

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

*Briana Sullivan & Mike Edgington, Co-Chairs
Jennifer Wingard, Brian Burnett, Kellie Okonek*

April 28, 2025 MOA GBOS Quarterly Meeting Minutes Final

4:00 p.m. via Microsoft Teams & Girdwood Community Room

This meeting is being held via teams with in-person attendance 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 Code 1.25 - Public Meetings.

The Girdwood Board of Supervisors operates under the Girdwood Public Meetings Standards of Conduct.

Call to Order 4:00 p.m. Mike Edgington or Briana Sullivan, GBOS 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.

4:05PM Call to Order Mike Edgington

Roll Call: attending are Briana Sullivan, Brian Burnett, Jennifer Wingard, Mike Edgington, Kellie Okonek (4:15PM)

Disclosures

Municipal Staff attending: Becky Windt Pearson, Municipal Manager; Quincy Arms, Legal; Zack Schwartz, Legal (focusing on Girdwood); Lance Wilber, Planning/Development/Public works; Tiffany Briggs, Real Estate; Melisa Bab, Planning; Ben Russell, OEM.

Agenda Revisions and Approval

April 28 MOA GBOS Quarterly Meeting Agenda approved

Burnett/Sullivan

Assent

Agenda

Welcome and Introductions

1. Role of GBOS/GVSA within the MOA

Zack Schwartz is introduced as member of MOA legal department who will specialize in Girdwood projects.

GBOS able to propose code change of T21C9

Administration is supportive of GBOS being able to initiate code changes to T21C9. An ordinance that could be changed to address this was started by Meg Zalatel. Administration will adjust to meet the additional need to resolve this for Girdwood and continue the process through Planning and Zoning. Timeline is to have a draft to GBOS in August, request support by GBOS and then complete with Planning and Zoning Commission in September.

Land Management Authority by Girdwood entities

HLB: Administration supports addition of another member of HLBAC who is a Girdwood resident.

Group discusses interpretation of the requirement that HLB land is used to the benefit of the MOA as a whole, as the benefit of the whole may not be beneficial to Girdwood specifically (ie property tax revenue compared to need for workforce housing). Specific parameters could be established in agreement with HLB land disposal agreements.

GBOS inquires about power that it does not have to use tools successful in other resort communities in the US: Short Term Rental, requirement of workforce housing as part of other housing development, Use of tax funds to support workforce housing projects.

Open Meetings Act:

GBOS is subject to the Open Meetings Act. Committees of the GBOS will need to be studied again as there are two types:

Community council based committees -- are one person, one vote (GTC, LUC).

Representative committees -- where only committee members may vote (PSAC, GHEC)

The last two items are

Airport jurisdiction - later in this meeting

STR allowable currently in Municipal code – decision pending.

2. DOT Airport land and Municipal zoning and planning requirements

GBOS is working on letters to MOA and to SOA regarding this issue. GBOS will work on the MOA letter further and send it once it is approved.

There are two developments that have been discussed regarding the Girdwood Airport:

Earlier effort (2023) for a hotel and other aviation and non-aviation elements at the North end of the Girdwood Airport.

2025 lease for land at the south end of the airport for heli pad and hangar. (Parcel H)

Concern of the community is SOA determination that they don't need to follow Municipal Land Use Code on airport land. City agrees that aeronautical use is within purview of the SOA on airport land, however non-aviation uses are in dispute. Use of Parcel H for proposed commercial heli operation is in conflict with the Girdwood Comprehensive Plan and Girdwood Airport Master Plan.

Urgency based on concern that the buffer will be removed while the conversation is on-going as the property is studied.

Municipal Manager plans to discuss with DOT directly to understand better the specifics of Parcel H and determine if the specifics of this development may fall within MOA purview.

Order of the remaining items was changed during the meeting to hit quick items first. Order they were addressed in the meeting is #4, #6, #5, #3.

3. Short Term Rental regulations – postponed to end of the meeting

Proposed framework under T21C9 has been provided to MOA.

Effort for receiving data from STR platforms by zip code has failed. STR platforms would comply with a registration based requirement, rather than one that is tax-based. Administration plans to repeal prior ordinance and replace it with one based on registration.

Municipal Manager Questions regarding proposed platform:

- Why insurance requirement? Is there an issue with un-insured properties? How would insurance requirement be enforced?

Language for this has come from other locations with STR registration.

- Enforcement of registration requirements– Why Girdwood staff specific enforcement?

This framework is intended for Girdwood only. Girdwood has waited for areawide registration but that effort failed last year. Girdwood's issues with STR have grown while an areawide solution was pitched and failed. Girdwood proposal would direct registration fee to pay for enforcement locally.

If there is registration Areawide under Title 7 and in Girdwood under Title 21, it could be that STR owners would need both.

Bed tax is another element – in other communities bed tax from STR goes toward mitigation of the negative impacts of STR on the community. Girdwood STR bed tax is going to MOA, not back to Girdwood.

Follow-up:

There is a working group tasked with the new ordinance to receive data from STR platforms. This project is underway.

Municipal Manager will consider if there are changes to include in Areawide registration. Possible to push forward a Girdwood-based proposal.

4. Alcohol tax – First Quarter Revisions:

\$64,500 has been added to the GFD budget in First Quarter Revisions.

No addition for police items. Police service is entirely contractual and MOA funds can't be used in this way. There may be other ways to manage this through loan of equipment etc. This can be discussed separately.

5. Funding source for capital: Possible for GVSA to access to intra-fund loans?

Currently no intra-fund loans available due to issues with loan projects in the past. Administration is researching possibility of offering these loans for projects based on specific criteria, such as the Girdwood road bond, which passed in Girdwood and would be paid for by Girdwood taxes, but failed in the areawide vote. Group discusses that the language in bonds may need to change to clarify who will pay for bonds.

There should be additional information on this at or before the next Quarterly meeting.

6. Tsunami Signs for Girdwood

Ben Russell (Office of Emergency Management). It has been established that Old Girdwood (and Port of Anchorage) is within possible tsunami zone.

MOA will apply for National Weather Service & DOT and work with local resources on a Tsunami-ready evacuation plan, establish routes and gathering points. Signage will be installed to support this plan. Goal is to complete this by October 2025.

Public Comment: None

Adjourn 5:15PM Wingard/Burnett