansion with restroom
- Middle Iditarod Trailhead
- ₩ III Winner Creek Gorge Trailhead Expansion

#### PROPOSED AREAS FOR MOUNTAIN BIKE TRAIL DEVELOPMENT (MB)



(MB1) Beaver Pond



MB2 Near the Nordic 5K



MB3) End of the Snowcat Trail

## PART 1 - INTRODUCTION + EXISTING CONDITIONS

#### INTRODUCTION

The community of Girdwood is nestled within the Glacier Valley on the Turnagain Arm of Southcentral Alaska. Girdwood is located at the tip of North America's northern-most temperate rainforest and is surrounded by the rugged Chugach Mountains, capped with hanging glaciers that feed creeks and flow into Turnagain Arm. The town is bordered by Chugach State Park and Chugach National Forest land, which provide ample opportunity for outdoor activities year-round, including backcountry and resort skiing and snowboarding, biking, hiking, and pack rafting. The location, natural beauty and resort development draw residents and visitors alike.

Girdwood's location, scenic landscapes, snowfall, steep peaks, and recreation opportunities drive the use and desired development of the trail system. The Girdwood trail system offers recreation, transportation, connectivity, and is a key resource for the town's sense of place, economy, and culture.

#### **Study Area**

Although the public and stakeholder engagement process and trail planning analysis included trails on a variety of lands, the GTP only has the authority to make recommendations for trails and related trail development on municipal land. Other landowners and facility managers can use this document for reference when making trail decisions on their respective property.

#### **Planning Context**

To better understand the context of trails in Girdwood, previous and concurrent plans were reviewed for relevant information related to this planning process. Below is a table outlining relevant plans that were considered during the development of this plan.

Figure 1

PLAN/STUDY	PLAN DESCRIPTION	CONSIDERATIONS FOR THE GIRDWOOD TRAILS PLAN
Girdwood Area Plan (GAP), 1995	The GAP was adopted in 1995 and is currently being updated. The GAP gives overall policy direction for trails in the Girdwood Valley. The 1995 GAP outlines seven policies/guidelines to serve as interim measures until a revised Anchorage Trails Plan is adopted. The policies/guidelines cover trail buffers, easements, pedestrian facilities along connector streets, multi-use trails, primitive trails, and a management plan for the Recreation Reserve.	The GTP and the GAP are being developed concurrently. It is extremely important that the updated Vision, Goals, & Policies for the GAP continue to be the overarching guidance for the GTP. The GTP shall be consistent with the GAP and continued coordination is required.
Anchorage Park, Greenbelt and Recreation Facility Plan: Volume 3: Turnagain Arm, 1987	The Turnagain Arm Park and Open Space plan is a planning document that was a tool used to assist communities in shaping their neighborhoods. The document was used to identify specific areas for trails and neighborhood and community-use parks and open spaces.	This plan is outdated; however, it is still referenced in current Title 21 regarding usespecific standards in Turnagain Arm for Parks and Open Areas (21.05.040 G2c). The GTP will replace the 1987 plan for trail projects in the use-specific standards identified in 21.05.040 G2c.

PLAN/STUDY	PLAN DESCRIPTION	CONSIDERATIONS FOR THE GIRDWOOD TRAILS PLAN
Girdwood Valley Trails Management Plan, 2020	The Girdwood Valley Trails Management Plan (GVTMP) provides guidance for trail development, management, and maintenance. The plan offers a thorough inventory of existing trails and guidance for sustainable trail maintenance and construction. While the GVTMP touches on everything from physical features to signage and accessibility, the primary focus is trail management including design guidelines and parameters.	Although there will be some overlap between the GVTMP and the GTP, the GTP should remain consistent with the GVTMP regarding trail classifications. The GTP will define the future trail network including access, connections, and new trail development.
Chugach State Park Management Plan, 2016	The Chugach State Park Management Plan is the basis for the management and development of the state-owned land and water within the legislatively designated boundary of the park as well as for areas managed by the park under special agreement.	There are several existing Management Agreements cataloged within the Chugach State Park Management Plan that have some bearing on Girdwood trails with shared management. A table of Facility Improvements proposes a trailhead and small parking lot at the south end of the Bird-to-Gird Trail. California Creek Trailhead is listed as a proposed project.
Chugach State Park Access Plan, 2010	This plan is a coordinated effort between the State of AK and the MOA aimed at securing and improving public access to Chugach State Park. This plan guides both agencies as they work to maintain and provide for future access to the park. The access plan was adopted by the MOA as an element of the Comprehensive Plan.	A table of access-specific recommendations suggests the following actions on the Birdto-Gird Milepost 0 Trailhead, California Creek Trailhead and California Creek Trail:  1. Bird-to-Gird Milepost 0: Work with ADOT&PF, DNR DMLW, ARRC, and the GTC and GBOS to establish and manage a small vehicular lot in this area for trail access.  2. California Creek Trailhead: Continue to maintain management right between the DNR DMLW and DPOR. Work with the GBOS and GTC to construct and manage a small vehicular lot, trailhead and trail in this area. Work with HLB to establish a trail easement to ensure access across their lands is preserved.  3. California Creek Trail: Work with HLB to establish a trail easement to ensure secure access across its lands is preserved. Work with the GBOS and GTC to maintain and manage the trail.
Chugach National Forest: Land Management Plan, 2020	The Chugach National Forest Land Management Plan sets desired conditions, objectives, standards, and guidelines for the management, protection, and use of the forest.	This plan describes the desired trail conditions for the Iditarod National Historic Trail (INHT) and the Winner Creek Trail. The INHT is listed as Trail Maintenance Priority Area #15 (in the US).

PLAN/STUDY	PLAN DESCRIPTION	CONSIDERATIONS FOR THE GIRDWOOD TRAILS PLAN	
Girdwood South Townsite Master Plan, 2014	This area master plan establishes the general arrangement of land uses and circulation and infrastructure systems for the Girdwood South Townsite, including proposed vehicular and pedestrian circulation and the types of acceptable proposed development.	<ol> <li>Encourage transportation modes other than automobiles.</li> <li>Locate trails and activity areas with particular care for solar access, views, protection from weather, and continuity of connections.</li> <li>Need recreational facilities, including expanded ski terrain and more hiking and Nordic trails.</li> <li>Partnerships for development: The details of the process to implement projects created by a public-private partnership (such as the partnership between HLB and potential developers) will be worked out on a case-by-case basis. For example, in a case where the Heritage Land Bank was to sell a large parcel, without subdividing, a new developer would be required to develop roads, trails, stormwater management, and other infrastructure, as well as do the necessary surveying and project permitting.</li> </ol>	
Girdwood Commercial Areas & Transportation Master Plan, 2001	The Girdwood Commercial Areas and Transportation Master Plan addresses two vitally important areas of concern for Girdwood a long-range, multimodal transportation plan and a long-range strategy for improving the commercial areas in the Girdwood Valley.	<ol> <li>Sidewalk connectivity to nearby trail system.</li> <li>The trail system should provide for recreation, recreation-based tourism, and at the same time trails should support a growing volume of utilitarian travel, commuting to and from school/work or shopping by bike, skiing or walking.</li> <li>Trail connections between pods of development, between different trails, and between areas of the valley must be implemented.</li> </ol>	
Heritage Land Bank Annual Work Program & 5-year Manage- ment Plan, 2021	The HLB Work Program is an annually approved guide for allocating and managing HLB land and resources. The program functions and activities must be consistent with Municipal Code, HLB policies, and pertinent comprehensive or area plans.	As HLB is the largest landowner in the Girdwood Valley, continual coordination between the community and HLB to implement both HLB's and the community's goals is required.	
Crow Creek Neighborhood Land Use Plan, 2006	The Crow Creek Neighborhood Land Use Plan guides decisions by HLB on land to be sold and developed for housing and land to be retained for public open space and recreation use.	The land use plan makes recommendations for the study area, including open space, establishing a neighborhood trail system, and preserving existing trails.	
Winner Creek Trails Feasibility Study, 2007	This study determines the feasibility of building Nordic ski trails in the Winner Creek/Glacier Creek valleys that balance community sensitivities to increased public use, the environment, and other related developments.	Proposed projects in the GTP that overlap this study area will use the extensive analysis in suggesting the appropriate route.	

#### **EXISTING CONDITIONS**

#### **Existing Community Conditions**

#### Characteristics of the Study Area

Girdwood consists of a diverse population of outdoor enthusiasts, local business owners, teleworkers, and commuters with jobs in Anchorage. Other outdoor enthusiasts throughout Alaska come to use Girdwood's trails for backcountry and Nordic skiing, snowshoeing, hiking, biking, etc. The town's historic roots as a mining community and as an access route for the original Iditarod Trail provide many unique routes and trails. Alyeska Resort's offerings continue to evolve and expand (downhill biking and Nordic Spa), offering year-round activities. Visitor numbers increase every year. This plan will analyze the Girdwood Valley systematically to fully realize the community's year-round trails.

#### **Population**

The original people of the Girdwood Valley were the Dena'ina Athabascan who may have visited the valley to trap, hunt, and fish. The town of Girdwood was established by goldminers in the 1896, and by 1906 had grown to 1500 goldminers and railroad workers. In the 1950's the population of the Girdwood Valley was low and mostly supportive of highway construction efforts after gold mining ended during World War II. As Alaska began to develop its resources throughout the state, the population began to increase. After the Alyeska Hotel was completed in the mid-1990's, population growth slowed as development became constricted by lack of land and available local jobs. During peak times, population in the town can reach 4000 people – double the resident population. Visitation to Girdwood increases due to the great demand for trails and year-round outdoor recreation experiences and the natural beauty that the town provides.



Figure 2

YEAR	POPULATION	CHANGE (%)
2020	2,025	-23.8
2015	2,658	3.4
2010	2,570	22.9
2000	2,091	71.3
1990	1,221	111.6
1980	577	300.7
1970	144	128.6
1960	63	-20.3
1950	79	
Source: American Fact Finder, 2017, US Census and 2020 ACS 5-Year Estimate		

#### Economy

Girdwood's economy relies largely on the visitor industry and the related natural assets and outdoor recreation infrastructure that visitors seek. As such, Alyeska Resort and Girdwood's surrounding trails are a large part of the town's economic sustainability.

The largest industry sector providing just under half of the jobs in Girdwood is arts, entertainment, recreation, accommodations, and food service, which reflects Girdwood's primary employer, Alyeska Resort.

#### Governance

As part of the Municipality of Anchorage (MOA), the Girdwood Valley Service Area (GVSA) provides public services within its boundaries. The Girdwood Board of Supervisors is an elected body made up of residents to advise the Municipality on services for which Girdwood taxes itself: road maintenance, fire, police, cemetery, and parks & recreation.

The Girdwood Trails Committee, as a committee of the Girdwood Board of Supervisors, makes recommendations for all trails in the valley, regardless of land ownership. However, the authority to improve or authorize trails resides with the underlying landowner. Public landowners, whose lands provide authorized trails, include Girdwood Parks and Recreation, MOA Heritage Land Bank, Chugach National Forest, Chugach State Park, and Anchorage School District. Alyeska Resort, a private landowner and lessee of State of Alaska Department of Natural Resources, hosts popular summer trails that are accessible to the public during the summer months.

Although the planning analysis of trails in the valley includes trails on all lands, the GTP only has the authority to make recommendations for trails and related trail development on Municipal land.

#### Girdwood Trails Managers: Recreation-Based Organizations & Volunteers

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.

#### Existing Trail Planning, Design & Construction Approval Process

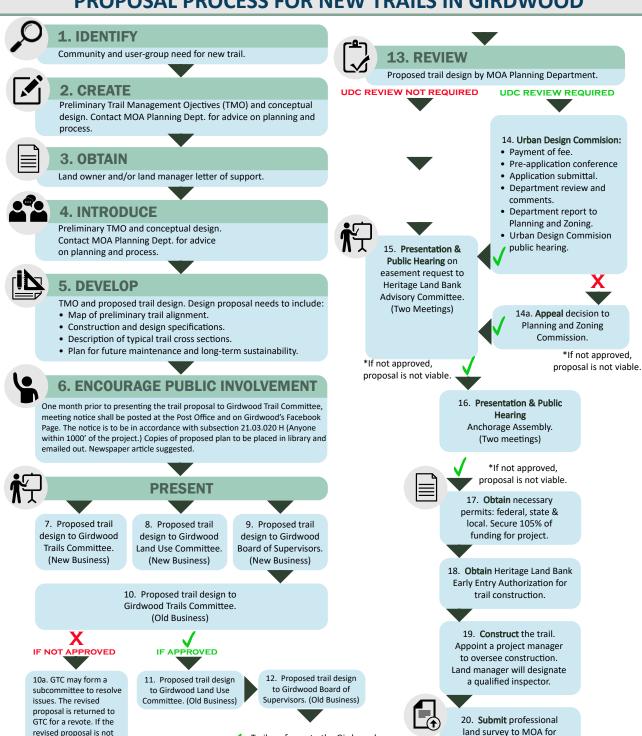
Planning, design, and construction of a new trail in the Girdwood Valley requires a process with multiple steps and a variety of public input. The following graphic describes the current process required to get approval to build trails on Municipal land. This includes obtaining HLB and other Municipal authorizations.





#### Figure 3

## PROPOSAL PROCESS FOR NEW TRAILS IN GIRDWOOD



Go to 10a.

approved, the project is

not viable.

Trail conforms to the Girdwood

Trails Master Plan, go to 15.

Trail doesn't conform to the

Girdwood Trails Master Plan, go to 13.

approval and as the basis for

the easement document

recorded w/ State of Alaska.

21. **Submit** copies of all paperwork to GTC via Girdwood Parks & Recreation.

#### **Demand for Expanded Trail Network**

The 2019 Girdwood Area Plan Survey results indicate that access to trails and outdoor recreation experiences are one of the primary aspects of Girdwood that residents love. Additionally, when asked what changes residents want to see in the next 10-20 years, recreation was a top choice. The survey results indicate that Girdwood residents want more of what they love. To dig a little deeper into this topic, the Imagine! Girdwood public meeting in April 2019 asked meeting participants what outdoor recreation opportunities they would prioritize for Girdwood's future. More than 61% of respondents indicated that new 4' wide trails for hiking/running, mountain biking, and classic Nordic skiing should be prioritized. This data suggests a desire for more trails within the Girdwood Valley.



Multi-Use Trails – There is increasing demand to expand the class 3 and 4 range, year-round, multi-use trails that create more connecting and looping opportunities that are easy-moderate in difficulty. This type of trail would provide more outdoor recreation experiences for visitors and more accessible opportunities for new trail users and families.



Single-Use, Purpose-Built Mountain Biking - Use of mountain bikes and demand for mountain bike-specific trails has been on the rise in Girdwood. Bikewood has developed a Master Plan for creating bike-only trails. There is currently user conflict between the growing mountain bike community and other trail users.

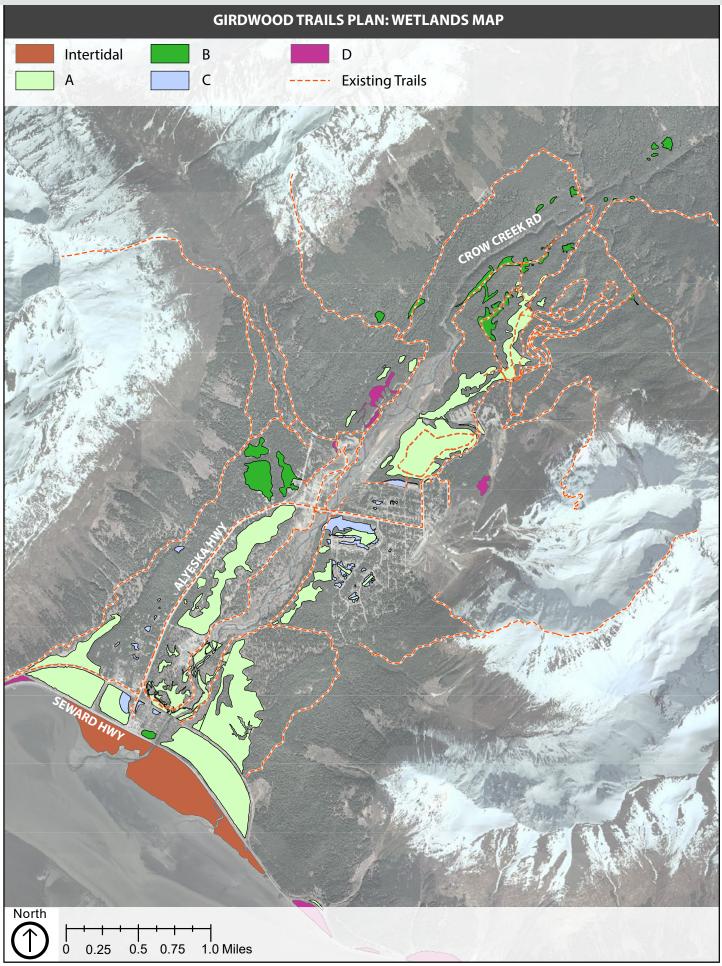
#### **Existing Physical Conditions**

The Girdwood Valley is surrounded by public land on three sides and Turnagain Arm of Cook Inlet on the fourth. The narrow valley is bisected by Glacier Creek, Virgin Creek, California Creek, and their tributaries. The base of the valley is splattered with various wetlands that have traditionally been too wet to develop or use; however, climate change is altering precipitation and vegetation patterns quickly, and the long-term implications are unknown. Finally, human-built infrastructure, including the Alyeska Highway, Alaska Railroad and the Airport, impact trail routes. In brief summary, the existing trail system in the Girdwood Valley has developed as a result of its natural and constructed characteristics. Girdwood has a variety of out-and-back trails that essentially "dead-end" instead of creating loops or traverses.

#### **Environmental Conditions**

While natural beauty and opportunity for recreation are abundant in Girdwood, there are some physical constraints to consider for trails. The organic soils, wetlands, avalanche zones, and topography create challenging conditions for sustainable and maintainable trail development in the Valley. Trail alignment, development and management must consider these environmental factors when planning for new and existing trails. A detailed narrative on the geology, topography, hydrology, soils, vegetation, fish, wildlife, and climate of the Girdwood Valley can be found in the GVTMP (2020).

Map 1





#### **Existing Trails**

The GVTMP identifies more than 30 individual trails within the Girdwood Valley. The more than 75 miles of trail wind through the Girdwood Valley and reach up surrounding ridges (See existing trails map on page 21). Existing trails offer recreation opportunities for a variety of different uses. The existing trail system predominantly offers recreation and access to scenic and natural destinations.

The GVTMP classifies and manages trails using the USDA Trail Classification System described below. For a complete description of Girdwood's trail classification system, see the GVTMP.

Figure 4



For planning purposes, it is important to understand the current distribution of trail classifications so that the community can plan for future trail projects that achieve the demand not currently being met by the current trail system.





Figure 5: Existing Trails

KEY	TRAIL	TRAIL LENGTH (MI)	TRAIL CLASSIFICATION
1	Bird-toGird Trail	10	5
2	Beaver Pond	3.25	3
3	Alyeska Highway Trail	3	5
4	Abe's Trail	1.5	2
5	California Creek Trail	1	1
6	Ragged Top Trail	2	1
7	Iditarod - Upper Trail	6	3
7	Iditarod - Lower Trail	3	4
8	Joe Danich Trail	2.5	1
9	Wagon Trail	1.5	1
10	Virgin Creek Falls Lower Trail	0.6	1
10	Virgin Creek Falls Upper Trail	0.25	3
11	Max's Mountain Trail	2	1
12	Shortcut from Bike Path to Davos	0.125	3
13	Hightower Multi-Use Trail	0.3	5
14	Tiny Creek Trail	1	3
15	Athabascan Environmental Physics Trail	0.25	3
16	Deb's Way	0.5	3
17	Moose Meadow Trails	1	4
18	Verbier Way Bike Path	0.3	5
19	Egloff Multi-Use Trail	0.2	5
20	Winner Creek Trail Extension	0.4	3
21	Winner Creek Trail Upper	9.12	2
21	Winner Creek Trail	3.5	4 & 3
22	North Face Trail	2.25	2
23	Nordic 5K Loop	3.1	4
24	Mt Alyeska: Center Ridge to Max's	1.3	1
25	Snow Cat Summer Trail	4	1
25	Snow Cat Winter Trail	4	4
26	Stumpy's Summer Trail	2	1
27	Stumpy's Winter Trail	2.5	2
28	Arlberg Bike Path	1.5	5
29	Two Cents	0.3	3
29	Small House	0.5	3
29	Earnagain	0.3	3
n/a	Eagle Glacier Access	3.85	1
n/a	Crow Pass Trail	3.73	2
	Total	78.625	

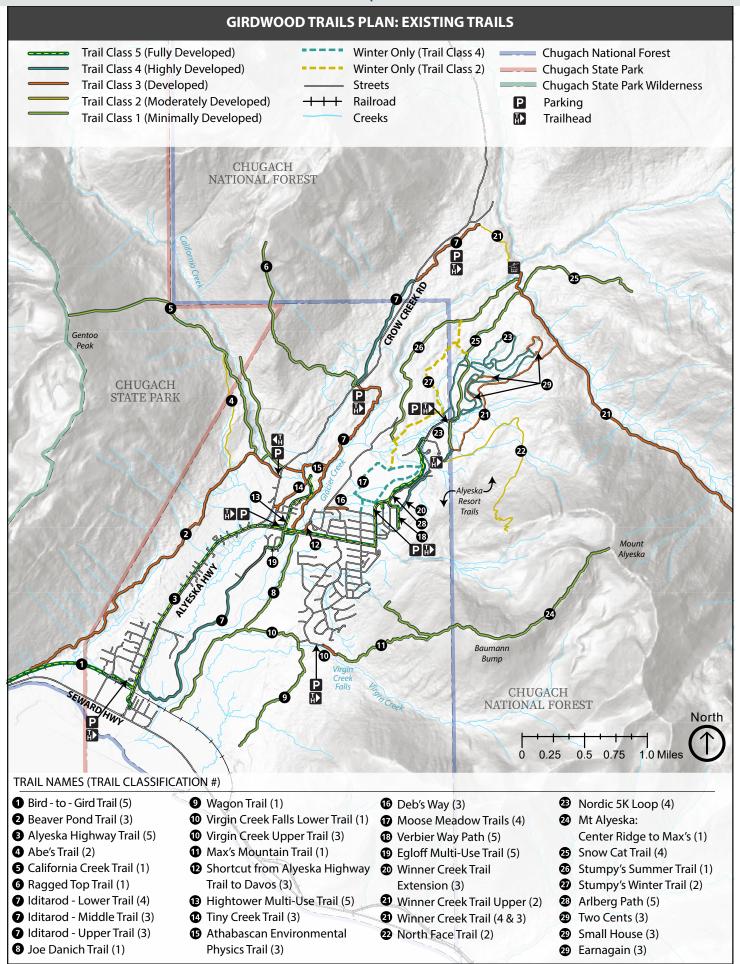
SUMMARY: TRAIL CLASSIFICATION TOTALS (MI)			
Class 1	20.75	26.3%	
Class 2	19.13	24.3%	
Class 3	15.38	19.6%	
Class 4	8.10	10.3%	
Class 5	15.30	19.5%	
	78.63 miles	100%	

#### **Seasonal Trails**

The Girdwood trail system offers four seasons of opportunities. Given the unique climate and abundant snowfall in Girdwood, winter recreation and trail opportunities allow residents and visitors alike to enjoy Girdwood yearround. Alyeska Resort offers 1,400 acres of skiable area and the Nordic ski trails managed by the Girdwood Nordic Ski Club nearby. However, due to soils and climate, there are remarkable winter-only trails through wetlands and meadows, providing trail experiences on frozen surfaces. These routes are not sustainable or accessible during the summer months. In addition, other routes that utilize elevation and topography to access more remote areas of the Valley are not accessible in the winter due to avalanche hazards. Finally, there are trails that are managed for a single use during the winter (ski only, for example) that are utilized as multi-use during the summer months. In short, the Girdwood trail system varies greatly in seasonal routes and uses. Trail design and management practices should consider seasonal and environmental conditions for the safety of trail users and to protect the environment the trail traverses.

Trail planning and development should achieve sustainable, four-season management of trails through collaborative planning and partnership, intended use, classification, construction, and shared use agreements.

See the existing trail map on page 21 to identify seasonal trails.



#### **Trail Management Areas**

For management purposes, the Girdwood Valley is divided into five areas (see map on page 23).

#### **Upper Valley Trails**

The Upper Valley trails have the most concentrated use of any trails in the valley with the highest diversity of user groups. Residents and visitors hike, mountain bike, Nordic ski, and showshoe on these trails. Some of the winter trails are on wet ground unsuitable for summer use. Trails range from class 1 to class 5. All the groomed Nordic trails are in this management area, as are many ungroomed multi-use and classic skiing only trails.







#### **Resort-Managed Trails**

Alyeska Resort manages and maintains trails that are on the Resort's private property. Summer trails include the North Face Trail and Winner Creek Extension Trail. Alyeska Resort also manages and maintains downhill mountain bike trails, which are accessed via chairlifts. A trailhead for the Winner Creek Trail is located adjacent to Hotel Alyeska. These trails are open to the public; fees apply for lift access.

#### Alyeska Basin & South Valley Trails (ABS)

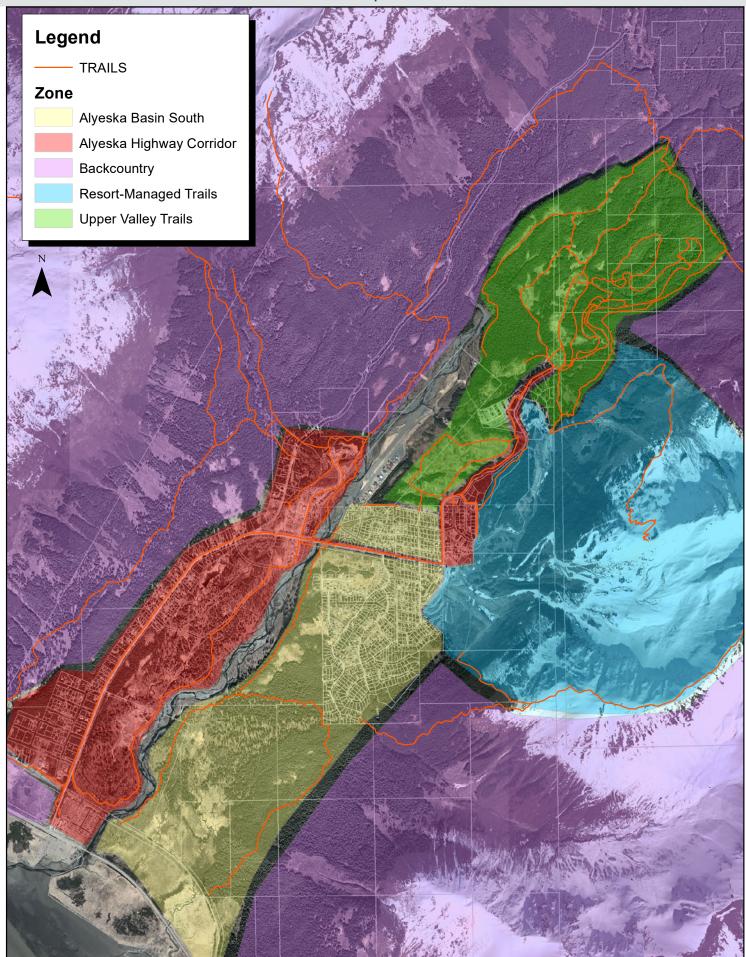
The ABS trails are routes that have evolved through community use into class 1 and 2 trails. This management area includes social trails that are important community links. The ABS trails are high value trails to the community and have significant maintenance requirements. Their alignments are generally across flat ground with numerous streams, wetlands, and flood plains.

#### Alyeska Highway Corridor (AHC)

The AHC contains all the paved, multi-use trails in the valley, from the Hotel Alyeska to the intersection of the Alyeska Highway and the Seward Highway, as well as the trails found in Girdwood's Town Center and Forest Fair Park. The core trail is the Alyeska Highway Path. There are four other paved paths that radiate from it: the Hightower Multiuse Trail to the school, the Arlberg Path to Hotel Alyeska, the Egloff Path to the Library and the Birdto-Gird Trail. The Lower Iditarod Trail, Athabaskan Environmental Physics (AEP) Trail, and Tiny Creek Trail are also located in this corridor.

#### Backcountry (BC)

The BC management area surrounds all the other trail management areas and contains the more remote, primitive trails. This area stretches form Turnagain Arm to the top of the ridges surrounding the valley. The BC area encompasses all lands west of the Alyeska Highway Corridor and extends east to Berry Pass with trails mostly along historic transportation routes. Trails in this corridor face significant pressure from potential development of the new south town site and the proposed Crow Creek neighborhood developments, including the proposed new subdivision referred to as Holtan Hills. Most INHT segments are within this area (Girdwood Iditarod, Crow Pass, and both upper & most of lower Winner Creek Trails). The Beaver Pond Trail, California Creek Trail, Abe's Trail, and the Ragged Top route are all located in this area. The area contains several trailheads along Crow Creek Road.



#### **Existing Trail Use**



Hiking/Pedestrian – The Girdwood trail system currently sees a broad spectrum of hikers and pedestrians, from young children and first-time hikers on guided tours, to seasoned backpackers heading out for multi-day overnight journeys. A balance of trail classes should be maintained to provide a range of experiences for all hiking/pedestrian trail users. Many residents desire trail surfaces that are accessible and that are adequate and safe for running or walking with strollers. Similarly, primitive trails are desired by residents for neighborhood connections and solitude within the valley. Primitive trails are primarily unmapped social trails. Most do not have trailheads, wayfinding, or other developed infrastructure.



**Skiing** – Within the Girdwood trail system, there are opportunities for groomed and ungroomed classic and skate Nordic skiing as well as resort and backcountry downhill skiing. The existing opportunities cater to a more advanced skier, and there is a desire for more beginner runs and routes in both Nordic and downhill areas. A range of difficulty will better serve a broad spectrum of trail users (new and experienced) and families with younger children.



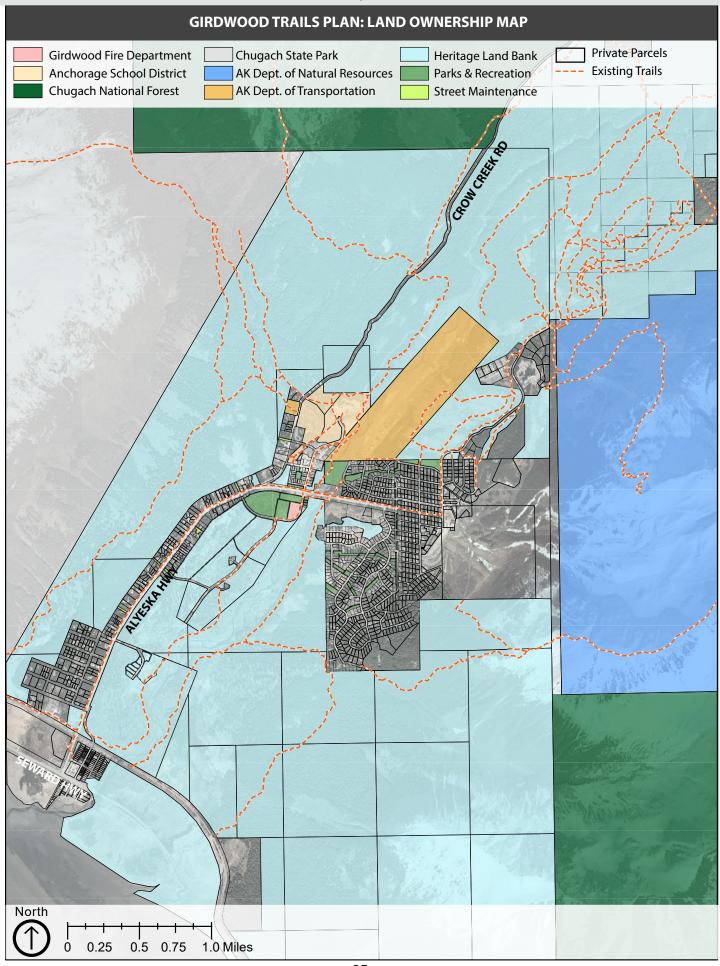
**Biking** – The Bird-to-Gird Trail brings bicyclists into Girdwood along the Turnagain Arm and offers 13.2 miles of paved trail. There are additional paved, multi-use trails that connect cyclists through Girdwood along the Alyeska Highway Corridor. There are limited amenities, such as bike racks and repair stations, for bicyclists which can discourage multi-modal transportation for those who live in or visit Girdwood.

#### **Land Ownership**

Land ownership presents unique opportunities and challenges for the Girdwood trail system. Girdwood trail system lands are predominantly owned and managed by public agencies like the Municipality of Anchorage – Heritage Land Bank, State of Alaska - Chugach State Park, the Department of Natural Resources, and United States Forest Service - Chugach National Forest. Agency decision-making and project authorization processes vary by agency. It is not uncommon for trails within the Girdwood trail system to traverse multiple landowners from trailhead to terminus. The complexity of land ownership requires a higher level of public collaboration during trail planning and management.







#### **Trail Easements & Legal Access**

All publicly managed trails should be legally accesible so that the trails are protected from encroachments and the public's access is protected. In turn, the property rights of private landowners are respected by trail users. All managed trails in the Girdwood Valley should have one of the following authorizations:

- 1. Easement managed by the underlying land management authority
- 2. Intra-governmental agreement or permit
- 3. A dedicated Municipal park

There are unauthorized trails on State of Alaska DOT&PF (aviation & highway) lands, utility easements and the Alaska Railroad right-of-way.

#### **Connectivity**

Glacier Creek bisects the Girdwood Valley, and historically the Hand Tram provided one of the only crossings within the trail system itself. The pedestrian bridge adjacent to the vehicular bridge on the Alyeska Highway provides another crossing. No other formal cross-valley connections exist, including at the mouth of the valley where several trails terminate at the railroad but do not interconnect. Reliable, multi-use connections are needed at the lower and upper valley to provide interconnectivity of trails.

The Hand Tram was initially completed in 2000 and created a connection across Glacier Creek on the Winner Creek Trail during summer months only. Due to a variety of concerns, the Hand Tram was decommissioned in 2020. A bridge providing year-round multi-use connectivity is anticipated to be constructed in the coming 2-4 years (See project B6 described on page 42).

#### **Access: Trailheads and Parking**

The GVTMP states that identifiable trailheads with sufficient, adjacent parking should be provided for each trail. Parking and trailhead access within Girdwood have become more difficult with an increase in visitors who arrive by car. Winter snow storage further complicates providing adequate trailhead parking and amenities that are accessible year-round.

Parking for trail access is available at the USFS Glacier Ranger District Office, Beaver Pond Trail and Moose Meadows Ski Trails. The following parking options are only accessible during summer: Crow Pass, Upper Iditarod Trail, Upper Virgin Creek Trail.

Virgin Creek Falls is a popular scenic stop and photo opportunity for visitors that lacks adequate parking for current demand. The site has some constraints to expanding parking and lacks amenities to accommodate higher levels of use. The 5k Nordic Ski Loop parking was constructed in 2016 and has outgrown its capacity on popular days. Alyeska Resort allows trail users to utilize hotel parking near the chapel of Our Lady of the Snows. While having this overflow lot is helpful, it may not always be allowed, and longer-term sustainable options may be needed.

There are several trails within the Girdwood trail system that do not have trailheads. Wagon Trail is a commonly cited example that is not accessible by a public trailhead. The trail has historic value but cannot easily be shared with visitors. Access to the trail system via the Airport is a conflict commonly mentioned by Girdwood residents. The airport road was a popular access point for upper valley exploration as it provides connection to upper valley trails and locations, such as the Hotel Alyeska. DOT has recently been enforcing trespassing on its land as pedestrian traffic conflicts with airport operations. A mutually agreeable compromise to this would be beneficial, as connectivity to the trails is needed.

Most of Girdwood's trails provide parking along wide road shoulders, and trail access is via informal trailheads. Even at trailheads where parking has been recently updated, current use has already outgrown the existing capacity.

Chugach State Park has developed a management policy for trail access and trailheads. Solution-driven conversations around trails that begin in Girdwood and enter Chugach State Park land are needed.

#### Figure 6

## **EXISTING PARKING AND TRAILHEADS**



- P1: AK Railroad Depot 20-30 spaces
- P2: Chugach National Forest Glacier Ranger District 16 spaces + 2 accessible
- P3: Virgin Creek Falls 9-12 spaces in roadway
- P4: Girdwood Town Center 30-40 spaces + 2 accessible
- P5: Beaver Pond 16 unmarked spaces in roadway
- P6: Moose Meadows 10-12 spaces
- P7: Arlberg Road Trailhead 20 spaces + 1 accessible
- P8: Middle Iditarod 4-6 spaces
- P9: Winner Creek Gorge 20 spaces + 1 accessible



Middle Iditarod Trailhead



 $Arlberg\,Road\,Trailhead$ 



Virgin Creek Falls Trailhead



Beaver Pond Trailhead

#### Amenities, Signage, & Wayfinding

Signage & Wayfinding – A lack of clear signage and wayfinding in tandem with informal parking and unmarked trail heads, makes navigation of the Girdwood trail system difficult. Most junctions are unmarked, which makes navigation challenging, especially where social trails intersect the established trail system.

Land ownership is complex throughout the Girdwood trail system, and there are inherent risks and hazards in outdoor recreation. A lack of wayfinding and emergency information on the trails presents challenges for emergency and rescue situations and on reporting trail issues.

With multiple landowners and management styles at trailheads throughout the system, the wayfinding is not consistent in appearance or information provided. This creates confusion for trail users and first responders.

As the Girdwood trail system expands, clear signage and wayfinding will be crucial to

indicate level of difficulty, allowed uses, ownership, safety, interpretation, rules & regulations, and wayfinding. Snow storage and berms should be considered to ensure wayfinding and trailhead markers are visible year-round. A cohesive and uniform wayfinding system should be developed and implemented.

**Toilets** – There are no restrooms provided at trailheads throughout the Girdwood trail system. Due to the high level of visiting trail users and the economic activity that is trail-based, providing permanent or portable toilets during peak season would reduce environmental impact, litter, and improve the user experience.

Dog Waste Stations & Signage – Conflict between humans and dogs on the trail is not exclusive to Girdwood. Clear signage to indicate where dogs are allowed and if they must be leashed reduces conflict as well. Dog waste has become an issue on trails within Girdwood. Highly trafficked trailheads lack dog waste stations, trash receptacles, and educational signage. As many visiting trail users are not familiar with 'Leave No Trace' principles, this issue may be expected to grow.

*Trash Receptacles* – There are few trash cans located throughout the trail system in Girdwood. Many trailheads have trash receptacles, but there are long stretches of trail without them. While most weekend backpackers and residents are willing and prepared to 'pack it out' or wait until they find a trash can, providing bear proof trash cans at highly trafficked visitor-favorite trailheads like Upper Virgin Creek Falls and Beaver Pond will help keep the trail system clean.

*Bike Racks* – The Bird-to-Gird Trail brings cyclists into Girdwood from Anchorage along the Turnagain Arm. A growing mountain bike community and trail opportunities draw additional cyclists into town for recreation. Bike racks are present at few trailheads, including Alyeska Resort. Installation of bike racks throughout town would encourage trail users to move around town to local businesses and other recreation spots while visiting.

#### **Trail Maintenance**

The GVTMP describes the current level of maintenance for each of the trails within the system. The Girdwood trail system requires brushing, grooming, and general trail maintenance throughout different areas based on the trail class, designation, and allowed use.

Multiple landowners along trails results in various levels of capacity for maintenance and management throughout the trail system and along specific trails. Different types of trail users would like to see varying levels of maintenance based on their preferences and activity.

Trail maintenance relies heavily on a small, seasonal Municipality of Anchorage Parks and Recreation Staff, partner organizations, and community volunteers. As trail use increases and more trails are constructed, it will be crucial to provide adequate funding and resources to support trail maintenance and management.







#### **COMMUNITY & STAKEHOLDER ENGAGEMENT**

The Girdwood Trails Plan project launched in late February 2020, just as the world was entering lockdown due to COVID-19. Community and stakeholder participation occurred entirely in a virtual setting. The process was not ideal; community members would have much preferred to be in rooms together gathered around maps with markers and sticky notes or out on the trails in groups investigating site conditions, but everyone adapted and the project moved forward.

#### **Girdwood Trails Plan Subcommittee**

The Girdwood Trails Committee selected eleven (11) individuals to sit on the Girdwood Trails Plan Subcommittee. The subcommittee met on a monthly basis via Zoom to participate in and make recommendations to the trail planning process. During the process, the subcommittee held eleven (11) regular meetings, four (4) workshops and one (1) special meeting. A compete record of meeting agendas, summaries, and meeting materials can be found by visiting the following website: <a href="https://drive.google.com/drive/folders/1gPuYrLKRM90vsAf4x7ThDh2CziVkZ4sl?usp=sharing">https://drive.google.com/drive/folders/1gPuYrLKRM90vsAf4x7ThDh2CziVkZ4sl?usp=sharing</a>

#### **Stakeholder Interviews**

A series of ten (10) stakeholder interviews were conducted to establish a baseline of qualitative project information and to better understand the current conditions of the trail system, as well as the diversity of community goals and visions for the future of Girdwood trails. The following groups and individuals were interviewed:

- GirdWild
- Girdwood Mountain Bike Alliance (now Bikewood)
- Alveska Resort
- · Girdwood Nordic Ski Club
- · Ascending Path
- Landowners (Two meetings): Chugach State Park, Heritage Land Bank, Chugach National Forest
- General Trail Users: Three individuals not associated with a group or organization.

A complete Stakeholder Interview Executive Summary and each individual meeting summary can be found in the appendix.

#### **Public Meetings**

Two virtual public meetings were held during the development of the Girdwood Trails Plan. The first public meeting introduced the project to the broader community; shared draft values, vision, and goals; and launched an interactive online mapping application (described below) to gather community input. There was a lot of community interest in this meeting - over 100 people were in attendance. A summary of the comments received and presentation polling results can be found in the appendix. A second virtual public meeting was held in June of 2021 to share the Draft Girdwood Trails Master Plan with the public for review and comment.

#### **Girdwood Trails Committee**

The Girdwood Trails Committee held sixteen regular and special meetings between November, 2021 and October, 2022. Over 200 interested members of the public participated during this timeframe to review the plan, and discuss amendments.





#### **Interactive Online Map**

An interactive, online mapping application was developed in 2020 to gather comments and feedback from the public. It was not possible to implement in-person community mapping workshop activities due to COVID-19. The goal of the application was to collect information about existing conditions, but to also gather input and ideas about the future of the trail system. The application was launched and advertised to the community on Thursday, November 19th, and was open for participation through Monday, December 21st. Almost 500 individual comments and ideas were received via this online tool. A summary and complete list of comments can be found in the appendix. The application is closed for participation but can still be viewed. Girdwood Trails Interactive Web Application: <a href="https://arcg.is/1PyHKf">https://arcg.is/1PyHKf</a>

PUBLIC MEETING #1: INTERACTIVE ONLINE MAP

Figure 7

#### **Girdwood Trails Plan Themes**

The results of the existing condition analysis and community and stakeholder engagement revealed the following key findings and themes:

#### Girdwood Residents Value Access to Trails

Many Girdwood residents were drawn to the town due to the nature of the small community and its access to trail-based recreation. Given Girdwood's proximity to Anchorage, residents value having access to trails directly from their front door. Continuing to provide direct and easy access to trails for everyone is a shared goal.

Girdwood residents and trail system users value the variety of activities that are possible within the trail system (i.e. hiking, biking, skijoring, downhill skiing, cross country skiing, wildlife viewing, etc.). The accessibility of the trail system, whether it be from residents' front door, or visitors having easy access from their accommodations, is something the community of Girdwood highly values.

#### The Girdwood Trails System Should be Equitable and Balanced



#### Level of Difficulty

Bearing in mind that outdoor recreation in Alaska is somewhat more "extreme" than one might find in other places, the opportunities in Girdwood still seem to skew toward a more experienced outdoor recreator. There is a desire for trails that are accessible and safe for hikers, bikers, and skiers of all levels. Creating opportunities at all levels of difficulty is especially important as the number of youth and visitors engaging in recreation is on the rise.



#### Management of Allowed Uses

Due to the growing popularity of trail- and nature-based activities, such as biking, a balance of user groups and notice of allowed uses is needed. There is some user conflict between hikers and bikers and their desired trail experiences. However, bikers and non-bikers alike agree that more purpose-built, single-use, bike-specific trails are needed to reduce this conflict system-wide. Trails that are not designed and built for bikers result in increased user conflict, maintenance requirements, and costs.



#### Range of Opportunities for All People

Offering opportunities for every type of resident or visitor is something that the community of Girdwood values and feels is important. With proper planning, the Girdwood trail system can provide a range of experiences for users of all ages and abilities. There are opportunities for viewing scenery whether one is walking a short distance, biking on paved trails, pushing a stroller on a trail through the forest, mountain biking, or hiking in the backcountry. Each trail cannot cater to everyone, but the planning process will help determine which opportunities are already provided and what updates or additions can be made to create a diverse trail system that offers something for everyone.



#### Balance of Trail Classifications Throughout the System

There is significant diversity in the experience that each trail user wishes to have when using the Girdwood trail system. To best meet this diversity, the trail system should be comprised of a balance of trails of various classifications. Girdwood residents value the diversity among types of trails and experiences as much as they value the ability to engage in many forms of trail and nature-based recreation. Trail users appreciate and see the need for access to class 1 (minimally developed) trails as well as class 4 (fully developed) trails. The Bird-to-Gird and Nordic 5k Trails are formalized, well-maintained trails that are valued by many community members to the same degree that undeveloped, primitive trail experiences are valued. A trail system with a balance of trail classifications will lend itself well to providing opportunities for the novice as well as advanced trail user and creating a broad range of outdoor and recreation experiences.



#### Areas for Primitive Trail Development

While it is vital to provide a variety of trails when it comes to difficulty, use, and trail classification, it is also necessary to identify areas that prioritize limited or primitive trails (Class 1 and 2). Many residents and user groups value having access to wild lands areas that are minimally developed. The areas should be accessible within short walking distance of the community and provide primitive, non-mechanized trail experiences. The areas with primitive trails should prioritize habitat protection, spaces for quiet and solitude, orienteering, wildlife viewing, and ungroomed skiing.

#### The Community Wants to Improve Connectivity and Access to Trails

There are many wonderful trails within the Girdwood trail system that are missing formal or improved access, wayfinding, or amenities. The thought of the Girdwood trail system inundated by out-of-town guests is difficult for many long-time residents; however, with proper planning and thoughtful access planning, use can be managed.

Girdwood may consider upgrading certain trails to support higher levels of traffic and promoting them accordingly. Trails that are not yet to a standard that can sustainably accommodate higher levels of use or do not have easy access should be managed as such. Trails that are managed for use by Girdwood visitors should be clearly marked with wayfinding, promotional materials, and maps. This communication around access, use, and level of trail development will create a clear expectation as to the type of trail experience one can expect.

Commonly cited examples such as Wagon Trail, a historic experience that many residents value, cannot be shared or promoted with visitors due to having no trailhead at either end. Upper Virgin Creek Falls is a very popular destination that is promoted well and receives high traffic but does not have parking or restrooms to accommodate visitors. Providing improved access, formal trailheads, as well as appropriate amenities and parking for the level of use anticipated on a given trail will help to alleviate many of the current issues.

There is generally consensus that the trail system would benefit from increased connectivity between existing trails. Creating connectivity among existing trails may consist of new trail development to close "missing connections" as well as formalization of social trails that have evolved over time.

There is a desire for connectivity through town and around the valley, which is bifurcated by Glacier Creek and Alyeska Highway. Creek crossings will need to be eventually addressed to create the desired valley-wide connectivity. There is interest to fill in gaps in the system and to create more trail loops.

Creating connectivity within the trail system will create a more cohesive experience and additional opportunities to travel through Girdwood. Girdwood residents value the ability to travel without a car, and a connected trail system utilizing the town's infrastructure is a key part of that.

#### Sustainable Trail Management and Maintenance is Important

While all stakeholders understand that both the coordination and cost of maintenance have been challenging, the desired level of maintenance moving forward varies among trail users due to preference and desired trail experience.

Brushing out trails, grooming, and general trail maintenance (removing fallen trees, tread, bridges, etc.) should all be considered. Trails that become overgrown (such as Beaver Pond and Upper Iditarod) should be brushed out with some regularity. Although some users seem to be content with the level of grooming, others think that additional grooming would make the winter multi-use trail system more accessible to more trail users. The level of trail maintenance required, anticipated funding, and volunteer commitment should be discussed in the initial planning stages of all new trail development.

#### Project Approval Processes Need to be Streamlined

The project approval process should be transparent and understood by all. There should be adequate public involvement opportunities and communication between all parties. There is community frustration about the current process and a consensus that a streamlined approval process would benefit everyone. The trail plan will provide clarity around that process, establish a shared vision, and result in a community-supported and adopted document that may be referenced during future trail development.

## PART 2 – RECOMMENDATIONS + IMPLEMENTATION

#### **PURPOSE**

The purpose of Part 2 of this plan is to identify both broad aspirations and specific implementation actions to guide trail projects over the next 10-15 years that will achieve the trail system that Girdwood envisions. This section of the GTP contains:

- A simple, long-range vision statement that describes Girdwood's aspirations for the trail system.
- A list of community-developed values that support the vision and articulate core principles that guide and direct work. Values guide decision-making and establish a standard against which actions can be assessed.
- Five goals Girdwood can aim to achieve over the next 10-15 years.
- Implementation actions that identify specific projects that Girdwood should invest in and accomplish.

#### **VISION, VALUES, & GOALS**

Girdwood residents developed values, a vision statement, and plan goals that guided the development of the trail plan and will serve as the basis for future action and decision-making for Girdwood's trails.

The vision, values, and goals provide organizing principles for the plan and serve as a "compass" for future decisions – providing statements of intent that can guide Girdwood, its citizens and partners when responding to change, growth and new opportunities. The vision, values, and goals ensure that future decisions are consistent with the original intent of the plan. The vision, values, and goals were derived from public input provided through the GTP Subcommittee, public meeting #1 and general public comments.

#### **Girdwood Trails Plan: Vision**

Girdwood aspires to be a world-class outdoor recreation destination offering residents and visitors trails that are interconnected, diverse, and sustainable. Girdwood's trails are vital to our community well-being, identity, and economy.

#### **Girdwood Trails Plan: Values**

Values are core principles that guide and direct work. Values guide decision-making and establish a standard against which actions can be assessed.



**Access:** Trails are easily accessible, provide safe access to outdoor recreation, everyday community destinations, and the alpine.



**Explore & Learn:** Trails provide places for exploration, discovery, and education.

Stewardship: Trails are sustainable, well-

now and for future generations.



**Health & Well-Being:** Trails contribute to improved physical and emotional health by promoting outdoor activity and social connection.



**Natural World:** Trails provide access to the natural world to experience wildlife, wilderness, natural spaces, and functioning ecosystems.



**Experience:** Girdwood Trails provide a variety of outdoor experiences.



**Diversity & Inclusivity:** Trails provide a variety of diverse trail experiences for everyone.

planned, designed, constructed, and maintained



**Community Identity:** Trails are an essential part of Girdwood's community identity and cultural history.



**Recreation:** Trails provide safe, low-cost opportunities to get outdoors and recreate.

#### Figure 8

## **CIRDWOOD TRAILS PLAN: GOALS**



#### **GOAL 1: PLAN**

Provide a balance and diversity of trail experiences that minimize user conflicts and are consistent with the Girdwood Area Plan and the Girdwood Valley Trail Management Plan.



#### **GOAL 2: CONSERVE**

Identify, designate uses, and protect trails through proper processes.



#### **GOAL 3: DEVELOP**

Build trails using sustainable design principles with a clear project approval process among landowners.



#### **GOAL 4: MAINTAIN**

Manage trails as needed for safety, the desired user experience, and to conserve natural resources.



#### **GOAL 5: SUSTAIN**

Provide adequate funding, planning, support, and stewardship for trails.







# PROPOSED TRAIL NETWORK

The Proposed Trail Network map, along with the list of proposed projects, work to achieve the vision and goals of the GTP and specifically address major themes identified through stakeholder engagement and the existing condition assessment. These themes are:

- Improve Connectivity and Access
- Improve Balance & Diversity of the Trail System

Proposed projects are grouped into the following categories; New Trails (T), Bridge Projects (B), Trailhead Projects (TH), Proposed Areas for Primitive Trails (PT), Proposed Areas for Mountain Bike Trail Development (MB), and Special Projects (SP).

# This Plan Improves the Balance and Diversity of the Trail System

# **Proper Management and Funding of Existing Trails**

Girdwood trails should be actively managed, maintained, and funded to ensure trails are consistent with their assigned classification standards and experience as identified in the Girdwood Trails Management Plan. Trails should be maintained, so they are routed on sustainable alignments and hardened when necessary to assure trail sustainability and protection to the surrounding natural areas.

# **Areas for Mountain Bike Trail Development**

Another way this plan improves the diversity of trail experiences in Girdwood is by identifying areas that are suitable for purpose-built, single-track mountain biking flow trails. There is an increased demand for this type of recreation experience in the valley. Providing a specific area for mountain bikes will provide users with an exceptional trail experience tailored to mountain biking while reducing user-conflicts on multi-use trails elsewhere that are primarily built for hiking or skiing. The areas identified for mountain biking trail development don't limit the development of other recreational activities in the area.

# **New Trails**

The GTP proposes a variety of new trails that will improve the balance of trail classifications within the Girdwood trail system. Trail users will have a greater range of experiences and options for outdoor recreation and more trails from which to choose.

# How This Plan Improves Connectivity and Access

# <u>Bridges</u>

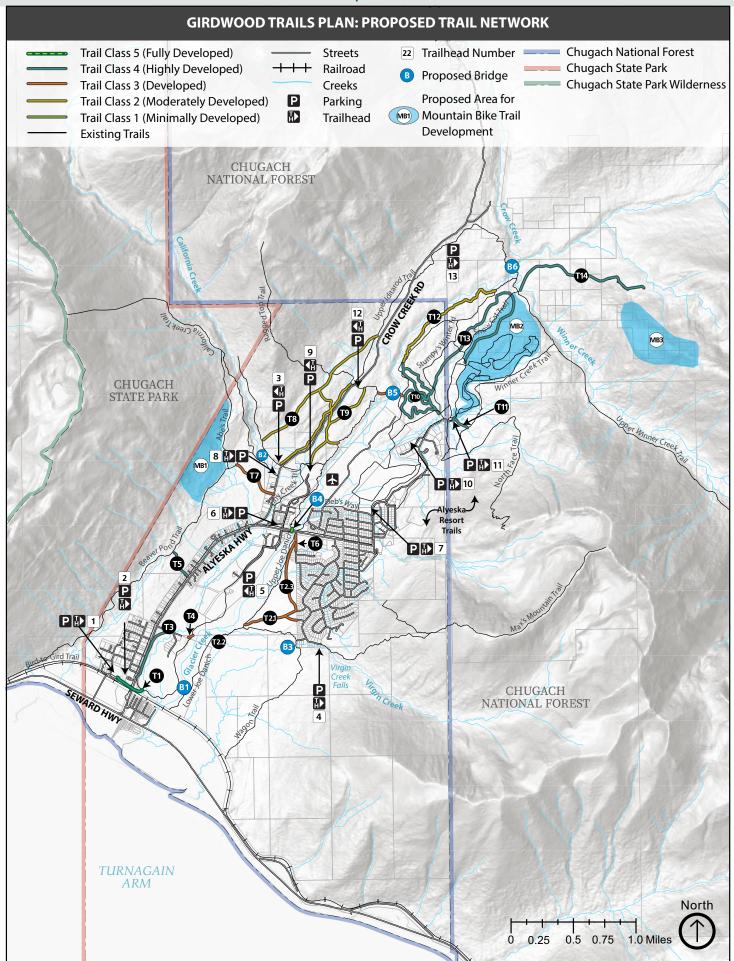
Glacier Creek is a barrier to trail connectivity in the Girdwood Valley. This plan proposes three (3) multi-use trail bridges equitably dispersed throughout the valley to better connect residents and visitors to trails without having to drive to access trailheads.

#### **Trailheads**

There are a multitude of existing trailheads in Girdwood with a range of amenities; however, to improve access to trails, this plan proposes a range of trailhead upgrades, expansions, cooperative agreements, and new trailheads to meet increasing access demands and to ensure existing parking areas are being efficiently utilized.

## **New Trails**

In addition to the proposed new trails that will improve the balance and diversity of the trail system, other new trails are proposed to improve access to the trail system and connectivity within the system. Proposed new trails improve the functionality of the system by completing smaller and larger loops, connecting to neighborhoods and community facilities, and providing safe and authorized routes to avoid trespassing.



### **GIRDWOOD TRAILS PLAN: PROPOSED TRAIL NETWORK**

# **NEW TRAILS**

- Separated Grade Crossing: Railroad Bridge at Alyeska Hwy (4)
- Timberline Danich Connection (3)
- Lower Danich Trail Upgrade
- Timberline Barren Ave Connection (3)
- B Lower Valley Trail Loop Connection (3)
- Ruane Road Trail Connection to Lower Iditarod (3)
- Beaver Pond to Alyeska Highway (3)
- Barren Avenue to Alyeska Highway (3)
- Crow Creek Road to Beaver Pond Trail (3)
- Toe Slope Trail-California Creek to Iditarod (2)
- Tow Creek Neighborhood Trails (2-3)
- Forest Loop Trail (4)
- Arlberg Connection to Winner Creek Trail (4)
- Glacier Canyon Rim Trail (2)
- Upper Valley Multi-Use Connector (4)
- Snowcat Trail Improvements (4)

# **BRIDGE PROJECTS**

- Glacier Creek Trail Bridge Lower Valley
- California Creek Bridge
- Wirgin Creek Bridge
- Better Connectivity at Glacier Creek Bridge at Alyeska Hwy
- 65 Glacier Creek Trail Bridge Middle Valley (north of airstrip)
- 65 Glacier Creek Trail Bridge Upper Valley

### SPECIAL PROJECTS

SP1: Areawide Wayfinding (Not on Map) SP2: Girdwood Valley Circum-Valley Loop (Not on Map)

# **TRAILHEADS**

- ☐ Girdwood Depot Trailhead Upgrades with restroom
- ☑ Glacier Ranger District Trailhead
- ☑ Girdwood Cemetery Trailhead
- **№** 5 Karolius Trailhead
- with restroom
- Moose Meadows Trailhead Improvements
- Beaver Pond Trailhead
- Girdwood PreK-8 School Parking Agreement
- Alyeska Resort Parking Agreement
- Arlberg Trailhead Expansion with restroom
- 12 Middle Iditarod Trailhead
- ₩ I3 Winner Creek Gorge Trailhead Expansion

# PROPOSED AREAS FOR MOUNTAIN BIKE TRAIL DEVELOPMENT (MB)



**Beaver Pond** 



Near the Nordic 5K



MB3) End of the Snowcat Trail

# PROJECT DESCRIPTIONS: PROPOSED TRAIL NETWORK

# New Trails (T)

Separated Grade Crossing: RR Bridge @ Alyeska Highway

Develop a trail connection built to Class 4 Biking Design Parameters that would complete a missing link between the Lower Iditarod on the east side of Alyeska Highway and the Bird-to-Gird Trail. This trail may also provide an important link if the Bird-to-Gird Trail gets extended south.

Timberline - Danich Trail Connection

Construct a connector trail to Class 3 Bicycle Design Parameters in uplands between Turin Dr and/or Carlina Drive cul-de-sacs to connect to the Danich Trail.

Lower Danich Trail Upgrade

The Lower Danich Trail shall be upgraded to a Class 3 Trail (Bicycle Design Parameters) if, and only if, B1 (Lower Valley Glacier Creek Trail Bridge) and T2.1 are constructed (Timberline Neighborhood to Danich Trail Connection).

Timberline - Barren Ave Connection

Construct a neighborhood connector trail to Class 3 Bicycle Design Parameters in uplands from Turin Dr and/or Carlina Drive cul-de-sacs to connect to T6 (Barren Avenue to Alyeska Highway).

Lower Valley Trail Loop Connection

Build a trail connection in the uplands, where possible, between the beginning of the Lower Iditarod Trail and Ruane Road connecting Ruane Rd., south to the Lower Iditarod. This new, lower valley trail would provide a loop in the lower valley east of the Alyeska Highway, improving connectivity and providing an alternate, unpaved, looped route for lower valley residents. The trail should be constructed to Class 3 Bicycle Design Parameters. The trail should be located on HLB lands zoned GOS. Girdwood should collaborate with ADOT&PF to include this improvement as part of the Alyeska Highway/Seward Highway intersection project.

Ruane Road Trail Connection to Lower Iditarod

Build a trail connection from Ruane Road to the Lower Iditarod Trail to provide more connecting loops in the lower valley. The trail should be constructed to Class 3 Bicycle Design Parameters.

Beaver Pond to Alyeska Highway

Construct an east/west trail connection in the lower valley, between the Beaver Pond Trail and the Alyeska Highway Bike Path. This trail would allow users to access and exit the Beaver Pond trail about midway, creating a shorter option for those who do not wish to go the entire length of Beaver Pond Trail. It would provide trail connectivity for residents of a possible future development of HLB Tract 18A. The trail would be constructed to Class 3 Bicycle Design Parameters. Boardwalk structures can be used to cross wetlands where necessary. The trail alignment should use the existing Juniper Drive easement. The proposed trail crosses HLB land zoned gR-3.

Barren Avenue to Alyeska Highway

This proposed trail connection would provide a more direct trail to town center from the Alyeska Basin Subdivision by shortening the amount of time pedestrians and trail users would have to travel on roads. Avoid wetlands when possible. Boardwalk structures can be used where staying out of wetlands is not feasible. This trail should be routed using HLB land zoned GOS and/or GCR-1. Designed to Class 3 Bicycle Design Parameters. Trail would tie into the Alyeska Highway Bike Path after crossing under the Alyeska Highway Glacier Creek bridge.

# Crow Creek Road to Beaver Pond Trail

This proposed trail is a Class 3 trail using Bicycle Design Parameters. The purpose of this trail is to provide a separated "down-route" for bikers using MB1. Beaver Pond Trail would be the up route. The intention is not to promote this trail with a trailhead at Crow Creek Road, but rather to direct bike traffic leaving MB1, separating user groups and mitigating user conflict by removing downhill bike traffic moving at a higher speed from other trail users on Beaver Pond Trail. There is an existing ROW easement in the neighborhood that should be utilized in the construction of the southernmost portion of this trail. The trail may cross the very southern tip of the Girdwood Cemetery parcel. If the trail is constructed before parcel 6-010, zoned gR-3, is developed, the trail and associated easement may need to relocate when/if the HLB parcel is subdivided and developed. This trail is identified as the Village Intertie in the Crow Creek Neighborhood Land Use Study.

# Toe Slope Trail - California Creek to Iditarod

This trail forms a natural connection between the Beaver Pond Trail on the south, and the Iditarod on the north crossing Ragged Top Trail on the way. The route traverses an area of old growth rainforest, open marshes, small stream courses and waterfalls. The trail would require a bridge to cross over California Creek to join up with Beaver Pond Trail. This bridge could be built in coordination with the Girdwood Cemetery, whose Master Plan also shows a bridge in this area. T8 would provide an important link in the Circum-Valley Loop. Trail would be constructed to Class 2 Hiking Design Parameters. The proposed route traverses HLB lands zoned both GOS and gR-3. If the trail is constructed before parcel 6-010, zoned gR-3, is developed, the trail and associated easement may need to relocate when/if the HLB parcel is subdivided and developed. This trail is identified in the Crow Creek Neighborhood Land Use Study. A bridge should be constructed over California Creek in combination with this project. See Project B2.

# Crow Creek Neighborhood Trails

This area on either side of Crow Creek Road between Beaver Pond Trailhead and Middle Iditarod Trailhead contains several trails that are referenced in the Crow Creek Neighborhood Land Use Plan: <a href="https://www.muni.org/Departments/hlb/Documents/CC\_Land\_Use\_Plan\_May\_06\_WEB.pdf">https://www.muni.org/Departments/hlb/Documents/CC\_Land\_Use\_Plan\_May\_06\_WEB.pdf</a>

The trails referenced in the plan and adopted in this planning document are as follows:

- Crow Creek Byway parallels the Crow Creek Road and provides pedestrian access along this corridor that will be diminished if the road becomes a higher speed, higher volume route. Ideally this route would be separated from the roadway and built as part of the Crow Creek upgrade.
- Inter-Meadow Trail this route, also shown on several planning maps, connects through the Matrix unit to the Iditarod Trail to the north and the school to the south. This is a very picturesque area of timbered ridge tops, bedrock outcrops and open marshes, all with spectacular views of the upper Glacier Creek Valley. These same features create challenges for development in this area, so the trail may be limited to short trail connectors between residential streets.
- Tiny Creek and Hemlock Interties these two interties would provide connections between the existing and proposed up-down valley routes. The Tiny Creek intertie takes advantage of a small stream corridor through big timber; the Hemlock intertie follows a low inter-marsh ridge with view sheds both up and down valley.
- The proposed trails are located on lands zoned GOS, gR-3, and gR-5. If the trails are constructed before HLB parcels 6-011, 6-016, and 6-017 are developed, the trails and associated easements may need to relocate when/if the HLB parcels are subdivided and developed.

Forest Loop Trail (4)

Construct a Class 4 multi-use loop trail in the forested uplands built to two-way Skate Ski Design Parameters. A connection from the Forest Loop should be made west to B5 (Middle Valley Glacier Creek Trail Bridge), east to T13 (Upper Valley Multi-Use Connector) and north to T12 (Glacier Canyon Rim Trail).

Arlberg Connection to Winner Creek Trail

As the Arlberg Trailhead becomes a more central access point to the trail system, it is necessary to build an official Class 4 connection between this trailhead and the Winner Creek Trail. There is a trailhead to Winner Creek on Alyeska Resort property, but access to Winner Creek should be provided from public land.

Glacier Canyon Rim Trail

This proposed trail creates an upland route between the southern and northern portions of Stumpy's Summer Trail. It would replace the sections of Stumpy's Summer trail that traverse wetlands. The trail would create a loop option for hikers on the Winner Creek and Snowcat trails. The proposed trail should be constructed to the Class 2 Hiking Design Parameters. Bikes and other mechanized uses would not be allowed on the trail. The trail should be hardened as necessary to avoid braiding of trails, resource damage, and to achieve trail sustainability.

Upper Valley Multi-Use Connector

This trail would provide an upland, year-round, multi-use looping trail system for the Upper Valley connecting skiing, biking, and hiking routes with the Arlberg parking lot. This trail shall be designed to a Class 4 Skate Skiing Design Parameter for two-way travel.

**Snowcat Trail Improvements** 

The Snowcat Trail was originally located and constructed not for sustainable trail use, but as a cut in vegetation for the snowcat to reach higher elevations in winter. Over time, the route has been used by trail users, not because the route is great, but because it is there. This project proposes identifying a sustainable route (both the tread surface and the grades) either within the snowcat cut or adjacent to it and hardening the tread. Improvements should be considered on both sides of Winner Creek Trail and built to Class 4 Bicycle Design Parameters. On the north side of Winner Creek a separate, down route for bikes should be constructed separate from the multi-use T14 and connecting MB3 to the bottom of the hill. This connection will separate faster and slower traffic minimizing user conflict. This project should reconstruct/relocate the Snowcat Trail out of wetlands wherever possible.

**Trail Class:** There are five Trail Classes, ranging from the least developed (Trail Class 1) to the most developed (Trail Class 5).

**Design Parameters:** Technical guidelines for the survey, design, construction, maintenance, and assessment of a trail based on its Designed Use and Trail Class. These parameters help trail developers by setting the design criteria to meet the trail's intended use.

**Managed Use:** Modes of travel that are actively managed and appropriate on a trail, based on its design and management. Additional uses may also be allowed, but the trail would not be specifically designed to accommodate that use.

**Designed Use:** Only one Designed Use is identified as the design driver for a trail— that use which has the most limiting design requirements. The seven designed uses found on Girdwood trails are:

a. Hiker/Pedestrian

b. Mountain Bike

c. Bicycle

d. XC Ski (Skate)

e. XC Ski (Classic/Diagonal)

f. Skijoring

g. Dog Sledding

The Girdwood Valley Trails Management Plan (GVTMP) provides management guidance for the classification, designed uses, and managed uses of existing trails in Girdwood. This plan (GTP) defines the class and uses for the proposed trails recommended in this plan.

# NEW TRAILS: PROPOSED TRAIL CLASSIFICATIONS, DESIGN PARAMETERS, DESIGNED USES, & MANAGED USES

1/1/11							
PROJECT	TRAIL	TRAIL CLASS	TRAIL LENGTH (MI)	DESIGNATED USE	MANAGED USE	PROHIBITED USE	
T1	Separated Grade Crossing: Railroad Bridge at Alyeska Hwy	4	0.25	Bicycle	Multi-use: Hiking, Biking, Cross Country Skiing	Dogsled, Pack & Saddle, Motorized	
T2.1	Timberline - Danich Trail Connection	3	0.46	Bicycle	Multi-use: Hiking, Biking, Cross Country Skiing	Dogsled, Pack & Saddle, Motorized	
T2.2	Danich Trail Upgrade	3	2.5	Bicycle	Multi-use: Hiking, Biking, Cross Country Skiing	Dogsled, Pack & Saddle, Motorized	
Т2.3	Timberline - Barren Ave Connection	3	0.54	Bicycle	Multi-use: Hiking, Biking, Cross Country Skiing	Dogsled, Pack & Saddle, Motorized	
Т3	Lower Valley Trail Loop Connection	3	0.5	Bicycle	Multi-use: Hiking, Biking, Cross Country Skiing	Dogsled, Pack & Saddle, Motorized	
T4	Ruane Road Trail to Lower Iditarod	3	0.04	Bicycle	Multi-use: Hiking, Biking, Cross Country Skiing	Dogsled, Pack & Saddle, Motorized	
T5	Beaver Pond to Alyeska Highway	3	0.6	Bicycle	Multi-use: Hiking, Biking, Cross Country Skiing	Dogsled, Pack & Saddle, Motorized	
Т6	Barren Avenue to Alyeska Hwy	3	0.14	Bicycle	Multi-use: Hiking, Biking, Cross Country Skiing	Dogsled, Pack & Saddle, Motorized	
17	Crow Creek Road to Beaver Pond Trail	3	0.42	Mountain Biking	Mountain Biking (down-route)	Dogsled, Pack & Saddle, Skijor, Motorized	
Т8	Toe Slope Trail - California Creek to Iditarod	2	1.3	Hiking	Hiking	Dogsled,Pack & Saddle, Motorized	
Т9	Crow Creek Neighborhood Trails	2-3	2.15	Bicycle	Multi-use: Hiking, Biking, Cross Country Skiing	Dogsled, Pack & Saddle, Motorized	
T10	Forest Loop Trail	4	1.9	Skate Ski	Multi-use: Hiking, Biking, Cross Country Skiing	Dogsled, Pack & Saddle, Motorized	
T11	Arlberg Connection to Winner Creek Trail	4	0.15	Hiking	Biking, Hiking	Dogsled, Pack & Saddle, Motorized	
T12	Glacier Canyon Rim Trail	2	1.2	Hiking	Hiking, Skiing	Dogsled, Biking, Pack & Saddle, Motorized	
T13	Upper Valley Multi-Use Connector	4	1.74	Skate Ski	Multi-use: Hiking, Biking, Cross Country Skiing	Dogsled, Pack & Saddle, Motorized	
T14	Snowcat Trail Improvements	4	1.22	Bicycle	Multi-use: Hiking, Biking, Cross Country Skiing	Dogsled, Pack & Saddle, Motorized	
MB1, MB2, MB3	Single-Use, Purpose-Built Mountain Biking Trails	3	TBD	Mountain Biking	Mountain Biking	Dogsled, Pack & Saddle, Skijor, Motorized	

# SUMMARY: TRAIL CLASSIFICATION & LENGTH TOTALS (MI) OF EXISTING & PROPOSED TRAILS

OF EXIS	TING & PROF	POSED TRAILS
Class 1	20.75	22.98%
Class 2	22.70	25.13%
Class 3	18.18	20.14%
Class 4	13.36	14.80%
Class 5	15.3	16.95%
	90.29 miles	100%

This summary represents the total length of exisiting and proposed trails.

# **Bridge Projects (B)**

Glacier Creek Trail Bridge - Lower Valley

There is no safe and authorized crossing of Glacier Creek in the lower valley. A trail bridge at this location would create the opportunity for more loops in the lower valley. The bridge would also provide options for those who use the Depot Trailhead or Glacier Ranger District Parking Lot to connect to trails on the east side of Glacier Creek. The bridge should be wide enough to accommodate adjacent trails. If the Alaska Railroad pursues a bridge repair or replacement project where the railroad crosses Glacier and California Creeks at the northeast corner of Old Girdwood, consider a coordinated effort in partnership with the Railroad to include a pedestrian element. A future pedestrian bridge in the lower valley could also be an element of the proposed souther extension of the Seward Highway Trail. If coordination with the AK RR or ADOT&PF is not successful, the most feasible location to cross Glacier Creek in the lower valley should be identified. If this bridge is constructed, projects T2.1 and T2.2 must be implemented. \*Additional UDC review required.

California Creek Bridge

Construct a pedestrian trail bridge across California Creek as part of the T8 trail project. The trail bridge will need to accommodate Class 2 Hiking Design Parameters. This bridge should be constructed in cooperation with plans for the development of the Girdwood Cemetery.

Virgin Creek Bridge

Identify a location for a trail bridge to cross Virgin Creek. A bridge would provide a safe, legal, and sustainable connection between lower Virgin Creek and the Wagon Trail. This project must be pursued in concert with the Virgin Creek Falls Trailhead project (TH4).

Improve Connectivity at Glacier Creek Bridge at Alyeska Highway

This project will likely not result in the construction of a bridge. A pedestrian circulation analysis should be completed to make recommendations on how to improve accessibility, connectivity, safety, and circulation across and underneath the Alyeska Highway connecting neighborhoods with the Town Center, school, and other community facilities and the Upper and Lower Iditarod. \*Additional UDC review required.

Glacier Greek Trail Bridge – Middle Valley – (north of airstrip)

A pedestrian bridge at this location to cross Glacier Creek would improve connectivity of the entire trail system, creating opportunities for more looping trail experiences. A bridge here would connect future neighborhoods to Upper Valley Trails. In coordination with this project, trails should be constructed on either side of the proposed bridge connecting the Iditarod Trail to T10, Forest Loop Trail. These trails should be built to the trail classification of the connecting trails. Finally, a bridge in this location provides legal access to trails by avoiding AK DOT&PF Airport property. \*Additional UDC review required.

Glacier Creek Trail Bridge – Upper Valley Hand Tram

A pedestrian bridge in the location of the former Hand Tram will provide year-round, multi-use connectivity to a design standard and capacity matching the Winner Creek Trail. B6 is currently in design and engineering phase; the majority of construction funding has been secured. \*Additional UDC review required.

# **Trailheads (TH)**

Girdwood Depot Trailhead Upgrades

Pursue an official parking agreement with the Alaska Railroad to provide authorized trail parking in this location. Install trailhead, wayfinding, and informational signage as authorized. Provide a restroom and other visitor amenities like a picnic area. This trailhead can successfully accommodate Girdwood visitors who want access to lower valley trails and can be a great future trailhead for lower valley trails east of Glacier Creek when an authorized crossing of Glacier Creek is constructed (B1).

Glacier Ranger District Trailhead

Pursue an official parking agreement with the USFS to provide authorized trail parking in this location. Install trailhead, wayfinding, and informational signage as authorized. This is a great opportunity to highlight coordination and collaboration for a community-based trail system.



Lower Valley Trailhead

Add a public trail head at the Girdwood Cemetery. This trailhead will be developed with the

development of the future Girdwood cemetery. It will provide parking for access to Beaver Pond and Tiny Creek Trail to the school.



# Virgin Creek Falls Trailhead

A combination of trailhead and circulation improvements are needed in this location to achieve the following:

- Reduce traffic impacts to the neighborhood streets.
- Improve connectivity between Lower Virgin Creek and Upper Virgin Creek Trails
- A separate Virgin Creek Trailhead and trail circulation study is needed to recommend a range of alternatives for resolving trail, traffic, parking, and trailhead conflicts in the neighborhood. \*Additional UDC review required.
- Upon completion of the study and review of the suggested alternatives by GTC there will be implementation of the preferred option.

# Karolius Trailhead

Build a new trailhead on HLB land zoned GCR-1 to service the east side of Glacier Creek. The trailhead should have capacity for 24 vehicles and include a kiosk, sanitation, and other trailhead amenities. This parking area will provide access to the trail system via the Lower Iditarod Trail and will also be under consideration for other uses in the future that are likely to require parking.

# Girdwood Town Center Trailhead Improvements – with restroom

This trailhead exists but is underutilized. Provide signage, wayfinding, trailhead amenities, and a restroom to improve the use and functionality of this trailhead adding useful capacity and relieving pressure from other trailheads.

# Moose Meadows Trailhead Improvements

Expand the Moose Meadows Trailhead to accommodate forty (40) vehicles. Reorganize and define parking to efficiently use the space. Add other trailhead amenities including informational and wayfinding signage.

# Beaver Pond Trailhead

Implementing improvements at other trailheads (Town Square, Girdwood PreK-8 School, Girdwood Cemetery, and improved signage and wayfinding), may reduce the demand for on-street parking in this location. As required, coordinate with AK DOT&PF to investigate the feasibility of an official trailhead in this location.

# Girdwood PreK-8 School Parking – Parking Agreement

Pursue an official parking agreement with Anchorage School District to provide authorized trail parking in the dirt lot adjacent to the AWWU road. Install trailhead, wayfinding, and informational signage as authorized. A trail should be constructed that connects this parking lot to the Middle Iditarod trail. This new connector trail should be located off of the AWWU road and can be constructed as part of future planned housing in the area. (Reference T9: Inter-Meadow Trail as part of this plan and the Crow Creek Neighborhood Land-Use Plan)

# Alyeska Resort Parking Agreement

Pursue an official parking agreement with Alyeska to provide authorized trail parking in this location. Install trailhead, wayfinding, and informational signage as authorized.

# Arlberg Trailhead Expansion

Coordinate with neighboring landowners to expand the Arlberg Trailhead parking area to the east. Include a vaulted restroom. Any resulting trailhead construction will likely need additional UDC approval separate from this plan approval. \*Additional UDC review required.

Middle Iditarod
Develop official trailhead parking in this location to accommodate 10-15 vehicles including signage, wayfinding, and other trailhead amenities. \*Additional UDC review may be required.

# Winner Creek Gorge Trailhead

Expand the existing Winner Creek Gorge Trailhead to accommodate another 20+ vehicles. After a trail bridge (B5) is constructed across Glacier Creek, there will be an alternate access route for trail users to access the Upper Valley east of Glacier Creek more easily. Expansion of the Winner Creek Gorge Trailhead will disperse trailhead access to the Upper Valley and relieve some pressure from the Arlberg Trailhead. \*Additional UDC review may be required.

# Areas for Mountain Bike Trail Development (MB)

Beaver Pond

(MB1)

MB2

MB3

Provide purpose-built mountain biking flow trails (Class 2-3 Bicycle Design Parameters) to the west of Abe's trail and Beaver Pond trail. This area for mountain bike trail development would alleviate user conflicts around the Abe's Trail/Beaver Pond/California Creek area. Beaver Pond Trail (out of trailhead 20) would be the up route for bicycle traffic and the proposed T7 would be the down route. Design intent is to mitigate user conflict in this area to the greatest extent possible by providing purpose-built mountain biking trails and removing faster-speed bicycle traffic from multi-use trails built for hiking. Trailhead access for this area would be located at Town Center, the Beaver Pond Trailhead, Cemetery Trailhead, or Girdwood PreK-8 School.

Near the Nordic 5K

Provide purpose-built mountain biking flow trails (Class 2-3 Bicycle Design Parameters) within and around the 5K Nordic Ski Loop. All trails in MB2 should minimize impacts to the Winner Creek Trail viewshed. Trailhead access to the area is from the Arlberg Trailhead, Alyeska Resort for resort guests, Alyeska Resort for the general public if a parking agreement is in place, and the Winner Creek Gorge Trailhead once the bridge over Glacier Creek at the former Hand Tram is in place.

End of the Snowcat Trail

Provide purpose-built mountain biking flow trails (Class 2-3 Bicycle Design Parameters). This area will likely need to be coordinated and authorized by multiple landowners (HLB and DNR). As mentioned in Project T14, designate a down route for biking to parallel the Snowcat Trail and separate walkers and hikers from faster downhill biking traffic. Trailhead access to the area is from the Arlberg Trailhead, Alyeska Resort for resort guests, Alyeska Resort for the general public if a parking agreement is in place, and the Winner Creek Gorge Trailhead once the bridge over Glacier Creek at the Hand Tram is in place.

# Special Projects (SP)

#### SP1: Areawide Wayfinding

Develop a comprehensive and standardized wayfinding and informational system that improves the understanding of and access to trails in Girdwood. The system should be simple, flexible, sustainable, fundable, represent community identity, and be implementable across multiple land ownerships.

### SP 2: Girdwood Valley Circum-Valley Loop

The existing and proposed trails that make up the route of the Girdwood Valley Circum-Valley Loop are described elsewhere; however, it is important to highlight the larger context of this idea. This loop trail is a key connector to the entire Valley - - connecting parks, roads, neighborhoods, and other community facilities. Everyone has access and everyone can navigate around the Valley by trail. Trail users can complete one segment, or they can go big and complete the whole thing. This concept presents an exciting opportunity as a destination trail experience.

### IMPLEMENTATION STRATEGY

The Girdwood Trails Plan presents a proposed trail network along with a list of projects that are endorsed by the Girdwood Community. The plan will be implemented over the next 15-20 years by a variety of landowners and trail managers including, but not limited to, the Municipality of Anchorage, Chugach State Park, US Forest Service, Girdwood Trails Committee, Girdwood Nordic Ski Club, Bikewood, Chugach Powder Guides, and Alyeska Resort.

The size and complexity of every project in this plan is different, however, all projects are required to complete the following steps:



For a detailed list of the project approval process, see page 15 of this plan or the GVTMP.

However, many of the projects identified in this plan will not require additional review and approval by the Urban Design Commission or the Planning and Zoning Commission. The review and approval process for trails in Title 21 (Sec. 21.03.190 C 2.b.), combined with the community process of developing and adopting a trail master plan, provide the necessary review for many projects. Please reference the Proposed Trail Network project descriptions on pages 38 – 44 to identify the projects requiring additional Urban Design Commission or Planning and Zoning Commission approvals.

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# **APPENDIX**



# MUNICIPALITY OF ANCHORAGE Real Estate Department MEMO

DATE: April 20, 2023

TO: Assembly Enterprise and Utilities Oversight Committee-of-the-Whole

THROUGH: Lance Wilber, Director

Office of Economic and Community Development

FROM: Emma Giboney, Land Management Officer

Heritage Land Bank

SUBJECT: An Inventory of Potentially Developable HLB Parcels in Girdwood

#### **EXECUTIVE SUMMARY**

On February 7, 2023, the Anchorage Assembly directed the Heritage Land Bank (HLB) and the Real Estate Department through Resolution 2023-40, As Amended, to compile a list of uncommitted parcels that are suitable for residential and commercial development in Girdwood. Through a spatial analysis and subsequent calculations using seven criteria for determining feasibility of development, HLB identified eleven (11) parcels that are suitable for potential development. The following report outlines that analysis.

#### INTRODUCTION

On February 7, 2023 the Anchorage Assembly passed Resolution 2023-40, As Amended (Appendix A). Section 3 of this resolution reads as follows:

"For the purpose of increasing attainable residential housing in Girdwood, the Administration is requested to direct Heritage Land Bank (HLB) and the Real Estate Department to compile a list from the HLB inventory of uncommitted parcels that are suitable for residential or commercial development, to include information about existing utilities, plats, studies, known or estimated development costs to prepare the land for constructing dwellings, and any other considerations required to determine the feasibility for development. Additionally, direct HLB, in conjunction with appropriate municipal

departments, to explore financial mechanisms, such as tax improvement districts and tax abatement, to support the development of attainable housing. This task shall be a first step towards the objective to dispose HLB land under AMC section 25.40.025 to a qualified Girdwood nonprofit organization, either alone or in partnership with another entity, with due consideration to and coordination with the Girdwood Board of Supervisors. A report of this compilation is to be transmitted to the Assembly via an Assembly Information memorandum and presented at an Assembly Enterprise and Utilities Oversight Committee no later than April 20, 2023."

In response to the first component of this resolution, HLB is presenting the compilation of a list of uncommitted HLB parcels that are most suitable for development in Girdwood. This report is a broad overview of the feasibility of development of HLB Parcels in Girdwood.

#### **METHODS**

Heritage Land Bank owns and manages over 250 parcels within the Municipality, totaling around 12,800 acres. Within Girdwood, HLB owns 58 parcels, totaling around 6,300 acres, just under 50% of all HLB acreage. The goal of this report is to compile a list from the HLB inventory of uncommitted parcels that are the most feasible for residential or commercial development in Girdwood. To complete this objective, HLB worked with the municipal Geographic Data and Information Center (GDIC) to perform a spatial analysis to generate a wide range of information about the 58 HLB-owned parcels in Girdwood. The list was then narrowed through a series of determinations and calculations by HLB Staff. In this section a more detailed look at how the data was generated and analyzed will be described.

The Assembly Resolution directed the analysis to use "information about existing utilities, plats, studies, known or estimated development costs to prepare the land for constructing dwellings, and any other considerations required to determine the feasibility for development". In addition, the analysis took into consideration zoning designations, slope, wetlands, flood hazard areas and avalanche hazard zones. In total about twenty attributes were considered to help narrow down the list of parcels to the ones most feasible for development.

GDIC Staff performed a spatial analysis to generate information for each HLB parcel in Girdwood. The data sources complied for the spatial analysis included GDIC property, street, and environmental information, as well as spatial data obtained from Chugach Electric Association (CEA) and Anchorage Water and Wastewater Utility (AWWU). While some information was more straight forward, such as size, wetland, and zoning information, the infrastructure proximity was more complex to generate. GDIC Staff measured the Euclidian distance (straight-line or "as-the-crow-flies") from the geometric center point of each Girdwood HLB parcel to the nearest AWWU water main, AWWU sewer main, CEA electrical line, and street. The result of the spatial analysis was a spreadsheet that had over 20 attributes for each of the 58 parcels.

From this initial inventory HLB Staff developed a set of criteria to narrow down the list to the parcels most feasible for development. A list of the criteria are as follows:

- 1. Parcels are uncommitted: not leased or having a designated purpose
- 2. Infrastructure is located within one-half mile: water mains, sewer mains, electrical lines and streets
- 3. Parcels are mostly uplands: not in intertidal areas or majority Class A wetlands
- 4. Parcels are relatively flat or have minimal slope
- 5. Zoning is appropriate for residential or commercial development
- 6. Other environmental considerations including special flood hazard areas that are not prohibitive
- 7. Plat notes that do not restrict development: setbacks, easements, restrictions, development or other requirements

Using these criteria, the list was narrowed down to the HLB parcels most feasible for development. At this point, the directive to estimate costs to prepare the land for constructing dwellings was further explored. HLB Staff consulted with CEA, AWWU, the Planning Department, and the Development Services Department to create a formula to calculate a rough estimate for constructing off-site infrastructure for each of the remaining parcels. These estimates represent the minimum cost to bring water, sewer, electricity, and roads from existing infrastructure to a parcel and are meant as a guide.

#### **RESULTS**

Out of the 58 HLB-owned parcels in Girdwood, 11 are reasonably feasible for development under the current conditions. The largest limiting factor was infrastructure proximity. Twenty-four parcels are at least half a mile away from one of the four infrastructure types, however two of these parcels (6-010 and 6-011) remain included due to their size and how the methodology may have skewed the results for large parcels. Zoning was the second largest category eliminating parcels for potential development, with 19 parcels zoned Open Space (GOS), Recreation (GRR), Watershed (GW), and Parks (GIP). While rezoning may be an option, it is a current barrier for development. Many other parcels were eliminated due to a variety of other reasons, summarized in Appendix B. Many parcels had more than one factor that made development potentially difficult.

The eleven parcels most feasible for development can be found in the table below, with more details and maps in Appendices C and D. While these parcels may be more developable than the other 47, many challenges are still present. A majority of parcels have factors that would make only a portion feasible for development. Some parcels have steep areas, or areas of wetlands. Others have multiple zoning districts or plat notes, easements, or setbacks that make portions of the parcel undevelopable.

HLB Number	Parcel ID	Legal Description	Plat	Area (Acres)
6-010	075-021-03-000	ALASKA STATE LAND SURVEY 81-149 TR A	84-446	1178
6-011	075-311-04-000	ALYESKA - PRINCE ADDITION TR I	87-131	426
6-015	075-031-33-000	GIRDWOOD ELEMENTARY SCHOOL TR C	85-38	14
6-016	075-031-32-000	GIRDWOOD ELEMENTARY SCHOOL TR B	85-38	23
6-017	075-041-31-000	T10N R2E SEC 9 TR 9A	73-220	12
6-036	075-104-71-000	GLACIER VIEW ESTATES TR 1	2008-18	205
6-039	075-091-01-000	T10N R2E SEC 18 TR 18B	73-220	68
6-040	075-093-44-000	T10N R2E SEC 18 TR 18A	73-220	43
6-057F	075-131-07-000	GIRDWOOD INDUSTRIAL PARK PH 1 TR B	2016-67	155
6-076	075-062-60-000	GIRDWOOD SOUTH TOWNSITE TR G-6	2014-25	15
6-134	075-063-90-000	GIRDWOOD SOUTH TOWNSITE TR D-5	2014-25	15

(Additional information on each parcel is available in Appendix C and D)

#### CONCLUSION

Fifty-eight (58) HLB parcels in Girdwood were narrowed down to the eleven (11) most feasible for development through a series of spatial analyses, calculations, and site-specific implications. Many of these parcels have been considered for development in the past and are designated for development in the applicable area and master plans. While they are the most feasible parcels for development, that does not imply that they are easily developable. Pre-development surveying and engineering, wetland delineation and permitting, possible rezoning and replatting are all cost barriers when considering a development project. And although this analysis gives a basic idea of infrastructure access and cost, the methods are limited and most likely give a much lower estimate than what would actually be necessary.

This report's intention is to establish a preliminary baseline of development capability for HLB parcels within Girdwood. This report is not intended to provide preferred properties for development or suggest that development is likely to occur within a given time frame. HLB will work with all stakeholders, public and private, to continue to meet the needs of the area and maintain the mission of HLB.

#### **APPENDICES**

Appendix A: Resolution 2023-40, As Amended

Appendix B: Parcel elimination table

Appendix C: Table with details on the 11 parcels determined to be feasible for development

Appendix D: Maps and fact sheets

CC: Heritage Land Bank Advisory Commission

APPENDIX A: AR 2023-40

Municipal Clerk's Office Amended and Approved

Date: February 7, 2023

Submitted by: Assembly Chair LaFrance and

Assembly Member Zaletel

Reviewed by: Assembly Counsel For reading: February 7, 2023

# ANCHORAGE, ALASKA AR No. 2023-40, As Amended

A RESOLUTION OF THE ANCHORAGE MUNICIPAL ASSEMBLY REQUESTING THE ADMINISTRATION DIRECT HERITAGE LAND BANK (HLB) TO INCLUDE SPECIFIC OBJECTIVES IN THE HLB FIVE-YEAR MANAGEMENT PLAN AND THE HLB ANNUAL WORK PROGRAM AND TAKE CERTAIN ACTIONS TOWARDS INCREASING ATTAINABLE RESIDENTIAL HOUSING IN GIRDWOOD.

**WHEREAS**, the Assembly seeks to alleviate the ongoing housing shortage and affordability crisis in the Municipality of Anchorage; and

**WHEREAS**, as a resort community within the Municipality, Girdwood faces high external housing demand and has seen a drastic increase in short term rentals in the last 10 years, making it challenging for year-round residents of Girdwood to obtain housing, with the immediate need for housing estimated to be at least 150 to 300 units of year-round permanent housing; and

WHEREAS, Girdwood community meetings and Assembly worksessions on the proposed Holtan Hills development have generated high public interest among Girdwood residents, resulting in robust conversations about the need for a broader effort to develop housing in Girdwood that is attainable not only to people working and living in Girdwood year-round, whose household incomes are 80 to 120 percent of the annualized Area Median Income (AMI) for Girdwood, but also for those persons whose household incomes are below 80 percent of the AMI;

**WHEREAS**, most of the land in Girdwood that is suitable for residential and commercial development is primarily owned by Heritage Land Bank (HLB); and

**WHEREAS**, the Girdwood Board of Supervisors unanimously approved Resolution 2021-18 on August 16, 2021 and Resolution 2023-01 on January 16, 2023, urging "HLB to prioritize the need for community housing in Girdwood that was attainable and affordable to the working population of the community"; and

**WHEREAS**, on December 20, 2022 the Assembly unanimously approved AR 2022-416, which stated the Assembly's intent to "prioritize the use of uncommitted municipal land to address the housing shortage, either through disposal or land exchanges or development through public-private partnerships (P3s), which can result in greater public benefit by advancing housing goals in ways not typically feasible through private development alone"; and

**WHEREAS**, Anchorage Municipal Code (AMC) section 25.40.020A. directs HLB to submit a five-year management plan for Assembly approval at least every five years to "identify those land acquisition, inventory, management, transfer, and disposal objectives anticipated during this time frame" and AMC section 25.40.020B. further states that each year HLB shall submit to the Assembly for approval "a work program which conforms to

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49 50 the current or proposed five-year management plan and which includes detailed descriptions of the proposed land acquisition, inventory, management, transfer and disposal activities of the Heritage Land Bank for the coming year"; and

WHEREAS, while HLB did not submit a five-year management plan or annual work program to the Assembly in 2022, HLB typically submits the plan and program to the Assembly in the first quarter, and it is anticipated the plan and program will be submitted by early second quarter this year; and

WHEREAS, the Assembly seeks to facilitate disposal of uncommitted developable HLB land in Girdwood to a qualified Girdwood non-profit entity, either alone or in partnership with another entity, for the purpose of increasing attainable residential housing stock in Girdwood; and

WHEREAS, the Assembly seeks to include such conveyance as an objective in both the HLB 2024-2027 five-year management plan and the HLB 2023 work program; and

WHEREAS, the Girdwood Area Plan is being updated and is expected to address the lack of attainable residential housing in Girdwood, with the process for adoption of the Plan by the Municipality projected to start in the fall of 2023; and

WHEREAS, the Assembly desires that upon approval of the updated Girdwood Area Plan by the Assembly, the HLB amends the forthcoming five-year management plan and work program to reflect the housing objectives contained in the Girdwood Area Plan; and

# NOW, THEREFORE, THE ANCHORAGE ASSEMBLY RESOLVES:

**Section 1.** To request the Administration direct HLB to add as an objective to both the HLB 2024-2027 five-year management plan and the HLB 2023 annual work program, in coordination with the Girdwood Board of Supervisors, the disposal of HLB parcels to a qualified Girdwood non-profit recipient, either alone or in partnership with another entity, for the purpose of increasing attainable housing for year-round residents in Girdwood.

Section 2. Upon adoption of the updated Girdwood Area Plan by the Municipality, to request the Administration direct HLB to integrate the housing objectives of the updated Girdwood Area Plan into forthcoming HLB five-year management plans and HLB annual work programs to specifically address housing needs for the Girdwood community.

**Section 3.** For the purpose of increasing attainable residential housing in Girdwood, the Administration is requested to direct HLB and the Real Estate Department to compile a list from the HLB inventory of uncommitted parcels that are suitable for residential or commercial development, to include information about existing utilities, plats, studies, known or estimated development costs to prepare the land for constructing dwellings, and any other considerations required to determine the feasibility for development. Additionally, direct HLB, in conjunction with appropriate municipal departments, to explore financial mechanisms, such as tax improvement districts and tax abatement, to support the development of attainable housing. This task shall be a first step towards the objective to dispose HLB land under AMC section 25.40.025 to a qualified Girdwood nonprofit organization, either alone or in partnership with another

entity, with due consideration to and coordination with the Girdwood Board of 1 2 Supervisors. A report of this compilation is to be transmitted to the Assembly via an Assembly Information Memorandum and presented at an Assembly Enterprise and 3 Utilities Oversight Committee no later than April 20, 2023. 4 5 6 **Section 4.** This resolution shall be effective immediately upon passage and approval by the Assembly. 7 8 PASSED AND APPROVED by the Anchorage Assembly this 7th day of February, 9 2023. 10 11 12 13 Suzanne Latrance 14 15 ATTEST: 16 17 18 Barbara a. Jones 19 20 Municipal Clerk 21

### **APPENDIX B: Parcel Elimination Table**

This table lists the criteria that was used to determine if HLB parcels in Girdwood are feasible for development. In the left column is the reason for elimination, and the right column is the number of parcels that had that reason as a factor for not being feasible for development. The right column totals to greater than 58 because many parcels had more than one attribute making them challenging to develop.

Reason for Exclusion	# of Parcels
Infrastructure Proximity greater than 1/2 mile	22
Incompatible Zoning Designation	19
Steep Slope	15
Leased or Committed	11
Intertidal Zone	4
Wetlands	4
Other Environmental Factors	3
Plat Notes	1
Avalanche Hazard	0

# APPENDIX C: Tables with details on the 11 parcels determined to be feasible for development

# **Parcel Description**

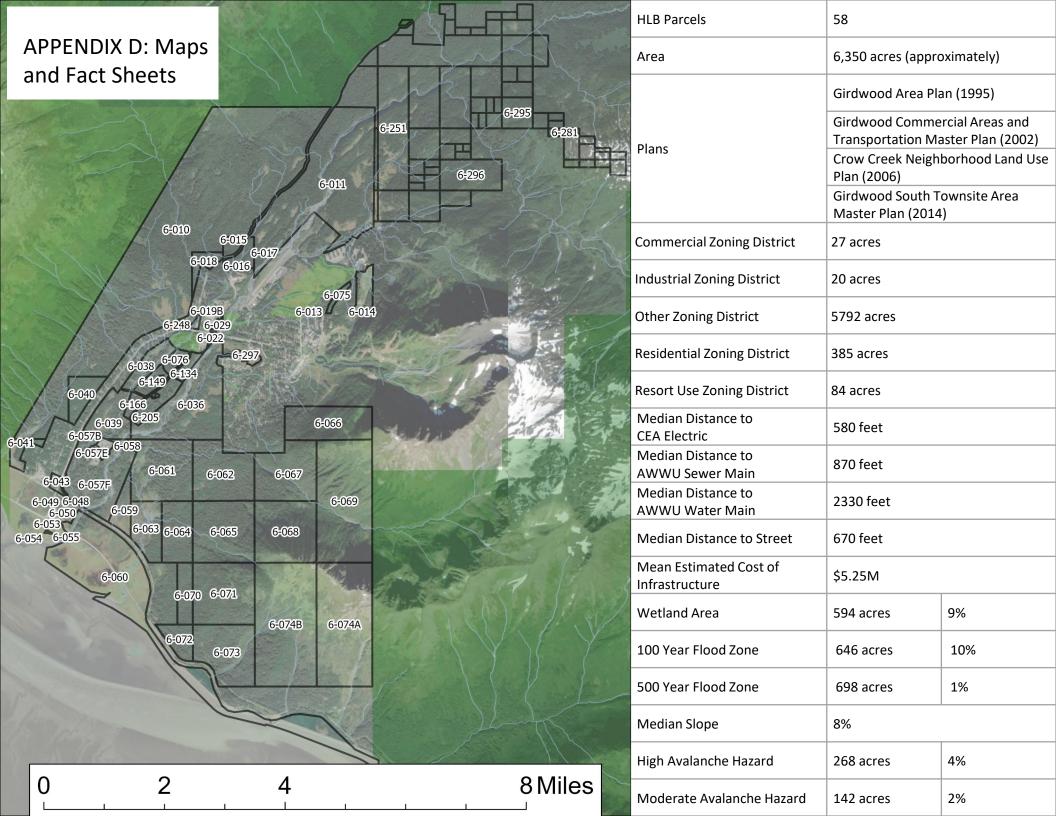
HLB Number	Parcel ID	Legal Description		Relevant Plat Notes	Area (acres)	Mean Slope (%)
6-010	075-021-03-000	ALASKA ST LAND SURVEY 81-149 TR A	84-446	section line easements; stream easements; Open space requirements; trail easements	1178	30
6-011	075-311-04-000	ALYESKA - PRINCE ADDITION TR I	87-131	50 ft wide stream protection and maintenance easement	426	15
6-015	075-031-33-000	GIRDWOOD ELEMENTARY SCHOOL TR C	85-38		14	18
6-016	075-031-32-000	GIRDWOOD ELEMENTARY SCHOOL TR B	85-38	25 ft wide stream maintenance easement	23	19
6-017	075-041-31-000	T10N R2E SEC 9 TR 9A	73-220		12	13
6-036	075-104-71-000	GLACIER VIEW ESTATES TR 1	2008-18	creek setback; required flood study to determine base flood elevations	205	8
6-039	075-091-01-000	T10N R2E SEC 18 TR 18B	73-220		68	6
6-040	075-093-44-000	T10N R2E SEC 18 TR 18A	73-220		43	13
6-057F	075-131-07-000	GIRDWOOD INDUSTRIAL PARK PH 1 TR B	2016-67	Stream setback, easements	155	5
6-076	075-062-60-000	GIRDWOOD SOUTH TOWNSITE TR G-6	2014-25	street access improvements along the full tract frontage; stream setback	15	3
6-134	075-063-90-000	GIRDWOOD SOUTH TOWNSITE TR D-5	2014-25	street access improvements along the full tract frontage; stream setback	15	4

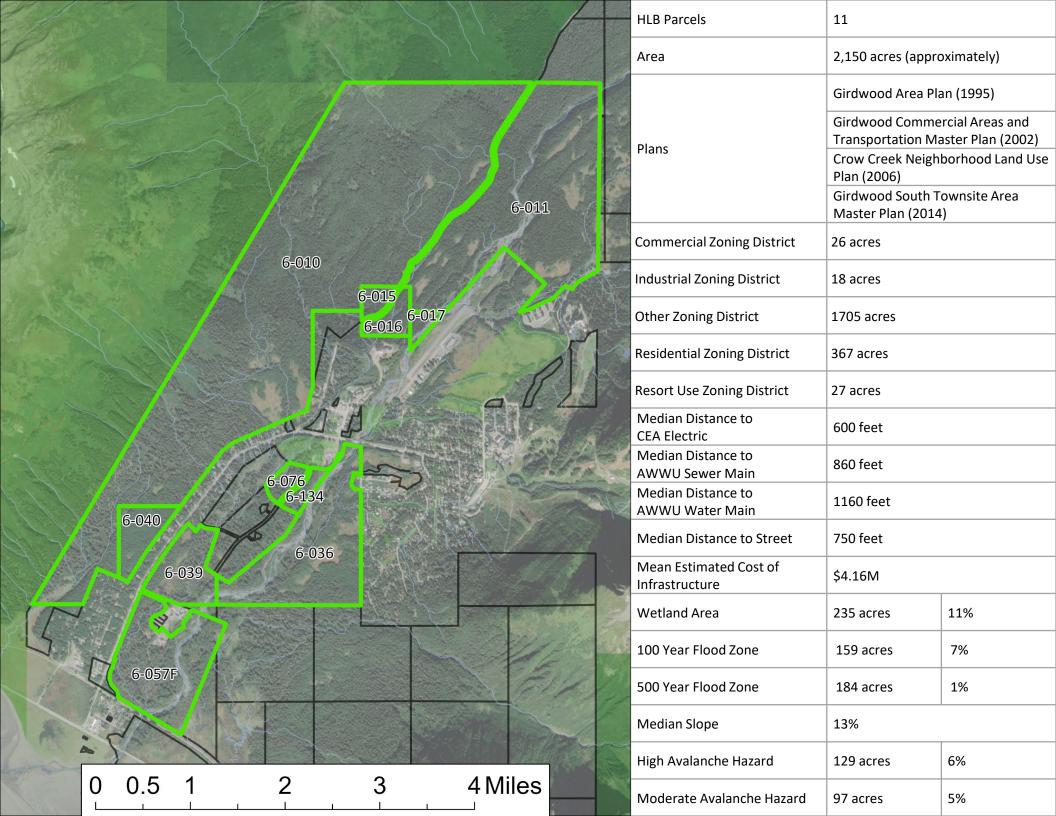
	Planning and Zoning							
HLB Number	Plans	Zoning District	Zoning Designations	Zoning Designation Area (acres)				
6-010	Girdwood Area Plan (1995) Girdwood Commercial Areas and Transportation Master Plan (2002) Crow Creek Neighborhood Land Use Plan (2006)	Residential Other	GR-3 GOS	229 944				
6-011	Girdwood Area Plan (1995) Girdwood Commercial Areas and Transportation Master Plan (2002) Crow Creek Neighborhood Land Use Plan (2006)	Residential Other Resort Use	GR-3, GR-5 GOS, GDR, GRR GRST-2	50, 14 169, 43, 120 27				
6-015	Girdwood Area Plan (1995) Girdwood Commercial Areas and Transportation Master Plan (2002) Crow Creek Neighborhood Land Use Plan (2006)	Residential Other	GR-3 GOS	11 3				
6-016	Girdwood Area Plan (1995) Girdwood Commercial Areas and Transportation Master Plan (2002) Crow Creek Neighborhood Land Use Plan (2006)	Residential Other	GR-3 GOS, GIP	7 9, 7				
6-017	Girdwood Area Plan (1995) Girdwood Commercial Areas and Transportation Master Plan (2002) Crow Creek Neighborhood Land Use Plan (2006)	Residential Other	GR-3 GOS	3 9				
6-036	Girdwood Area Plan (1995) Girdwood Commercial Areas and Transportation Master Plan (2002) Girdwood South Townsite Area Master Plan (2014)	Other	GCR-1 GOS	84 120				
6-039	Girdwood Area Plan (1995) Girdwood Commercial Areas and Transportation Master Plan (2002) Girdwood South Townsite Area Master Plan (2014)	Residential Other	GR-1 GOS	14 53				
6-040	Girdwood Area Plan (1995) Girdwood Commercial Areas and Transportation Master Plan (2002)	Residential Other	GR-3 GOS	39 4				
6-057F	Girdwood Area Plan (1995) Girdwood Commercial Areas and Transportation Master Plan (2002)	Industrial Other	GI-1 GOS	18 136				
6-076	Girdwood Area Plan (1995) Girdwood Commercial Areas and Transportation Master Plan (2002) Girdwood South Townsite Area Master Plan (2014)	Commercial Other	GC-5 GOS	14 1				
6-134	Girdwood Area Plan (1995) Girdwood Commercial Areas and Transportation Master Plan (2002) Girdwood South Townsite Area Master Plan (2014)	Commercial Other	GC-5 GOS	13 2				

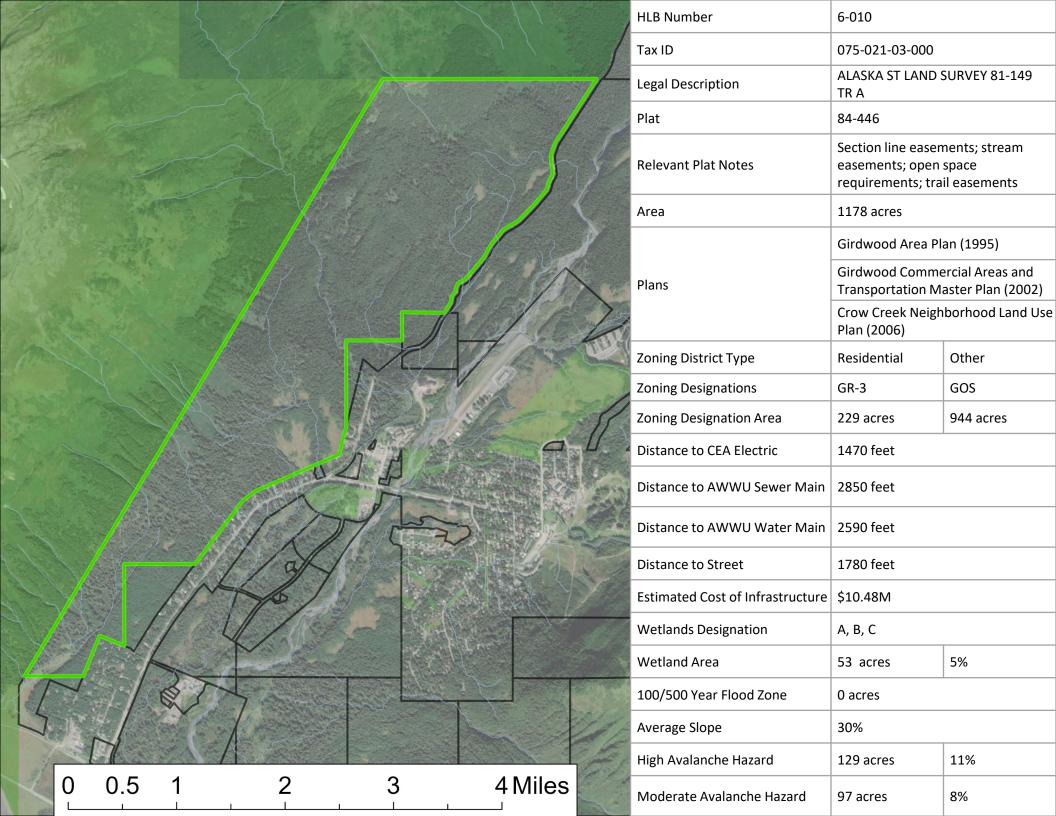
	Infrustructure							
HLB Number	Distance to CEA Electric (feet)	Distance to AWWU Sewer Main (feet)	Distance to AWWU Water Main (feet)	Distance to Street (feet)	Estimated Cost of Off-Site Infrastructure			
6-010	1470	2850	2590	1780	\$10.47M			
6-011	1770	2660	1520	1200	\$8.35M			
6-015	1250	1380	1160	390	\$4.57M			
6-016	570	890	480	290	\$2.52M			
6-017	600	760	240	750	\$3.10M			
6-036	1370	1430	1470	1440	\$7.15M			
6-039	640	650	970	790	\$3.84M			
6-040	520	790	2110	810	\$5.04M			
6-057F	390	860	1480	710	\$4.15M			
6-076	330	300	820	310	\$2.07M			
6-134	180	240	690	220	\$1.55M			

		Wetlands		Special Flood Hazard Zones				
HLB Number	Wetlands Designation	Wetland Areas (acres)	Wetland Area (%)	100 Year Flood Zone (acres)	500 Year Flood Zone (acres)	100 Year Flood Zone (%)	500 Year Flood Zone (%)	
6-010	А, В, С	53	5	0	0	0	0	
6-011	A, B, D	64	15	0	0	0	0	
6-015	None	0	0	0	0	0	0	
6-016	A, D	3	14	0	0	0	0	
6-017	D	2	18	2	2	16	18	
6-036	A, C	25	12	25	28	12	14	
6-039	А	32	47	29	32	43	48	
6-040	С	0	1	0	0	0	0	
6-057F	А	52	34	92	102	59	66	
6-076	А	2	15	3	5	20	36	
6-134	None	0	0	8	14	57	95	

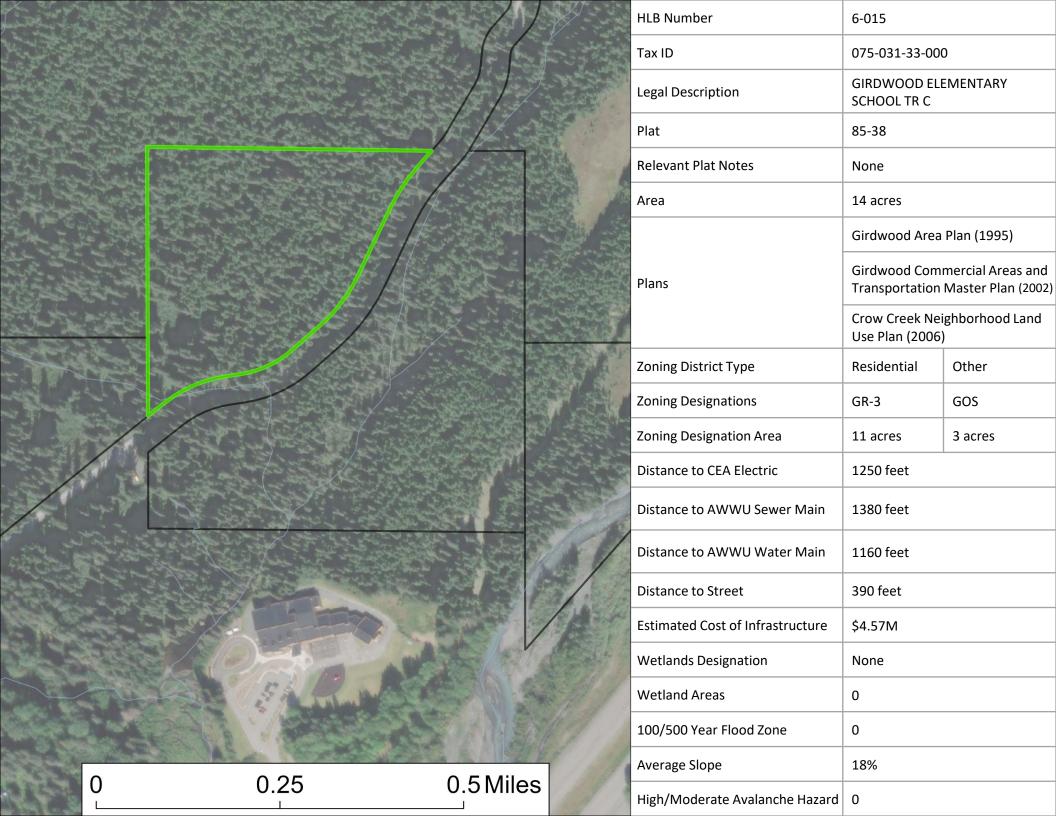
	Avalanche Hazard Areas						
HLB Number	High Avalanche Hazard (acres)	Moderate Avalanche Hazard (acres)	High Avalanche Hazard (%)	Moderate Avalanche Hazard (%)			
6-010	129	97	11	8			
6-011	0	0	0	0			
6-015	0	0	0	0			
6-016	0	0	0	0			
6-017	0	0	0	0			
6-036	0	0	0	0			
6-039	0	0	0	0			
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6-057F	0	0	0	0			
6-076	0	0	0	0			
6-134	0	0	0	0			

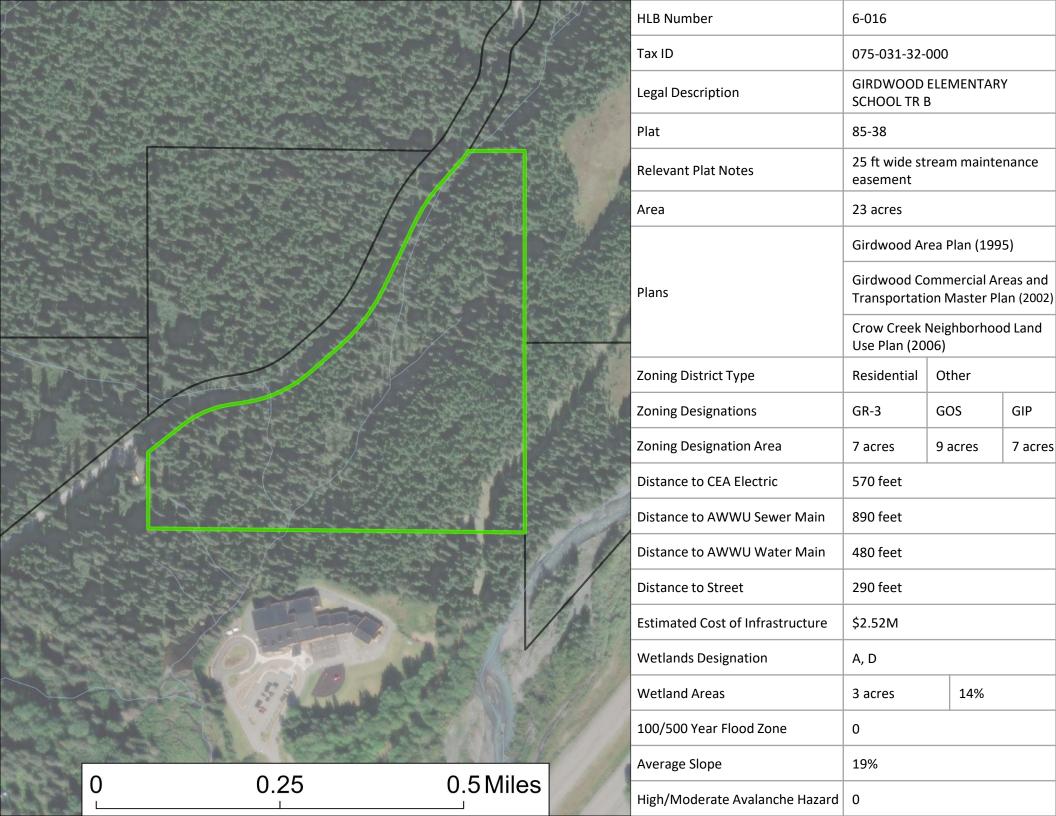


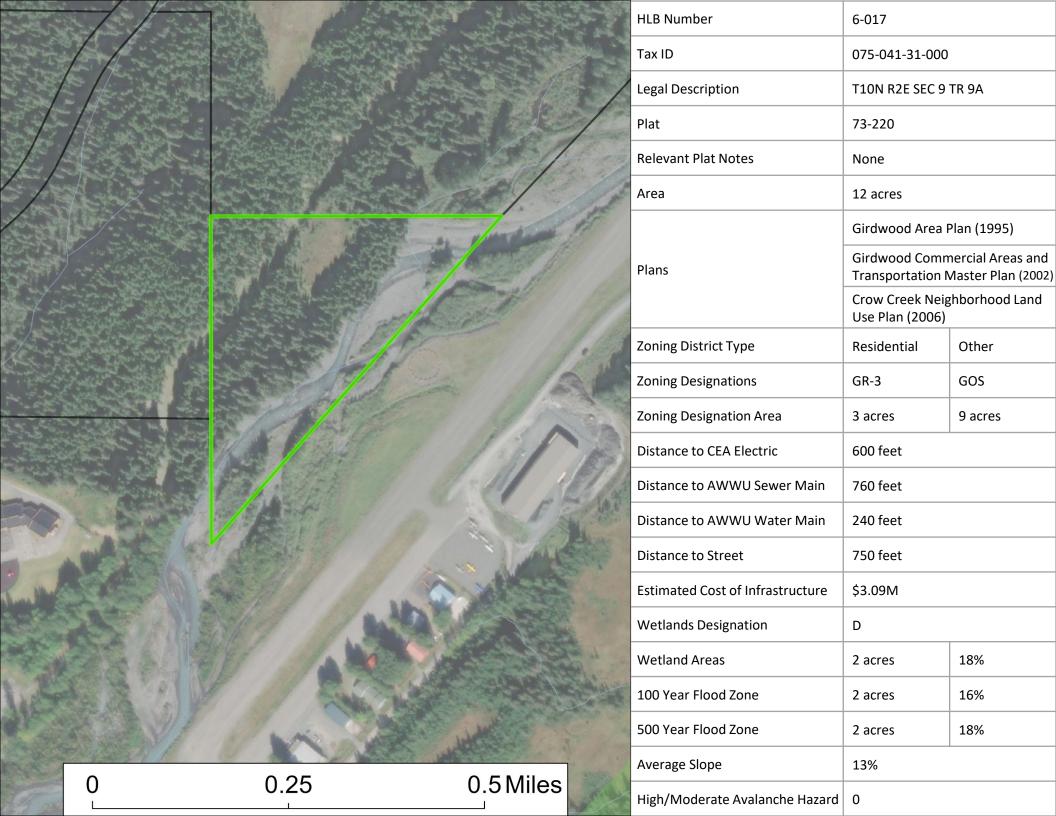


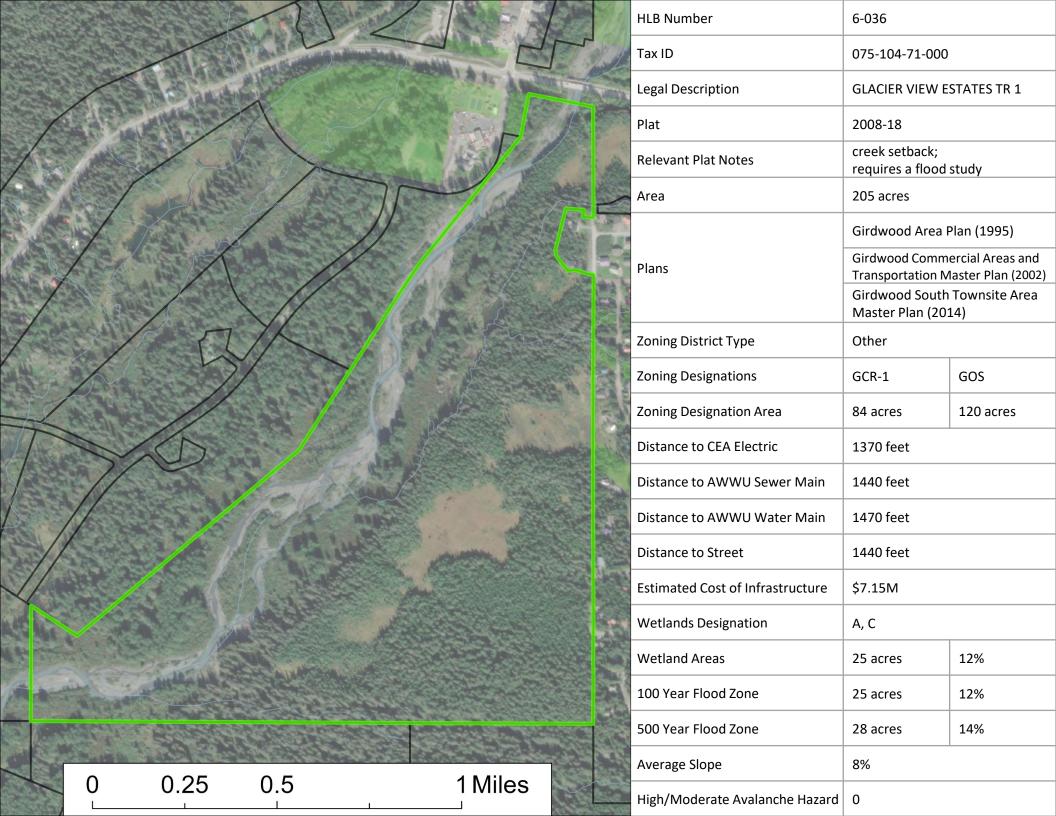






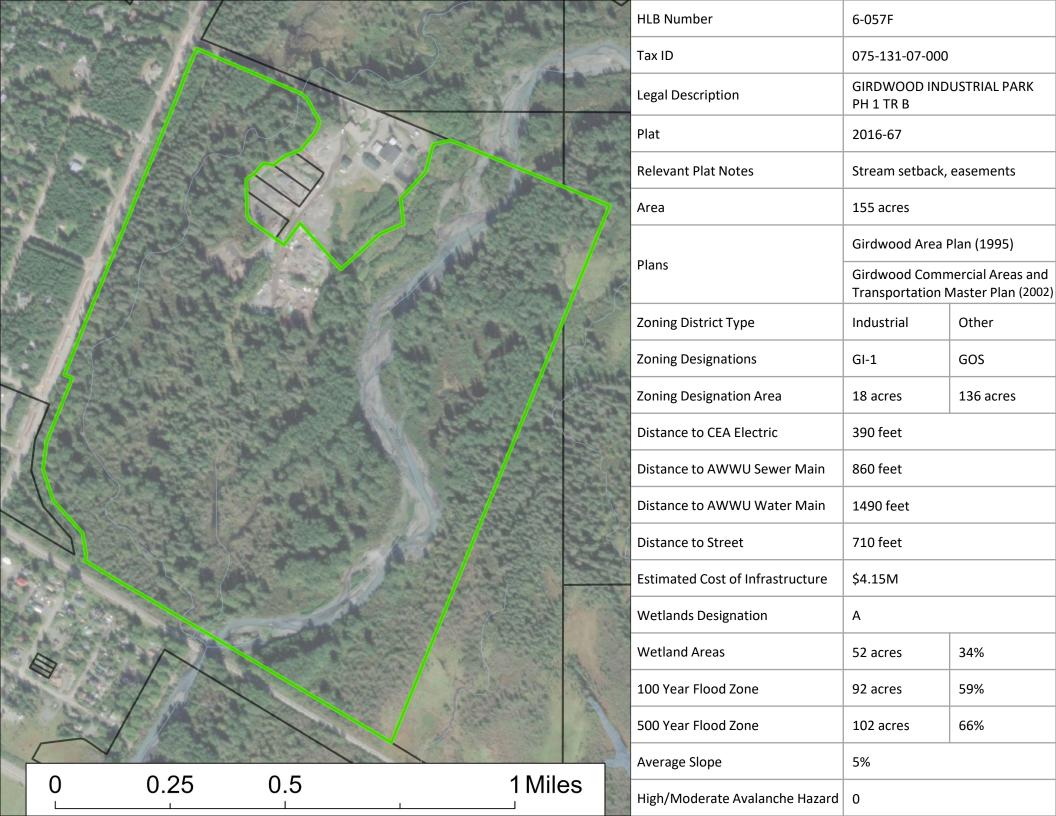
















# **Current Financial Mechanisms to Support Potential Residential Development in Girdwood.**

Exemption	State Statute	Code	Simplified Summary	Comments	Pro	Con	Action Item
Nonprofit  Downtown	29.45.030 (a)(3)	12.15.015	Property used exclusively for nonprofit religious, charitable, cemetery, hospital or educational purposes is exempt When four or more are	You could always set up a non-profit entity that provides affordable housing or something that is charitable. The State Statute	The courts have determined that providing affordable housing is a charitable act.	Limited to nonprofit entities.  The current code	No action item from the Municipality  Expand the code to
Housing	23.43.030(111)	12.00	created, the newly created residential units are exempt	was recently changed to allow property in special service areas, like Girdwood, be exempt. So, 12.60 could be expanded to Girdwood.	forward.	would need to be cleaned up for a more streamlined process and made applicable to Girdwood. And you have to pay the school levy.	also include the Girdwood District; change the sunset clause; and streamline the exemption.
Tax Incentives for Affordable and Workforce Housing	29.45.050(m)	12.70	When 20 or more residential units are created near a transit corridor and at least 40% of the units are affordable/workforce units, the qualifying units are exempt.	The State Statute was recently changed to allow property in special service areas, like Girdwood, be exempt. So, 12.70 could also be implemented in Girdwood.	Good option for large developers	Currently limited to housing near a transit corridor. But that could be changed. And you have to pay the school levy.	Amend the code to require the property be located within ¼ mile of a transit-supportive development or located in the Girdwood Special Assessment District.
Property Tax Exemption for Certain Subdivided Property	29.45.050(w)	12.15.015 E.6.	If you subdivide a lot into three or more lots, you can get an exemption on the increase in value for up to five years.	This is probably the less applicable exemption we currently have, but it could be helpful during the construction phase.	Relatively straight forward exemption.	If you sell or build a house, the exemption terminates. Good for 5 years.	No action item from the Municipality