GIRDWOOD
PARKS AND RECREATION

Project Updates!
www.girdwoodparksplan.com

PLEASE JOIN US FOR THE 2ND **OPEN HOUSE** TO REVIEW:

DRAFT PARK DESIGNS
FOR THE GIRDWOOD PARKS MASTER PLAN

WHEN: Tuesday, December 16th
6:00-9:00 PM
WHERE: Girdwood Community Room at the Girdwood Library

At this meeting we will be reviewing:

- Draft vision and goal statements
- Draft plans for Moose Meadows, Girdwood Park, Lions Club Park, and Town Square
- Proposed future parks/park land

Scan here to access the project website and more information!

Project Contacts:

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KINNEY
ENGINEERING, LLC

July 24, 2025

Sean Holland, P.E.
Director, Central Region
Alaska Department of Transportation & Public Facilities

Transmitted By Email To: sean.holland@alaska.gov

Subject: Alyeska Highway MP 0-2 Speed Study
LOA 25252057
Kinney Engineering, LLC Work Order 00835

Dear Director Holland:

Kinney Engineering, LLC (KE) has prepared this engineering study of Alyeska Highway speeds in Girdwood, Alaska, for the segment between the Seward Highway MP 0 and Crow Creek Road MP 2.

Attachment A describes the study background, methodology, input data, discussion and analysis of speed and safety factors, and our recommendations.

Attachment B provides a table summarizing the data gathered and conclusions drawn for this roadway. The existing 45 MPH posted speed limit is confirmed to be reasonable and safe based upon measurements of existing conditions for all users along the roadway and roadside.

We also find additional engineering and enforcement countermeasures should be considered. If these strategies were put into place, a lower posted speed limit of 40 MPH is possible. We do not recommend 40 MPH as safe and effective without additional countermeasures.

Sincerely,

Scott E. Thomas

Scott E. Thomas, PE
Traffic Engineer
Kinney Engineering, LLC

Attachments:

A. Discussion and Analysis of Speeds on the Alyeska Highway MP 0-2
B. 22_Speed Limit Evaluation Template.xlsx form
C. USLimits2 Evaluation
D. PEDSAFE Evaluation
E. Alaska 5 Year Serious Injury Rates

Z:\PROJECTS\00835_Alyeska Highway Speed Study\Reports\00835 Alyeska Hwy Speed Limit Study.docx

Attachment A – Discussion and Analysis of Speeds, Alyeska Hwy MP 0-2

Discussion of community input or interactions with DOT&PF are included for background and context. These are based on the experiences of Scott Thomas, this report's principal analyst and author, who worked as Central Region Traffic and Safety Engineer from 2000 to 2023.

Background

The Alyeska Highway has a posted speed limit of 45 MPH for the 1.8 mile segment extending from the Seward Highway to Crow Creek Road. At a point 560 feet west of the Crow Creek Road intersection, the speed limit changes to 30 miles per hour.

The Alyeska Highway was narrowed in 2017 to 11 foot lanes and 4 foot shoulders. Roadsides were steepened to provide improved drainage space. Previously the highway had wider lanes and shoulders. The existing separated pathway was reconstructed with “sweeps” in front of sidestreet stop bars. These sweeps place pathway users at a location where sidestreet motorists are more likely to see and stop before the pathway conflict area. Sweeps also placed pathway users within the main highway shoulder, next to higher speed traffic. This was a source of significant safety concern for the community which was reviewed with DOT&PF. This concern led to three changes:

1) additional recycled asphalt was added to sweeps to permit non-motorized users to choose more buffer distance from traffic,
2) DOT&PF pathway standards for future projects were changed to sweep in front of stop bars outside of road shoulders to place more buffer from vehicular travel lanes, and
3) the Girdwood Board of Supervisors (GBOS) were provided seasonal traffic calming tools as engineering countermeasures to raise awareness for all users. These included speed stencils, pathway intersection signing, orange candle delineators, and portable “Yield to Pedestrians and Bicyclists” regulatory signs.

Pathway Cyclists shying away from striped sweep to shoulder

New pathway stencils and portable signs at sweeps

Methodology

This speed study was conducted in accordance with

- Alaska Statute AS 19.10.072 *Procedures for Determination of Speed Limits and Zones*,
- Alaska Administrative Code 13 AAC 02.280(b) *Alteration of Speed Limits by State and Municipalities*
- DOT&PF Policy and Procedure 05.05.020 *Establishment of Limits and Zones*
- DOT&PF Central Region Excel template provided for data input and analysis titled "22_Speed Limit Evaluation Template.xlsx"
- Manual on Uniform Traffic Control Devices (MUTCD), 11th edition, 2023, Section 2B.21 *Speed Limit Sign*, (Engineering Study required)
- FHWA USLimits2, *A Tool to Aid Practitioners in Determining Appropriate Speed Limit Recommendations*

Motorist speed observations were sampled in May 2025. Roadway and roadside conditions were field inspected in July 2025. As-built plans for 2017 highway and pathway rehabilitation were also reviewed. Sources of input data are listed below.

Input Data

The following table presents the sources of engineering data used as factors in this analysis. Analysis values are listed within the template form found under Attachment B.

Parameter	**Source**
Lane width	Project Z585260000 Alyeska Hwy 3R as-builts, field check.
Shoulder width	Project Z585260000 Alyeska Hwy 3R as-builts, field check.
Functional Class	https://akdot.maps.arcgis.com/home/index.html
5-Year Weighted Average Daily Traffic	https://alaskatrafficdata.drakewell.com/publicmultinodemap.asp
Roadway Geometry Curves and Tangents	Project Z585260000 Alyeska Hwy 3R as-builts
Traffic Considerations – Neighborhoods	Field Inspection and Google Earth Pro
Traffic Considerations – Schools and Parks	Field Inspection and Google Earth Pro
Traffic Considerations – Driveways, Parking and Turns to Mainline	Project Z585260000 Alyeska Hwy 3R as-builts, Field Observations, and Google Earth Pro?
Spot Speed Studies	Provided by DOT&PF Central Region
Crash Data	Provided by DOT&PF Central Region
Enforcement	Field observations and Analyst's Past Experience
Local Consultation	Field observations of seasonal traffic control devices and Analyst's Past Experience

In addition to speed studies in May, field observations were made on Saturday, July 20, 2025 to further inspect highway conditions. Users of all ages were observed along the pathway and into the unbuffered sweeps. Vehicles were turning into access points and driveways. Adjacent land uses were noted under ideal conditions. Local enforcement by Whittier Police Department was active and visible. There were no special events or other indicators of temporary conditions. Seasonal countermeasures were in place demonstrating GBOS efforts at pathway sweeps and crosswalks. Some loss of pavement stencils was noticed due to wear and gravel buildup.

Alyeska Highway MP 0, Commercial Area, 45 MPH, May 2025

Discussion and Analysis of speed limit factors

The speed limit evaluation table (Attachment B) forms the basis of this engineering study and this letter. It is organized to work through the considerations required under state law, regulations, federal guidance, and DOT&PF policy. Spreadsheets in an Excel workbook compile data on traffic volumes, speed data, crash data, and FHWA USLimits2 checks used for this speed evaluation.

Roadway Geometry – 45 MPH. The current alignment and width of Alyeska Highway meets the geometric conditions for 45 MPH travel by motorists. There are no geometric features to indicate lower speed travel. The roadway has 11 foot lanes, 4 foot shoulders, and recoverable roadside slopes of 15 feet or more before drainage ditches and steep backslopes. No parking is allowed on the roadway shoulders as indicated through regulatory sign posting. This equates to a lower, more forgiving roadside hazard rating of 3 out of 7.

Pathway buffer, roadside slopes, and frequent access points

Trafficway - Neighborhoods and Road Function – Residential, Minor Arterial. Adjacent neighborhoods are of a lower density residential land use, often collected on cul-de-sac driveways or streets. The Alyeska Highway is not a residential street template and does not have a predominance of mailboxes. There are not vehicles frequently backing directly from homes to the street.

Trafficway – Pedestrians, Schools, and Parks. Pedestrians and children are observed regularly using a buffered pathway on the west side of the highway. This pathway is buffered typically 30 feet from the roadway lanes, beyond a ditch. However, at most stop-controlled intersections, the pathway requires pedestrians and bicyclists to “sweep” in front of stop bars directly adjacent to Alyeska Highway through traffic. There is good visibility throughout the corridor. Visibility is reduced at driveway crossings and can be expected to be less under winter conditions – primarily at locations not on the main highway. There are no marked crosswalks or higher volume nonmotorized crossings within this highway segment. No school or park facilities directly access this highway segment. The parallel pathway can serve as a walking route to school by choice, but has busing service and is outside designated walking areas closer to the Girdwood Elementary School to the north and east.

Overall, the conflicts between residential land use, nonmotorized users, pedestrian crossings and highway traffic is moderate. Setback land use, access collection, good visibility, and low crossing activity are safer features balanced against a concern for unbuffered sweeps next to traffic, the frequency of access points, and regular pathway use by all ages and abilities.

Driveways and Approach Roads. There is a higher frequency of driveways and consolidated residential access along this arterial, combined with regularly spaced sidestreets that operate similar to shared residential access. Two major commercial approaches are adjacent to the Seward Highway

termini. Overall, frequent access density and residential use translates to intermediate use and conflict levels.

Spot Speed Studies. The following table provides a summary of observed motorist's speed data collected on Thursday, May 15, 2025. A representative sample of free-flowing motorists and vehicle types were observed.

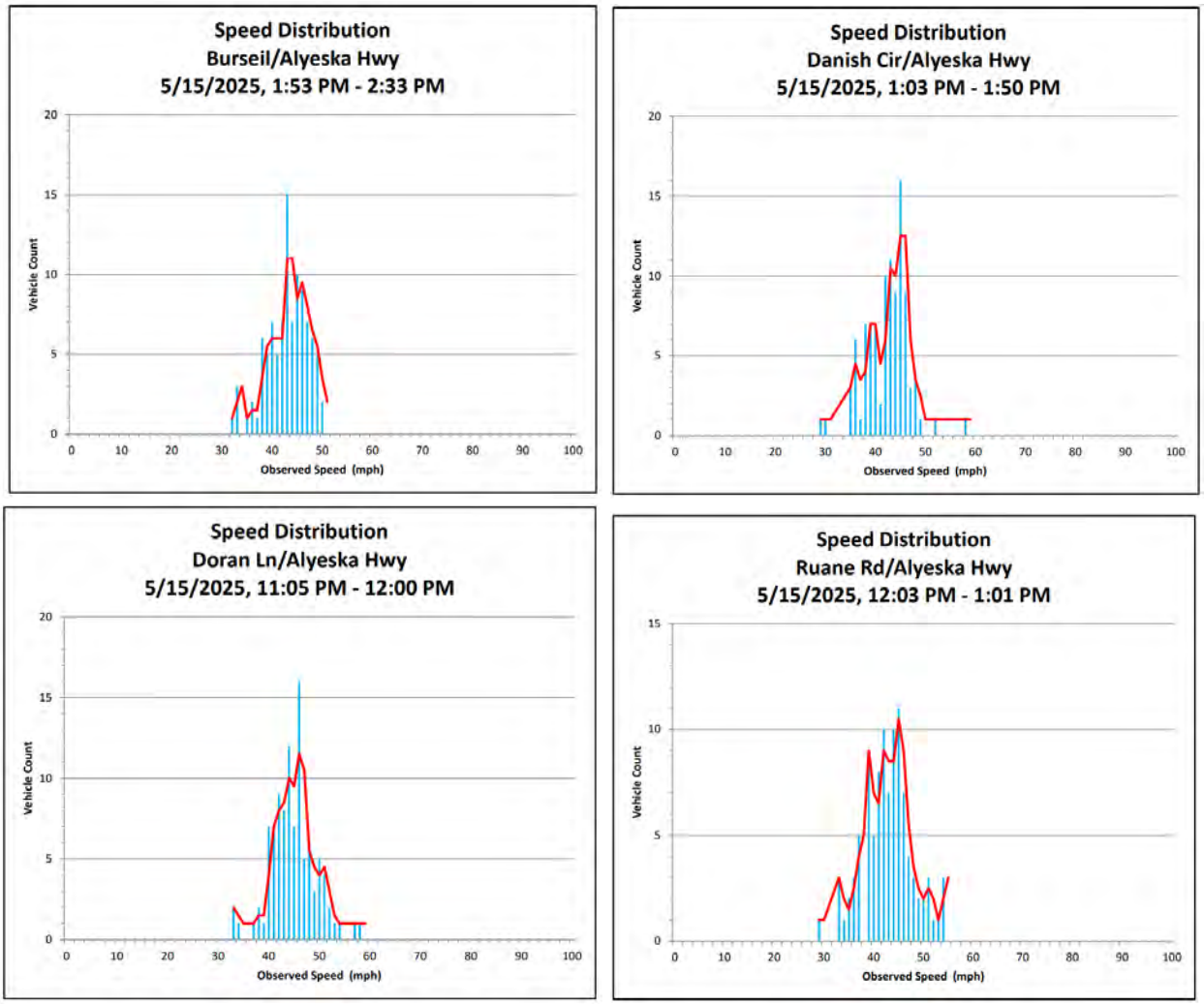
Speed Location	Observations	Mean Speed	85th Percentile Speed	Pace Range (% in Range)	95% Confidence Level Error for 85th Percentile Speed*
Bursiel Circle / Alyeska Hwy SW	99	43 MPH	47 MPH	38 MPH - 47 MPH (79%)	+/- 1.00 MPH
Danish Circle / Alyeska Hwy SW	100	42 MPH	46 MPH	38 MPH - 47 MPH (81%)	+/- 1.10 MPH
Doran Lane / Alyeska Hwy NE	102	45 MPH	49 MPH	40 MPH - 49 MPH (78%)	+/- 1.10 MPH
Ruane Road / Alyeska Hwy SW	101	43 MPH	47 MPH	39 MPH - 48 MPH (73%)	+/- 1.25 MPH

**Errors for 85th percentile speeds were computed by KE. These lower-value errors indicate that the number of observations, around 100, were adequate to accurately represent a "population" 85th percentile value (for May). As such, we conclude observed mean and pace values are similarly representative of the population.*

The speed of most motorists is at or below 45 MPH when rounding down to the nearest potential speed limit. The 85th percentile speed supports a maximum speed limit of 45 MPH. Up to 5 percent of existing motorists were sampled well outside this range nearing 55 to 60 MPH, where speed enforcement of ticketable offenses best apply.

The "pace range" or grouping of most motorists within a 10 MPH band of each other is good, at or near eighty percent. This suggests most reasonable and prudent drivers observe the roadway geometry and conflicting conditions are safe and react by driving within a range of 38 to 48 MPH.

Sensitivity analysis was tested within the speed limit evaluation form and USLimits2 software. This was done by considering the range of confidence in measured speeds shown above. KE found reductions in 85th percentile and pace median speeds by 1.00 to 1.25 MPH did not change analysis outcomes or recommendations. This would support the current speed limit of 45 MPH absent any other conflicts or concerns. State Policy allows for no lower than the median speed of the "pace range" in situations where there are higher conflicts and concerns beyond roadway geometry.



Existng Speed Distrubutions of Motorists along Alyeska Highway MP 0-2, May 2025

Crash History. Crashes reported by law enforcement or otherwise self-reported by motorists were reviewed over the most recent five-year period from 2019-2023. Total crash rates are below statewide averages. There was one serious single-vehicle-run-off-road collision at or near Brenner Circle. At these lower volumes, intermediate speeds, and shorter segment length, any serious injury collisions are a concern. With one serious crash, the serious injury rate exceeds the statewide average serious injury rate. However, when basing rates on one collision, this does not necessarily indicate a pattern or recurring concern. Instead, the overall rating for this segment is considered low based upon the total crash rate.

Enforcement. The Girdwood community contracts with the Whittier Police Department for local enforcement. Active enforcement was observed on Saturday, July 20, 2025, along the lower speed (30 MPH) segment north of this study. Past input from the community indicated enforcement was helpful and effective on the highway. Even with enforcement, spot speed studies indicate about one-fifth of motorists exceed the current posted speed limit of 45 MPH, with most at or below 50 MPH. As is common, about one percent of motorists disregard posted speeds and operate at speeds more than 55 MPH, especially on straight segments. Out of 2700 vehicles per day on average, this can mean as many as 30

"speeders" or reckless drivers per day and seem like a lot. However, thousands of other motorists are generally careful, reasonably and prudently driving at or near the current speed limit of 45 MPH.

Active Whittier Police Enforcement Stop, May 2025

Local Consultation. Past community input has included concerns for vehicular speeds and for pathway safety near the roadway. The Girdwood Board of Supervisors (GBOS) has met with DOT&PF to request additional engineering countermeasures to support local enforcement.

Several countermeasures have been agreed to and provided by DOT&PF using past roadway rehabilitation funding, including narrowing the roadway to 11 foot lanes and 4 foot shoulders and installing pathway devices. Non-motorized stencils were placed in the pathways and are currently fading with wear. GBOS provides significant efforts to maintain portable regulatory devices and delineators. This work is performed seasonally at sidestreets near the roadway where the pathway is unbuffered.

USLimits2 Review.
The Federal Highway Administration (FHWA) provides a speed limit assessment tool that works through many of the same factors assessed by Alaska law and State policy. Inputting segment length, road conditions, land use, nonmotorized use, and vehicular speed characteristics results in a speed limit recommendation that supports the existing speed limit of 45 MPH.

USLimits2 recognizes nonmotorized use and conflicts as "high" and the presence of frequent driveways and sidestreet conflict points. Before considering a lower speed limit, USLimits2 suggests additional engineering countermeasures should be considered to help lower speeds and improve enforcement effectiveness. Changing to a lower posted speed limit without countermeasures is a safety concern.

Under the existing range of motorist speeds, a lower speed limit could spread out the pace range, lower the pace percentage, and create a wider range of compliant and noncompliant speeds. This results in greater speed differentials between users and possibly more risk taking and passing maneuvers by some motorists.

DOT&PF Policy. DOT&PF Policy and Procedure 05.05.020, Section C, sets the conditions for consideration of a reduced posted speed which can be lowered to the median of the pace of most motorists. FHWA USLimits2 suggests measured 85th percentile speeds can be rounded down for safety. Using this same approach, the median speed of the "pace" (or 10 mph band of most motorists) could be rounded down to 40 MPH on this roadway.

Under DOT&PF Policy and Procedure, a posted speed limit of 40 MPH is possible when added safety concerns and conflicts are present. Under USLimits2 and national best practices, additional countermeasures should be considered before lowering a speed limit into the median of the pace group of motorists.

Additional Engineering Countermeasures. Several engineering countermeasures are more suited to DOT&PF and GBOS capabilities for ongoing maintenance and operations. These are in use within the speed zones of other Kenai Peninsula communities such as Cooper Landing, Homer, and Moose Pass:

- Restriping existing narrower lanes using wider, 6-inch lane lines
- Placing speed limit stencil reminders in travel lanes
- Install more frequent speed limit signing
- Add more seasonal portable regulatory signing in or near the roadway
- Add more seasonal portable delineators in or near the road lanes at conflict areas

National best practices and resources such as FHWA's PEDSAFE[1] were also reviewed with inputs for existing conditions and conflicts. Two more engineering countermeasures are available for feedback to the driver. These would require more work and more costs for maintenance and operations at the state and local level than the list above. Feedback devices used in some communities in Alaska include:

- Dynamic speed feedback signs ("Your speed is…")
- Portable speed feedback carts used by local road maintenance

Additional Enforcement Countermeasures. A commitment to frequent enforcement is critical and was observable in the existing 30 MPH zone to the east of Crow Creek Road. A speed limit lowered to the median of the pace (40 MPH) would require additional investments in enforcement to be effective. Reviewing national best practices and PEDSAFE, options include:

- Additional staffing hours assigned to increase visibility and results along MP 0-2
- Portable speed feedback carts used by law enforcement
- Automated speed enforcement signs supported by new laws or regulations.

[1] Pedestrian Safety Guide and Countermeasure Selection System, FHWA

Conclusions

Kinney Engineering's speed study documents existing conditions which support retaining the speed limit of 45 MPH up to the transition at Crow Creek Road. These results were confirmed through the FHWA USLimits2 program.

Two community safety concerns are recognized which could support a reduction to 40 MPH in the future:

a) the proximity of pedestrians, including children, unbuffered by shoulders or other delineation near the roadway lanes, and
b) a higher residential driveway density increasing conflicts along the roadway.

Additional engineering countermeasures are available to be applied on the roadway to address these safety concerns. These countermeasures are comparable to past state and local efforts used on the pathway and to measures used in other communities on the Kenai Peninsula. Added countermeasures would encourage reduced speeds lower than observed under existing conditions.

Nonmotorized proximity to traffic in roadway shoulders at sidestreets

Recommendations

1. **45 MPH**. Retain the existing 45 MPH posted speed limit. The current speed limit for existing conditions and enforcement levels is consistent with DOT&PF speed limit evaluation under state policy and confirmed with FHWA's USLimits2 evaluation tool.

2. **40 MPH plus Countermeasures.** Consider a speed limit reduction to 40 MPH with increased enforcement and community awareness solutions, combined with added engineering countermeasures. State policy allows for recognition of local enforcement commitments and safety concerns. National guidance recommends added countermeasures.

3. **Consistent Countermeasures.** For either speed limit option, consider engineering countermeasures used in other Alaskan communities to increase compliance. This includes speed limit stencils, more signing, and delineation.

4. **Increased Enforcement.** For either speed limit option, consider enforcement levels in MP 0-2 at or above levels in the roadway zone to the east.

5. **M&O Agreements**. Consider maintenance and operating agreements to optimize state and local capabilities for various countermeasures.

State of Alaska - Department of Transportation & Public Facilities - Central Region Form

ATTACHMENT B - SPEED LIMIT EVALUATION

Alyeska Highway, between Seward Highway and Crow Creek Road

CDS Route Name	Alyeska Highway (Girdwood)	CDS Route Number	135200/2241003X000	Existing Speed Limit (mph)	45
By	Scott E. Thomas, P.E.	Date	7/15/2025	(b)(4) Statutory Requested Speed Limit (mph)	N/A

ZONE

From	Seward Highway (edge of roadway)	To	560 ft west of Crow Creek Road	**Length**	Feet	Miles
CDS Milepoint	0.019	CDS Milepoint	1.847		9,652	1.828

ROADWAY DATA

Roadside Rating	3	Lane Surface	Paved	Number of Through Lanes	2
Lane Width (ft)	11	Shoulder Surface	Paved	Shoulder Width (ft)	4
Functional Class	Minor Arterial			Fore / Back Slope	4 / 2
Borough or City	Municipality of Anchorage, Girdwood Community			5 Year Weighted Average Daily Traffic	2,719
Planned Projects	No planned projects in the near term (2024-2027 STIP)				

TRAFFIC: Low

ROADWAY GEOMETRY

Horizontal Curves		Tangents		Total	
Advisory Speed (mph)	Length (ft)	Advisory Speed (mph)	Length (ft)	Advisory Speed (mph)	Percentage
< 25		< 25		< 25	0.0
25		25		25	0.0
30		30		30	0.0
35		35		35	0.0
40		40		40	0.0
45	1,437	45	8,215	45	100.0
50		50		50	0.0
55		55		55	0.0
60		60		60	0.0
65		65		65	0.0
> 65		> 65		> 65	0.0

Length Unaccounted For (ft): 0 — Character of Vertical Curves: Level

GEOMETRY: 45 mph

TRAFFICWAY CONSIDERATIONS

AS 19.10.072(a)(1) Neighborhoods	**Description / Comments**		
Character of roadway	Rural, residential driveways and low use sidestreets. Frequent shared access to individual pocket neighborhoods.	Nghbrhood	No
Pedestrians / children	Yes, along pathway. Low to no Xings. No observed neighborhood-type play activity on or in highway.	Presence	Moderate
	Pathway sweeps fitted into shoulders at sidestreets without buffer space available.		Moderate
Non-motorized facility type	Separated pathway. Sweeps for sidestreet motorist visibility, stopping before conflict.	Facility	Pathway
Separation from roadway	Non-traverseable drainage, ditched buffer 30 feet except at sweeps.	Separation	30
Pedestrian / cyclist visibility	Good visibility along main highway. Limited visibility at driveways.	Visibility	Adequate
W-11 warning signs	No - adequate sight distance along corridor.	Warning	No
Crosswalk presence / type	Not within this segment, but to the east at Hightower Ave in the 30 MPH zone.	Crosswalk	No
Crosswalk candidate	Not within this 45 MPH segment studied.	Candidate	No

AS 19.10.072(a)(2) Schools & Parks	**Description / Comments**		
Presence / names of schools	No	Schools	No
School types / grades	N/A		
School zone devices / signs	N/A	Devices	No
Presence of houses	Ex: Yes, Houses on adjacent properties, typically buffered by trees and/or pathway.	Houses	Low
Development level	Rural — Residential buffered, mostly through sidestreets and drives.		
Presence / names of parks	California Creek Park access beyond study segment northeast of Crow Creek Road	Parks	None
Park types / access	Park and creek accessible at Hightower Ave, east of segment		

LAND USE & CROSSING: Intermediate

AS 19.10.072(a)(3) Driveways, Parking & Turns to Mainline

Major Approaches (busier)	0	Minor Approaches (lower use)	12	Weighted Intersections / Mile	6.56
Commercial Drives (busier)	2	Residential / Minor Drives (lower use)	54	Weighted Driveways / Mile	32.82
Busier Access / Mile	1.09			Weighted Access / Mile	39.39
Comments	Increased frequency residential and low use driveways (<= 10 vpd). Two busy commericial access point at or near Seward Hwy, west end of segment. Overall, this increases low use to intermediate vehicular conflict.				
Parked vehicles	N/A			Parking Typical	No

CONFLICT: Intermediate

* 2nd Tier refers to property which is in the proximity of the roadway but does not have direct access to the roadway in review

SAFETY DATA

AS 19.10.072(a)(4) Spot Speed Studies

Study Location	Date (M-Year)	Time of Day	Sample Count	Median Speed	Pace Median	85th Percentile	Pace Range (mph)		Percent in Pace
Bursiel/Alyeska Hwy SW	May-25	Afternoon	99	43	43	47	38	47	79
Danish Cir/Alyeska Hwy SW	May-25	Afternoon	100	43	43	46	38	47	81
Doran Ln/ Alyeska Hwy NE	May-25	Morning	102	45	44	49	40	49	78
Ruane Rd/Alyeska Hwy SW	May-25	Afternoon	101	43	43	47	39	48	73

Averages

Median	44
PACE Med	43
85th %'ile	47
PACE	39 - 48
% in PACE	78

Comments: Consistent good quality pace of motorists at or near the existing posted speed limit.

* All Spot Studies are Free Flow Traffic. (Lower posted speeds can worsen the pace speed group differentials between users and lead to more vehicular and pedestrian conflicts.)

PACE Quality	Median to 85th Range
Good	44 - 47 mph

CRASH HISTORY

Analysis Years	2019-2023
Weighted Average Volume	2,719

Intersection	Crashes	per MEV
State Average Rate at Type	1.020	0.520
	Signalized	Unsignalized

State Average Rates

				per Mile	Rate
Total Crashes	16	Total on Segment	Total Crashes (/MVMT)	8.753	1.764
Multi-Vehicle	8	Type per MVMT	Multi-Vehicle (/MVMT)	4.376	0.882
Fatal	0	1.90	Fatal (/HMVMT)	0.000	0.000
Major	1	Fatal per HMVMT	Fatal + Major (/HMVMT)	0.547	11.024
Opposing	1	1.19	Opposing (/MVMT)	0.547	0.110
Left Angle	1	Fatal + Major	Left Angle (/MVMT)	0.547	0.110
Right Angle	1	per HMVMT	Right Angle (/MVMT)	0.547	0.110
Rear End	4	5.27	Rear End (/MVMT)	2.188	0.441

Comments: Crashes at all intersections are less than last AK statewide HSIP Program averages.
All computed crash rates use a 1 mile minimum length.

CRASH HISTORY
Low

ENFORCEMENT

AS 19.10.072(a)(5) Local Enforcement Effectiveness

		Lower limit effective?
State Trooper Input	Locally enforced.	
Local Police Input	Past MOA/GBOS input in 2019 verified contracts with Whittier Police to improve local enforcement. Active enforcemeent was observable in May 2025 to the east.	Yes

Enforcement Impact
Intermediate

LOCAL CONSULTATION

AS 19.10.072(b)

		Requested?
Municipal Input	MOA, GBOS letters of concern on file through 2019 indicating concerns for speeds, pathway conflicts.	City: No
Community Input	MOA, GBOS letters of concern on file through 2019 indicating concerns for speeds, pathway conflicts.	Comm.: Yes
Written Requests	No written requests for a change of speed limit since road rehabilitation changes, narrowing.	

FINDINGS

Policy, Procedure, Standards, Engineering Study & Judgment

1	This Evaluation form shows 45 MPH is reasonable and safe for existing conditions.	FHWA US Limits
2	FHWA USLIMITS2 supports the existing posted speed limit of 45 MPH with consideration of existing conditions. USLimits2 suggests considering before lowering the speed limit.	45
3	Roadway narrowing was designed and constructed in 2016 through 2018 to affect speeds and improve nonmotorized facilities. Community discussions with DOT&PF requested continued efforts to reduce speeding and improve safety.	Engineer Study Recomm.
4	Engineering countermeasures have been actively implemented locally since 2019. Locally funded enforcement counteremeasures have beent contracted with Whittier Police.	45
5	A reduction of the posted speed limit to 40 MPH can be effective dependent upon additional countermeasures.	Change? Yes

CONCLUSION
45

References

AS 19.10.072 Procedures for Determination of Speed Limits and Zones	2012
13 AAC 02.275 Basic Rule and Maximum Limits	6/28/1979
13 AAC 02.280 Alteration of Limits by State and Municipalities	2/27/1997
AK DOT&PF Policy and Procedure 05.05.020 Establishment of Speed Limits and Zones	7/6/2012
ITE Traffic Engineering Handbook - 6th ed., Chapter 5: Safety	2009
Alaska Traffic Manual, Sections 2B.13, 2C.08, 2C.50, 3B.18, 7A.100, 7A.101	6/16/2016

ATTACHMENT C
USLIMITS2 Speed Zoning Report

Project Overview

Project Name: Alyeska Hwy Speed Study

Analyst: Scott Thomas

Date: 2025-07-17

Basic Project Information
Project Number: 25252057
Route Name: Alyeska Hwy
From: Seward Hwy
To: Crow Creek Rd
State: Alaska
County: Anchorage Municipality
City: Girdwood
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information
Section Length: 1.828 mile(s)
Statutory Speed Limit: 55 mph
Existing Speed Limit: 45 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Collector/Arterial
Number of Driveways: 68
Number of Signals: 0

Crash Data Information
Crash Data Years: 10.00
Crash AADT: 2719 veh/day
Total Number of Crashes: 16
Total Number of Injury Crashes: 3
Section Crash Rate: 88 per 100 MVM
Section Injury Crash Rate: 17 per 100 MVM
Crash Rate Average for Similar Roads: 232
Injury Rate Average for Similar Roads: 66

Traffic Information
85th Percentile Speed: 47 mph
50th Percentile Speed: 44 mph
AADT: 2719 veh/day
On Street Parking and Usage: Not High
Pedestrian / Bicyclist Activity: High

Project Description: KE Draft Review of current conditions for DOTPF

Recommended Speed Limit: 45

Note: The road section is in an area with high pedestrian or bicycle activity. Consider implementing engineering measures to reduce speeds before lowering the recommended speed limit. See Engineering Countermeasures for Speed Management and PedSafe for more guidance.

Disclaimer: The U.S. Government assumes no liability for the use of the information contained in this report. This report does not constitute a standard, specification, or regulation.

Equations Used in the Crash Data Calculations

Exposure (M)
M = (Section AADT * 365 * Section Length * Duration of Crash Data) / (100000000)
M = (2719 * 365 * 1.828 * 10.00) / (100000000)
M = 0.1814

Crash Rate (Rc)
Rc = (Section Crash Average * 100000000) / (Section AADT * 365 * Section Length)
Rc = (1.60 * 100000000) / (2719 * 365 * 1.828)
Rc = 88.19 crashes per 100 MVM

Injury Rate (Ri)
Ri = (Section Injury Crash Average * 100000000) / (Section AADT * 365 * Section Length)
Ri = (0.30 * 100000000) / (2719 * 365 * 1.828)
Ri = 16.54 injuries per 100 MVM

Critical Crash Rate (Cc)
Cc = Crash Average of Similar Sections + 1.645 * (Crash Average of Similar Sections / Exposure) ^ (1/2) + (1 / (2 * Exposure))
Cc = 231.80 + 1.645 * (231.80 / 0.1814) ^ (1/2) + (1 / (2 * 0.1814))
Cc = 293.36 crashes per 100 MVM

Critical Injury Rate (Ic)
Ic = Injury Crash Average of Similar Sections + 1.645 * (Injury Crash Average of Similar Sections / Exposure) ^ (1/2) + (1 / (2 * Exposure))
Ic = 66.27 + 1.645 * (66.27 / 0.1814) ^ (1/2) + (1 / (2 * 0.1814))
Ic = 100.47 injuries per 100 MVM

ATTACHMENT D - PEDSAFE - Countermeasure Selection Tool Results

7/23/2025 set

Name of Location	Alyeska Hwy MP 0-2 Pathway
Performance Objective	Reduce Speed of Motor Vehicles
Site Description Answers	
Type of Area	Suburban
Functional Class	Collector or Minor Arterial
Intersection or Midblock	Midblock
Volume	Low (<10,000 ADT)
Speed	Low (<= 45 mph)
No. of Lanes	2 or fewer lanes
Traffic Signal	Not present (Installation is not an option)
Transit Line/Route	Yes, the roadway is on a transit line/route.
School Zone/Crossing	No, the roadway is not in a school zone or a school crossing.
Railroad Crossing	No, the roadway does not contains a railroad crossing.
Work Zone	No, the roadway is not in a work zone.

Main Groups and Countermeasures		**KE Comments**
Along the Roadway	Street Furniture	Portable delineation option
At Crossing Locations	Curb Extension	No curb. Portable delineation option
	Raised Pedestrian Crossing	Not recommended at intermediate speeds for plowing. Portable delineation option.
Roadway Design	Bike Lane/Shoulder	Existing 4' shoulder, and pathway in place
	Road/Lane Narrowing	Completed in 2017, 11' lanes, 4' shoulders
	Driveway Improvements	Completed in 2017, sweeps at sidestreets
Traffic Calming	Temporary Installations for Traffic Calming	Some seasonal devices in place with GBOS. More?
	Speed Table (midblock)	Not recommended at intermediate speeds for plowing. Portable delineation option.
	Landscape Options	Not in near area of highway slopes
	Paving Treatments	Requires a capital project
Signals and Signs	Sign Improvement	Added regulatory signs, temporary or permanent
Other Measures	Speed Monitoring Trailer	Recommended option
	Automated Enforcement Systems	Requires local legislation, determination

ATTACHMENT E - ALASKA 5 YEAR SERIOUS INJURY RATES

Computed for Alyeska Highway MP 0-2 Analysis

Year	Crashes	Annual VMT (millions)	Crashes per MVM	(K) Fatalities Involved (from FARS)	(SI) Serious Injuries (from AK CARE)	KSI Totals	Fatality Rate	KSI Crash Rate
2019	7710	5888	1.31	67	242	309	1.14	5.25
2020	8279	5360	1.54	64	246	310	1.19	5.78
2021	7905	6321	1.25	70	245	315	1.11	4.98
2022	7877	5669	1.39	82	226	308	1.45	5.43
2023	9208	5617	1.64	60	216	276	1.07	4.91
	8196	**5771**	**1.43**	**69**	**235**	**304**	**1.19**	**5.27**

NHTSA

IMPORTANT: The link above (https://cdan.dot.gov/SASJobExecution/) is a generic link and cannot be bookmarked

National Highway Traffic Safety Administration (NHTSA) Motor Vehicle Crash Data Querying and Reporting

Persons Involved in Fatal Crashes
Filter Selected: Person Injury Type: *Fatal ; or Injured, Incapacitating*
State: *Alaska*
Years: *2019-2023*

Persons Involved in Fatal Crashes[1]

Note: Click the link within a table cell to view those records on a web map

Person Injury Type	Crash Date (Year)					
	2019	2020	2021	2022	2023	Total
Fatal	67	64	70	82	60	343
Injured, Incapacitating	29	23	20	24	24	120
Total	96	87	90	106	84	463

Download Report: | pdf | docx | xlsx | (Important: Downloads make take a few seconds - Use Ctrl-J to view download progess)

Data Sources:
[1]Fatality Analysis Reporting System (FARS): 2019-2022 Final File and 2023 Annual Report File (ARF)

Report Generated: Wednesday, May 7, 2025 (4:25:53 PM)

VERSION 9.0, RELEASED APR 23, 2025

Safer Seward Highway

Draft Environmental Assessment and Draft Individual Section 4(f) Evaluation Public Hearings and Comment Period

Seward Highway MP 98.5–118 (Bird Flats to Rabbit Creek) Reconstruction | Project No.: Z566310000

The Draft EA evaluates proposed highway safety and mobility improvements between Anchorage and Girdwood. We encourage you to review the Draft EA and provide feedback.

The Draft EA and Draft Individual Section 4(f) Evaluation will be available December 29, 2025, at **safersewardhighway.com**. Hard copies will be available at the Anchorage Loussac and Girdwood libraries.

PLEASE JOIN US!

These meetings will include a poster session, a presentation, an overview of the proposed action and opportunity for public comments. These formal public hearings, conducted in accordance with the DOT&PF Environmental Procedures Manual, are being held to consider the economic, social, and environmental effects of the project and its consistency with the goals and objectives of community planning.

GIRDWOOD
January 13, 2026
Girdwood Library
250 Egloff Drive
Girdwood, AK 99587

ANCHORAGE
January 14, 2026
Anchorage Loussac Library
Learning Commons
3600 Denali Street
Anchorage, AK 99503

INDIAN
January 15, 2026
Valley Bible Chalet
29135 Seward Highway
Indian, AK 99540

MEETING TIME: 5:00–7:30 p.m.
(for all three meetings)

PRESENTATION- 5:45 p.m

TESTIMONIES - 6:15 p.m.
- 3-minutes for individuals
- 5-minutes for group/agencies
- Snacks will be provided.

ONLINE OPEN HOUSE: View meeting materials at our online open house **January 13 – January 28, 2026**, at **safersewardhighwayonline.com**.

LEARN MORE OR COMMENT:

Call: 907-802-3656 | **Email:** info@safersewardhighway.com | **Visit:** safersewardhighway.com

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.

This project complies with Section 106 of the National Historic Preservation Act, Executive Orders 11990 (Wetlands Protection) and 11988 (Floodplain Protection), the Clean Air Act, the Clean Water Act, the Fish and Wildlife Coordination Act, Section 6(f) of the Land and Water Conservation Act, and U.S. DOT Act Section 4(f).

DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvlrts/titlevi.shtml. DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Katherine Wood, 907-644-2153, or TDD number 711. Requests should be made at least 5 days before the accommodation is needed to make any necessary arrangements.

Status of Proposed Development Projects in Girdwood

Updated 11/14/2025

Description	Location	Developer	Status	Link	Public Comments or Hearing	MOA Process
Holtan Hills	North of Girdwood School	CY Investments	Land transferred and platted. Access road paved and finishing construction. CU/PUD is in pre-application phase.		To be scheduled	Conditional Use / Planned Unit Development expecd in November. Public Hearing at PZC February or later
Alyeska Village phases 1-3	Alyeska Resort	Pomeroy	Approved Area Master Plan and Phase 1 Development Master Plan. Army Corps permit POA-2023-00473		None	DMP for phases 2 & 3 will require PZC public hearing
Glacier Creek Village phase 4	North of Girdwood Airport	Pomeroy	Part of approved Alyeska Resort Area Master Plan. On land curently owned by HLB/MOA		Future public hearings at HLBAC & Assembly	HLB work plan describes aditional steps. No disposal planned in 2025.
Alyeska North Addn #1 Housing	Upper parking, daylodge	Pomeroy	Land use permit applied for 10 units of housing in 2 buildings. Site work only in 2025		None	Clearing permit was granted. Land use permit has not been granted
Remote Avalance Mitigation storage & heliport	Old Gravel Pit @ Seward MP89	AK DOT	Application was delayed until adoption of Girdwood Comprehensive Plan.		Future public hearings at Planning & (likely) Assembly	Expecting re-zoning application in Nov/Dec 2025
Alpenglow Mixed-Use	204 Hightower Rd	Girdwood Building Company, LLC	Planning application 2025-0038 was approved at PZC Public Hearing on 5/5		None until phase 2	Development Master Plan approved
Hotel & Retail Store	Off Alyeska Hwy behind Brewery	Glacier View LLC	Assembly Ordinance updating Girdwood Use Table was passed on 10/7.		None scheduled	Major Site Plan Review required for any development over 4,000 sqft
ENSTAR gasline	Between wastewater plant and Virgin Crek Drive	ENSTAR	Administrative appeal was denied. ENSTAR are not planning work in 2025		None	No MOA involvement
Lodge and associated facilities	Girdwood Airport - north	Glacier Valley Lodge LLC	Land lease onlyfor aviation component was approved by AK DOT in April 2024. Construction requires separate DOT Airport Building Permit and MOA Land Use Permit.		Requires DOT permit (no hearing) & MOA permit/hearings before improvements	MOA requires a Land Use Permit and possible land use code modification.
Heli-skiing operation at south end of airport	Girdwood Airport - south	Silverton Mountain Guides	State decision of lease award has been formally appealed. MOA clearing permit issued, land use permit not issued.		None scheduled	Structure may require variance for height
Girdwood Industrial Park	Girdwood Industrial Park	HLB	Platting application submitted; case S12865		Platting Board Hearing scheduled for 1/7/2026	Any future land disposal will also have a Public Hearing at Assembly
Orca Mountain View	East of Alyeska Hwy north of Ruane Road	HLB	Platting application submitted; case S12866		Platting Board Hearing scheduled for 1/7/2026	Future development plan will have public hearings at HLB Advisory Commission, and possibly at PZC. Any land disposal requires an Assembly Public Hearing and vote.
New water system wellhouse	Immediately north of Glacier Creek Bridge	AWWU	On hold for foreseeable future			
Alyeska-Seward Highway Intersection	Alyeska-Seward Hwy junction	AK DOT	Initial concept design. CSS approved by MOA. On hold awaiting future funding (STIP anticipates 2029 or later)		Future hearings including HLB land disposal and others	Using Context Sensitive Solution (CSS) process

November Incidents

Vehicle Accident: 14

Medical: 11

Alarms: 4

Other Assistance: 4

Gas leak: 1

Assault: 2

SANTA PARADE DEC 23

Happy Holidays from your Girdwood Firefighters!

Reminder to keep your Christmas tree watered and check your smoke/co detectors

Want to join us as a board member?
Our board is expanding!

Whittier Police Department

Monthly Activity Report – November 2025

Calls by Service Area

Service Area	Calls
Whittier	76
Girdwood Service Area	156
Other	2
Total	239

Narrative Summary

In November 2025, WPD handled 239 calls for service. Excluding Security Checks, Whittier accounted for 32 and Girdwood Service Area 54 calls. Serious incidents stood out: Welfare/Suicidal (6), MVA/Accident (3), Trespassing (3), Alarm (2), DV Assault W/ Weapon (1).

Bullet-Point Summary

- Whittier: 76 calls. Top types: COMMUNITY RELATIONS (7), EMS/Fire (7), Citizen/Civil Assist (2).
- Girdwood Service Area: 156 calls. Top types: Traffic (12), Disturbance (6), Welfare/Suicidal (5).
- Other: 2 calls. Top types: Welfare/Suicidal (1), MVA/Accident (1).
- Jurisdictional mix: Whittier 31.8%, Girdwood 65.3%, Other 0.8%.

Call Types by Jurisdiction

Call Type	Whittier	Girdwood	Other	Total
Security Check	44	102	0	146
Traffic	2	12	0	14
COMMUNITY RELATIONS	7	1	0	8
EMS/Fire	7	1	0	8
Disturbance	0	6	0	6
Welfare/Suicidal	0	5	1	6
Parking	1	4	0	5
Citizen/Civil Assist	2	2	0	4
PUBLIC ASSIST	1	3	0	4
ABANDONED VEHICLE	2	1	0	3
MVA/Accident	0	2	1	3
Trespassing	1	2	0	3
Alarm	0	2	0	2
DRUGS	1	1	0	2
FOLLOW UP	1	1	0	2
LOST PROPERTY	0	2	0	2
REDDI	0	2	0	2
Suspicious	0	2	0	2
CAD TESTING	1	0	0	1
FOUND/LOST PROPERTY	1	0	0	1
FRAUD	0	1	0	1
HAZMAT	1	0	0	1
INFORMATION	1	1	0	2
INTOXICATED PERSON(S)	1	0	0	1
MOTORIST ASSIST	0	1	0	1
PROTECTION ORDER VIOLATOIN	1	0	0	1
DV ASSAULT (WEAPON)	0	1	0	1
THREATENING	0	1	0	1
Theft	1	0	0	1

Call Type	Whittier	Girdwood	Other	Total
VEHICLE CHECK	0	1	0	1

Citation Information

Category	Whittier	Girdwood	Other	Total
Speeding	1	2	0	3
Ordinance	1	0	0	1
Total	2	2	0	4

Press Releases

25007061

On November 27, 2025, at approximately 1:08 a.m., the Whittier Police Department responded to a report of a stabbing at a residence on Alpine Meadows in Girdwood. The caller, **C.B.**, reported that his mother had been assaulted and stabbed by her boyfriend, **Jordan Mattingley**, who fled the scene prior to officer arrival.

WPD officers located the victim inside the home with a serious arm injury and provided emergency medical care before she was transported to a hospital by paramedics. Evidence at the scene indicated a violent assault. A knife believed to be used by the suspect was recovered. APD officers responded to an agency assist and located Mattingley on the Seward Highway North of Girdwood, where he was taken into custody without incident and remanded to the Anchorage Jail.

Mattingley was charged with **Assault in the 2nd Degree**, two counts of **Assault in the 4th Degree**, **Interference with the Report of a Domestic Violence Crime**, and **Violating Conditions of Release**.

The investigation remains ongoing. Further information will be provided as it becomes available.

MUNICIPALITY OF ANCHORAGE
GIRDWOOD ROADS, FACILITIES, PARKS & RECREATION

DATE: Dec 15, 2025

TO: Girdwood Board of Supervisors

FROM: Kyle Kelley, Girdwood Service Area Manager & Margaret Tyler, Parks and Recreation

SUBJECT: **Roads, Facility, Cemetery & P & R Monthly Report**

Solstice is nearly upon us! Join the Girdwood Nordic Ski Club in celebrating Solstice on SUN Dec 21 from 6-9PM! Grab some cocoa and come on out to join in this festive, fun event!

Girdwood Parks and Rec has been posting on Facebook to acknowledge the many people and groups that make our parks and trails amazing. Be sure to check out the posts, like and share them!

Girdwood Trails Committee reminds everyone that Christmas tree cutting is allowed 200' from roads and developed rec sites and 450' from streams and lakes on US Forest Service Land only.

Grooming has begun on the 5K. Leave your pets at home; the 5K is now human-only, ski-only for the season. Follow GNSC on social media for updates.

Finally, be aware of hazards such as overflow and thin ice and always be aware of potential for avalanches.

The Girdwood Parks Master Plan project is moving along! Open House to review draft park designs is TUE **December 16 at 6PM**. Up-to-date info is here: **www.girdwoodparksplan.com**.

Year-round staff are now handling trash and mutt-mitt refills. If you see anything that needs attention, please contact Kyle kelleykt@muni.org or Margaret tylerms@muni.org.

Trails: Trails Committee is working on updating the winter map and Girdwood Trails Management Plan. GTC is looking for volunteers to help measure trail segments from specific points with Gaia app. Reach out to Margaret Tyler if you're interested in helping.

Parks & Amenities:

- *Campground:* Tent campground closed.
- *Playground:* Open.
- *Lions Club Park:* Working on pavilion, see Grants, below
- *Disc golf:* Open.
- *Library/Community Center:* Library is open TUE-SAT 10-6
- *Tennis Courts:* Closed and nets removed.
- *Soccer field:* Open.
- *Sladen J Mohl Ball Field:* closed.
- *Skate Park*: Winter use. No dogs, please.
- *Annual Beautification*: check out the lights around town!

Reminder: No dogs on the baseball field, playground, tennis courts, and skate park.

GBOS Non-profit Grants: Funding amounts will be voted on at the November 17 GBOS meeting.

Other Grants:
Land and Water Conservation Fund (LWCF) Grant: GVSA applied and was awarded a grant for the Lions Club Park Pavilion. Match is 1:1. LWCF grant request is $103,737.00 for a project costing $207,474.00. Grant must be wrapped up by 2027. Kyle has completed reporting for now.
Recreational Trails Program Grant (RTP): GVSA/GTC opted not to apply for 2026 RTP grant. In 2024 GTC/GVSA was awarded RTP funding for the Middle Iditarod National Historic Trail. This project is under way. Kyle is working on reimbursements, currently in winter shut-down.
Rasmuson Foundation: GVSA received $250,000 Tier 2 Grant to assist with construction of the suspension bridge to replace the decommissioned hand tram.
National Forest Foundation: GVSA has completed application through the National Forest Foundation of approximately $220,000 for the bridge to replace the hand tram.
Grant cycle for MAP grants is open now. GTC/GVSA will apply for 50/50 matching grant for the Middle INHT, where it joins USFS management.
Alaska Community Foundation: Girdwood Parks and Rec applied for Trail Care grant and was awarded $1000 for chainsaw and trail equipment for trail work. Completing reporting currently.

Social Media & Websites: GBOS, committee and sub-committee meetings are now available on a calendar view. Go to www.muni.org/gbos/events and see what meetings are coming up!
GBOS videos are on line: https://www.youtube.com/channel/UCOUlNInprZEjhbpVPiJOlEA

We are active on Facebook as Girdwood Board of Supervisors. Active GVSA webpages are:
GBOS: www.muni.org/gbos
LUC: www.muni.org/gluc
GTC: www.muni.org/gtc
PSAC: www.muni.org/gpsac
GHEC:www.muni.org/gbos-ghec
Parks and Rec:www.muni.org/gpr
Girdwood Trails Plan: www.muni.org/gtp

Other links and info:
Sen. Cathy Giessel's weekly newsletter: Signup Form (constantcontactpages.com)
Information on the ASD: Anchorage School District / Anchorage School District Homepage (asdk12.org)
Anchorage Assembly: Assembly Home
Heritage Land Bank information: www.Muni.org/HLB

Roads

Road Status: After a long stretch of unseasonable warm weather and rain, the cold conditions of early winter have set in. During the warm stretch, crews continually sanded, scraped ice, and addressed ice potholes. The crew stands ready for the next weather change, which we hope will be snow. In the meantime, any areas that need some sanding or steam thawing during this cold phase will be addressed.

Major project updates:

Ruane Road fish passage culvert replacement. The Boutet company will lead the project management of this new culvert project, and the Jacobs company will assist with ensuring we meet the EPA grant and federal compliance requirements. In early January, we will be issuing a Request for Proposal (RFP) for Design and engineering services for the new culvert. This work will finalize the project's complete bid package for construction. Most likely constructed in summer 2027.

Winner Creek Trail Bridge at Glacier Creek crossing: A complete construction bid package is ready. Working with the USFS to finalize the understanding that USFS will take over ownership and inspection of the bridge once the construction partnership of MOA and USFS is completed. Now that the USFS is back in full action following the government shutdown, we're working to integrate our workload with theirs. The project still has a funding gap, according to the professional estimate. We are assessing the likelihood of this gap in light of current market conditions for materials and whether it will prevent us from putting the project out to bid until the gap is fully funded. In early January, we will put the project out to bid to determine the bridge's real market value for construction.

Expenses and Budget:

Girdwood Valley Service Area 2025 Mill Rate: 5.61 of 6 mills

Roads: Road Expenditures by Month:

Month	2023	2024	2025
January	$62,791.19	$51,162.50	$29,666.25
February	$32,793.17	$50,612.50	$34, 533.25
March	$45,857.72	$96,425.00	$23,033.25
April	$31,161.25	$60,296.50	$26,368.75
May	$34,288.75	$33,003.75	$168,007.95
June	$20,791.25	$35,861.50	$4,776.94
July	$173,075.00	$7,143.75	$13,837.50
August	$146,100.00	$51,086.42	$0.00
September	$22,991.00	$9,553.75	$111,911.25
October	$10,090.50	$20,370.00	$69,919.75
November	$55,686.25	$16,982.50	
December	$66,042.50	$22,993.75	
Total thru December:	$701,668.85	$455,492.25	$482,054.89

Public works operation 2025 budget expended: $1,187,627.39 of $1,612,732.00 =74%
2025 Capital Roads Project fund available (406): $178,000.00
2025 Davos Fish Culvert Project: $894,164.16

Parks:

2025 Expended Budget: $720,738.65 of $848,385.00= 85%
2025 Capital Park Project (406) Reserve Fund available: $88,122.62
2025 Winner Creek Trail Suspension Bridge funds = $500,000.00
2025 Winner Creek Trail Suspension State Grant Funds = $1,200,000.00
2025 Community Room Capital Reserve Fund (406): $47,896.12

Police:

2025 Expended Budget: $741,142.95 of $817,409.00 = 91%

Fire:

2025 Expended Budget: $1,343,406.10 of $1,954,917.00= 69%
2025 Fire Undesignated Capital fund (406) = $223,317.20

Housing and Economic Fund:

2025 Expended Budget: $3000.00 of $117,600.00 = 3%

Other:

Meetings

GBOS Rules & Procedures Part 2/GBOS Goals	TBA
GBOS Work Session Re: IGCs	TBA

VISION BOARD WORKSHOP
Friday, Jan. 9 at 4 PM
Be a part of the experience as we create vision boards to celebrate the past year and dreams for the new year! All art supplies will be provided!

COOKIE SWAP
Saturday, Jan 10., at 1 PM
Enjoy a cozy afternoon at the library as we swap and taste holiday cookies and share our favorite recipes!

FAMILY MOVIE NIGHT
Friday, Jan. 16 and Jan. 23, 3—5:30 PM
Come get warm and enjoy a movie at the library! Popcorn will be provided. Please call 907-343-4024 for title.

AUTHOR TALK
Saturday, January 24 at 1 PM
Get ready for an exciting discussion with three Alaskan authors! Lori Townsend, Alaska reporter and author of *Operation Wind Storm, American Home Wrecker* and *Ghost Ship*, David G. Brown, author of *Fragmento*, and Lois Simenson aka LoLo Paige, author of *Alaska Blaze*, *Alaska Inferno* and *Alaska Spark* will all come together and share their experiences and wide-ranging bodies of work!

Check out all the great events going on at the Gerrish library and the rest of the Anchorage Public Library system here: Full Calendar - Anchorage Public Library

JANUARY 2026

Scott & Wesley Gerrish Library

250 Egloff Dr. | (907) 343-4024

Call or email LibraryGirdwood@anchorageak.gov to request ADA accommodations

TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1 All APL locations closed for New **Year's Day**	2	3
6 10:30AM Free Play Mornings 1PM Knot Just Knitters	7 10:30AM Family Storytime	8 4PM Game Night	9 4PM Vision Board Workshop	10 1PM Cookie Swap
13 10:30AM Free Play Mornings 1PM Knot Just Knitters	14 10:30AM Family Storytime	15 4PM Game Night	16 3PM Family Movie Night	17 All APL Branches closed in honor of Martin Luther King Jr. Day
20 10:30AM Free Play Mornings 1PM Knot Just Knitters	21 10:30AM Family Storytime	22 4PM Game Night	23 3PM Family Movie Night	24 1PM Author Talk
27 10:30AM Free Play Mornings 1PM Knot Just Knitters	28 10:30AM Family Storytime	29 4PM Game Night	30	31 4:30PM Book Club

HOURS OF OPERATION

Tuesday: 10:00am—6:00pm
Wednesday: 10:00am—6:00pm
Thursday: 10:00am—6:00pm
Friday: 10:00am—6:00pm
Saturday: 10:00am—6:00pm
Sunday: CLOSED
Monday: CLOSED

LIBRARY NEWS

GERRISH LIBRARY CLOSURES

January 1: New Year's Day

January 17: In observance of Martin Luther King Jr. Day

ANCHORAGE PUBLIC LIBRARY

anchoragelibrary.org

STORYTIME

FAMILY STORYTIME
Wednesdays at 10:30 AM
Join us for a half-hour of stories, songs, and more to build early literacy skills; a blend of fun and education for children birth through kindergarten & their caregivers.

FEATURED

LEGO COUNT CHALLENGE!
Ongoing
Guess the right number of LEGOs for a chance to win a small prize!

CODE QUEST
Ongoing
Journey on a quest! Answer the questions and crack the code to unlock the safe for a prize!

5 & UNDER

FREE PLAY MORNINGS
Tuesdays at 10:30 AM
Play with library toys, make friends and check out books!

ALL AGES

GAME NIGHT
Thursdays Jan., 8, 15, 22 and 29 at 4 PM
Use our wide variety of board, dice, or card games or play with our Wii, Nintendo Switch or
X-box or bring your own game!

COOKIE SWAP
Saturday, Jan 10., at 1 PM
Enjoy a cozy afternoon at the Library as we
swap and taste holiday cookies and share our favorite recipes!

FAMILY MOVIE NIGHT
Friday, Jan. 16 and Jan. 23, 3—5:30 PM
Come get warm and enjoy a movie at the library! Popcorn will be provided. Please call 907-343-4024 for title.

ADULT

KNOT JUST KNITTERS
Tuesdays at 1 PM
Do you knit, crochet or sew or are you a beginner looking for a start? Join us for a weekly meetup and bring your ideas or current projects. We will have lessons for beginning knitters with long-time beloved resident Cleary Donovan. Materials and tools provided.

VISION BOARD WORKSHOP
Friday, Jan. 9 at 4 PM
Be a part of the experience as we create vision boards to celebrate the past year and dreams for the new year! All art supplies will be provided!

AUTHOR TALK
Saturday, January 24 at 1 PM
Get ready for an exciting discussion with three Alaskan authors! Lori Townsend, Alaska reporter and author of *Operation Wind Storm, American Home Wrecker* and *Ghost Ship*, David G. Brown, author of *Fragmento*, and Lois Simenson aka LoLo Paige, author of *Alaska Blaze*, *Alaska Inferno* and *Alaska Spark* will all come together and share their experiences and wide-ranging bodies of work!

GERRISH BOOK CLUB
Saturday, Jan. 31, 4:30-5:30 PM
Join us for the Gerrish Book Club discussion. January's title is *Death of the Author* by Nnedi Okorafor. Cookies and coffee provided!

The Anchorage School District does not endorse these materials or the viewpoints expressed in them.

EVENTS ACROSS APL—

CHUGIAK-EAGLE RIVER
12001 Business Blvd., #176
(907) 343-1530

MOUNTAIN VIEW
120 Bragaw St.
(907) 343-2818

MULDOON
1251 Muldoon Rd., #158
(907) 343-4032

Z. J. LOUSSAC
3600 Denali St.
(907) 343-2841

DECEMBER 2025

Scott & Wesley Gerrish Library

250 Egloff Dr. | (907) 343-4024

Call or email LibraryGirdwood@anchorageak.gov to request ADA accommodations

TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
2 10:30AM Free Play Mornings 1PM Knot Just Knitters	3 10:30AM Family Storytime	4 4PM Game Night	5	6
9 10:30AM Free Play Mornings 1PM Knot Just Knitters	10 10:30AM Family Storytime	11 4PM Game Night	12 4PM Family Movie Night	13
16 10:30AM Free Play Mornings 1PM Knot Just Knitters	17 10:30AM Family Storytime	18 4PM Game Night	19 3PM Top Scams in Alaska: AARP Alaska's Tips for Staying Safe	20 12:30PM Snowflake Craft
23 10:30AM Free Play Mornings 1PM Knot Just Knitters	24 10:30AM Family Storytime	25 All APL locations will be Closed in Observance of Christmas	26 4PM Family Movie Night	27 4:30PM Gerrish Book Club
30 10:30AM Free Play Mornings 1PM Knot Just Knitters	31 10:30AM Family Storytime			

HOURS OF OPERATION

Tuesday: 10:00am—6:00pm
Wednesday: 10:00am—6:00pm
Thursday: 10:00am—6:00pm
Friday: 10:00am—6:00pm
Saturday: 10:00am—6:00pm
Sunday: CLOSED
Monday: CLOSED

LIBRARY NEWS

- *Christmas Holiday: All APL* locations will be closed on Thursday December 25, 2025.

ANCHORAGE PUBLIC LIBRARY

anchoragelibrary.org

WEEKLY STORYTIMES

FAMILY STORYTIME
Wednesdays at 10:30 AM
Stories, songs, and more to build early literacy skills; a blend of fun and education for children birth through kindergarten and their caregivers.

FEATURED

SCAVENGER HUNT
Ongoing
Go on a letter and picture hunt around the library! New themes every two weeks.

CODE QUEST
Ongoing
Journey on a quest! Answer the questions and crack the code to unlock the safe for a prize!

5 & UNDER

FREE PLAY MORNINGS
Tuesdays at 10:30 AM
Play with library toys, make friends and check out books!

ALL AGES

GAME NIGHT
Thurs., Dec. 4, 11 and 18 at 4 PM
Come use our wide variety of board, card, and dice games or play with our Wii, Nintendo Switch or X-box or bring your own game!

FAMILY MOVIE NIGHT
Friday, Dec. 12 and 26th, 4—5:30 PM
Come get warm and enjoy a movie at the library! Popcorn will be provided. Please call 907-343-4024 for title.

ALL AGES

SNOWFLAKE CRAFT
Saturday, Dec. 20 at 12:30 PM

Design and cut out beautiful ornamental snowflakes for the winter season. We will be making giant snowflakes out of paper lunch bags! And other decorations with recycled book pages!

TOP SCAMS IN ALASKA: AARP ALASKA'S TIPS FOR STAYING SAFE
Friday, Dec. 19, 3 PM
Don't miss out on AARP Alaska's presentation on fraud prevention, packed with insights from AARP's Fraud Watch Network. Learn how to protect yourself and your loved ones from scams that target individuals of all ages. We'll cover the latest tactics used by criminals, share real-life scams happening in Alaska, and provide practical tips to help you protect yourself and your loved ones. Take advantage of this opportunity to empower yourself with the knowledge and tools to fight fraud and stay safe!

ADULT

KNOT JUST KNITTERS
Tuesdays at 1 *PM*

Do you knit, crochet or sew or are you a beginner looking for a start? Join us for a weekly meetup and bring your ideas or current projects. We will have lessons for beginning knitters with long-time beloved resident Cleary Donovan. Materials and tools provided.

GERRISH BOOK CLUB
Saturday, Dec. 27, 4:30-5:30PM
Join us for the Gerrish Book Club discussion.
December's title is *The Anxious Generation* by Jonathan Haidt. Cookies and coffee provided!

EVENTS ACROSS APL—

The Anchorage School District does not endorse these materials or the viewpoints expressed in them.

CHUGIAK-EAGLE RIVER
12001 Business Blvd., #176
(907) 343-1530

MOUNTAIN VIEW
120 Bragaw St.
(907) 343-2818

MULDOON
1251 Muldoon Rd., #158
(907) 343-4032

Z. J. LOUSSAC
3600 Denali St.
(907) 343-2841

Municipality of Anchorage

P.O Box 390
Girdwood, Alaska 99587
http://www.muni.org/gbos

Suzanne LaFrance Mayor

GIRDWOOD VALLEY SERVICE AREA BOARD OF SUPERVISORS
Mike Edgington & Jennifer Wingard, Co-Chairs
Briana Sullivan, Brian Burnett. Kellie Okonek

Resolution 2025-XX

Of the Girdwood Board of Supervisors

RESOLUTION REGARDING THE 50th ANNIVERSARY OF UNIFICATION AND LOOKING AHEAD TO THE FUTURE STATUS OF GIRDWOOD WITHIN THE UNIFIED BOROUGH

WHEREAS, the cities of Anchorage, Glen Alps and Girdwood were incorporated respectively in 1920, June 1961, and September 1961, and the Greater Anchorage Area Borough (GAAB) was established in 1964 to oversee regional-level services such as planning; and

WHEREAS, the City of Anchorage formed a commission, 1969-1971, to draft the proposal for unification and the ballot measure to be put in front of the voters, and the original proposal was rejected by the electorate; and

WHEREAS, a new charter commission was formed and returned with a streamlined, inclusive version that went to the voters in 1975; and

WHEREAS, after a vote across the Greater Anchorage Area Borough on September 9th, 1975, the charter was approved, with the cities of Anchorage, Girdwood, Glen Alps and the Borough dissolved, replaced by the Unified Municipality of Anchorage; and

WHEREAS, Girdwood voters rejected city dissolution and borough unification, by a vote of 82% against and 18% in favor; and

WHEREAS, the push for unification was primarily motivated by duplication of services within the growing urban core of Anchorage and jurisdictional challenges at the boundary of the City of Anchorage and the Greater Anchorage Area Borough; and

WHEREAS, the Preamble to the Charter of the Municipality of Anchorage states:

> "We, the people of Anchorage, in order to eliminate waste and duplication in government, to achieve common goals, to support individual rights, to form a more responsive government, and to secure maximum local control of local affairs, hereby establish this Charter."; and

WHEREAS, the charter contains a 10 point Bill of Rights, and with number 8 stating:

> "The right to a locally directed, ongoing planning process that is based on the community's goals, objectives, and policies for the future"; and

WHEREAS, notwithstanding the preamble's promise of "maximum local control of local affairs", a Unified Municipality is identical in every way to a Home Rule Borough except it removes the right for a community to organize a local city government; and

WHEREAS, in the decades since 1975, the community of Girdwood has seen a substantial improvement in infrastructure, including developed roads, a wastewater system, city water service to the eastern part of the valley and natural gas service; and

WHEREAS, the improvements to Girdwood's infrastructure and a stable local government have provided a fertile environment for economic investment and development, including a world-class recreation destination; and

WHEREAS, the Municipality of Anchorage Charter provides for Service Areas which can establish local services paid by local tax levies; and

WHEREAS, Girdwood Valley Service Area was established shortly after the 1975 Unification to provide local services similar to those of the dissolved City of Girdwood, and

WHEREAS, Girdwood Valley Service Area now provides additional services including Roads & Drainage, Parks & Recreation, Fire, Police, and Economic Development and Housing Support services, all right sized to the needs of the Girdwood community; and

WHEREAS, the Girdwood Valley Service Area is overseen by a five-member elected Board of Supervisors; and

WHEREAS, through the Girdwood Board of Supervisors, the community of Girdwood has developed its own unique solutions to numerous problems faced by the community, such as the 2015 unilateral withdrawal of Alaska State Troopers, who were replaced by a Girdwood voter-supported partnership with the City of Whittier to provide police services; and

WHEREAS, Girdwood has recently completed the Girdwood Comprehensive Plan through an extensive, multi year, community effort. And, the community has put forward locally based solutions to our housing needs in spite of pushback from the previous and current Assembly.

WHEREAS, metropolitan areas across the lower 48, such as the Indianapolis region, have solved similar governance problems using municipal structures that combine the county and city government in the urban core to prevent duplication while allowing local city government in smaller surrounding communities, hence moving decision making closer to the citizens impacted.

THEREFORE, the Girdwood Board of Supervisors RESOLVES

1) to celebrate the 50th anniversary of the Municipality of Anchorage by acknowledging the many successes of the unification experiment, while recognizing that the goals of unification were centered on solving problems experienced by the growing urban core rather than the limitations on local self-determination imposed upon more distant, unique communities unwillingly annexed into the Municipality, and

2) to urge the executive and legislative bodies of the Municipality of Anchorage to uphold the Anchorage Municipal Charter Preamble to "secure maximum local control of local affairs" and as promised in the Bill of Rights by devolving maximal powers, up to and including local policy and decision making powers, to communities such as Girdwood, and

3) to amend Anchorage Municipal Code Title 21 to designate GBOS as a review body allowing it to initiate text amendments to Title 21, and

4) to consider adjusting the municipal administrative organization to make Girdwood Valley a Municipal Department, allowing it to manage land within Girdwood Valley owned by the Municipality, and

5) to work towards treating the community of Girdwood through GBOS, its locally elected governmental body, as a trusted partner in the matters and concerns of Girdwood, not merely as an advisory body, and

6) to support a future advisory vote by the community of Girdwood on moving towards greater self-determination within the unified borough or some other local government structure.

PASSED AND APPROVED by a vote of X in favor and X opposed this XXth day of XX 2025.

Fee comparison

Community Room	BP Energy Center	Girdwood Chapel	GW Meadows	Challenge AK	Mtn View Library
$10/hr	$20/hr	$10-$20/hr	$25-50/hr	$650-1500*	$50-60/hr
no overnight rate	no overnight	$250 overnight			min 2 hr

Staff rec: $20/hr; consider rate for multi-day programs $TBA when available *Most have fee reduction/elimination

Campground	MOA Centennial	DNR Bird Creek
$10/night	$30-$40	$20/night
tent only; primitive si	RV hookups	RV size

Staff Rec: Leave as is

Marlow Pavilion w/fla	Abbott Loop Pavili	Goose Lake Pavilion
$65/4 hr	$152/7 hr	$95/5 hr
$85/4-8 hr	$231 all day	$145 all day
$108/8+ hr		
Staff rec: simplify or l	Pavilion, 4 tables, 2 bbq pits 4 grills	pavilion 6 tables field, basketball court

Trail permit -
$60 fee, $2.00 user

Park use- wedding/photog
$50 fee

Fixed Vendor
$350/mo
$50 processing fee

Town Square Park Rental (farmers market/fall festival)
$150 permit fee; $50 each additional use

Field/Court Rental
$50/day

GHEC Passed Motions:
Motion: GHEC moves to recommend that GBOS require a plat note stating that Lot 12 or 13 has been required to be deeded to a Girdwood Non-Profit for community housing for residents by AO2023-037.
Motion: GHEC moves to recommend that GBOS requests that the plat and the Conditional Use Permit be denied a Land Use/Area Plan has been completed, as required by code.
Motion: GHEC moves to recommend that GBOS request a condition is added to the Conditional Use Permit limiting use of at least three (3) lots, specified as Block 1 Lot 1, Block 1 Lot 2 and Block 1 Lot 3 to be specified for 2-family dwellings (duplexes), in addition to Lot 12 or 13.
Motion: GHEC moves to recommend that GBOS request that the Conditional Use Permit to contain a condition requiring future conveyances of each of 4 specified lots to contain a 20-year restrictive covenant previously approved by the Planning and Zoning Commission that requires each dwelling unit on these lots to be used only as the principle place of residence of at least 1 person who during the entire period of their occupancy of the property earned their living by working at least 30 hours per week for a business or public institution located in and servicing the Girdwood Valley Service Area.
Motion: GHEC moves to recommend GBOS oppose the requested variance for a private road (cul de sac pictured in the plat).
Motion: GHEC moves to recommend that GBOS receive input from GFD Chief regarding public safety concerns for cul de sac that is longer than is allowed by code.

GTC Passed Motions:

Motion: GTC moves to recommend that GBOS request a plat note as a condition to the approval of the Planned Use Development to designate the following actions and to clarify that they are to be paid for by the development partners (HLB and/or CY Investments):

* Platting of the Girdwood Middle Iditarod National Historic Trail and 50' easement through Phase 1
* Realignment of the existing trail segment, in consultation with GTC
* Trail improvements through Phase 1, in consultation with the GTC and in accordance with established practices in the Girdwood Trails Master Plan (2025) and Girdwood Trails Management Plan (2020).

Motion : GTC moves to recommend that GBOS request that the trail and its easement of 50' (25' on each side of trail center line) is surveyed and recorded on the plat, thereby protecting the trail and trail easement from development in perpetuity, including where the trail and private property overlap.

Motion:
Girdwood Land Use Committee moves to recommend that the GBOS write a Resolution of Support for Conditions to the Planned Use Development as recommended by the Girdwood Housing and Economic Committee.
Motion by Wingard/2nd Theiss
Motion carries by Assent

Motion:
Girdwood Land Use Committee moves to recommend that the GBOS write a Resolution of Support for conditions to the Planned Use Development as recommended by the Girdwood Trails Committee.
Motion by Wingard/2nd Hanson
Motion carries by Assent

RETURN COMMENTS TO:

Municipality of Anchorage Planning Department
Current Planning Division
PO Box 196650
Anchorage, Alaska 99519-6650
Phone: 907-343-7943

CASE NO: 2026-0005

PLANNER: Paul Hatcher

REQUEST: Conditional Use for a Residential Planned Unit Development.

SITE ADDRESS: Vacant Land

CURRENT ZONING: gR-3 (Single-Family/Two-Family Residential); GIP (Girdwood Institutions & Parks); GOS (Girdwood Open Space) Districts

ORIG SUBD/LEGAL: Tract 1 Holtan Hills Subdivision (Plat 2024-18)

COMMENTS AND MEETING SCHEDULE

Planning and Zoning Commission
Loussac Library Assembly Chambers
3600 Denali Street
Anchorage, Alaska

Hearing Date: Monday, January 05, 2026

Agency Comments Due: Monday, December 8, 2025

Council Comments Due: Monday, December 15, 2025

COMMUNITY COUNCIL(S):
Girdwood

Application for Conditional Use

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

PETITIONER*	PETITIONER REPRESENTATIVE (if any)
Name (last name first) C.Y. Investments	Name (last name first) Hoffman, Tony (The Boutet Company)
Mailing Address 561 East 56th Ave, Suite 200	Mailing Address 601 East 57th Place
Anchorage, AK. 99503	Anchorage, AK., 99518
Contact Phone – Day Evening 907-646-3670	Contact Phone – Day Evening
E-mail cyoshimura@gci.net	E-mail thoffman@tbcak.com

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

PROPERTY INFORMATION

Property Tax # (000-000-00-000): 075-311-06-000

Site Street Address: None Listed

Current legal description: (use additional sheet if necessary)

Tract 1, Holtan Hills Subdivision, Plat 2024-018

Zoning: GR-3	Acreage: 16.134	Grid #: Multiple

CONDITIONAL USE APPROVAL REQUESTED

Use:

Conditional Use for Residential P.U.D.
A.M.C. 21.07.110 G

(●) New conditional use ( ) Amendment to approved conditional use Original Case #:

I hereby certify that (I am)(I have been authorized to act for) owner of the property described above and that I petition for a conditional use permit in conformance with Title 21 of the Anchorage Municipal Code of Ordinances. I understand that payment of the application fee is nonrefundable and is to cover the costs associated with processing this application, and that it does not assure approval of the conditional use. I also understand that assigned hearing dates are tentative and may have to be postponed by Planning Department staff or the Planning and Zoning Commission for administrative reasons.

Signature ( ) Owner (X) Representative (Representatives must provide written proof of authorization) Date 10/29/25

Print Name TONY HOFFMAN

Accepted by:	Poster & Affidavit:	Fee:	Case Number:	Meeting Date:
PAUL HATCHER	1 + 1	10,385.00	2026-0005	PZC: 01/05/2026

CU (Rev. 03/21) Front

COMPREHENSIVE PLAN INFORMATION

Improvement Area (per AMC 21.08.050B.): ◉ Class A ◯ Class B

Anchorage 2040 Land Use Designation:

☐ Neighborhood (Residential) ☐ Center ☐ Corridor
☐ Open Space ☐ Facilities and Institutions ☐ Industrial Area

Anchorage 2040 Growth Supporting Features:

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

Eagle River-Chugiak-Peters Creek Land Use Classification:

☐ Commercial ☐ Industrial ☐ Parks/opens space
☐ Public Land Institutions ☐ Marginal land ☐ Alpine/Slope Affected
☐ Special Study ☐ Residential at _____ dwelling units per acre

Girdwood- Turnagain Arm

☐ Commercial ☐ Industrial ☐ Parks/opens space
☐ Public Land Institutions ☐ Marginal land ☐ Alpine/Slope Affected
☐ Special Study ☐ Residential at _____ dwelling units per acre

ENVIRONMENTAL INFORMATION (All or portion of site affected)

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

RECENT REGULATORY INFORMATION (Events that have occurred in last 5 years for all or portion of site)

☐ Rezoning - Case Number:
☐ Preliminary Plat ☐ Final Plat - Case Number(s):
☐ Conditional Use - Case Number(s):
☐ Zoning variance - Case Number(s):
☐ Land Use Enforcement Action for
☐ Building or Land Use Permit for
☐ Wetland permit: ☐ Army Corps of Engineers ☐ Municipality of Anchorage

SUBMITTAL REQUIREMENTS

(One copy of applicable items is required for initial submittal; additional copies required after initiall submittal)

1 copy required:
☐ Signed application (original) ☐ Ownership and beneficial interest form
☐ Watershed sign off form ☐ Underlying plat
☐ Special limitations from the underlying zoning, if applicable

14 copies required:
- ☐ Signed application (copies)
- ☐ Map of area surrounding petition site within 500 feet, including zoning and existing uses
- ☐ Map of existing conditions, to scale, including:
  - ☐ land uses ☐ structures ☐ utilities ☐ vegetation ☐ soils
  - ☐ natural features ☐ drainage ☐ topography ☐ site access ☐ pedestrian facilities
  - ☐ vehicle circulation and driveways ☐ easements and/or reservations
- ☐ Project narrative explaining:
  - ☐ the project ☐ planning objectives ☐ facility operations
  - ☐ an analysis of how the proposal meets the standards on page 3 of this application
  - ☐ construction and operation schedule ☐ final ownership
  - ☐ gross and net density (PUDs only)
- ☐ Site plan(s) to scale depicting, with dimensions:
  - ☐ building footprints ☐ parking areas ☐ vehicle circulation and driveways
  - ☐ pedestrian facilities ☐ lighting ☐ grading ☐ landscaping
  - ☐ loading facilities ☐ fences ☐ drainage ☐ required open space
  - ☐ snow storage area or alternative strategy ☐ trash receptacle location and screening detail
  - ☐ easements ☐ significant natural features ☐ freestanding sign location(s)
- ☐ Building plans to scale depicting, with dimensions:
  - ☐ floor plans ☐ building elevations ☐ exterior colors and textures
- ☐ Summary of community meeting(s)

(Additonal information may be required.)

GENERAL CONDITIONAL USE STANDARDS (AMC 21.03.080D.)

The Planning and Zoning Commission may only approve the conditional use if the Commission finds that **all** of the approval criteria are satisfied. Each standard must have a response in as much detail as it takes to explain how your project satisfies the standard. The burden of proof rests with you.

1. The proposed use is consistent with the comprehensive plan and all applicable provisions of this title and applicable state and federal regulations;
2. The proposed use is consistent with the purpose and intent of the zoning district in which it is located, including any district-specific standards set forth in chapter 21.04;
3. The proposed use is consistent with any applicable use-specific standards set forth in chapter 21.05;
4. The site size, dimensions, shape, location, and topography are adequate for the needs of the proposed use and any mitigation needed to address potential impacts;
5. The proposed use will not alter the character of the surrounding area in a manner which substantially limits, impairs, or prevents the use of surrounding properties for the permitted uses listed in the underlying zoning district;
6. The proposed use is compatible with uses allowed on adjacent properties, in terms of its scale, site design, operating characteristics (hours of operation, traffic generation, lighting, noise, odor, dust, and other external impacts);
7. Any significant adverse impacts anticipated to result from the use will be mitigated or offset to the maximum extent feasible;
8. The proposed use is appropriately located with respect to the transportation system, including but not limited to existing and/or planned street designations and improvements, street capacity, access to collectors or arterials, connectivity, off-site parking impacts, transit availability, impacts on pedestrian, bicycle, and transit circulation, and safety for all modes; and
9. The proposed use is appropriately located with respect to existing and/or planned water supply, fire and police protection, wastewater disposal, storm water disposal, and similar facilities and services.

SPECIFIC CONDITIONAL USE STANDARDS (AMC 21.05)

Certain conditional uses have detailed standards that relate only to that type of conditional use. When there are detailed standards, the Planning and Zoning Commission may only approve the conditional use if the Commission finds that **all** general standards listed in the previous section and detailed standards listed for that conditional use in AMC 21.05 are satisfied. Each detailed standard must have a response in as much detail as it takes to explain how your project satisfies the standard. The burden of proof rests with you.

Project Overview

This document will serve as the narrative for the proposed development known as Holtan Hills, Tract 1. The development will create 39 residential lots, including 2 lots for Multi-Family, and internal Tract 1A for wetlands and internal Tract 1B for a private cul de sac. Included with this project narrative are the applications and other required documents.

Most of the property to be developed is currently zoned gR-3 (Single-Family/Two-Family Residential). The utilization of the Conditional Use for a Residential Planned Unit Development process allows for increased residential density and a more efficient mixed and higher density use of the land, that is encumbered by wetlands, streams, bedrock, and steep terrain.

See the last page for a list of submitted documents.

Project Location

The Holtan Hills Development is located in Girdwood, north of Hightower Road, near the Girdwood School. The legal description for the development is Tract 1, Holtan Hills Subdivision, plat 2024-18. The area of the Tract is 16.134 acres.

Background

In 2006, the Anchorage Assembly adopted the *Crow Creek Neighborhood Land Use Plan (CCNLUP)* via AO 2006-47 as an element of the comprehensive plan establishing it as the governing planning document for this area of Girdwood.

In 2009, in an effort to implement the CCNLUP, the Municipality of Anchorage Heritage Land Bank (HLB) submitted a subdivision plat application creating 40 lots and 5 tracts. The application was granted a 60 month approval. The lots approved varied in size from 17,000 to 27,000 sq.ft. However, the subdivision was never built or recorded.

In 2010, in accordance with the implementation schedule within the CCNLUP, the Girdwood Water Improvement Transmission Line was constructed through the Holtan Hills project. The project connected the water main in Hightower Road to the water line running from the AWWU wellhouse north of Girdwood Airport.

In 2021, HLB issued an RFP for land disposal of the same property. After extensive review by the HLB selection committee, the contract was awarded to CY Investments, LLC (Connie Yoshimura, Principal). In January 2024, the Anchorage Assembly approved the land transfer from HLB to CY Investments, LLC via AO 2023-137. As Amended, CY Investments received title to Tracts 1 and 2 on May 7th, 2024.

Starting in 2021, HLB contracted with HDR Engineering Inc to map the wetlands and streams throughout the project area. Those wetlands and streams are shown on the preliminary plat.

Due to unforeseen delays in finalizing the boundary survey and tract plat in 2023, the development agreement with HLB was extended to a closing date of July 1, 2027. The tract plat for Holtan Hills Subdivision was recorded on May 02, 2024. The Municipal interest in the DNR section line easement that runs through Tract 1, between sections 8 and 9 was vacated on that plat via Platting Board Resolution 2022-007.

A pre-application meeting was held with Municipal staff on August 5, 2025, to discuss the project.

In June 2025, construction began on off-site improvements that would provide access to Tract 1. The project included approximately 1300 linear feet of new sewer main, curb and gutter improvements, surface paving, realignment of electrical, gas, and a trail, as well as removal and disposal of several hundred cubic yards of buried trash from the former unpermitted and undocumented Girdwood landfill that was discovered during excavation.

Property Constraints and Conditions

After substantial consideration and analysis of the environmental, existing utility, and terrain conditions, it was determined that the lot designs and road layout shown are the best, highest, and most practical use of the property for a residential development. The preliminary plat provided with this request is the most efficient design to accommodate actual site conditions. The lots will be sold to builders and private parties, and the development of the lots and buildings will be subject to full review by the Municipality prior to issuance of a building permit. The lot design and layout presented maximizes the property available and avoids the mapped wetlands to the maximum possible. The road corridor has minor impact on the wetlands and has minimal drainage crossings. Additionally, the lot design maximizes access to the surrounding open spaces (Holtan Hills Tracts 4 and 5) and surrounding mountain and valley views.

The existing waterline that runs through the development will be tapped for each lot. The proposed sewer line will be designed to run parallel to the existing water line on the east (downhill) side. Sewer will be extended up to the 9 larger lots in Block 3 on the west side of the development. Water for the 9 Lots in Block 3 will be on site (wells). Fire hydrants will be installed at appropriate spacing for emergency use.

Lots 4-6, Block 2 are encumbered by a 200-foot Ordinary High Water setback from Glacier Creek. The Ordinary High Water line was flagged in the field by State of Alaska, Department of Natural Resources personnel from the Statewide Platting and Water Boundaries Unit in 2022 and was also surveyed by the project team.

Most of the lots being developed are within the gR-3 zoning district, with a few exceptions. Lot 1, Block 1 is "split zoned", with part of the lot's southern area zoned GIP (Girdwood Institutions and Parks). Lot 9, Block 3 has an area in the northern half of the lot zoned GOS (Girdwood Open Space). Lots 1-3, Block 2 are all split zoned as well. House placement and design will need to be carefully considered for these lots to minimize development inconvenience to the future homeowner.

Objectives

The subdivision preliminary plat and applications are being applied for as a Conditional Use for a Residential Planned Unit Development. We are requesting a 60-month approval for the two-phase Subdivision Plat and the Conditional Use Approval.

As such, the residential density will be allowed to exceed that otherwise allowed in the underlying gR-3 district, resulting in more housing opportunities for the Girdwood community. The proposed subdivision will create 39 lots and 2 tracts. This application, narrative and diagrams will address the approval criteria listed in AMC 21.07.110 G "Conditional Use for a Residential Planned Unit Development" as well as AMC 21.03.080 D "Conditional Uses Approval Criteria". To provide review continuity, the subdivision and C.U. application will be presented concurrently at the Planning and Zoning Commission. Additionally, there is no requirement to develop an accompanying Area Master Plan, as the *2006 Crow Creek Neighborhood Land Use Plan* is the governing Area Master Plan for the area.

The P.U.D. process is being utilized because it will allow a development with a range of lot configurations and sizes while preserving the open space wetland tract. The lots range in sizes between 6,500 and 48,000

s.f.. A.M.C. 21.07.110G.1 (Conditional Use for a Planned Unit Development) states "*A residential planned unit development (PUD) is intended to allow flexibility for residential development in the zoning ordinance and to achieve the creation of a more desirable environment than would be possible through a strict application of the zoning ordinance*" This flexibility allows us to provide a variety of lot sizes and configurations and not be constrained by a set minimum size. The larger lots are constrained by physical limitations such as wetlands, terrain and split zoning. These limit buildable areas for building pads.

A subdivision variance for the cul de sac length of Holtan Hills Circle, as well as a variance to allow Holtan Hills Circle (Tract 1B) to be developed as a private road are included in the application.

Community and Public Outreach

On Friday, August 29, 2025, 600 notices were mailed to the affected properties in compliance with AMC 21.03.020C (Community Meetings). A public community meeting was held on September 23rd, 2025, at the Meadow Community Center, located in the Lady of the Snow Church in Girdwood. A copy of the mailer and a summary of the meeting, including community concerns and responses are enclosed with this application.

To provide further community discussion and response to questions, a second public community meeting was held on October 21st , 2025 at the Girdwood Community Center. The mailer and response letter are included with this application.

A field site meeting was held 10-15-25 to evaluate the Iditarod Trail condition and re-alignment. Members of the Girdwood Trail Committee and other community personnel were involved and provided feedback.

Proposed Design Criteria

- Lot Size. The lot sizes vary in size and width. In Blocks 1 and 2 along the main road, most of the lots (16) are 60-70 wide, and can accommodate a wide variety of styles and layout.6 lots are between 50 and 60 feet wide, and 6 lots are between 70 and 100 feet wide. In the upper area Block 3, there are 9 lots to be served by public sewer and on-site wells. Those lots range from 170 feet to 230 feet in width.
- Building Setbacks. The site plan includes building pads with 5' side yard setbacks. All front yard setbacks will be 20', and rear yard setbacks will be 15'.
- Lot coverage. A maximum lot coverage of 50% is requested, with possible increases for multi family.
- Building Styles. Lots 1-11, and 14 to 19, Block 1 and Lots 1-11, Block 2 and Lots 1-9, Block 3 can be developed as Single Family (Detached) and/or Duplex style homes. Lots 13 and 12, Block 1 are designated as multi-family lots.
- Water and Sewer availability: There are 9 lots in western upper area (Lots 1-9 Block 3) that will be served by public sewer only. The terrain in the area is extreme, with a ridge running through the middle and jurisdictional wetlands that makes developing the lots extremely difficult. Water will be provided in these lots by individual wells. Proposed access will be via a 50' private road (shown as Tract 1B) that will connect to the main dedicated roadway.
- Use Types and building design. Development types will vary across Phase 1 depending upon lot suitability. These types will range from Single-Family (Detached), Duplex, Townhouse or Apartment multi-family homes as well as potential cluster constructed in Single-Family style. The building style and colors will be consistent with the existing "Mountain Modern" style of development in Girdwood. See examples of the colors and styles in the submitted documents. The single family and duplex lots range from 6,500 s.f. to 48,000 sq.ft. All these lots can accommodate duplex and single-family buildings, as well as ADUs. There are 2 larger lots (Lots 12 and 13, Block

1) that have been designated as multi-family lots. See more information regarding Multi Family Criteria below.

- Lot Design. The lot and building pad designs have been developed to maximize the existing site conditions. Every effort will be made to design driveway grades that do not exceed 10%.
- Residential Density. The gross area being developed as lots is 16.1 acres. The number of dwelling units cannot be computed exactly since the lots can accommodate different styles of residential development. But a D.U.A. (Dwelling Units per Acre) can be developed based on the following assumptions:(a) 100% of the lots (excluding the designated multi-family lots) will be developed as duplex: and (b) multi-family Lots 12 and 13, Block 1 will create 22 dwelling units. The maximum computed gross density could be 6 D.U.A.. The actual lot area being developed is 491,300 s.f. or 11.27 acres (excluding ROW and Tracts). The maximum that gR-3 lot sizes would allow is 5.2 D.U.A..
- The right-of-way through the project will be a standard 60' in width. The road length in Phase 1 of the development is 1440', with a grade change of 36' from south to north. The grade on the road will be approximately 2.5%.
- Multi-family lots. The lots that are designated as multi-family (Lots 12 and 13, Block 1) can be developed with any multi-family style, including (but not limited to) townhouse, apartment, and single-family style.
- Road Elements: We request approval to design the developments roads with limited or discontinuous roadway lighting. Multiple community members testified in the public meetings that they prefer limited roadway lighting.

Multi Family Lot Design Criteria (specific to Lots 12 and 13, Block 1)

- As mentioned above, the 2 lots designated as multi-family (Lots 12 and 13, Block 1) will be built at a future date by the homebuilder who purchases them. We are requesting that the lots are approved for Multiple Family development to include the following types: Townhouse and Multi-Family (apartment) as well as single-family style. Like the rest of the development, water is available within the road corridor, and the wastewater sewer system will be installed for these lots during the infrastructure construction.
- Lot 13 is 23,800 s.f.. The site is minimally encumbered by wetlands or other environmental constraints. A preliminary design utilizing apartment style multi-family development of the site has determined that a 14 unit, 2 or 3 story building could easily fit on the lot, with parking and adequate setbacks. 14 dwelling units on this lot would be 30 D.U.A., and would provide much needed apartment units for Girdwood. Additionally, a 14-unit apartment style building would be a permitted use in current gR-3 zoning.
- Lot 12, 19,000 s.f., is directly south of Lot 13, and is constrained by mapped wetlands in the rear of the lot. The wetlands appear to be subject to Corps of Engineers Jurisdiction review. It was determined by preliminary design layouts that the lot would be best suited for townhouse style buildings and would access the main road in a shared driveway. 8 units on this lot would be 18 D.U.A..

These are the maximum units and building style requested for these lots. Site planning, building design and permitting will be the responsibility of the individual builder or developer of the properties.

Road Design and Elements

The road design and template will be designed in compliance with AMC 21.09.070 and other Municipal standards and provisions. Paved road and stormwater infrastructure along with minimal street lighting will

be constructed for Phase 1. The road cross section, width and amenities will be determined after thorough engineering analysis. A 50' turnaround will be constructed at the end of the road. The turnaround will be situated in Tract 2, and the owner will provide a recorded easement for it.

Trail Impacts

Access to the existing Iditarod Trail, which roughly follows the east edge of the development on the west bank of Glacier Creek, will not be adversely affected by the development. Access will be maintained during the construction of and development of the road and infrastructure for Phase 1. A small portion of the trail will be relocated to accommodate lot development (Lots 4-10, Block 2). See page 2 of the preliminary plat. The developer will work with HLB, the Girdwood Trails Committee and other affected stakeholders to provide a sustainable, well-constructed trail within the realigned section. A trail easement will be included on the final plat for Tract 1 for the affected portions of the Iditarod Trail.

Criteria Response (responses are in bold)

CONDITIONAL USE FOR A RESIDENTIAL PLANNED UNIT DEVELOPMENT (21.07.110G)

2. Minimum Standards
All planned unit developments shall meet the following minimum standards:

a. Minimum Site Area

The minimum site area for a PUD shall be 1.0 acres.

The development area is 16.1 acres.

b. Open Space
A minimum of 15 percent of the site shall be reserved as open space which shall meet the following standards:

i. The required open space may include both individual private open space, regardless if it is fenced, and common open space;

ii. In multistory buildings, balconies or decks may be used in lieu of individual yards provided that the total area of all balconies or decks is not less than the total yard area otherwise required; and

iii. Parcels within a quarter mile of, or with access to a natural area, park, or other publicly-accessible open space may count those lands as meeting this requirement.

The required open space area is 15% of the area being developed, or 2.4 acres. The area inside the development, designated as "Open Space" meeting this requirement is Tract 1A, which is 86,431 s.f. (1.98 acres). That is 12% of the site being developed. The remaining 3% required open space is met via access to the Iditarod Trail and other surrounding trails that provide access to publicly available open space. Tract 4 of Holtan Hills Subdivision is accessed via the Iditarod Trail and provides direct access to Glacier Creek. This publicly accessible area meets the criteria of item iii above. Tract 4 is 348.05 acres and added to the area of Tract 1A (1.98 acres) this creates 350 acres of open space available to the development, much more than the required area (2.4 acres) to meet these criteria.

c. Design

Any non-residential use permitted in a PUD shall be compatible with the residential nature of the development.

This standard is not applicable. Non-residential uses are not being proposed in this development.

d. Access and Connectivity

PUDs shall comply with section 21.07.060, Transportation and Connectivity.

The zoning District classification is "Class A" 21.07.060 C Traffic Impact Mitigation. The impact of 39 lots (or the possibility of potentially 60 single family residences) would generate approximately 600 vehicle trips per day. It was determined by MOA Traffic Engineering that the trip generation from this development would not trigger the need for a traffic impact analysis (TIA). The section of road developed during the 2025 offsite road and utility improvements was constructed to municipal standard and provides access from Hightower Road to the development, and will be known as Holtan Hills Road. The road is classified as a Local Residential Road, and will eventually connect to Crow Creek Road, providing a secondary access for the area.

e. Utility Installation

All new utilities shall be installed underground. **All utilities will be installed below ground.**

f. Homeowners' Agreements

Any PUD which will involve the formation of a horizontal property regime under the terms of AS 34.07.010 et seq. or any mandatory homeowners' or similar association shall submit for review by the commission the articles of incorporation and bylaws of any such association prior to the sale of any property subject to the association. The commission may require any provisions necessary to ensure that the provisions and intent of this title are met.

A Homeowners Association will be established that will regulate the building styles and development of the subdivision. The standards established in the HOA documents will reflect materials and colors compatible with the natural environment and mountain modern aesthetic of the existing buildings and homes in Girdwood . Refer to the attached building style images that illustrate this Mountain Style of building design and exteriors. The following are some of the specifics the HOA will regulate:

- **Exterior building materials**
- **Exterior colors and textures**
- **Landscaping installation and maintenance**
- **Driveway widths**
- **Exterior building and fence maintenance, including general upkeep of yards and ditching in front of the lots.**
- **Holtan Hills will practice Firewise methods wherever possible.**

- **ADU design will be defined by the CC&R's. ADU's may be constructed as part of the primary building or placed behind the primary residence.**
- **All residential building construction will utilize the valley and mountain views to the maximum extent.**
- **The HOA will be responsible for open space maintenance as well as the community landscaping that will be installed.**
- **At such time 75% of all lots are sold, the HOA will be turned over to a board of directors elected by the homeowners.**

Additionally, The HOA will regulate short term rentals (STR) of the lots. See the attached document that defines the limitations for STR's. The Leasing Provisions that will be incorporated into the HOA documents are also attached.

The HOA will oversee the 50% owner occupancy requirement for the single family and multi-family property as stipulated in AO 2023-137 (As Amended). Additionally, an audit will be conducted every two years for the condominium associations, in compliance with the owner occupancy requirements set forth by AHFC and FHA to ensure ongoing eligibility for financing. Sub-associations will be created for condominiums and multi-family units. These units will fall under the Master Association and will include responsibilities and regulations specific to the individual multi-family buildings and lots.

All builders will be required to comply with the design criteria specified in the HOA documents. An architectural design review committee will be created to review proposed building design. The lot owner will be responsible for any wetland disturbance and filling and other required permitting.

3. Development Options

The developer of a PUD may propose changes to density, lot size, uses, dimensional standards, and design standards. Separate variances are not required for changes completed through the PUD process. Changes to the standards shall be reviewed by the planning and zoning commission in accordance with the approval criteria of subsection G.1.above.

a. Density

The number of dwelling units per acre allowable on the gross area of a PUD shall be determined by the planning and zoning commission and as supported by water and sewer infrastructure.

Water and sewer will be available to all lots and will be adequately sized for the development. Additionally, as discussed previously, by utilizing the ability provided by the P.U.D. development option, we can provide a gross density of 6 units per acre, and maintain the wetland open space. The gR-3 zoning would not allow the range of lot widths, sizes proposed and would limit the density to 5.2 units per acre. Additionally, the gR-3 minimum lot sizes and configurations would limit the ability to create the varied lot configurations we've proposed.

4. Planned Unit Developments in the Turnagain Arm District

This standard is not applicable. The project area is not within the Turnagain Arm District.

CONDITIONAL USES APPROVAL CRITERIA (21.03.080.D)

The planning and zoning commission may approve a conditional use application if, in the judgment of the commission, all of the following criteria have been met in all material matters:

1. The proposed use is consistent with the comprehensive plan and all applicable provisions of this title and applicable state and federal regulations;

Both the Crow Creek Neighborhood Land Use Plan and the recently approved Girdwood Comprehensive Plan support the use of clustering residential development (by utilizing the P.U.D. option) with the following goals outlined in each plan. Additionally, the newly adopted Girdwood Comprehensive Plan created more flexible land uses and designations for the project area. Some of the relevant goals and policies from the Girdwood Comprehensive Plan are listed below.

GOAL E2: Economic development in Girdwood is compatible with the natural environment. **The proposed layout is surrounded on the east and west by undeveloped open space.**

POLICY E2.2: Conservation as a form of development. For example, the protection of valuable wild/natural/open space can be a contributor to the local economy. **The layout preserves the valuable wetlands, and access to the open space tracts adjacent to the development will be maintained.**

POLICY E2.3: New and existing developments are connected to the trail and active transportation system. **The primary road will connect to Hightower Road. Access to the Iditarod Trail is available at the southwest corner of the property, and the segments of the trail that are adjacent or on the property will be preserved in a dedicated easement.**

GOAL H2: Encourage a broad range of new housing development that is consistent with Girdwood's community character, natural character, and Girdwood's housing vision, needs, and cost challenges. **By creating the H.O.A. regulations and constraints, the building styles will be required to maintain the established "Mountain Style" of existing Girdwood households.**

POLICY H2.2: All residential zoning in Girdwood allows for duplex developments with multi-family housing (more than triplex) allowed in targeted areas. **Duplex construction will be allowed in all the lots. The 2 multi-family lots can accommodate all multi-family styles.**

POLICY H2.3: Accessory Dwelling Units (ADUs) are encouraged where appropriate. **The H.O.A. will allow ADU's with architectural design committee approval.**

GOAL R3: Girdwood has a formal, established, maintained, and protected system of trails and open spaces. **The development recognizes the established trails and adjacent open spaces and will maintain access to them to the maximum extent possible.**

POLICY R3.2: Identify and protect trails and trail access via easements. **Segments of the Iditarod trail that are adjacent or on the property will be preserved in a dedicated easement on the plat.**

GOAL R4: Girdwood's trails and natural spaces are integrated into the community. **The developments design acknowledges the importance of the trails and natural spaces. The existence of these areas and preservation of them is an asset to the community, as well as an asset to the development.**

POLICY R4.2 New development (e.g. housing, transportation) is consistent with ensuring access and protection of trails and open spaces. **Access to the trails and open spaces will be maintained to the maximum extent possible.**

Compliance with existing Girdwood Land Use Code AMC 21.09

The predominant zoning district within the development area is "gR-3". Allowed household living uses in this district are Single-Family (detached and attached), Two-Family (Duplex,) and Townhouse dwellings. The minimum lot areas in Chapter 9 specify minimum lot sizes as 8400 s.f. for single family (detached) and 16,800 s.f. for two family dwellings. The average lot size in the proposed plat for the 37 single family and duplex lots (excluding the multi-family lots 12 and 13, Block 1) is 14,491 s.f. Utilizing the C.U. PUD development option allows the development to fit into the gR-3 range, while maintaining substantial open space, minimal environmental disturbance and construction flexibility. Additionally, utilizing the 8400 s.f. lot size from gR-3 calculates as 5.2 D.U.A.

If the maximum build out were to occur, and all the lots were developed as duplex and Lots 12 and 13 were developed with 22 units total, a comparable gR-3 zoning density would be as follows: 37 lots with duplexes: 74 units + 22 multi-family units = 96 units total. The actual area for lots (excluding ROW, Wetland Tract 1A and Access Tract 1B) is 11.27 acres. That would create maximum of 8.5 D.U.A., which is generally consistent and compatible with the intent of gR-3.

Crow Creek Neighborhood Land Use Plan (2006)

This is the relevant Area Master Plan for development of the property. The majority of the first phase of this development is designated as the "Lower Matrix" area on the development and open space map in the plan. Clustered housing and preservation of open space is strongly encouraged in this plan. Additionally, the 2000 Girdwood Commercial Areas and Transportation Master Plan (CAT), an adopted element of the comprehensive plan and cited with the CCNLUP, calls for the construction of an access road from the Girdwood School to Crow Creek Road in a similar manner as currently constructed and further proposed by the Phase 1 development.

Girdwood Trails Plan (2024)

The Historic Iditarod is identified on the Trails Plan as Existing Class 3 (Developed). This trail enters the property at the southeast corner of the subdivision, and meanders along the west bank of Glacier Creek, on the east side of the development. The majority of the existing trail alignment will be maintained in its current location. There is one segment of approximately 300 feet in the middle of Phase 1 that will be realigned to accommodate lot development. The developer and HLB will work with the Girdwood Trails Committee and Chugach National Forest staff to make sure the realignment is appropriate for the users. Also, a trail placard or "kiosk" sign will be placed at the entrance to the trail. The type of signage and location will be coordinated with Girdwood Parks & Recreation.

2. The proposed use is consistent with the purpose and intent of the zoning district in which it is located, including any district-specific standards set forth in chapter 21.04;

While AMC 21.04 does not address the Girdwood zoning, AMC 21.09.040 states *"The gR-3 district is found in a number of areas and consists of undeveloped land designated primarily for single-family detached and twofamily development, although other types of residential uses and visitor accommodations may be allowed pursuant to the master planning process and table 21.09-2.* **The development criteria for the lots allow for single family (detached) and duplex buildings. Multi family style construction is designated only in the 2 indicated lots (Lots 12 and 13, Block 1).**

The 2025 Girdwood Comprehensive Plan has well defined purposes for the residential uses proposed. Specifically, the plan designates the area as Mixed-density Residential. The plan indicates Residential Land Uses section in Chapter 3 Land Use Plan stating, on page 3-11 *"Reducing the minimum lot size and removing or increasing D.U.A. standards can allow developments to proceed while simultaneously achieving the desired neighborhood form……."*

3. The proposed use is consistent with any applicable use-specific standards set forth in chapter 21.05;

The relevant code is in AMC 21.09.050 B (Girdwood Land Use Regulations, Use Specific definitions and Standards) which defines residential multiple categories of Residential Uses. Specifically, the relevant categories are Multi-Family (Apartment), Single-Family Detached, Townhouse and Two-Family (Duplex). These are the proposed uses in the development, meeting the residential criteria.

4. The site size, dimensions, shape, location, and topography are adequate for the needs of the proposed use and any mitigation needed to address potential impacts;

The lots have been designed to maximize the buildable area of the road corridor built upon the existing waterline. The topography on the west, uphill side of the corridor is steep, which makes further creating larger lots on that side challenging. Utilizing the waterline corridor also has the effect of mitigating the impact of the existing wetlands.

5. The proposed use will not alter the character of the surrounding area in a manner which substantially limits, impairs, or prevents the use of surrounding properties for the permitted uses listed in the underlying zoning district;

The surrounding Crow Creek area has little commercial or residential development. With the school immediately to the south, the airport to the east and future homesites further up the valley to the north, the 39 residential lots of this development will have minimal impact to the existing permitted uses in the area and will match the scale and density of other established neighborhoods within Girdwood.

6. The proposed use is compatible with uses allowed on adjacent properties, in terms of its scale, site design, operating characteristics (hours of operation, traffic generation, lighting, noise, odor, dust, and other external impacts);

The design of these 39 residential lots is appropriate for the area it's situated in. The size of the lots range from 6,500 s.f. to 48,000 s.f. and is appropriate for the area considering access to

public utilities and environmental constraints. The street lighting will be designed to minimize night glare utilizing limited or discontinuous roadway lighting. The road will be paved and will not generate unnecessary dust. The hours of operation in relation to residential land use do not create unpredictable disturbances (such as industrial or commercial uses might). The traffic impact to the Girdwood School will be mitigated by the design from the project onto Hightower Road . The intersection design creates a "T" onto Hightower Road, which will optimize line of sight for children coming and going to school, and will create a safe intersection during school hours.

7. Any significant adverse impacts anticipated to result from the use will be mitigated or offset to the maximum extent feasible;

The visual impact of the development will be mitigated by the fact that the southernmost housing built will be more than 1500 feet from Hightower Road. The peak traffic hours are anticipated to be during the morning hours of 7-8 a.m., and 5-7 p.m., as is standard for housing developments. And, as discussed previously, the impact to the Hightower Road traffic will be mitigated to the maximum amount possible by the "T" intersection at Hightower Road.

8. The proposed use is appropriately located with respect to the transportation system, including but not limited to existing and/or planned street designations and improvements, street capacity, access to collectors or arterials, connectivity, off-site parking impacts, transit availability, impacts on pedestrian, bicycle, and transit circulation, and safety for all modes; and

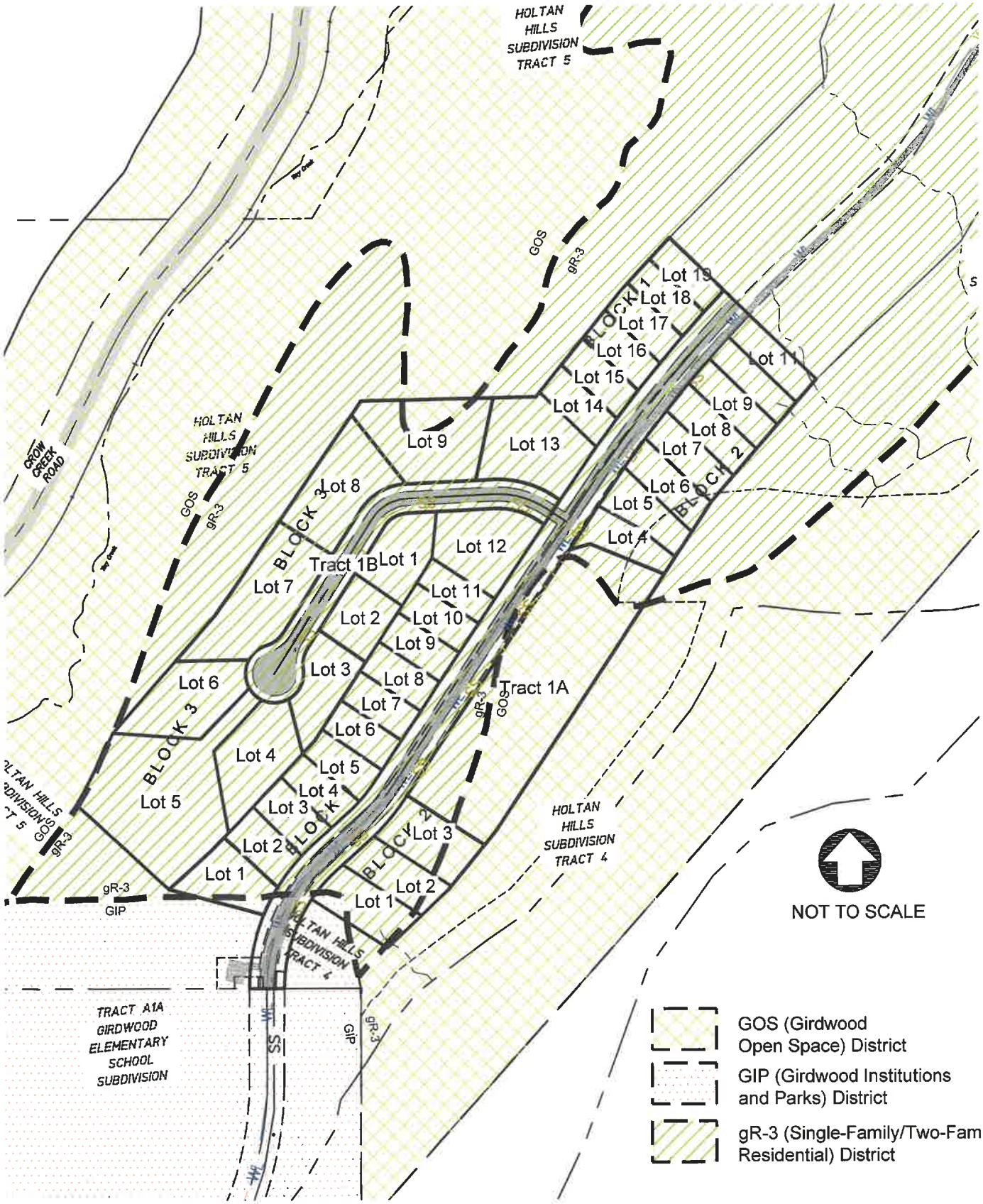
The first phase of development (39 lots) will require construction of 1400 feet of primary road (Holtan Hills Drive) will be accessed off Hightower Road. Holtan Hills Drive, which is classified as a local street, will be constructed with appropriate safety lighting, road cross section and crosswalk markings.
The future development of Holtan Hills, Tract 2 to the north will necessitate a developed connection to Crow Creek Road . That access will provide a secondary access for the development, as well as providing a secondary access emergency route for traffic coming out of the upper Crow Creek Valley from the north.

9. The proposed use is appropriately located with respect to existing and/or planned water supply, fire and police protection, wastewater disposal, storm water disposal, and similar facilities and services.

The development will be supplied by the existing public water line that was installed in 2010. No expansion of the water system is needed for the development. A public sewer line was installed from Hightower Road to the south end of the development during the 2025 off-site improvements. It will provide the sewer connection for Phase 1. The Girdwood Fire and Emergency Service Station is located less than a mile south of the development on Egloff Drive. Additionally, fire hydrants will be installed during construction of Phase 1, helping extend fire response capabilities for Girdwood.

List of Submitted Documents

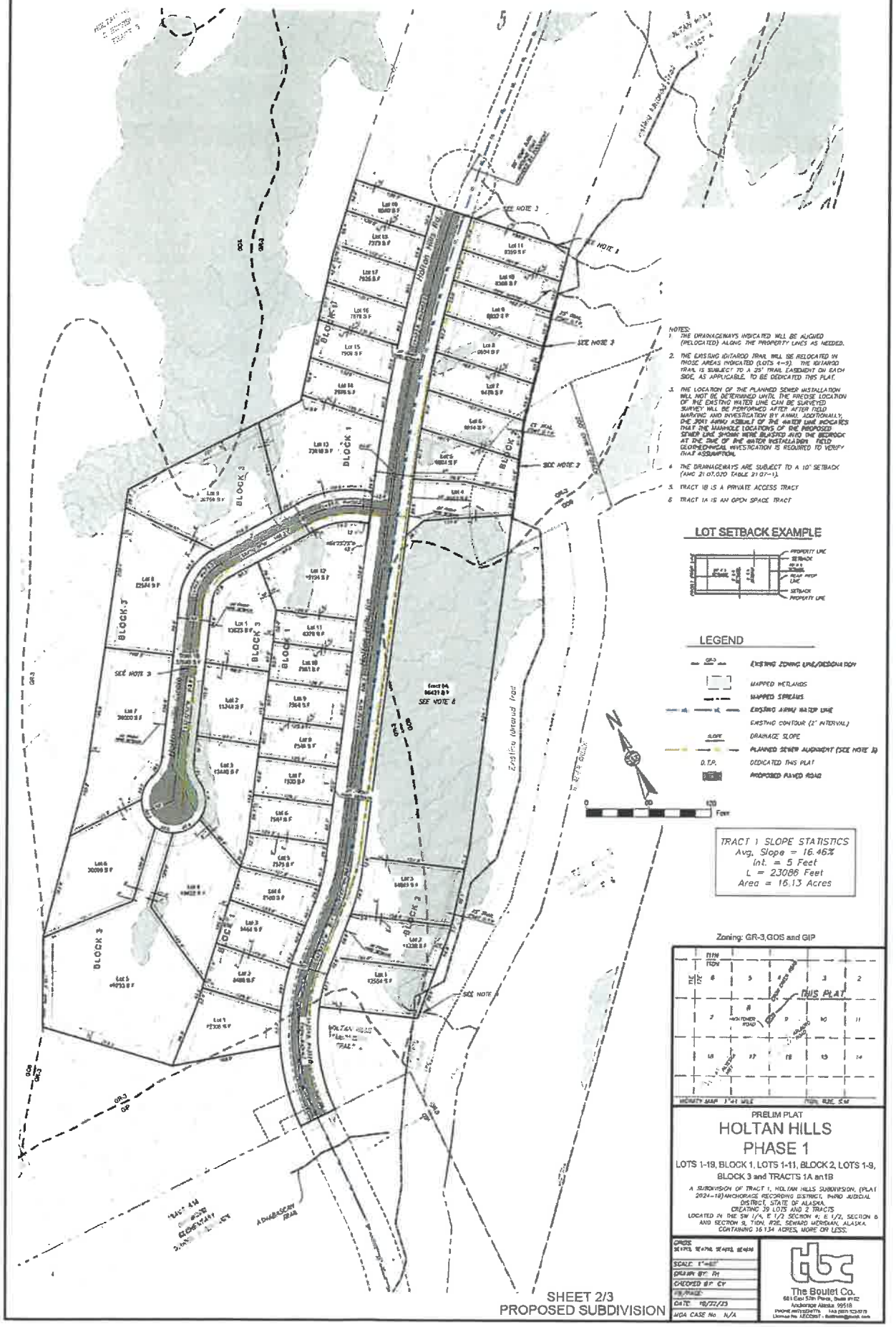
Preliminary Plat Application
Conditional Use application and narrative
Preliminary plat (3 pages)
(2) Subdivision design variance applications and narratives
Owners Authorization
Title Report
AWWU Pre-Application form
Watershed Management Pre-application form
Community Meeting Mailers
Community Meeting Summary's
Short Term Rental and Leasing Provision HOA documents
Map Exhibits
Building Style Examples
Phasing Plan for Tract 1



HOLTAN HILLS PHASE 1

EXISTING ZONING MAP

10/29/25


NOTES:
1. THE DRAINAGEWAYS INDICATED WILL BE ALIGNED (RELOCATED) ALONG THE PROPERTY LINES AS NEEDED.
2. THE EXISTING IDITAROD TRAIL WILL BE RELOCATED IN THOSE AREAS INDICATED (LOTS 4-9). THE IDITAROD TRAIL IS SUBJECT TO A 25' TRAIL EASEMENT ON EACH SIDE, AS APPLICABLE, TO BE DEDICATED THIS PLAT.
3. THE LOCATION OF THE PLANNED SEWER INSTALLATION WILL NOT BE DETERMINED UNTIL THE PRECISE LOCATION OF THE EXISTING WATER LINE CAN BE SURVEYED. SURVEY WILL BE PERFORMED AFTER AFTER FIELD MARKING AND INVESTIGATION BY AWWU. ADDITIONALLY, THE JOINT AWWU KODIAK OF THE WATER LINE INDICATES THAT THE MANHOLE LOCATIONS OF THE PROPOSED SEWER LINE SHOWN WERE BLASTED INTO THE BEDROCK AT THE TIME OF THE WATER INSTALLATION. FIELD GEOTECHNICAL INVESTIGATION IS REQUIRED TO VERIFY THAT ASSUMPTION.
4. THE DRAINAGEWAYS ARE SUBJECT TO A 10' SETBACK (AMC 21.07.020 TABLE 21.07-1).
5. TRACT 1B IS A PRIVATE ACCESS TRACT
6. TRACT 1A IS AN OPEN SPACE TRACT
LOT SETBACK EXAMPLE
PROPERTY LINE
SETBACK
REAR PROP LINE
SETBACK
PROPERTY LINE
LEGEND
EXISTING ZONING LINE/DESIGNATION
MAPPED WETLANDS
MAPPED STREAMS
EXISTING AWWU WATER LINE
EXISTING CONTOUR (2' INTERVAL)
DRAINAGE SLOPE
PLANNED SEWER ALIGNMENT (SEE NOTE 3)
D.T.P.
DEDICATED THIS PLAT
PROPOSED PAVED ROAD
TRACT 1 SLOPE STATISTICS
Avg. Slope = 16.46%
Int. = 5 Feet
L = 23086 Feet
Area = 16.13 Acres
Zoning: GR-3, GOS and GIP
THIS PLAT
PRELIM PLAT
HOLTAN HILLS
PHASE 1
LOTS 1-19, BLOCK 1, LOTS 1-11, BLOCK 2, LOTS 1-9, BLOCK 3 and TRACTS 1A an1B
A SUBDIVISION OF TRACT 1, HOLTAN HILLS SUBDIVISION, (PLAT 2024-18) ANCHORAGE RECORDING DISTRICT, THIRD JUDICIAL DISTRICT, STATE OF ALASKA.
CREATING 39 LOTS AND 2 TRACTS
LOCATED IN THE SW 1/4, E 1/2 SECTION 4; E 1/2, SECTION 8 AND SECTION 9, T10N, R3E, SEWARD MERIDIAN, ALASKA.
CONTAINING 16.134 ACRES, MORE OR LESS.
SCALE 1"=60'
DRAWN BY: RH
CHECKED BY: CY
DATE 10/22/23
MOA CASE No N/A
The Boutet Co.
Anchorage Alaska 99518
SHEET 2/3
PROPOSED SUBDIVISION

Leasing Provisions for Declaration of Holtan Hills

Definitions

Dwelling. A structure or portion thereof which is designed and intended for occupancy as a self-contained residence, home or living unit by a person or group of people living together as a single household. For example, a detached house is a Dwelling, a duplex structure contains two (2) Dwellings, and a four-plex structure contains four (4) Dwellings.

Accessory Dwelling Unit (ADU). An additional dwelling unit added to, created within, or detached from a Dwelling on a Lot which provides basic requirements for living, sleeping, cooking, and sanitation, and which complies with the requirements of AMC 21.05.070 and AMC 21.09.050.

Multi-family Lot. A "Multi-family Lot" means a Lot consisting of two (2) or more Dwellings.

Single-family Lot. A "Single-family Lot" means a Lot consisting of one Dwelling.

ADU Architecture and Design Restrictions

Accessory Dwelling Unit. Not more than one (1) ADU shall be permitted on a Lot. The ADU may either be attached to or detached from the principal Dwelling on the Lot. A Lot with an ADU shall have sufficient garage and/or driveway space to ensure adequate parking in the garage or driveway by the occupants of the ADU. Each ADU shall be constructed and occupied in accordance with this Declaration and requirements set by the Municipality of Anchorage, including, without limitation, the provisions of AMC 21.05.070 and AMC 21.09.050. The exterior of an ADU, including the structure, color and architectural appearance shall complement the structure and architectural appearance of the principal Dwelling on the Lot. No ADU may be erected until the plans for such ADU have been approved, in writing, by the Architectural Control Committee.

Leasing Restrictions

Section #.## - Leasing Restrictions. No Lot, or any portion thereof, may be conveyed pursuant to a time-sharing plan, or used for bed and breakfast, hotel or motel purposes. A Dwelling, or a portion thereof, may be rented only by a written lease, rental agreement, or other instrument granting occupancy (collectively referred to herein as a "lease"), subject to the following:

(a) Each lease must incorporate the terms and restrictions of the Documents as a personal obligation of each tenant.

(b) Each lease must attorn to the Association as landlord solely for the purpose of enforcing the restrictions of the Documents following Notice and Hearing to the Lot Owner, and an opportunity to cure the violation, and then by direct levy, injunction and/or eviction by summary process, against the tenant(s). The

family Lot shall be responsible for ensuring compliance with this limitation and for maintaining records sufficient to demonstrate such compliance upon request by the Executive Board.

(d) *Accessory Dwelling Units (ADUs)*. Notwithstanding the foregoing, an ADU constructed on any Lot may be leased or rented without restriction as to the minimum lease term, provided that the ADU otherwise complies with the requirements of this Declaration and all applicable laws.

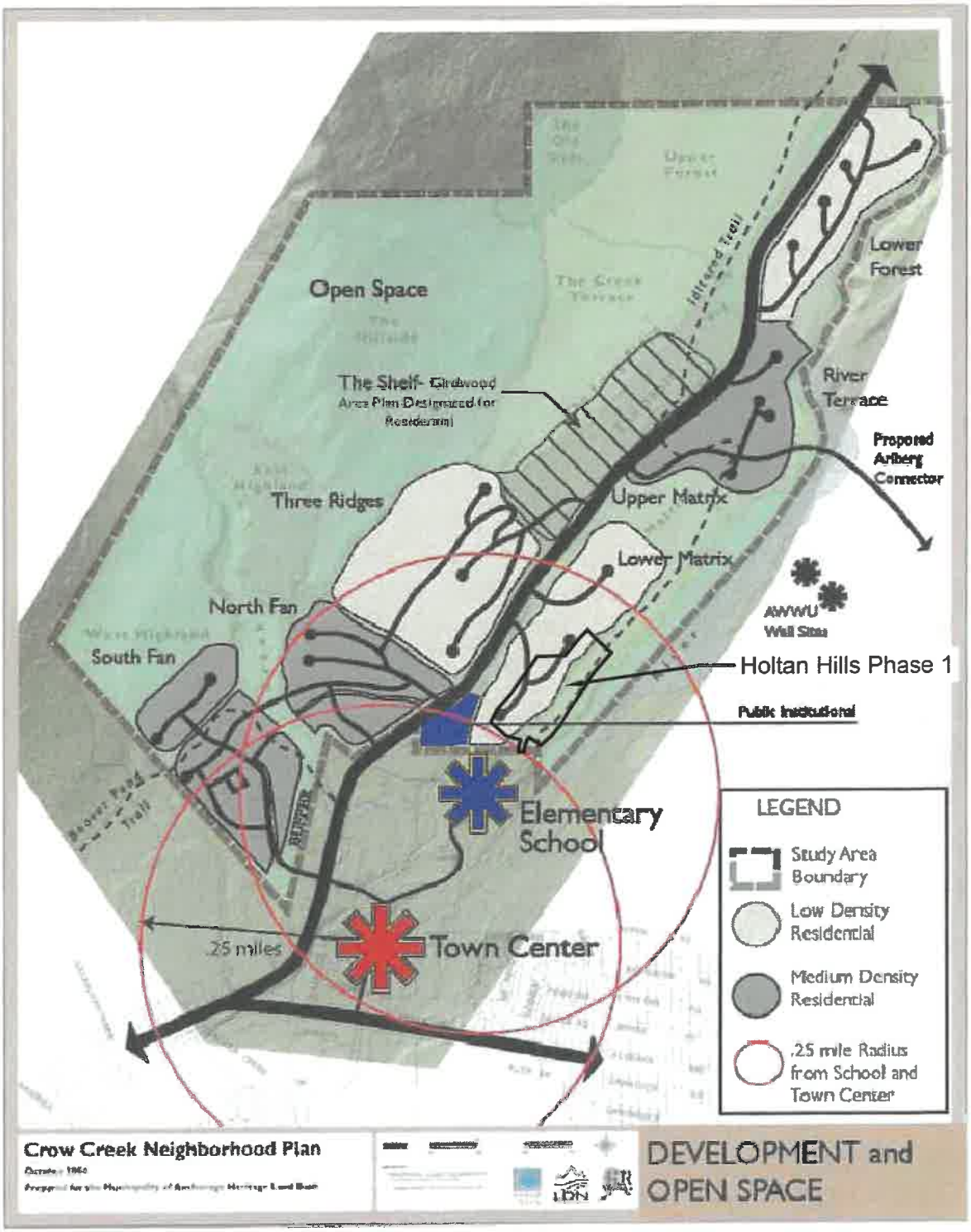
(e) *Amendment Limitation*. Notwithstanding Section #.## of the Declaration (governing amendments to the Declaration), the restrictions set forth in this Section #.## may not be amended or repealed except by the unanimous approval of one hundred percent (100%) of the votes in the Association after the expiration or termination of the period of Declarant Control, unless and until such time as the Municipality of Anchorage adopts an ordinance applicable to the Property within the Common Interest Community that otherwise regulates short-term rentals. Upon adoption of such municipal ordinance, this Section #.## may be amended in accordance with the amendment provisions set forth in Section #.## of the Declaration, to the extent consistent with such ordinance.

HOLTAN HILLS PLANNED UNIT DEVELOPMENT
SHORT TERM RENTAL REQUIREMENTS

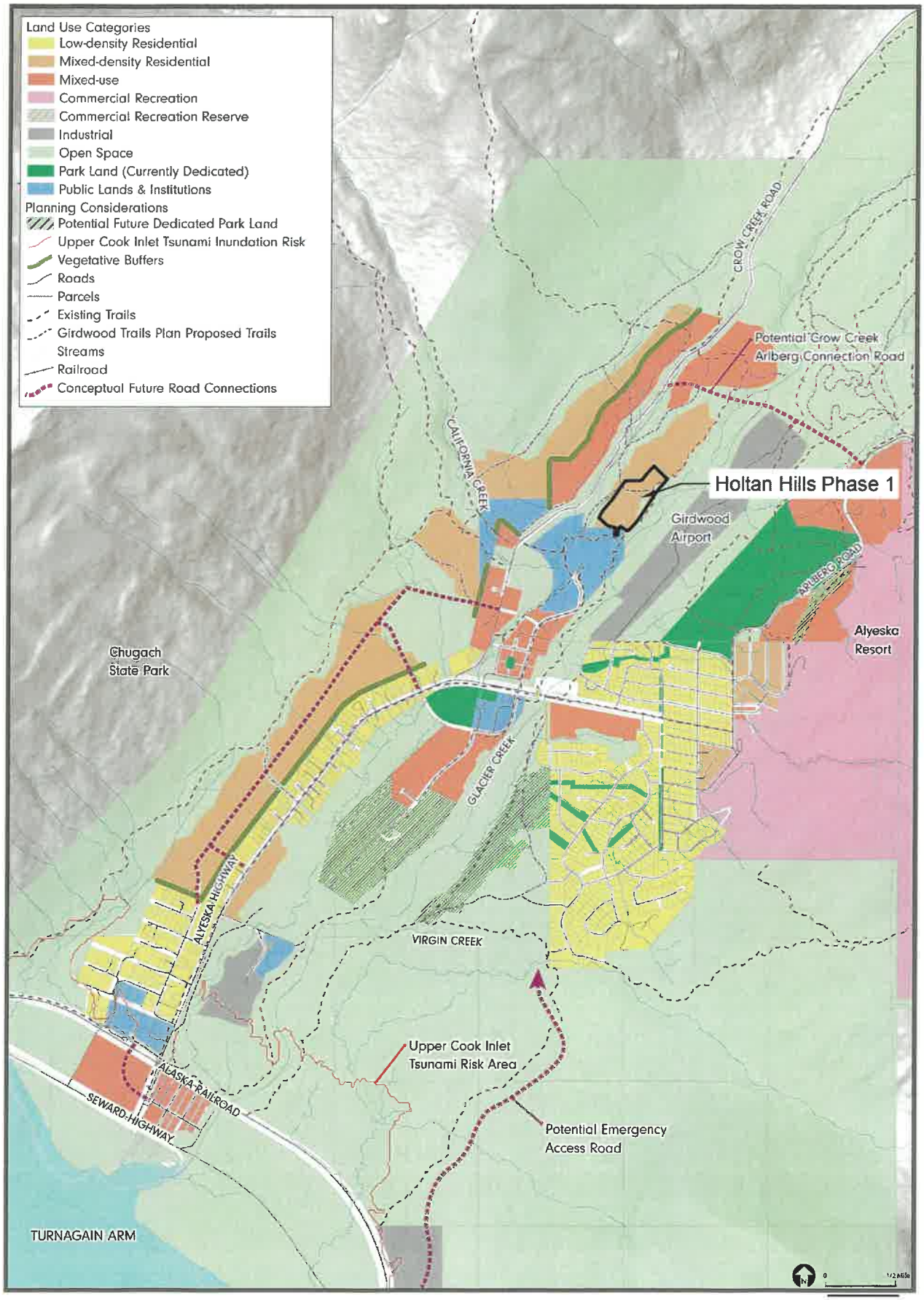
If a Lot is Developed as a:	The Lot is a:	STR Allowed?
Single-Family Home	Single-family Lot	STR is Not Permitted
Single-Family Home with ADU (either an attached or detached ADU)	Single-family Lot	STR is Permitted for the ADU; STR is Not Permitted for the Single-Family Home
Duplex (i.e., one building with two dwelling units)	Multi-family Lot	STR is Permitted Only for One Dwelling Unit (i.e., the 50% Rule Applies)
Multi-Family Structure (i.e., a single building or multiple buildings comprising three or more dwelling units)	Multi-family Lot	STR is Permitted for Not More Than 50% of the Dwelling Units (i.e., if there are three dwelling units, then STR is permitted for only one dwelling unit; If there are four dwelling units, STR is permitted for two dwelling units)

EXHIBIT "A"

Map 3. Development & Open Space Map (Amended)



Girdwood Comprehensive Plan Land Use Plan Map
Lower Valley Enlargement April 2024 DRAFT



Anchorage Water & Wastewater Utility

AWWU REQUIRED INFORMATION FOR PRE-PLATTING

- Project Case Number or Subdivision Name: Holtan Hills Phase 1
- Project Location, Tax ID, or Legal Description: 075-311-06
  Holtan Hills Tract 1
- Is this parcel located within AWWU's certificated service area? ---------- X / N
- Is a water key box located on each parcel? ---------- Y / X
  - Does this service meet DCPM Standard? ---------- Y / N
- Is sewer stubbed to each parcel? ---------- Y / X
  - Does this service meet DCPM Standard? ---------- Y / N
- Are there any water or sewer connections that require removal? ---------- Y / X
- Are there any additional easements needed? To be determined during PD review. ---------- Y / N
- Have any Private System plans been submitted for review?---------- Y / X
- Are any of the lots subject to extended connection or other agreements? PD ---------- X / N
- Does this platting action consolidate a previously connected (on-property) parcel with an unassessed parcel? ---------- Y / X

If the parcel or subdivision is within an assessment area, please populate the table below with the relevant information (as balances may change year to year, this table represents a point in time as specified in the column "Year").

	Levied	Assessment Balance	Year
Water Lateral	Y / N	To be determined during	
Water Transmission	Y / N	Private Development (PD)	
Sewer Lateral	Y / N	review process.	
Sewer Trunk	Y / N		

- Comments:
  AWWU will require a private development agreement for water and sewer improvements needed to serve the individual parcels, assessments and easements will be determined at that time.

Verified By (AWWU): Date:

10/23/2025

Anchorage Water & Wastewater Utility Clearly

3000 Arctic Boulevard • Anchorage, Alaska 99503
Phone 907-564-2774 • Fax 907-562-0824 • www.awwu.biz

WMS Archive File Name: 25HoltanHillsSubTr1

WMS WATERCOURSE MAPPING SUMMARY

Per the requirements for watercourse verification outlined in Project Management and Engineering Operating Policy and Procedure #8 and Planning Department Operating Policy and Procedure #1 (*effective June 18, 2007*), MOA Watershed Management Services has inspected the following location for the presence or absence of stream channels or other watercourses, as defined in Anchorage Municipal Code (21.35).

- Project Case Number or Subdivision Name: Holtan Hills Subdivision
- Project Location, Tax ID, or Legal Description: Tract 1 (parcel #07531106000)
- Project Area (if different from the entire parcel or subdivision): _____

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

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

X **DOES** contain stream channels and/or drainageways ***AND*** these are located and identified on submittal documents in general congruence with WMS field and archival mapping information.
*New or additional mapping **IS NOT REQUIRED**.**

_____ Contains stream channels and/or drainageways ***BUT*** one or more streams or other watercourses:
- are ***NOT*** shown on submittal documents, or
- are ***NOT*** depicted adequately on submittal documents for verification, or
- are ***NOT*** located or identified on submittal documents in general congruence with WMS field and archival mapping information.

*New or additional mapping **IS REQUIRED** and must be re-submitted for further review and verification.**

_____ Presence of stream channels and/or drainageways is unknown ***AND*** field verification is not possible at this time. WMS will verify as soon as conditions and prioritized resources allow.

*** *Streams omitted in error by WMS or others remain subject to MOA Code and must be shown in new mapping upon identification of the error.***

ADDITIONAL INFORMATION:

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

Inspection Certified By: _____ **Date:** 10/30/25

Authorization Certificate

Date: 7/15/2025

Current Project Legal: Tracts 1 and 2, Holtan Hills Subdivision, Plat 2024-018

Proposed Legal: Lots 1-25, Block 1, Lots 1-16, Block 2 and Tracts 1A, 1B and 2A, Holtan Hills Phase 1 Subdivision

Type of Authorization: Conditional Use Application for Residential Planned Unit Development and Preliminary Plat Application

Statement:

I hereby authorize Tony Hoffman of The Boutet Company Inc. to represent me in the Municipality of Anchorage Applications of the above described property.

Thank you,

Connie Yoshimura

Downhill ranch with lower walk-out.

Uphill single-family.

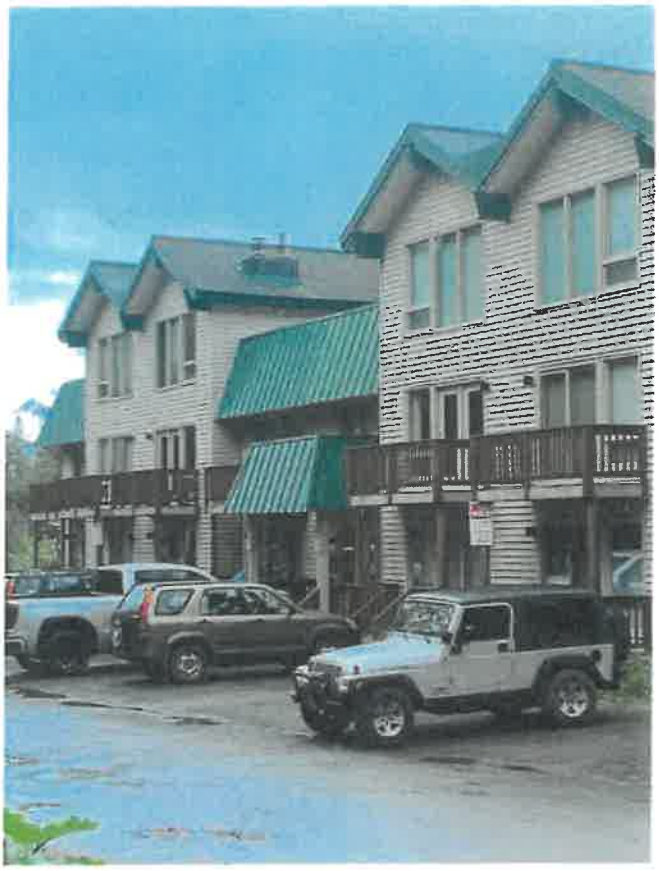
Downhill.

Multi-family No garage.

Common stall garage.

5-plex townhouse.

5-plex & multi-family.



Back decks one looking open space

Front deck for viewing

Front decks

4-plex

Duplex

4-plex.

Townhouse / duplex.

RETURN COMMENTS TO:

Municipality of Anchorage Planning Department
Current Planning Division
PO Box 196650
Anchorage, Alaska 99519-6650
Phone: 907-343-7943

CASE NO: S12867

PLANNER: Shawn Odell

REQUEST: Request to subdivide one (1) tract of land into thirty-nine (39) lots and two (2) new tracts; and request for three (3) Subdivision Variances seeking relief from: 1) AMC 21.08.030L.1. to allow the proposed upper nine (9) lots in Block 3 to have frontage on Holtan Hills Circle; 2) AMC 21.08.040A.1. to allow the Holtan Hills Circle to be encompassed in a 50-foot private access tract; and 3) AMC 21.08.030F.6. to allow the maximum cul-de-sac length to be 670 feet.

SITE ADDRESS: Vacant Land

CURRENT ZONING: gR-3 (Single-Family/Two-Family Residential); GIP (Girdwood Institutions & Parks); GOS (Girdwood Open Space) Districts

ORIG SUBD/LEGAL: Tract 1, Holtan Hills Subdivision (Plat 2024-18)

COMMENTS AND MEETING SCHEDULE

Planning and Zoning Commission
Loussac Library Assembly Chambers
3600 Denali Street
Anchorage, Alaska

Hearing Date: Monday, January 05, 2026

Agency Comments Due: Monday, December 8, 2025

Council Comments Due: Monday, December 15, 2025

COMMUNITY COUNCIL(S):
Girdwood

Application for Preliminary Plat

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

PETITIONER*	PETITIONER REPRESENTATIVE (IF ANY)
Name (last name first) CY Investments LLC	Name (last name first) Hoffman, Tony (The Boutet COmpany)
Mailing Address 561 East 36th Ave, Suite 200	Mailing Address 601 East 57th Place
Anchorage, AK., 99503	Anchorage, AK. 99518
Contact Phone – Day Evening 907-646-3670	Contact Phone – Day Evening
E-mail connie@bhhsalaska.com	E-mail thoffman@tbcak.com

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

PROPERTY INFORMATION

Property Tax # (000-000-00-000): 075-311-06-000

Site Street Address: None Listed

Current legal description: (use additional sheet if necessary)
Tract 1, Holtan Hills Subdivision, Plat 2024-018

Zoning: GR3	Acreage: 16.134	Underlying Plat #: 2024-18	Grid #: SE4517
# Lots: 0	# Tracts: 1	Total # parcels: 1	

PROPOSED SUBDIVISION INFORMATION

Proposed legal description: (use additional sheet if necessary)
LOTS 1-19, BLOCK 1, LOTS 1-11, BLOCK 2, LOTS 1-9, BLOCK 3 and TRACTS 1A an1B

# Lots: 39	# Tracts: 2	Total # parcels: 41

I hereby certify that (I am)(I have been authorized to act for) the owner of the property described above and that I petition to subdivide it in conformance with Title 21 of the Anchorage Municipal Code of Ordinances. I understand that payment of the application fee is nonrefundable and is to cover the costs associated with processing this application, and that it does not assure approval of the subdivision. I also understand that assigned hearing dates are tentative and may have to be postponed by Planning Department staff or the Platting Authority for administrative reasons.

Signature ○ Owner ● Representative (Representatives must provide written proof of authorization) Date 10/24/25

Tony Hoffman
Print Name

S12867 JAN 05 2026

Accepted by:	Poster & Affidavit	Fee:	Case Number:	Meeting Date: PZC:
Paul Hatchek	(+)	$12,240.00	S12867	01/05/2026

PP (Rev. 09/21) Front

COMPREHENSIVE PLAN INFORMATION

Improvement Area (per AMC 21.08.050B.): ◉ Class A ○ Class B

Anchorage 2040 Land Use Designation:

☐ Neighborhood (Residential) ☐ Center ☐ Corridor
☐ Open Space ☐ Facilities and Institutions ☐ Industrial Area

Anchorage 2040 Growth Supporting Features:

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

Eagle River-Chugiak-Peters Creek Land Use Classification:

☐ Commercial ☐ Industrial ☐ Parks/opens space
☐ Public Land Institutions ☐ Marginal land ☐ Alpine/Slope Affected
☐ Special Study ☐ Residential at _____ dwelling units per acre

Girdwood- Turnagain Arm

☐ Commercial ☐ Industrial ☐ Parks/opens space
☐ Public Land Institutions ☐ Marginal land ☐ Alpine/Slope Affected
☐ Special Study ☑ Residential at 5 dwelling units per acre

ENVIRONMENTAL INFORMATION (All or portion of site affected)

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

RECENT REGULATORY INFORMATION (Events that have occurred in last 5 years for all or portion of site)

☐ Rezoning - Case Number:
☐ Preliminary Plat ☐ Final Plat - Case Number(s):
☐ Conditional Use - Case Number(s):
☐ Zoning variance - Case Number(s):
☐ Land Use Enforcement Action for
☐ Building or Land Use Permit for
☐ Wetland permit: ☐ Army Corps of Engineers ☐ Municipality of Anchorage

POTABLE WATER AND WASTE WATER DISPOSAL

Potable Water provide by:	◉ Public utility	○ Community well	○ Private well
Wastewater disposal method:	◉ Public utility	○ Community system	○ Private on-site

APPLICATION REQUIREMENTS

(One of each applicable item is required for initial submittal, additional copies are required after initial submittal)

☐ Signed application (original)
☐ Watershed sign off form, completed
☐ 8½" by 11" reduced copy of plat
☐ Certificate to Plat

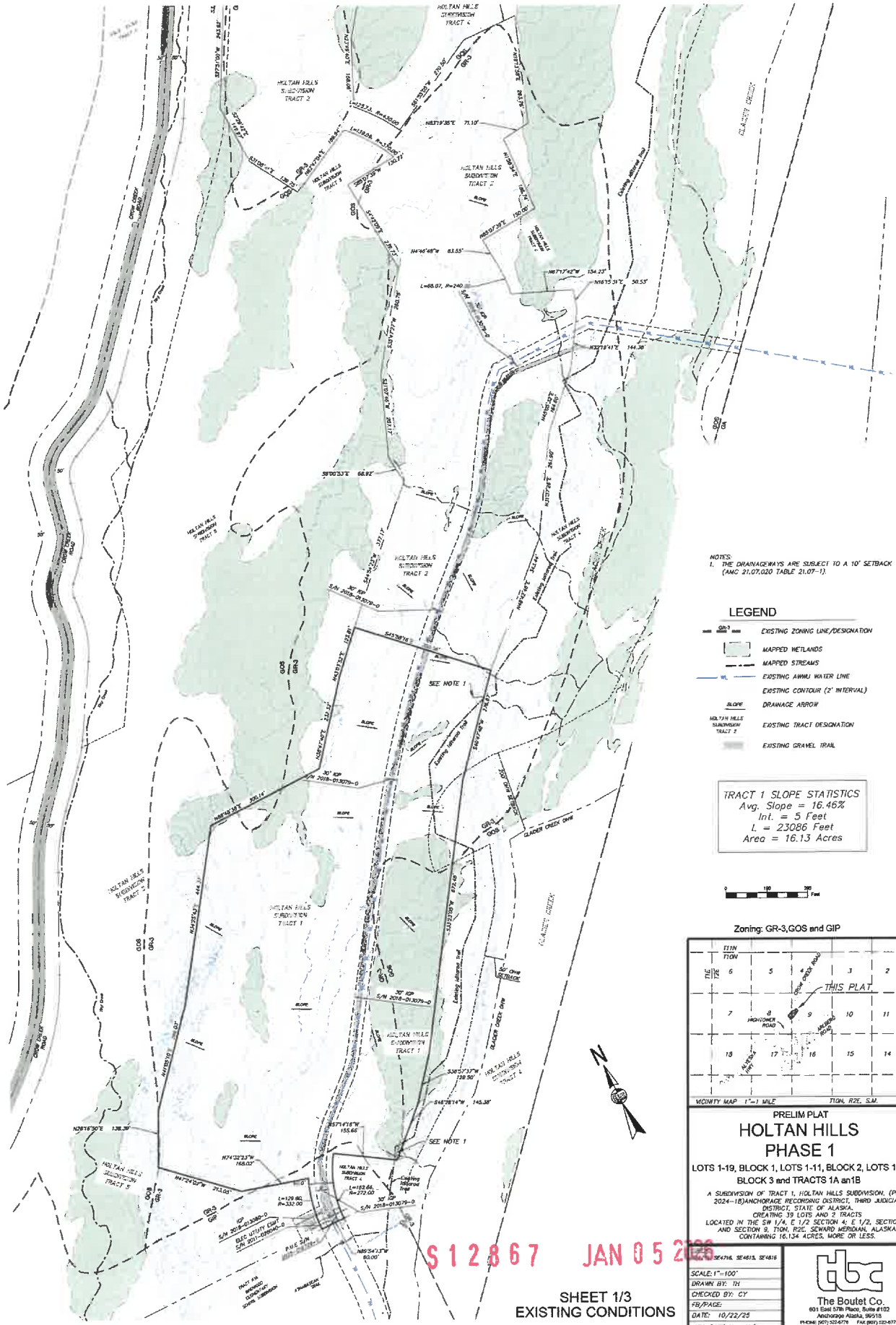
4 copies required: ☐ Subdivision drainage plan

9 copies required: ☐ Topographic map of platted area

14 copies required: (4 copies for a short plat)
☐ Signed application (copies)
☐ Preliminary plat
☐ As-built (if applicable)
☐ Summary of community meeting(s) (not required for short plat)

(Additional information may be required)

Additional required documents unless specifically waived by Platting Officer:
☐ Soils investigation and analysis reports (4 copies) Waived by _____



NOTES:
1. THE DRAINAGEWAYS ARE SUBJECT TO A 10' SETBACK (AMC 21.07.020 TABLE 21.07-1).

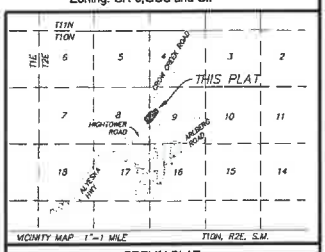
LEGEND

- EXISTING ZONING LINE/DESIGNATION
- MAPPED WETLANDS
- MAPPED STREAMS
- EXISTING AWWU WATER LINE
- EXISTING CONTOUR (2' INTERVAL)
- DRAINAGE ARROW
- EXISTING TRACT DESIGNATION
- EXISTING GRAVEL TRAIL

TRACT 1 SLOPE STATISTICS
Avg. Slope = 16.46%
Int. = 5 Feet
L = 23086 Feet
Area = 16.13 Acres

0 100 200 Feet

Zoning: GR-3,GOS and GIP



PRELIM PLAT

HOLTAN HILLS PHASE 1

LOTS 1-19, BLOCK 1, LOTS 1-11, BLOCK 2, LOTS 1-9, BLOCK 3 and TRACTS 1A an1B

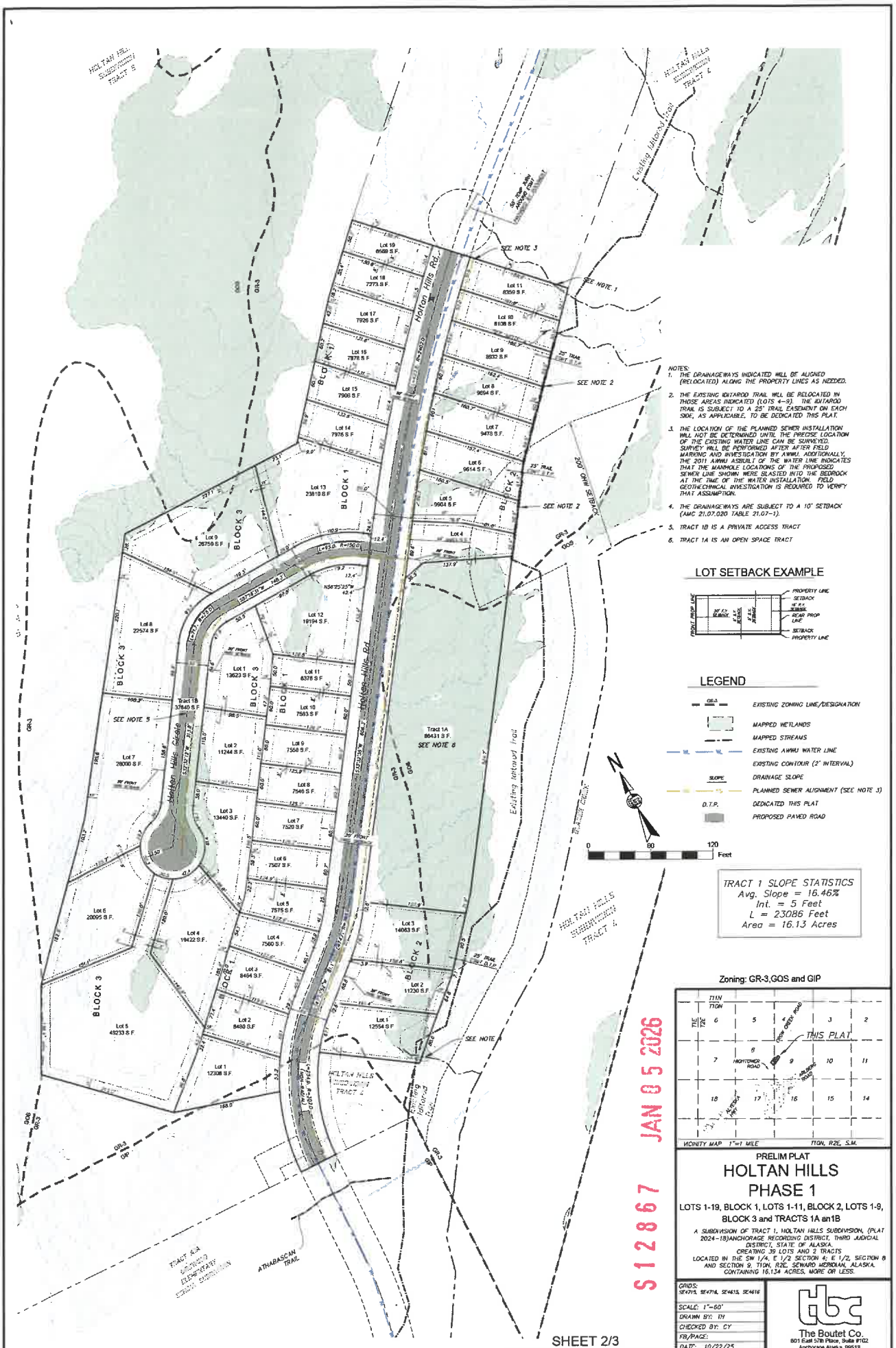
A SUBDIVISION OF TRACT 1, HOLTAN HILLS SUBDIVISION, (PLAT 2024-18)ANCHORAGE RECORDING DISTRICT, THIRD JUDICIAL DISTRICT, STATE OF ALASKA.
CREATING 39 LOTS AND 2 TRACTS
LOCATED IN THE SW 1/4, E 1/2 SECTION 4; E 1/2, SECTION 8 AND SECTION 9, T10N, R2E, SEWARD MERIDIAN, ALASKA.
CONTAINING 16.134 ACRES, MORE OR LESS.

SE4716, SE4813, SE4816

SCALE: 1"=100'	
DRAWN BY: TH	
CHECKED BY: CY	
FB/PAGE:	
DATE: 10/22/25	
MOA CASE No.: N/A	

The Boutet Co.
601 East 57th Place, Suite #102
Anchorage Alaska, 99518
PHONE (907) 522-6779 FAX (907) 522-6779
License No. AECO367 - tbcmain@tbcak.com

SHEET 1/3
EXISTING CONDITIONS



PRELIM PLAT

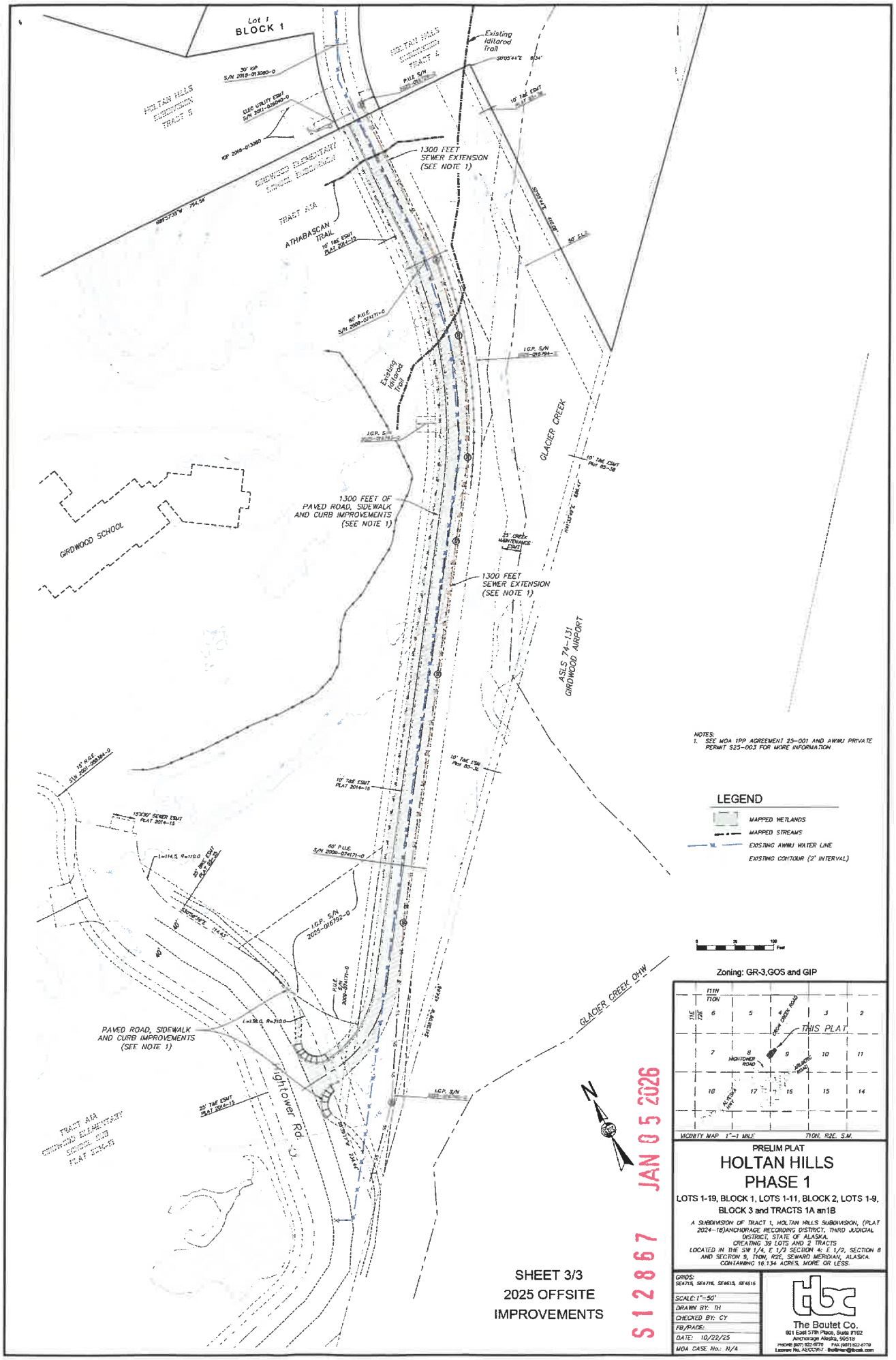
HOLTAN HILLS PHASE 1

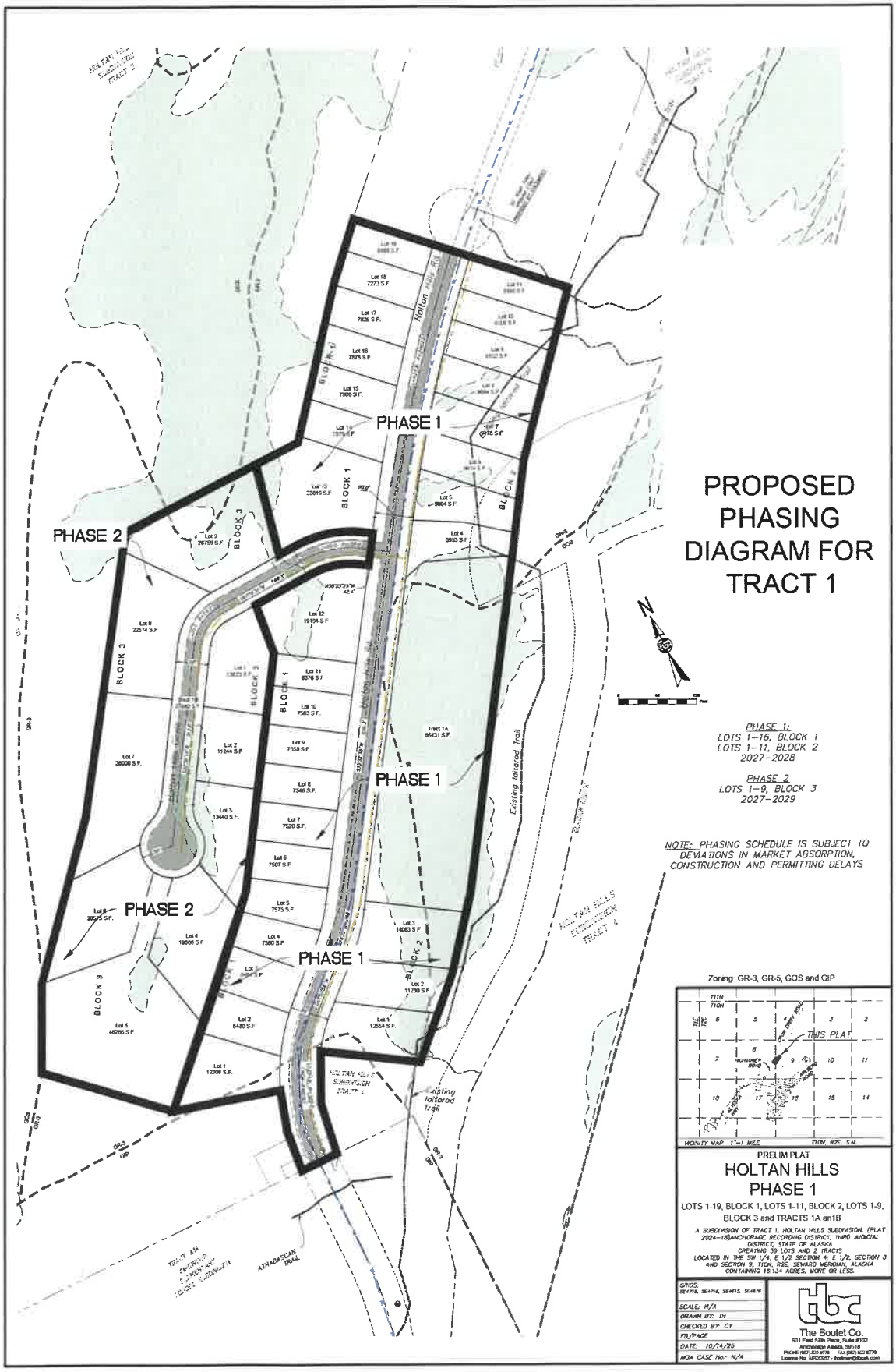
LOTS 1-19, BLOCK 1, LOTS 1-11, BLOCK 2, LOTS 1-9, BLOCK 3 and TRACTS 1A an1B

A SUBDIVISION OF TRACT 1, HOLTAN HILLS SUBDIVISION, (PLAT 2024-18)ANCHORAGE RECORDING DISTRICT, THIRD JUDICIAL DISTRICT, STATE OF ALASKA.
CREATING 39 LOTS AND 2 TRACTS
LOCATED IN THE SW 1/4, E 1/2 SECTION 4; E 1/2, SECTION 8 AND SECTION 9, T10N, R2E, SEWARD MERIDIAN, ALASKA.
CONTAINING 16.134 ACRES, MORE OR LESS.

GRIDS: SE4713, SE4714, SE4613, SE4616
SCALE: 1"=60'
DRAWN BY: TH
CHECKED BY: CY
FB/PAGE:
DATE: 10/22/25
MOA CASE No.: N/A

The Boutet Co.
801 East 5th Place, Suite #102
Anchorage Alaska, 99518
PHONE: (907) 333-6776 FAX (907) 333-6779
License No. AS203957 - tbcsurvey@tbcak.com


Lot 1
BLOCK 1
HOLTAN HILLS SUBDIVISION TRACT 5
HOLTAN HILLS SUBDIVISION TRACT 4
Existing Iditarod Trail
1300 FEET SEWER EXTENSION (SEE NOTE 1)
TRACT A1A
ATHABASCAN TRAIL
GIRDWOOD ELEMENTARY SCHOOL SUBDIVISION
GLACIER CREEK
1300 FEET OF PAVED ROAD, SIDEWALK AND CURB IMPROVEMENTS (SEE NOTE 1)
GIRDWOOD SCHOOL
1300 FEET SEWER EXTENSION (SEE NOTE 1)
ASLS 74-131 GIRDWOOD AIRPORT
GLACIER CREEK DHW
PAVED ROAD, SIDEWALK AND CURB IMPROVEMENTS (SEE NOTE 1)
Lightower Rd.
TRACT A1A GIRDWOOD ELEMENTARY SCHOOL SUB PLAT 2014-15
NOTES:
1. SEE MOA 1PP AGREEMENT 25-001 AND AWWU PRIVATE PERMIT S25-003 FOR MORE INFORMATION
LEGEND
MAPPED WETLANDS
MAPPED STREAMS
EXISTING AWWU WATER LINE
EXISTING CONTOUR (2' INTERVAL)
Zoning: GR-3,GOS and GIP
THIS PLAT
VICINITY MAP 1"=1 MILE
T11N T10N, R2E, S.M.
PRELIM PLAT
HOLTAN HILLS
PHASE 1
LOTS 1-19, BLOCK 1, LOTS 1-11, BLOCK 2, LOTS 1-9, BLOCK 3 and TRACTS 1A an1B
A SUBDIVISION OF TRACT 1, HOLTAN HILLS SUBDIVISION, (PLAT 2024-18)ANCHORAGE RECORDING DISTRICT, THIRD JUDICIAL DISTRICT, STATE OF ALASKA.
CREATING 39 LOTS AND 2 TRACTS
LOCATED IN THE SW 1/4, E 1/2 SECTION 4: E 1/2, SECTION 8 AND SECTION 9, T10N, R2E, SEWARD MERIDIAN, ALASKA
CONTAINING 16.134 ACRES, MORE OR LESS.
GRIDS: SE4715, SE4716, SE4613, SE4616
SCALE: 1"=50'
DRAWN BY: TH
CHECKED BY: CY
FB/PAGE:
DATE: 10/22/25
MOA CASE No.: N/A
The Boutet Co.
801 East 5Th Place, Suite #102
Anchorage Alaska, 99518
PHONE: (907) 522-6779 FAX: (907) 522-6779
Licensed No. AECC1967 - tholtman@tbcak.com
SHEET 3/3
2025 OFFSITE IMPROVEMENTS
S12867 JAN 05 2026



S 12867 JAN 05 2026

Application for Subdivision Variance

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

PETITIONER*	PETITIONER REPRESENTATIVE (IF ANY)
Name (last name first) CY Investments, LLC	Name (last name first) Hoffman, Tony (The Boutet COmpany)
Mailing Address 561 East 36th Avenue, Suite 200	Mailing Address 601 East 57th Place
Anchorage, AK., 99503	Anchrage, Ak. 99518
Contact Phone – Day Evening 907-646-3670	Contact Phone – Day Evening
E-mail connie@bhhsalaska.com	E-mail thoffman@tbcak.com

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

PROPERTY INFORMATION

Property Tax # (000-000-00-000): 075-311-06-000

Site Street Address: None listed

Current legal description: (use additional sheet if necessary)

Tract 1, Holtan Hills Subdivision, Plat 2024-018

REQUEST

The variance is for relief from the requirement to:

Lot Frontage to a Dedicated Street and Dedication of ROW

Associated platting case number (if applicable):

I hereby certify that (I am)(I have been authorized to act for) owner of the property described above and that I am petitioning for an subdivision variance in conformance with Title 21 of the Anchorage Municipal Code of Ordinances. I understand that payment of the application fee is nonrefundable and is to cover the costs associated with processing this application, and that it does not assure approval of the variance. I understand that the burden of evidence to show compliance with the variance standards rests with me, the applicant.

Signature ○ Owner ☒ Representative (Representatives must provide written proof of authorization) Date 10/24/25

Tony Hoffman
Print Name

S12867 JAN 05 2026

Accepted by:	Poster & Affidavit:	Fee	Case Number	Meeting Date PZC:
Paul Hatchek	1+1		S12867	01/05/2026

SV (Rev. 05/25) Front

VARIANCE(S) REQUESTED FROM (CODE CITATIONS):

AMC 21. 21.08.030 L.1

AMC 21. 21.08.040 A.1

APPLICATION REQUIREMENTS

(One of each applicable item is required for initial submittal, additional copies are required after initial submittal)

If associated with a preliminary plat application: ☐ Signed application(original) and ☐ Signed application (16 copies)

If not associated with a preliminary plat application:

1 copy required: ☐ Signed application(original)

14 copies required:
- ☐ Signed application (copies)
- ☐ Variance narrative, addressing:
  - ○ The need for the variance
  - ○ The effect of granting the variance
  - ○ An analysis of how the proposal meets the variance standards below
- ☐ Underlying plat
- ☐ Proposed plot plan or site plan, to scale (new construction)
- ☐ Topographic map of site
- ☐ Photographs

(Additional information may be required.)

VARIANCE STANDARDS

The Platting Board may only grant a variance if the Board finds that **all** of the following 4 standards are substantially satisfied. Each standard must have a response in as much detail as it takes to explain how your property's condition satisfies the standard. The burden of proof rests with you.

a. There are special circumstances or conditions affecting the property such that the strict application of the provisions of the subdivision regulations would clearly be impractical, unreasonable, or undesirable to the general public;

b. The granting of the specific variance will not be detrimental to the public welfare or injurious to other property in the area in which such property is situated;

c. Such variance will not have the effect of nullifying the intent and purpose of the subdivision regulations or the comprehensive plan of the municipality; and

d. Undue hardship would result from strict compliance with specific provisions or requirements of the subdivision regulations. The applicant may supplement the form with supporting documents.

The Boutet Company, Inc.
601 E. 57th Place, Suite 102
Anchorage, Alaska 99518

Phone 907.522.6776
Fax 907.522.6779

10/23/2025

Holtan Hills Subdivision
SUBDIVISION DESIGN VARIANCE NARRATIVE
LOT FRONTAGE AND ACCESS AND ROAD DEDICATION
(A.M.C. 21.08.030L.1 and A.M.C. 21.08.040A.1)

Project Location, Proposal and Background

The Holtan Hills Development is located in Girdwood, north of Hightower Road near the Girdwood Elementary School. The legal description for the development is Tract 1, Holtan Hills Subdivision, plat 2024-18. The area of the Tract is 16.134 acres. The project will create 39 lots, with 2 tracts. This request is specific to the cul-de-sac road (Holtan Hills Circle) serving the upper 9 lots in Block 3. The road corridor is planned to be a 50' wide private tract, built to applicable road standards.

Anchorage Municipal Code AMC 21.08.030L.1 states that *"Except when platted under subsection 21.03.200E., Commercial Tract Plats, or except for lots tracted out for open space, well protection areas, or for undevelopable areas such as wetlands, all lots shall have frontage on a street.."*

Additionally, Anchorage Municipal Code AMC 21.08.040A.1 states that *"All street rights-of-way shall be dedicated to the public, unless a variance for private streets is approved by the platting board…."*

We are requesting that the upper cul-de-sac road (Holtan Hills Circle) fronting and providing access to these lots in Block 3 be encompassed in a 50' private access tract in lieu of public right-of-way.

Variance Standards (AMC 21.03.240G.3.)

a. ***There are special circumstances or conditions affecting the property such that the strict application of the provisions of the subdivision regulations would clearly be impractical, unreasonable, or undesirable to the general public;***

The application of this requirement is both impractical and unreasonable in that it does not allow fullest and best use of the property. The proposed road will be maintained by the Homeowners Association. Dedication to and maintenance by the Municipality is clearly not as desirable as private maintenance and upkeep. In an area with high snow accumulation such as Girdwood, faster response times for plowing and sanding increases safety for the property owners within the cul de sac. Additionally, there is no possible way that the road can be extended south further, as private property and the Girdwood School are located directly to the south.

S 1 2 8 6 7 JAN 0 5 2026

b. The granting of the specific variance will not be detrimental to the public welfare or injurious to other property in the area in which such property is situated;

The requested variance does not affect any other properties adjacent to the proposed subdivision. Since the road and roadway improvements will be privately maintained by the homeowners association there is a cost benefit to the public. The private road will be constructed to all applicable municipal standards.

c. Such variance will not have the effect of nullifying the intent and purpose of the subdivision regulations or the comprehensive plan of the municipality; and

The requested variance does not negate any other subdivision standard, and in fact enhances the maximum use of the property. Approval of the variance will allow the development to proceed in a smaller footprint, thereby creating less disturbance to the property, and decrease the likelihood of subsurface water disturbance.

d. Undue hardship would result from strict compliance with specific provisions or requirements of the subdivision regulations.

Strict compliance with this requirement would create undue hardship, since it would preclude effective, responsible development of the property. A full ROW width of 60 feet would create greater disturbance as it would widen the road footprint and require buildings to be built back further. This results in more clearing and greater land disturbance to the existing vegetation along the road corridor which is highly undesirable to the future property owners as well as the Girdwood community.

Additional Variance Requirements (AMC 21.08.040A.1)

Anchorage Municipal Code AMC 21.080.040A.1 states that "*All street rights-of-way shall be dedicated to the public, unless a variance for private streets is approved by the platting board. Applicants for a variance for private streets shall demonstrate the following:*"

a. *Why a private street is appropriate and preferable to a publicly dedicated street.*

Allowing the street to be constructed in a private tract is preferable in that it allows for a more "compact" development, since it has a narrower ROW and the building setback is not so deep from the edge of road (compared to a full 60 foot ROW). Additionally, road grades are anticipated to potentially exceed 10%. Private contractors maintaining the road typically respond faster for snow plowing. This results in safer roads that have been plowed and/or sanded faster after snowfall when compared to municipally maintained roads. Lastly, the Municipality will not be required to maintain the road, thus a saving in cost and manpower to the city.

b. *That a private party is willing and able to maintain a private street to public standard.*

The developer will be required to build the road to municipal standard and form a binding homeowners association that will have the required dues structured to appropriately maintain the road.

c. *That a private street presents no conflict or obstruction to the orderly expansion of the public street system.*

The proposed road will be a cul-de-sac that terminates within the development and provides no possibility of extending further south due to significant topographic challenges.

Application for Subdivision Variance

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

PETITIONER*	PETITIONER REPRESENTATIVE (IF ANY)
Name (last name first) CY Investments, LLC	Name (last name first) Hoffman, Tony (The Boutet COmpany)
Mailing Address 561 East 36th Avenue, Suite 200	Mailing Address 601 East 57th Place
Anchorage, AK., 99503	Anchrage, Ak. 99518
Contact Phone – Day Evening 907-646-3670	Contact Phone – Day Evening
E-mail connie@bhhsalaska.com	E-mail thoffman@tbcak.com

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

PROPERTY INFORMATION

Property Tax # (000-000-00-000): 075-311-06-000

Site Street Address: None listed

Current legal description: (use additional sheet if necessary)

Tract 1, Holtan Hills Subdivision, Plat 2024-018

REQUEST

The variance is for relief from the requirement to:

AMC 21.08.030 F.6 (Cul De Sac Length)

Associated platting case number (if applicable):

I hereby certify that (I am)(I have been authorized to act for) owner of the property described above and that I am petitioning for an subdivision variance in conformance with Title 21 of the Anchorage Municipal Code of Ordinances. I understand that payment of the application fee is nonrefundable and is to cover the costs associated with processing this application, and that it does not assure approval of the variance. I understand that the burden of evidence to show compliance with the variance standards rests with me, the applicant.

Signature ○ Owner ☒ Representative (Representatives must provide written proof of authorization) Date 10/24/25

TONY HOFFMAN
Print Name

S12867 JAN 05 2026

Accepted by:	Poster & Affidavit:	Fee	Case Number	Meeting Date Pzc:
PAUL HAUGEN	1+1		S12867	01/05/2026

SV (Rev. 05/25) Front

VARIANCE(S) REQUESTED FROM (CODE CITATIONS):

AMC 21.08.030 F. 6 CUL DE SAC LENGTH

AMC 21.

APPLICATION REQUIREMENTS

(One of each applicable item is required for initial submittal, additional copies are required after initial submittal)

If associated with a preliminary plat application: ☐ Signed application(original) and ☐ Signed application (16 copies)

If not associated with a preliminary plat application:

1 copy required: ☐ Signed application(original)

14 copies required:
- ☐ Signed application (copies)
- ☐ Variance narrative, addressing:
  - ○ The need for the variance
  - ○ The effect of granting the variance
  - ○ An analysis of how the proposal meets the variance standards below
- ☐ Underlying plat
- ☐ Proposed plot plan or site plan, to scale (new construction)
- ☐ Topographic map of site
- ☐ Photographs

(Additional information may be required.)

VARIANCE STANDARDS

The Platting Board may only grant a variance if the Board finds that **all** of the following 4 standards are substantially satisfied. Each standard must have a response in as much detail as it takes to explain how your property's condition satisfies the standard. The burden of proof rests with you.

a. There are special circumstances or conditions affecting the property such that the strict application of the provisions of the subdivision regulations would clearly be impractical, unreasonable, or undesirable to the general public;

b. The granting of the specific variance will not be detrimental to the public welfare or injurious to other property in the area in which such property is situated;

c. Such variance will not have the effect of nullifying the intent and purpose of the subdivision regulations or the comprehensive plan of the municipality; and

d. Undue hardship would result from strict compliance with specific provisions or requirements of the subdivision regulations. The applicant may supplement the form with supporting documents.

The Boutet Company, Inc.
601 E. 57th Place, Suite 102
Anchorage, Alaska 99518

Phone 907.522.6776
Fax 907.522.6779

10/24/2025

Holtan Hills Subdivision
SUBDIVISION DESIGN VARIANCE NARRATIVE
CUL DE SAC LENGTH

Project Location, Proposal and Background

The Holtan Hills Development is located in Girdwood, north of Hightower Road near the Girdwood Elementary School. The legal description for the development is Tract 1, Holtan Hills Subdivision, plat 2024-18. The area of the Tract is 16.134 acres. The project will create 39 lots, with 2 tracts. The main road (Holtan Hills Drive) is 1440 feet and will be extended in future phases. This variance addresses the upper cul-de-sac road (Holtan Hills Circle), which is 670 feet.

Anchorage Municipal Code 21.08.030.F.6 states that "Where topography and traffic circulation permit, the length of a cul-de-sac right-of-way shall not exceed 900 feet in the R-6, R-8, R-9, R-10… and 600 feet in all other zoning districts…".

We are requesting a variance to allow a cul-de-sac length to exceed the standard by 70 feet for a total length of 670 feet.

Variance Standards (AMC 21.03.240G.3.)

a. ***There are special circumstances or conditions affecting the property such that the strict application of the provisions of the subdivision regulations would clearly be impractical, unreasonable, or undesirable to the general public;***

The topography in the upper area of this development is very steep. The planned cul-de-sac road is situated on a ridge, and slopes exceeding 20% to the east and west (toward Crow Creek Road) away from the road corridor making any sort of secondary access or road connections prohibitive without massive grading and land disturbance. Strict application of this provision would result in fewer residential lots being provided in its current configuration due to the resulting shorter road length. Given the loss of residential opportunity, the strict application of this requirement is both impractical and unreasonable in that it does not allow fullest and best use of the property.

b. ***The granting of the specific variance will not be detrimental to the public welfare or injurious to other property in the area in which such property is situated;***

The requested variance does not affect any other properties adjacent to the proposed subdivision. There are no residences adjacent to the development, and the school property is not impacted by the variance. All other required design standards for the cul-de-sac will be met upon construction.

S12867 JAN 05 2026

c. Such variance will not have the effect of nullifying the intent and purpose of the subdivision regulations or the comprehensive plan of the municipality; and

The requested variance does not negate any other subdivision standard, and in fact enhances the maximum use of the property. This variance request is consistent with or supported by the following goal of the Girdwood Comprehensive Plan:

Goal E2: *Economic development in Girdwood is compatible with the natural environment*

This variance will allow a smaller footprint of the road construction required. Allowing a slightly longer cul de sac to be built without a secondary access or connection means less disturbance of the bedrock slopes.

The requested variance will create less disturbance to the property and decrease the likelihood of subsurface water disturbance.

d. Undue hardship would result from strict compliance with specific provisions or requirements of the subdivision regulations.

Strict compliance with this requirement would create undue hardship, since it would preclude effective, responsible development of the property by increasing the development footprint necessary to provide a secondary access or by reducing the number of residential lots that are provided.

WMS Archive File Name: 25HoltanHillsSubTr1

WMS WATERCOURSE MAPPING SUMMARY

Per the requirements for watercourse verification outlined in Project Management and Engineering Operating Policy and Procedure #8 and Planning Department Operating Policy and Procedure #1 (*effective June 18, 2007*), MOA Watershed Management Services has inspected the following location for the presence or absence of stream channels or other watercourses, as defined in Anchorage Municipal Code (21.35).

- Project Case Number or Subdivision Name: Holtan Hills Subdivision
- Project Location, Tax ID, or Legal Description: Tract 1 (parcel #07531106000)
- Project Area (if different from the entire parcel or subdivision): _____

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

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

X **DOES** contain stream channels and/or drainageways ***AND*** these are located and identified on submittal documents in general congruence with WMS field and archival mapping information.
*New or additional mapping **IS NOT REQUIRED**.**

_____ Contains stream channels and/or drainageways ***BUT*** one or more streams or other watercourses:
- are ***NOT*** shown on submittal documents, or
- are ***NOT*** depicted adequately on submittal documents for verification, or
- are ***NOT*** located or identified on submittal documents in general congruence with WMS field and archival mapping information.

*New or additional mapping **IS REQUIRED** and must be re-submitted for further review and verification.**

_____ Presence of stream channels and/or drainageways is unknown ***AND*** field verification is not possible at this time. WMS will verify as soon as conditions and prioritized resources allow.

*** *Streams omitted in error by WMS or others remain subject to MOA Code and must be shown in new mapping upon identification of the error.***

ADDITIONAL INFORMATION:

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

Inspection Certified By: _____ **Date:** 10/30/25

S12867 JAN 05 2026

NOTES:
1. THE DRAINAGEWAYS ARE SUBJECT TO A 10' SETBACK (AMC 21.07.020 TABLE 21.07-1).

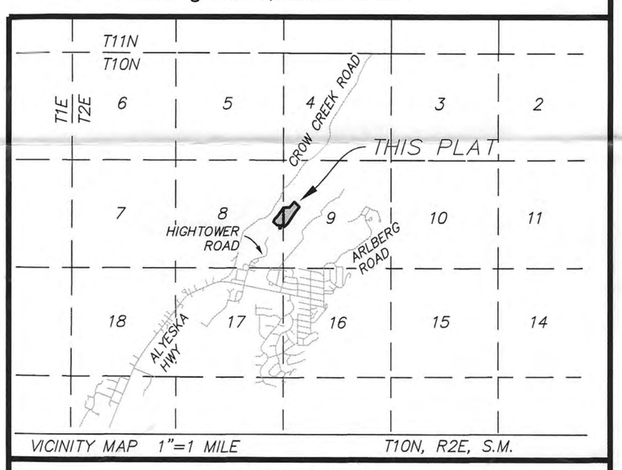
LEGEND

- GR-3 — EXISTING ZONING LINE/DESIGNATION
- MAPPED WETLANDS
- MAPPED STREAMS
- WL — EXISTING AWWU WATER LINE
- 102 — EXISTING CONTOUR (2' INTERVAL)
- SLOPE — DRAINAGE ARROW
- HOLTAN HILLS SUBDIVISION TRACT 2 — EXISTING TRACT DESIGNATION
- EXISTING GRAVEL TRAIL

TRACT 1 SLOPE STATISTICS
Avg. Slope = 16.46%
Int. = 5 Feet
L = 23086 Feet
Area = 16.13 Acres

0 100 200 Feet

Zoning: GR-3,GOS and GIP



VICINITY MAP 1"=1 MILE T10N, R2E, S.M.

PRELIM PLAT

HOLTAN HILLS PHASE 1

LOTS 1-19, BLOCK 1, LOTS 1-11, BLOCK 2, LOTS 1-9, BLOCK 3 and TRACTS 1A an1B

A SUBDIVISION OF TRACT 1, HOLTAN HILLS SUBDIVISION, (PLAT 2024-18)ANCHORAGE RECORDING DISTRICT, THIRD JUDICIAL DISTRICT, STATE OF ALASKA.
CREATING 39 LOTS AND 2 TRACTS
LOCATED IN THE SW 1/4, E 1/2 SECTION 4; E 1/2, SECTION 8 AND SECTION 9, T10N, R2E, SEWARD MERIDIAN, ALASKA.
CONTAINING 16.134 ACRES, MORE OR LESS.

S12867 JAN 05 2026

GRIDS: SE4715, SE4716, SE4615, SE4616
SCALE: 1"=100'
DRAWN BY: TH
CHECKED BY: CY
FB/PAGE:
DATE: 10/22/25
MOA CASE No.: N/A

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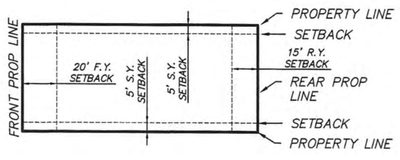
Anchorage Alaska, 99518
PHONE (907) 522-6776 FAX (907) 522-6779
License No. AECC957 - thoffman@tbcak.com

SHEET 1/3
EXISTING CONDITIONS

NOTES:

1. THE DRAINAGEWAYS INDICATED WILL BE ALIGNED (RELOCATED) ALONG THE PROPERTY LINES AS NEEDED.
2. THE EXISTING IDITAROD TRAIL WILL BE RELOCATED IN THOSE AREAS INDICATED (LOTS 4–9). THE IDITAROD TRAIL IS SUBJECT TO A 25' TRAIL EASEMENT ON EACH SIDE, AS APPLICABLE, TO BE DEDICATED THIS PLAT.
3. THE LOCATION OF THE PLANNED SEWER INSTALLATION WILL NOT BE DETERMINED UNTIL THE PRECISE LOCATION OF THE EXISTING WATER LINE CAN BE SURVEYED. SURVEY WILL BE PERFORMED AFTER AFTER FIELD MARKING AND INVESTIGATION BY AWWU. ADDITIONALLY, THE 2011 AWWU ASBUILT OF THE WATER LINE INDICATES THAT THE MANHOLE LOCATIONS OF THE PROPOSED SEWER LINE SHOWN WERE BLASTED INTO THE BEDROCK AT THE TIME OF THE WATER INSTALLATION. FIELD GEOTECHNICAL INVESTIGATION IS REQUIRED TO VERIFY THAT ASSUMPTION.
4. THE DRAINAGEWAYS ARE SUBJECT TO A 10' SETBACK (AMC 21.07.020 TABLE 21.07–1).
5. TRACT 1B IS A PRIVATE ACCESS TRACT
6. TRACT 1A IS AN OPEN SPACE TRACT

LOT SETBACK EXAMPLE



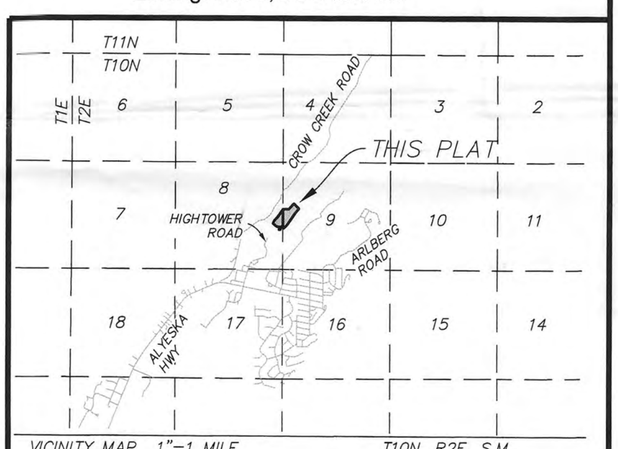
LEGEND

GR-3	EXISTING ZONING LINE/DESIGNATION
	MAPPED WETLANDS
	MAPPED STREAMS
WL	EXISTING AWWU WATER LINE
102	EXISTING CONTOUR (2' INTERVAL)
SLOPE	DRAINAGE SLOPE
SS	PLANNED SEWER ALIGNMENT (SEE NOTE 3)
D.T.P.	DEDICATED THIS PLAT
	PROPOSED PAVED ROAD

0 60 120 Feet

TRACT 1 SLOPE STATISTICS
Avg. Slope = 16.46%
Int. = 5 Feet
L = 23086 Feet
Area = 16.13 Acres

Zoning: GR-3,GOS and GIP



VICINITY MAP 1"=1 MILE T10N, R2E, S.M.

PRELIM PLAT

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CONTAINING 16.134 ACRES, MORE OR LESS.

S12867 JAN 05 2026

GRIDS: SE4715, SE4716, SE4615, SE4616	
SCALE: 1"=60'	
DRAWN BY: TH	
CHECKED BY: CY	
FB/PAGE:	
DATE: 10/22/25	
MOA CASE No.: N/A	

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SHEET 2/3
PROPOSED SUBDIVISION

Lot 1
BLOCK 1

HOLTAN HILLS SUBDIVISION TRACT 5

HOLTAN HILLS SUBDIVISION TRACT 4

GIRDWOOD ELEMENTARY SCHOOL SUBDIVISION

TRACT A1A

ATHABASCAN TRAIL

GIRDWOOD SCHOOL

GLACIER CREEK

ASLS 74-131
GIRDWOOD AIRPORT

GLACIER CREEK OHW

Existing Iditarod Trail

30' IGP
S/N 2018-013080-0

ELEC UTILITY ESMT
S/N 2011-026040-0

IGP 2018-013080

P.U.E S/N
2025-016729-0

S0°05'44"E 6.34'

10' T&E ESMT
PLAT 85-38

1300 FEET
SEWER EXTENSION
(SEE NOTE 1)

N89°57'35"W 794.54'

S0°05'44"E 410.06'

50' S.L.E.

10' T&E ESMT
PLAT 2014-15

60' P.U.E.
S/N 2009-074171-0

I.G.P. S/N
2025-016794-0

I.G.P. S/N
2025-016793-0

10' T&E ESMT
Plat 85-38

N41°33'49"E 696.47'

1300 FEET OF
PAVED ROAD, SIDEWALK
AND CURB IMPROVEMENTS
(SEE NOTE 1)

25' CREEK
MAINTENANCE
ESMT

1300 FEET
SEWER EXTENSION
(SEE NOTE 1)

15' N.G.E.
S/N 2007-088384-0

10' T&E ESMT
PLAT 2014-15

10' T&E ESMT
Plat 85-38

15'X30' SEWER ESMT
PLAT 2014-15

60' P.U.E.
S/N 2009-074171-0

L=114.5, R=110.0

25' BIKE ESMT
PLAT 95-35

S30°59'39"E 114.43'

I.G.P. S/N
2025-016792-0

P.U.E.
S/N
2009-074171-0

L=138.0, R=210.0

S41°38'09"W 454.68'

PAVED ROAD, SIDEWALK
AND CURB IMPROVEMENTS
(SEE NOTE 1)

Hightower Rd.

I.G.P. S/N
2025-016790-0

25' T&E ESMT
PLAT 2014-15

S6°39'17"W 234.44'

TRACT A1A
GIRDWOOD ELEMENTARY
SCHOOL SUB
PLAT 2014-15

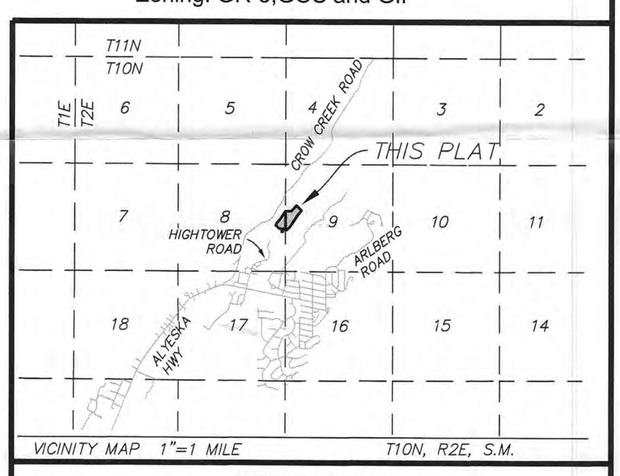
NOTES:
1. SEE MOA 1PP AGREEMENT 25-001 AND AWWU PRIVATE PERMIT S25-003 FOR MORE INFORMATION

LEGEND

- MAPPED WETLANDS
- MAPPED STREAMS
- WL — EXISTING AWWU WATER LINE
- 102 — EXISTING CONTOUR (2' INTERVAL)

0 50 100 Feet

Zoning: GR-3,GOS and GIP



VICINITY MAP 1"=1 MILE T10N, R2E, S.M.

PRELIM PLAT

HOLTAN HILLS PHASE 1

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CONTAINING 16.134 ACRES, MORE OR LESS.

SHEET 3/3
2025 OFFSITE
IMPROVEMENTS

S12867 JAN 05 2026

GRIDS: SE4715, SE4716, SE4615, SE4616	
SCALE: 1"=50'	
DRAWN BY: TH	
CHECKED BY: CY	
FB/PAGE:	
DATE: 10/22/25	
MOA CASE No.: N/A	

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Submitted by: Assembly Vice Chair Brawley
Prepared by: Assembly Counsel's Office
For reading: October 7, 2025

ANCHORAGE, ALASKA
AO No. 2025-117

AN ORDINANCE SUBMITTING TO THE QUALIFIED VOTERS OF THE MUNICIPALITY OF ANCHORAGE A BALLOT PROPOSITION AMENDING THE ANCHORAGE MUNICIPAL CHARTER TO ADOPT A TWO PERCENT (2%) TAX TO FUND PUBLIC INFRASTRUCTURE AND CAPITAL IMPROVEMENTS TO SUPPORT HOUSING CONSTRUCTION AND CULTURAL AND RECREATION FACILITIES, AND TO PROVIDE FOR APPROVAL BY A MAJORITY (FIFTY PERCENT PLUS ONE) OF QUALIFIED VOTERS VOTING ON THE QUESTION.

THE ANCHORAGE ASSEMBLY ORDAINS:

Section 1. Pursuant to state law and the Anchorage Municipal Charter, a ballot proposition in substantially the same form as appears in Section 2 below shall be placed on the ballot and submitted to the qualified voters of the Municipality at the regular municipal election to be held April 7, 2026.

Section 2. A ballot proposition shall be presented in substantially the following form:

PROPOSITION NO. __

CHARTER AMENDMENT TO AUTHORIZE AN ADDITIONAL 2% TAX TO THE HOTEL, MOTEL, AND BED AND BREAKFAST ROOM TAX.

The proposed Charter Amendment would authorize and enact an additional two percent (2%) hotel, motel, and bed tax within the Municipality of Anchorage, in addition to any other room tax applied to such transactions, which is currently a 12% tax. The proceeds of this additional tax would be dedicated equally to funding public improvements supporting housing construction (1%) and cultural and recreational facilities (1%).

The Anchorage Municipal Charter section 14.05. would be amended as follows (additions shown in **underline and bold**, deletions indicated by **[~~brackets, strikeouts in bold~~]**):

Section 14.05. Hotel, motel and bed and breakfast room tax.

A. There is hereby levied a tax on all hotel, motel and bed and breakfast room rents in an amount equal to four percent of the room rent paid to an operator.

1. Revenues received from this tax are dedicated to financing the design, site acquisition,

construction, landscaping, bonded debt service or lease payments, carrying costs, and operation of a new civic and convention center, including parking facilities and renovation and operation of the existing Egan Civic and Convention Center.

2. If bonds are issued to finance the acquisition and construction of a new civic and convention center, the revenue derived from this tax shall first be used to pay annual principal, interest and other carrying costs of said bonds, until such bonds are paid in full.

3[~~B~~]. The assembly shall enact such additional provisions, not inconsistent with this section, as necessary or desirable to implement this section. Such enactments may include provisions to terminate or reduce the tax upon payment of all bond principal, interest and carrying costs, and appropriation of tax revenues, if any, excess to payment of the principal and interest on the bonds and support for operation of the convention center.

B. There is hereby levied a tax on all hotel, motel and bed and breakfast room rents in an amount equal to one percent of the room rent paid to an operator. Revenues received from this tax are dedicated to:

1. Public infrastructure improvements to support construction of new, or rehabilitation of existing housing; and

2. Grants or loans toward defraying capital costs for housing.

C. There is hereby levied a tax on all hotel, motel and bed and breakfast room rents in an amount equal to one percent of the room rent paid to an operator. Revenues received from this tax are dedicated to operations, maintenance and capital improvements for cultural and recreation facilities.

If approved by more than 50% of the qualified voters voting on the question at the April 7, 2026 Regular Election, the Charter amendments will become effective January 2, 2027 after certification of the election.

Shall the Charter be amended as shown above and become law, authorizing a dedicated additional 2% tax on hotel, motel, bed and breakfast room transactions?

YES [ ] NO [ ]

Section 2. The Charter amendments set forth in the proposition in Section 1 of this ordinance shall become effective January 2, 2027 after certification of the election, if and only if, said proposition is approved by a majority of the qualified voters of the Municipality voting on the proposition during the regular Anchorage Municipal election held on April 7, 2026. The remainder of this ordinance shall be effective upon passage and approval by two-thirds of the total membership of the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this _____ day of _____, 2025.

_____
Chair

ATTEST:

_____
Municipal Clerk

MUNICIPALITY OF ANCHORAGE
ASSEMBLY MEMORANDUM

No. AM 760-2025

Meeting Date: October 7, 2025

From: **Assembly Member Brawley**

Subject: **AN ORDINANCE SUBMITTING TO THE QUALIFIED VOTERS OF THE MUNICIPALITY OF ANCHORAGE A BALLOT PROPOSITION AMENDING THE ANCHORAGE MUNICIPAL CHARTER TO ADOPT A TWO PERCENT (2%) TAX TO FUND PUBLIC INFRASTRUCTURE AND CAPITAL IMPROVEMENTS TO SUPPORT HOUSING CONSTRUCTION AND CULTURAL AND RECREATION FACILITIES, AND TO PROVIDE FOR APPROVAL BY A MAJORITY (FIFTY PERCENT PLUS ONE) OF QUALIFIED VOTERS VOTING ON THE QUESTION**

Intent.

This tax proposal offers a modest-sized solution to address a few specific fiscal issues the Municipality is facing, and will continue until different fiscal choices are made—primarily these choices are in the hands of voters. While the revenue anticipated through this tax cannot solve of the city's major structural budget issues, it does attempt to respond to some known needs which have been raised in a number of parallel conversations:

- Housing affordability and feasibility of residential construction projects:
    - A significant portion of private development costs for infill projects are requirements to upgrade inadequate or missing public infrastructure, such as water and sewer lines, roads and drainage systems.
    - These costs, plus other conditions that make development very expensive in Anchorage, mean that even small-scale projects often are not viable to build or renovate, because they will not generate enough return to justify a bank providing a loan. This problem is especially true for affordable housing projects, which by definition mean rent is priced below market.
    - Other communities have solved this math problem by making direct investments into projects through capital funds to close this feasibility gap, offering lower-interest loans, and/or paying for public infrastructure.

- Deferred maintenance and operating costs for aging facilities:
    - The Muni owns several facilities which were constructed years ago, and most of which do not have a dedicated revenue stream for capital improvements, such as the Center for the Performing Arts, Sullivan Arena, recreation centers, senior centers, and others. These facilities rely on bonds, which voters do not always pass, or do not currently have maintenance needs met.
    - Additionally, facilities may also have ongoing operating needs which are increasingly challenging to pay for, as energy and other utility costs increase, and the facilities and their assets continue to age.
- Need for additional investment in public (and other) amenities that attract and entertain visitors, as well as improving quality of life for residents, such as Anchorage's Downtown, parks and trail system, and recreational facilities. The economic benefits of enhancing offering for visitors is clear, but requires the capital to invest in the first place.

The language is written broadly enough to accommodate multiple future uses of this revenue, but with clear guardrails and public expectations set for use of the funds within these categories.

The proposal does not sunset, change rate seasonally, or attempt to constrain future policy choices beyond what is dedicated in the Charter. If voters approve this, they are approving a long-term investment and commitment to these priorities, which can also be changed in the future by the voting public.

Summary of the Tax and Estimated Revenue.

The proposal adds to the existing 12% bed tax on all qualified room rentals by including another 2%, with 1% each dedicated to the 2 purposes listed in the Charter amendment. Any rental under 30 days, unless it's also tax-exempt, would be taxed a total of 14%; it does not distinguish between what type of room is being rented, the same as the existing bed tax. This proposal also does not change any other current dedications or structure of the existing bed tax, other than clarifying the language currently in the Charter that refers to "one third": in practice, this has meant there are 3 4% taxes collected, each dedicated to a different purpose, so this proposal clearly defines these each as 4%.

Based on available reports and recent performance of the existing 12% bed tax (between $40-45 million annually in total), it can be inferred that each 1% of the tax

is approximately $3.3 to $3.75 million. Therefore, this additional 2% would likely generate between $6.6 to $7.5 million per year, and its increase would follow project trends for bed tax performance overall. The sponsor has requested a Summary of Economic Effects (SEE) from the Administration for this proposal.

Considering the fact that in many cities, the same room rental transaction could also be subject to state, county, and city sales tax, use tax, amusement tax, and a number of other government fees, this increase should be accurately compared to the total cost after taxes and fees when evaluating whether would be high, low, or in line with other comparable cities. The sponsor did not complete this analysis.

Anticipated Implementation Needs.

The proposal has relatively little implementation cost for administration compared with standing up a new tax, because it is increasing the rate of an existing tax that is already being collected. Because the tax applies to all transactions that are currently taxed at 12%, it does not require additional work to define which transactions are subject to this 2% tax.

It will require the most work to implement the decision-making process and mechanisms for managing how the revenue is then allocated to ongoing service appropriations, operating grants, and/or capital projects. Based on lessons learned from the Municipality recently enacting the alcohol sales tax, dedicated funding from the marijuana tax to the ACCEE Fund creating a new advisory board, operationalizing the Chugach Access Service Area (CASA) funding mechanism into the CIP process, and other recent changes to our fiscal structure: implementation is more complex than it may appear when crafting tax policy. Where intent is silent, or where it was not contemplated how this new piece fits into an existing system, it usually generates debate and requires considerable time and effort to figure out how something should be put into practice. It is also common to find adjustments are needed in order to make the intended policy function well.

Limitations of This Solution to Anchorage's Fiscal Problems

There are many things this proposal does not do, or attempt to do:

- Bed tax revenue is too small in scale, and cannot raise enough revenue to address the scale and cost per project of major infrastructure needs, such as redesigning road corridors or installing needed drainage systems. The magnitude of deferred maintenance is many times larger than what can be raised through this type of tax, and there is a ceiling on what the market would accept in a total hotel price.

- This fully dedicates the revenue to two categories of dedicated uses, and does not provide any additional revenue (or offset of revenue) for core operations that the public greatly values: law enforcement, fire and emergency response, public education (via ASD), street and drainage system maintenance and minor repairs, protection of sanitation and human health, animal control, maintenance of public facilities and lands.

- This proposal does not consider any changes to the tax cap formula, which is the controlling mechanism on what core services can be provided by the local government over the long term.

- This proposal does not change or decrease property tax obligations of land owners and businesses, which is what funds schools, general government, and almost all bonds and special tax levies approved by voters on a typical ballot. Concerns about impacts of property taxes on affordability are not addressed.

- This proposal does not offer opportunity, at least in the short- to medium-term, for construction or considerable expansion of more cultural and recreational facilities, because it is not enough funding to build, let alone operate, a new facility. Where there is interest in constructing new facilities, this could be a future consideration for revenue potentially freed up after the Dena'ina Center's bonds have been fully paid and no longer require debt service payments.

I request your support for the ordinance.

Reviewed by: Assembly Counsel's Office

Respectfully submitted: Anna Brawley, Assembly Member
District 4 – Midtown Anchorage

Municipality of Anchorage

Planning Department

Memorandum

Date: November 12, 2025

To: Reviewing Agencies

Subject: PZC Case No. 2026-0003, Text Amendment to Title 21 to Increase Flexibility for Agricultural and Food Production Uses in the Anchorage Bowl — Request for Public Comments

The Planning Department is seeking comments on the attached draft ordinance to expand flexibility for agricultural uses and food production across the Bowl. This proposal would:

- Allow commercial horticulture as a conditional use in more zones.
- Allow farmers markets as a permitted use in RO.
- Allow grocery stores as a permitted use in RO.
- Allow manufacturing and food production as a permitted use in B-3, I-1, and I-2.
- Allow hobby farms as permitted uses in more zones.
- Create a new accessory use: Accessory Food and Beverage Production, which would include the production, but not sale, of alcoholic beverages. This would be allowed in all residential zones, commercial zones, and I-1 and I-2.
- Allow additional flexibility for accessory food and beverage production for both residential and non-residential uses.
- Allow grocery stores in the R-3 zone, subject to a limitation of 10,000 SF gross floor area.
- Allowing Beekeeping as an accessory use in all residential zones.

This proposal does not expand where Marijuana uses are allowed or supersede any Health Department regulations about food or beverage production.

Your comments will be submitted to the Planning and Zoning Commission for a public hearing scheduled for **Monday, January 12, 2026, at 6:30 p.m. in the Assembly Chambers of the Z.J. Loussac Library, 3600 Denali Street, Anchorage**. Recommendations from the Commission will be forwarded to the Assembly.

Submit written comments in the following ways:

by CityView: http://munimaps.muni.org/planning/allcomments.cfm
(insert case number *2026-0003)*

by email: Anchorage2040@muni.org

by fax: (907) 343-7927

by mail: Current Planning Division
MOA Planning Department
P.O. Box 196650
Anchorage, AK 99519-6650

If you have questions, please contact Daniel Mckenna-Foster at 907-343-7918 in the Planning Department.

Attachment: Draft Ordinance

Submitted by: Chair of the Assembly at the Request of the Mayor
Prepared by: Planning Department
For reading: _____

ANCHORAGE, ALASKA
AO No. 2025-_____

AN ORDINANCE AMENDING ANCHORAGE MUNICIPAL CODE SUBSECTION 21.05 USE REGULATIONS AND 21.15 RULES OF CONSTRUCTION AND DEFINITIONS TO EASE RESTRICTIONS ON AGRICULTURAL USES AND FOOD PRODUCTION IN THE ANCHORAGE BOWL.

(Planning and Zoning Commission Case No. 2026-0003) (All Community Councils)

WHEREAS, Anchorage has a range of agricultural and food production activity across the Bowl; and,

WHEREAS, increased energy prices and transportation costs have made it increasingly difficult for producers to operate effectively; and,

WHEREAS, food security and economic stability are of interest to the public and the Assembly; and,

WHEREAS, the Assembly introduced AO No. 2025-62 on June 24, 2025, for discussion on facilitating more food production and broader agricultural activity across Anchorage; and,

WHEREAS, the Planning Department has received comment about several other issues related to food production which could be combined into this ordinance; now, therefore,

THE ANCHORAGE ASSEMBLY ORDAINS:

Section 1. Anchorage Municipal Code section 21.05.010, Use Regulations, Table of Allowed Uses, is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out)*:

21.05.010 TABLE OF ALLOWED USES

*** *** ***

E. Table of Allowed Uses - Residential, Commercial, Industrial, and Other Districts.

TABLE 21.05-1: TABLE OF ALLOWED USES – RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AND OTHER DISTRICTS
P = Permitted Use S = Administrative Site Plan Review C = Conditional Use M = Major Site Plan Review T = Special Land Use Permit for Marijuana
For uses allowed in the A, TA, and TR districts, see section 21.04.060.
All other uses not shown are prohibited.

		RESIDENTIAL															COMMERCIAL					INDUST.			OTHER					
Use Category	**Use Type**	**R-1**	**R-1A**	**R-2A**	**R-2D**	**R-2M**	**R-3**	**R-3A**	**R-4**	**R-4A**	**R-5**	**R-6**	**R-7**	**R-8**	**R-9**	**R-10**	**B-1A**	**B-1B**	**B-3**	**RO**	**MC**	**I-1**	**I-2[1]**	**MI**	**AF**	**DR**	**PR**	**PLI**	**W**	**Definitions and Use-Specific Standards**
COMMERCIAL USES																														
Agricultural Uses	Commercial horticulture	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	P			P	P					C		21.05.050A.1.
Retail Sales[2]	*** *** ***																													
	Farmers market[2]									P							P	P	P	P	P	P	P				P	P		21.05.050H.4.
	*** *** ***																													
	Grocery or food store[2]						S	P	S	P[S]							P	P	P	P	C	P								21.05.050H.8. 21.05.020.A.
	*** *** ***																													
Manufacturing and Production	Commercial food production									C									P[C]			P	P							21.05.060B.1.

[1] See subsections 21.04.050B. and C. for interim provisions allowing for additional uses in the I-2 district.

[2] Uses with structures with a gross floor area over 20,000 square feet require a major site plan review through subsection 21.07.120A., *Large Commercial Establishments*.

[3] Marijuana cultivation facilities are permitted in the B-3 district when collocated with and attached to a marijuana retail sales establishment. Marijuana manufacturing facilities producing extracts using water-based, food-based, closed-loop carbon dioxide extraction systems, or other methods not employing solvents or gases, as described in 3 AAC 306.555, are permitted in the B-3 district. Marijuana retails sales establishments are permitted in the I-2 district when collocated with and attached to a marijuana cultivation facility or a marijuana manufacturing facility.

[4] In accordance with subsection 21.05.040K.3.g., a tower or antenna that is not permitted in a district may be requested through the conditional use process.

[5] In the AF district, three towers per lot are permitted by right (or, for Type 2 towers, by administrative site plan review). The installation of more than three towers per lot requires a conditional use permit.

[6] Health services facilities not to exceed 15,000 gross square feet per individual parcel.

[7] See subsection 21.05.060D.1.b for specific use provisions applicable within the Port of Anchorage Security Area.

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2013-139, 01-28-14; AO 2014-58, 5-20-14; 2015-133(S), 2-23-16; AO 2015-142(S-1), 6-21-16; AO 2016-3(S), 2-23-16; AO 2016-131, 11-15-16; AO 2016-136, 11-15-16; AO 2016-156, 12-20-16; AO 2017-10, 1-24-17; AO 2017-57, 4-11-17; AO 2017-74, 5-23-17; AO 2017-176, 1-9-18; AO 2017-175(S), 2-13-18; AO 2020-38, 4-28-20; AO 2020-56, 6-23-20; AO 2021-54, 6-22-21; AO 2023-77, 7-25-23; AO 2023-42, 8-22-23; AO 2023-87(S-1), 6-25-24; AO 2025-36, 4-16-25; AO 2025-112, 10-21-25)

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Section 2. Anchorage Municipal Code section 21.05.050, Use Regulations, Commercial Uses: Definitions and Use-Specific Standards, is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out)*:

*** *** ***

21.05.050 COMMERCIAL USES: DEFINITIONS AND USE-SPECIFIC STANDARDS

*** *** ***

H. Retail Sales

*** *** ***

8. Grocery or Food Store

*** *** **

b. Use-Specific Standards

*** *** **

iii. Grocery or food stores in the R-3 district shall have a maximum gross floor area of 10,000 square feet.

*** *** ***

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-133, 11-5-14; AO 2015-82, 7-28-15; AO 2023- 77, 7-25-2023; AO 2024-24, 4-23-24; AO 2025-3, 2-11-25; AO 2025-36, 4-16-25; AO 2025-112, 10-21-25)

Section 3. Anchorage Municipal Code section 21.05.070, Use Regulations, Accessory Uses and Structures, is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out)*:

21.05.070 ACCESSORY USES AND STRUCTURES

*** *** ***

B. General Standards

*** *** ***

2. Compliance with Ordinance Requirements

*** *** ***

b. Any use listed in subsections 21.05.030 through 21.05.060 is allowed as an accessory use to a residential use if the accessory use meets the standards of a "home occupation" at subsection 21.05.070D.11. Except for Accessory Food and Beverage Production, [I] if the use exceeds the standards of a "home occupation", then the use is no longer considered accessory and shall meet any applicable standards of subsections 21.05.010 through 21.05.060, which dictate in which districts the use is allowed, and any use-specific standards.

*** *** ***

C. Table of Allowed Accessory Uses

*** *** ***

1. Explanation of Table Abbreviations

*** *** ***

g. Table of Permitted Accessory Uses and Structures

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TABLE 21.05-3: TABLE OF ACCESSORY USES – RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AND OTHER DISTRICTS

P = Permitted S = Administrative Site Plan Review C = Conditional Use Review

	RESIDENTIAL															COMMERCIAL				INDUST.				OTHER					
Accessory Uses	**R-1**	**R-1A**	**R-2A**	**R-2D**	**R-2M**	**R-3**	**R-3A**	**R-4**	**R-4A**	**R-5**	**R-6**	**R-7**	**R-8**	**R-9**	**R-10**	**B-1A**	**B-1B**	**B-3**	**RO**	**MC**	**I-1**	**I-2**	**MI**	**AF**	**DR**	**PR**	**PLI**	**W**	**Definitions and Use-Specific Standards**
Beekeeping	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P														
*** *** ***																													
Farm, hobby	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P									21.05.070D.8.
Food and Beverage Production, Accessory	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P							21.05.070D.9.
Garage or carport, private residential	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		P		P		P		21.05.070D.10[9].

[3] The telecommunications antenna is allowed only when meeting the concealment standards of 21.05.040K.8.d. and as accessory to a multifamily structure containing at least seven dwelling units or to a nonresidential use.

[4] The tower or telecommunications antenna is allowed only as accessory to a multifamily structure containing at least seven dwelling units, or to a nonresidential use.

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D. Definitions and Use-Specific Standards for Allowed Accessory Uses and Structures

*** *** ***

9. Food and Beverage Production, Accessory

a. Definition

The use of a portion of a property, or the use of a property for the portion of a year, for processing and/or producing food or beverages for human consumption. This includes alcoholic beverages as well as facilities that process meat, game, and seafood.

This use differs from a home occupation in that it may be accessory to a use other than a dwelling unit.

b. Use-Specific Standards

i. Except for as provided in chapter 21.12, Signs, there shall be no change to the outside of the building or premises, nor shall there be other visible evidence of the conduct of the accessory use;

ii. In residential districts, the use shall not attract or facilitate more vehicular traffic or deliveries than would normally be expected in a residential neighborhood;

iii. No equipment or process shall be used in the food production use that creates noise, vibration, glare, fumes, or odors detectable to the normal senses at the property line. No hazardous or toxic materials shall be stored on the property as part of the accessory use;

*** *** ***

<NOTE TO REVISOR: Please renumber all accessory uses from "Garage or Carport, Private Residential" starting from the number 10 onwards>

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-131, 1-12-15; AO2015-142(S-1), 6-21-16; AO 2016-3(S), 2-23-16; AO 2016-136, 11-15-16; AO 2017-10, 1-24-17; AO 2017-160, 12-19-17; AO 2017-176, 1-9-18, AO 2018-43(S); 6-12-18; AO 2020-38, 4-28-20; AO 2021-26, 3-9-21; AO 2021-89(S), 2-15-22; AO 2022-107, 2-7-23; AO 2023-77, 7-25-23; AO 2024-24, 4-22-24; AO 2025-72(S)AA, 6-24-25; AO 2025-112, 10-21-25)

Section 4. This ordinance shall be effective immediately upon passage and approval by the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this _____ day of _____, 2026.

_____
Chair of the Assembly

ATTEST:

_____
Municipal Clerk

(Planning and Commission Case No. 2026-0003)

DRAFT

Municipality of Anchorage

P.O Box 390
Girdwood, Alaska 99587
http://www.muni.org/gbos

Suzanne LaFrance, Mayor

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

October 27 2025
MOA GBOS Quarterly Meeting
Agenda Final
4 p.m. via Microsoft Teams & Girdwood Community Room

This hybrid meeting is taking place via Microsoft Teams & at the Girdwood Community Room, 250 Egloff Rd:

The Girdwood Board of Supervisors, its committees, and subcommittees are subject to the Alaska Open Meetings Act as found in Alaska Statute 44.62.310 and Anchorage Municipal Code1.25 - Public Meetings.
The Girdwood Board of Supervisors operates under the Girdwood Public Meetings Standards of Conduct.

Call to Order Mike Edgington, Co-Chair

Land Acknowledgement: The Girdwood Board of Supervisors acknowledges the indigenous peoples of Alaska, whose land we reside on. The community of Girdwood, situated between the areas known to be Dena'ina and Alutiiq homeland, respects the people who were stewards of this land for generations. We commit to the continued stewardship of this land and are grateful to be part of a wider community that seeks to maintain a sustainable use of Girdwood Valley for present and future peoples.

Roll Call & Disclosures
Agenda Revisions and Approval
October 27 2025 MOA GBOS Quarterly Meeting Agenda approval
Attendees: Becky Windt Pearson, Municipal Manager; Tiffany Briggs, Director of Real Estate; Quincy Arms, Managing Assistant Municipal Attorney; Zach Schwartz, Municipal Attorney; Ona Brause, Management and Budget Director; Marilyn Banzhaf, Public Finance Manager; Ross Risvold, Senior Finance Officer.

Agenda
Welcome and Introductions

1. Whittier Policing Contract
   Discuss path to WPD enforcement of Municipal misdemeanors
2. HLB (Wingard/Edgington):
   Request extension of comment period for draft 2026 Annual Work Program and 2027-2031 Five-Year Management Plan to match GBOS/LUC meeting cycle
   Discuss HLBAC seat distribution
3. Discuss Intergovernmental Charges in GVSA budgets (specifically Fire and Roads)
4. Discuss whether Areawide Police IT Special tax levy funds can be used for Whittier PD IT Equipment (Edgington)
5. Request clarification of AO2025-91 regarding Open Meetings Act, GBOS and Girdwood Committees
6. Next steps on leaseback funding for Girdwood capital projects

Public Comment: Persons offering public comment must state their full name and address. Public Comment is limited to three (3) minutes per person and must be on subjects not listed on the agenda.
Adjourn

GBOS Meeting Agendas and minutes are available on line: http://www.muni.org/gbos

To: Community Leaders and Agencies
From: Wildland-Urban Interface “WUI” Community Action Team
Date: February 20, 2025
Re: Expansion of Community Resilience Program

After numerous incidents including earthquakes, windstorms and wildfires, the Rabbit Creek Community Council established a Resilience Committee to directly address local hazardous conditions. Several years later, RCCC expanded participation in this group to other area councils and government representatives. Today, this group includes numerous Hillside councils and agencies including AFD, SoA, Forestry and OEM, and has achieved good results from efforts including Muni funding of the new AFD Wildfire Division.

One issue we have continually faced is that many disasters are not limited to the Anchorage Hillside. A wildfire from upper Eagle River Valley can easily “hop the hill”, and the McHugh Creek Fire was within a mile of Bear Valley homes. Numerous wildfire incidents in parklands throughout our Muni have occurred in the last few years, with most started by illegal campfires such as the MLK fire in East Anchorage. And while Hillside homes shook during the last major earthquake, it was Sand Lake, West Anchorage and parts of Eagle River that experienced the greatest problems.

Additionally, we all face road issues, ice storms, power outages, massive snowfalls, flooding and other difficult conditions.

At our last few monthly meetings, this group discussed in depth the idea of expanding to the entirety of the Muni of Anchorage. With a representative from each of the community councils, we can gather information and develop plans for emergencies throughout the Muni. Instead of Hillside wildfire awareness, we can provide educational programs that include all councils, and include some of the high-traffic parks throughout the Muni. With the power of a larger group, we can focus on each council’s immediate needs and bring awareness and potential solutions to our agencies.

We will also request involvement from Muni and State agencies including APD, BLM, Chugach State Park, Chugach Electric, and State and Muni Roads. While we have worked with all of these groups on a variety of projects, we hope to have permanent involvement utilizing their unique expertise. In the process, we hope to create a safer, better prepared and smarter community.

One other project we have been actively addressing is the Community Wildfire Protection Plan “CWPP”. Our current CWPP is sorely out of date, and needs to be updated to comply with requirements for federal project funding. Completing the Emergency Egress mapping project with ISER’s Dr Jen Schmidt was the first step in this process. It was disturbing for this working group to understand how many neighborhoods in the Muni could be completely cut off from emergency egress with the loss of just one street or road. These dead-end roads occur not just

in Eagle River, Girdwood or the Hillside, but instead throughout the Anchorage Bowl, including along our greenbelts and open spaces.

Now we are looking for each community council and local and state leaders to designate a representative to this new organization, the Wildland-Urban Interface Community Action Team, or “WUI-CAT” (pronounced “woo-eee cat”). This representative from your council or group will be the point of communication and coordination with your entity, sharing your concerns and helping find solutions.

We meet on the fourth Monday evening monthly on Zoom Meeting ID: 896 5493 1428 Passcode: 541762.

We trust you will join us in this effort to create a safer Anchorage, and look forward to your group’s participation in our future. Please contact me if you have any questions or need more information.

Troy Weiss, Chair
Wildland-Urban Interface Community Action Team

Agenda Item LUC 2510-07: Solid Waste Services Fee increase (Wilbanks)
Fee increase at the transfer station was approved by the Assembly earlier this year and goes into effect in January. Increase is from $6 to $10 for 4 bags. Concern expressed that this will negatively impact progress by Girdwood Bear Aware as people will store trash longer to maximize value. Other concerns expressed include desire for recycling and days of transfer station operation.
Motion:
Girdwood Land Use Committee moves to recommend that the Girdwood Board of Supervisors write letters regarding transfer station operation as follows:
objection to the increased fee structure due to negative impact of higher fees on promoting bear-safety/waste management
support for addition of free recycling and addition of Sunday service at the transfer station.
Motion by Wingard/2nd Harrison
Motion carries by Assent

Municipal Clerk's Office
Approved
Date: September 23, 2025

(S) Submitted by: Assembly Chair Constant
(S) Prepared by: Department of Law
(S) Reviewed by: Assembly Counsel's Office
For reading: September 23, 2025

ANCHORAGE, ALASKA
AO No. 2025-101(S)

AN ORDINANCE AMENDING ANCHORAGE MUNICIPAL CODE CHAPTER 26.80 TO ADD A NEW SECTION 26.80.080, SURCHARGE TO SUPPORT COLLECTION AND DISPOSAL OF TRASH FROM OUTDOOR SPACES [~~COMMUNITY CLEAN-UP AND PUBLIC SPACE MAINTENANCE~~].

WHEREAS, Anchorage Municipal Code section 26.70.010 establishes the Municipality's Solid Waste Services ("SWS") and regulates "the storage, collection, processing, recovery and disposal of solid waste" for the express purpose of "protect[ing] the public safety, health and welfare" and "enhance[ing] the environment of the people of the municipality"; and

WHEREAS, AMC section 26.80.010 requires "[a]ll solid waste generated within the municipality" to "be disposed of by delivery to state-permitted solid waste processing and disposal facilities located in the municipality"; and

WHEREAS, since **January 2025** [~~**July 2024**~~], **the Municipality** [~~**Parks & Recreation's Healthy Spaces crew**~~] has cleared [~~**27 encampments, cleaned**~~] over 1-million pounds of waste **from outdoor spaces and** [~~**since January 2025,**~~] logged more than 12,000 hours of labor **toward this effort** [, ~~**and worked across eight municipal departments—all under a coordinated abatement and cleanup process**~~]; and

WHEREAS, the waste collected from these efforts is deposited at Solid Waste Service's Anchorage Regional Landfill; and

WHEREAS, these waste removal and cleanup efforts are in direct support of the legislated policy goals of AMC 26.70.010 and AMC 26.80.010; and

WHEREAS, the harms caused by the accumulation of waste in outdoor spaces is not undone solely by the removal of the waste, but requires subsequent cleanup and remediation efforts to reverse the adverse effects of the waste accumulation; and accordingly, municipal employees and volunteers are frequently engaged to remediate and reactivate these spaces after waste removal, as occurred following the cleanup of Davis Park in July 2025; and

[~~**WHEREAS, following cleanups—like Davis Park in July 2025—volunteers are engaged to "reactivate" these spaces for positive use; and**~~]

WHEREAS, Anchorage's Adopt-A-Park program already formalizes volunteer stewardship via tiers (Park Steward, Supporter, Guardian), requiring cleanup frequency and safety monitoring; and

WHEREAS, waste removal, disposal, remediation, and volunteer coordination

all come at a cost that that is not currently funded by any consistent related revenue stream; and

[~~WHEREAS, at a May 2025 Public Health & Safety Committee meeting, a community representative proposed organizing volunteer cleanup and wildfire mitigation opportunities to address growing trash in green spaces as a way to empower residents and boost public health; and~~]

WHEREAS, structured surcharges **are a way to** ensure consistent, **direct funding [~~earmarked revenue~~]** to support cleanup crews, **waste disposal,** reactivation programs, and community engagement **directly related to enhancing the environment**—not subject to general budget fluctuations**; and**

WHEREAS, the Anchorage Assembly has adopted this approach in the past, for example in AMC section 26.80.070, which implemented a surcharge to support utility costs as well as recycling efforts; and

WHEREAS, mirroring **AMC section** 26.80.070 **in a surcharge to support the cleanup of outdoor spaces would** make**[~~s~~]** implementation easier and align**[~~s~~]** with existing administrative and billing mechanisms; and

WHEREAS, the funds **generated from the surcharge** can be used to support expanded **cleanup crews, waste disposal, reactivation programs, and community engagement, specifically by increasing staffing on the Parks & Recreation** Healthy Spaces **team dedicated to waste cleanup in outdoor spaces [~~capacity~~]** (e.g. additional crews this **season [~~summer~~**]) and volunteer support materials or outreach **for post-waste removal remediation**; now, therefore,

THE ANCHORAGE ASSEMBLY ORDAINS:

Section 1. Anchorage Municipal Code chapter 26.80 is hereby amended to add a new section 26.80.080 – Surcharge**s** to support **outdoor space waste removal and remediation [~~community clean-up and public space maintenance~~]**, to read as follows:

26.80.080 Surcharges to support outdoor space waste removal and remediation. [~~community clean-up and public space maintenance~~]

A. The solid waste disposal utility shall implement **[~~community-wide~~]** initiatives to support the **[~~maintenance,~~]** cleanup, **remediation,** and revitalization of **[~~public parks, trails, green~~]** **outdoor** spaces **within the municipality impacted by waste [~~, and city streets~~]**—including programs such as the Parks & Recreation Department's Healthy Spaces team and volunteer reactivation efforts.

B. The solid waste disposal utility shall collect a surcharge on all waste delivered to solid waste transfer or disposal facilities to finance these community clean-up and maintenance initiatives:

1. Small loads (< 1,000 lb or < 5 cubic yards): surcharge of $4.00 per visit added to the existing disposal fee.
2. Large loads (> 1,000 lb or > 5 cubic yards): surcharge of $4.00 per ton added to existing tipping fee.
3. At facilities without working scales: for small-load thresholds, surcharge as follows:
   a. $0.50 per cubic yard of non-compacted solid waste (attendant measured);
   b. $0.75 per cubic yard of compacted solid waste (attendant measured).

C. Fees collected under this section shall be used solely for costs associated with **the** clean-up, **remediation, and revitalization of outdoor** **[~~maintenance, and improvement of public~~]** spaces **within the municipality**—this includes capital development **intended to reactivate spaces and reduce likelihood of waste accumulation**, operating costs, staffing or crew costs, consulting services, management, and support for volunteer reactivation programs—subject to approval by the general manager or the assembly.

Section 2. This ordinance shall be effective immediately upon passage and approval by the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this 23rd day of September, 2025.

ATTEST: Chair

Municipal Clerk

MUNICIPALITY OF ANCHORAGE
ASSEMBLY MEMORANDUM
No. AM 711-2025

Meeting Date: September 23, 2025

From: **Assembly Chair Constant**

Subject: **AO 2025-101(S) – AN ORDINANCE AMENDING ANCHORAGE MUNICIPAL CODE CHAPTER 26.80 TO ADD A NEW SECTION 26.80.080, SURCHARGE TO SUPPORT <u>COLLECTION AND DISPOSAL OF TRASH FROM OUTDOOR SPACES</u> [~~COMMUNITY CLEAN-UP AND PUBLIC SPACE MAINTENANCE~~].**

The S-version modifies the stated purpose and allowed uses of the surcharge to more clearly align with the mission of Solid Waste Services, as stated in Anchorage Municipal Code sections 26.70.010 and 26.80.010, which is to promote the public safety, health, and welfare of the Municipality and enhance the environment by providing for the removal and responsible disposal of solid waste to facilities located in the municipality. Several preamble paragraphs are added and modified to reflect this, and some edits to the new section language, AMC 26.80.080 beginning on p. 2, are included to codify the surcharge's alignment with SWS's mission and purpose.

I request approval of the (S) version of the ordinance.

Respectfully submitted:

Christopher Constant
Assembly Chair, District 1 (North Anchorage)