

Upper Crow Creek Community Association (UCCCA)
PO Box 161
Girdwood, AK 99587

To Whom it May Concern;

We, the UCCCA Board of Directors, are writing this letter to inform this body of important data regarding the unmaintained 5-mile portion of Upper Crow Creek Road. It has come to our attention that there is a lack of information and understanding of who maintains this portion of the road, specifically during the winter, as well as to the impacts of increased recreational traffic in this area of the Chugach National Forest.

UCCCA is a 501c3 organization that was formed in 2004 for the purpose of snow removal/road maintenance from October – May. There is a DOT sign posted at the bottom of Crow Creek Rd, where the pavement stops, stating that the road is maintained by DOT from June to September.

In 2006, in an effort to deter unprepared drivers, UCCCA paid for a DOT approved sign that said “Hazardous conditions, unmaintained road” and posted it on the roadside. In 2021, amidst increased traffic during the COVID shutdowns, residents painted another larger sign and hung it over the roadway to promote awareness of dangerous road conditions an unprepared drivers. We also have a social media component where we notify local the Girdwood community that conditions are severe and recommended that folks not travel it. Despite all these efforts, winter traffic continues to increase.

Currently there are approximately 75 full time residents of Upper Crow Creek Road, and 11 school age kids. As of 2020 there were 14 school age kids, and despite that number, we were still solely responsible for clearing the road and driving our children 5 miles down the road to the bus stop.

We do not receive municipal services such as electricity, water, sewer, phone, and internet service. We are also NOT a part of the Girdwood Service Area. Although the fire department will try to respond to emergencies, in the event of a fire, we are 5 miles from city water hook ups and would be 100% reliant on pump trucks, which may not be able to make it up the road in bad conditions. There have been discussions about a portable water tank truck, and yet because we have no electricity up here, that option is not easy to achieve, nor entirely helpful.

Finally, one of the last pieces of information that we would like to share is regarding the severe road erosion that took place during Fall 2021 on a 500-foot section of the lower road. The photos attached are from this event. This section of the road is now more difficult to pass other cars in, and has created a very steep ditch that vehicles can be severely stuck in and require tow trucks to get out of. This area is of particular interest because this is the exact area that is being proposed to be used for the development of Holtan Hills.

The following concerns are related specifically to the disposal of land at the bottom of Crow Creek Road to CY Investments for the purpose of Holtan Hills. The proposed development will have two Emergency Access Points onto Crow Creek, somewhere within the first unpaved mile.

- **Financial impacts:** Currently, each household in the Upper Crow Creek neighborhood pays an annual fee for snow removal. In order to make it an equitable situation, we, as private citizens, could not shoulder the financial burden of the vehicles that would use the access points, including emergency vehicles.
- **Seasonal Access:** Crow Creek Road cannot be used by construction vehicles until June. During the first few weeks of June, depending on the weather and snow melt, Crow Creek Road is graded before it can be accessed by large vehicles. It also would require major upgrades in order to be used by construction equipment.
- **Increased Fire Danger:** Building in this area increases the risk of wildfire danger for 75 residents that have no electricity, running water, fire response or secondary access road.
- **Primitive Road:** The original road is built on a bed of logs laid in a corduroy style. In order to use the road for snow removal and heavy equipment, the DOT requires a certain road standard that would take widening and major excavation of the existing roadway
- **Historic Landmarks:** of our area's most cherished historical locations, the Crow Creek Mine, is located at Mile 4 of Crow Creek Rd. This is an important institution for locals, tourists and recreational gold miners, and hosts many conventions, weddings, promotional functions and more. This business has numerous busloads a day during the summer and should be included in conversations that will impact it.
- **Communication:** Poor internet connectivity, cellphone dead zones, lack of electricity and variable emergency response adds to the impacts that our neighborhood faces. We have been approached for use of our phones, our snow machines, our trucks/winches, and even for medical response.
- **Safety:** We are self sufficient but we are now increasingly impacted by unprepared drivers and unequipped hikers/skiers, as well as increased fire danger from the folks living out of their cars and tents on the roadside year-round.

Bringing all of this to your attention is important, because as our neighborhood continues to experience these challenges, we will be acting and reacting in response. We know of no other place in Alaska where National Forest Trailheads would be inaccessible, if it were not for private citizens. This unique characteristic of our neighborhood is becoming a point of concern.

We cannot be expected to shoulder this burden alone. The first step is bringing awareness, so that we may move forward with support from the necessary stakeholders. For example, the Forest Service drives Crow Creek on a near daily basis throughout their workdays, spanning all 4 seasons. UCCCA pays to keep this access open for ourselves as private individuals, and the USFS

can benefit from zero financial obligation in winter. The same goes for the many, many folks recreating in the Chugach National Forest. While in the past, these factors could be overlooked, they are now having too much of a negative impact and we are therefore beginning to explore options and exercise our rights.

Please share this information and help our neighborhood navigate this issue of our private funding going towards increased traffic and road use by other parties.

Sincerely,

Emma Kramer
Melissa Wuerth
Becca Parisen
Selita Rios
Scott Swift

From: [Brooks Chandler](#)
To: [Girdwood Board of Supervisors](#); [Sam Daniel](#); [pastorrejns@gmail.com](#)
Subject: Fwd: Holtan Hills- S-1 Version
Date: Monday, January 2, 2023 10:24:36 AM

[EXTERNAL EMAIL]

Greetings Margaret and Board members:

FYI as to some of the imprecision in the latest S-1 version.

Brooks

----- Forwarded message -----

From: **Brooks Chandler** <brookschandler55@gmail.com>
Date: Mon, Jan 2, 2023 at 10:16 AM
Subject: Holtan Hills- S-1 Version
To: <meg.zaletel@anchorageak.gov>, <Suzanne.LaFrance@anchorageak.gov>, Sulte, Randy <Randy.Sulte@anchorageak.gov>

Greetings Assmbllymember Zaletel and Happy 2023:

Thank you for your work on the current S-1 version of the ordinance authorizing the sale of MOA property to CY Investments. I have some questions about the S-1 which I hope are discussed during the upcoming Assembly work session:

1. What exactly are the mechanics of "designate for future disposal"? Is this just a mandate to amend the HLB work plan? Will it be reflected in a plat note for the Phase 1 subdivision plat? Will MOA retain title to the lot designated for future disposal? How is the lot to which this obligation applies selected? Does MOA get to pick or must there be agreement between CY and MOA on which of the platted MF lots is subject to this requirement?
2. What are the mechanics of "attach to any conveyance of these parcels"? Does this result in a subdivision covenant? Will it be reflected in a plat note for the Phase 1 subdivision plat indicating SF lots are "subject to" use restrictions limiting STR's? Is this only an HOA bylaw?
3. Does "seeking official action" mean submitting an initial permit application (in which case GBOS is involved earlier than the standard process) or does it mean some other point further along the approval process (in which case GBOS is reacting to something already submitted)?
4. Must the development already have generated a "profit" before HLB obtains title to a MF lot for future disposal to a housing entity? Or is the value of the MF lot just "counted" against the HLB share of future profits? The answer impacts timing and certainty of the future transfer of property to the housing entity.
5. Is the intent for HLB to receive FMV from the housing entity for the lot retained for disposal to the housing entity? The more conventional process for development of work force housing involves a public entity contributing the real estate (i.e. putting some "skin in the game"). That commitment greatly increases the chance of obtaining grants (many private

foundations want to see a governmental contribution) or qualifying for federal/state contributions or attracting private investors who are looking for tax credits associated with development of cost controlled housing.

6. Finally, can the community trust HLB and the Administration to honor Assembly intent? Does this version already reflect "buy in" from HLB or will this turn into a case of passive resistance to the will of the Assembly which the community must continue to overcome ?

Thanks for looking these over. Being able to understand at a greater level of detail will help as the process of addressing this challenging problem continues.

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174 Stowe Circle
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