



APPENDIX F

Public Comments

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Addendum to the Final Draft

A few comments from the public were received after the finalization of this draft plan. These comments are summarized below for the reader's consideration. Full comments are attached in Appendix F.

Additional public comment captured during the process of developing this plan can be found in the meeting notes from a variety of public events, included in Appendix A:

- Community Workshop #1, November, 2007
- Townsite Subcommittee Meeting Notes, October, 2007 through June, 2008
- Community Workshop #2, May, 2008

Summary of Comment (as of July 21, 2008):

1. Commenter observed that she has seen many recent developments in Girdwood "that cost a lot and seem to benefit very few." She would like to see more plans that directly benefit the community. Recommendations specific to the Girdwood South Townsite Plan: (1) sidewalks in high-travel areas such as either side of Hightower Road, (2) paved roads if they are higher-traffic, (3) commuter shuttle to Anchorage, (4) clean and adequately-sized grocery store for residents.
2. Commenter observed that he supports plans – even if more expensive and initially unpopular – that avoid "mass-produced materials that give a dreary, uniform look." He cites residential development in the town of Poundbury, England (a fully-planned village) that is nice-looking and high-dollar except that some of the properties are rent-controlled/purchase-price-controlled to "mimick... the social and economic mix of the traditional village."

He also mentions a preference for focusing on the pedestrian (rather than the automobile) in South Townsite planning, implying that pedestrian-oriented development leads to higher value in the longer term.

From: Lisa Wharton [mailto:LisaW@mckinleymortgage.com]
Sent: Friday, July 18, 2008 11:04 AM
To: Heather Stewart
Cc: gbos@muni.org; mayor@ci.anchorage.ak.us
Subject: Girdwood development priorities

To Whom It May Concern,

As a full time Girdwood resident and property owner walking around Girdwood, I have seen many recent developments that cost a lot and seem to benefit very few.

For example:

- 1) The newly paved and sidewalk development of an area (“Girdwood Place”) that no one uses versus an existing safety hazard of no sidewalks at all on a heavily travelled by pedestrians portion located on either side of Hightower road between the Alyeska Highway and the post office.
- 2) The paving that no one wanted of a low density road (Crow Creek Road) versus paving a highly travelled, costly to maintain as dirt, and very populated road (Timberline).
- 3) Two (not just one) empty shuttle buses driving around at all times around Girdwood, versus a commuter bus or shuttle between Anchorage and Girdwood 2 times a week.
- 4) A very beautiful community hall space sitting empty much of the time versus a clean and adequately sized grocery store for residents (instead of the existing dilapidated and rundown location).

Respectfully Yours,

Lisa Wharton

Girdwood AK

From: Jim Henderson [<mailto:j.henderson@GCI.net>]
Sent: Friday, July 18, 2008 1:49 PM
To: Heather Stewart
Subject: South Girdwood Town Site Planning

Heather:

Reference the Girdwood south town site planning, "If you design with the pedestrian at the center, not the car, then you tend automatically to produce a more livable community." "It very nearly didn't end up like it is now because there were efforts to water it down;"

This is reference to development of Poundbury, he admits that Poundbury is an expensive experiment, launched in the face of opposition from architects, planners and economists. The high cost followed inevitably from his determination to avoid the mass-produced materials that give a dreary, uniform look. Looking at the pretty facades of Poundbury, you would never guess that as many as one in three is earmarked for people who can't afford open-market rents or purchase prices reflecting a conviction that strong neighborhoods can be best fostered by mimicking the social and economic mix of the traditional village.

"But we have probably shown that for a ten percent extra cost, roughly, you are actually achieving a far higher value in the longer term than in the shorter term, which is the way the modern world looks at everything."

This is an excerpt from a discussion on the management of a 669 year old trust fund with Charles, Prince of Wales in the May 2006 National Geographic Magazine. It would be interesting if we could heed some of these observations and incorporate the similar focus on the people not the cars in present and future planning for Girdwood.

Jim Henderson

From: Dugan, Bob [mailto:Bob_Dugan@golder.com]
Sent: Monday, April 14, 2008 8:24 AM
To: Heather Stewart
Subject: Girdwood Tennis Courts Comment

Heather,

With regard to the planning for the new Girdwood townsite, I would like to see the provision for at least 2 tennis courts, preferably new, and that the old ones not be removed until the new ones are operational.

Thanks,

Robert G. Dugan

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