

**Project Management and Engineering
Spenard Road Reconstruction Phase II: Hillcrest Drive to Benson Boulevard (Project No. 03-22b)**

Compliance with Adopted Plans and AMC Title 21 Land Use Regulations Matrix, January 2016

Following is a summary of the adopted plans and policies that the Spenard Road Draft Design Study Report (DSR) recommendations comply with.

Adopted Plan or Municipal Code	Purpose	Plan/Code Section	How Spenard Road Reconstruction draft DSR implements or is in compliance
Anchorage Bowl Comprehensive Plan 2001	<p>Transportation Goals & Policies:</p> <p>Policy 36: New transportation projects and significant projects shall accommodate new trail sections and easements identified in the Areawide Trails Plan.</p> <p>Policy 37: Design, construct and maintain roadways or rights-of-ways to accommodate pedestrians, bicyclists, transit users, the disabled, automobiles, and trucks where appropriate.</p> <p>Policy 38: Design, construct and maintain roadways or rights-of-way to promote and enhance physical connectivity within and between neighborhoods.</p> <p>Policy 53: Design, construct and maintain roads to retain or enhance scenic views and improve the general appearance of the road corridor.</p> <p>Policy 54: Design and construct neighborhood roads and walkways to ensure safe pedestrian movement and neighborhood connectivity to discourage high-speed cut through traffic.</p>	Page 79, 83	<ul style="list-style-type: none"> • The project is upgrading pavement, replacing the curb and gutter, improving pedestrian facilities, transit facilities, and improving safety. • The project implements the Areawide Trails Plan by providing eight foot wide multi-use pathways on both sides of the street. • Landscaping and amenities are included to improve the appearance of the corridor.
West Anchorage District Plan, 2012	<p>Transportation Objective #2: Expand or complete trail connections that link residential areas and key destinations such as businesses, schools and employment centers.</p> <p>Transportation Objective #3: Plan for and develop an efficient road network that accommodates current and future traffic appropriately, including the safe movement of passenger vehicles, trucks, freight movement, bicycles and pedestrians.</p>	<p>Table 4.2-2, page 106</p> <p>See attachment B</p>	<ul style="list-style-type: none"> • The eight foot wide multi-use pathways will improve pedestrian access to businesses and access to Chester Creek Greenbelt. • The projects is designed to accommodate traffic through 2037.

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	<p>Transportation Objective #4: Develop roads and other transportation facilities that support and enhance surrounding land uses.</p> <p>CSS/CSD should continue to be utilized to reduce conflicts and result in mutually acceptable transportation improvement. After project planning, CSD/CSS can also minimize the construction impacts of road renovation projects on local businesses by:</p> <ul style="list-style-type: none"> • Informing the public before the ground is touched. • Phasing project construction to maintain ongoing business access. • Requiring a temporary business access plan in all road improvement plans and bid documents. <p>Key Bicycle Plan Improvements</p> <p>Neighborhood Objective #1:</p> <ul style="list-style-type: none"> • Protect neighborhood character and quality of life through context sensitive planning of road improvements, enforcing improved residential and commercial design standards, and maintaining convenient access to recreation/open space opportunities. • Implement Context Sensitive Design. CSS is the primary mechanism used by the MOA to ensure that public input about the context and use of roads is considered in the design and character of future roadways. 		<ul style="list-style-type: none"> • The project will support the businesses uses along the corridor with improved pedestrian facilities, improved lighting, and amenities to enhance the appearance of the roadway. • Spenard Road Reconstruction Phase II implemented the MOA's 2009 Adopted Context Sensitive Solutions (CSS) Policy for Transportation Projects from the start in 2003 (before the CSS was adopted) through the DSR phase and will continue through project completion.
<p>Spenard Corridor Technical Report, April 2011</p>	<p>Report outlines existing conditions and basic analyses of land use with the planning corridor.</p> <p>The report identifies the following historic and current challenges to the Corridor's commercial viability:</p>	<p>Page 1</p> <p>Page 2, 3</p>	

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	<ul style="list-style-type: none"> • Insufficient parking serves as an obstacle to business expansion; • Nonconforming parking spaces creates dangerous vehicle and pedestrian movements and a lack of shared parking areas discourage multiple pedestrian trips while in the area; • Spenard Road is dangerous for motorists, pedestrians and cyclists; • Commercial expansion in other parts of Anchorage challenge Spenard businesses to reinvent themselves to remain relevant and attract customers.; • Small lots require land assemblage and replatting for new development • Declining building stock and high land prices made redevelopment costly; • Insufficient and poor infrastructure and connectivity, especially on adjoining side streets; • Declining housing conditions in adjacent areas brings the area “down;” • While having a distinct feel and character, the district boundary is undefined and not marketed to its fullest potential. 		<ul style="list-style-type: none"> • The project includes four parking lots to improve parking in the area. • The project provides on-street parking to improve parking where possible. • Nonconforming parking spaces that back across sidewalks and into the street are being eliminated. • The landscaping and amenities being proposed consider the character of the area and improvements to other segments of Spenard Road to unify the community.
Spenard Corridor Technical Report, April 2011	Identifies future parking lot locations and new road locations	Page 13	<ul style="list-style-type: none"> • Identifies the location at Spenard and 27th Avenue, purchased by the MOA.
Spenard Corridor Technical Report, April 2011	Maps on these pages identify factors such as Age of Structure, Building Value/Total Property Value Ratio and Floor Area Ratios that are indicators of potential for replacement and redevelopment.	Page 16, 17, 18, 20	<ul style="list-style-type: none"> • The project supports redevelopment potential along the corridor.

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Spenard Corridor Technical Report, April 2011	Map identifies the area between Hillcrest Drive and Fireweed lane is a “redevelopment area.” The area between Fireweed and Northern Lights Boulevard is identified as a “Possible Development Catalyst Zone.”	Page 23	<ul style="list-style-type: none"> • Project is expected to stimulate and/or facilitate redevelopment in the area already begun with the Bosco’s relocation.
Interim 2035 Metropolitan Transportation Plan (MTP)	<p>Purpose of the MTP identify and prioritize projects, programs and tasks for transportation infrastructure funding for the long-term. The document is a sub element of Anchorage 2020, the comprehensive plan.</p> <p>Goal 1: Ensure development of a balanced transportation network for people, goods and services that provides an acceptable level of service, maximizes safety, minimizes environmental impacts, provides a variety of transportation choices and supports planned land use patterns.</p> <p>Goal 2: Provide a transportation system that moves people and goods safely and securely throughout the community.</p> <p>Goal 3: Develop an attractive and efficient transportation network that considers the cost of building, operating and maintaining the system; the equity of all users; public health impacts; community values; and social justice.</p> <p>Goal 4: Develop a transportation system that supports a thriving, sustainable, broad- based economy by locating and using transportation infrastructure and facilities to enhance community development.</p> <p>Goal 5: Establish community connectivity with safe, convenient, year- round automobile and non- automobile travel routes within and between</p>		<ul style="list-style-type: none"> • The project meets goals 1-8 of the MTP. The project will improve Spenard Road to current standards. • The project will improve all modes of transportation, vehicle, pedestrian, bicycle, and transit. • The project will improve appearance of the road.

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	<p>neighborhoods, commercial centers and public facilities.</p> <p>Goal 6: Improve access to employment centers, services, housing, and other destinations while providing mobility for people and goods in a safe, affordable, efficient and convenient manner.</p> <p>Goal 7: Provide a transportation system that provides viable transportation choices among various modes.</p> <p>Goal 8: Design and maintain a transportation system that respects the integrity of the community's natural and built environment and protects scenic vistas.</p>		
Interim 2035 Metropolitan Transportation Plan (MTP)	Table 7-1: Recommended 2035 MTP Road Projects – Short Term, page 7-5, identifies project 112: Spenard Road Rehabilitation – Hillcrest Drive to Benson Boulevard	Page 7-5	<ul style="list-style-type: none"> Project scope matches the MTP project description “Rehabilitate to improve traffic flow. Recommend pedestrian facilities. Purpose: Circulation and access. Facility class: Minor arterial. Length of project: 0.51 mile. Length of new sidewalk: 0.51 mile. Length of new pathway: N/A. Linked project(s): None”.
Interim 2035 Metropolitan Transportation Plan (MTP)	Identifies a Spenard Road Corridor Strategic plan, addressing MTP goals 1 through 8 to be conducted in 2015-16 by MOA Community Development in partnership with AMATS and DOT&PF.	Page 8-2	<ul style="list-style-type: none"> The draft DSR will be reviewed by the consultant project team selected for the Spenard Road Corridor Strategic plan. MOA Community Development and Public Works staffs are coordinating the projects.
Official Streets and Highway Plan (1996, Amended 2005)	Functional Classification: Minor Arterial “These streets carry between 10,000 to 20,000 vehicles per day. They should have two to four moving lanes and paved shoulders (for emergency parking). Residential development should be discouraged from abutting directly onto these streets. Direct access to commercial property must be controlled to limit the number of permitted driveways. Where possible, driveway access should be shared with abutting property owners.	Page 10, 12	<ul style="list-style-type: none"> Design for Spenard Road, is consistent with its classification as a Class II, Minor Arterial.

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Anchorage Pedestrian Plan, 2007	<p>Overall Goal: Double the number of pedestrian trips made by Anchorage residents while simultaneously reducing the number of injuries from pedestrian-vehicle crashes.</p> <p>Goal 1: Create a safer, more walkable city that will encourage year-round winter pedestrian activity and make walking a safer and more attractive activity.</p> <p>Goal 2: Provide barrier-free mobility for all populations.</p> <p>Goal 3: Reduce the number and severity of vehicle crashes involving pedestrians and bicyclists by raising public and law enforcement awareness of practices, rights, and responsibilities that promote pedestrian safety.</p> <p>Goal 4: Improve community connectivity by providing safe, convenient, year-round pedestrian routes within and between neighborhoods, commercial centers, schools, and public facilities as well as between major employment centers and adjacent residential neighborhoods.</p> <p>Goal 5: Review the relationship of street design to the design of adjacent land uses to consider needs of all users.</p> <p>Goal 6: Encourage development patterns that increase and enhance pedestrian use.</p> <p>Goal 7: Raise awareness of the important role of walking in promoting health and preventing disease.</p>		<ul style="list-style-type: none"> • The project meets all the goals of the Anchorage pedestrian plan. • The project will meet ADA standards.
Anchorage Pedestrian Plan, 2007	27 th Avenue from Seward Highway to Minnesota Drive is the 15 th Priority Project out of 319, noted as a heavy pedestrian route. Project area was rated		<ul style="list-style-type: none"> • The project will realign 27th Avenue and improve pedestrian crossing.

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	"High" on the Pedestrian Potential Index. Proposed crossing and sidewalk upgrades.		
Anchorage Bicycle Plan, 2010	<p>Purpose of the Anchorage Bicycle Plan is to "expand the bicycle infrastructure and the use of bicycles for transportation."</p> <p>Goals:</p> <p>#1: Improve connectivity and safety of the transportation network.</p> <p>#2: Establish a bicycle network that adequately responds to the transportation needs and desires of Anchorage residents.</p> <p>#3: Develop and maintain a bicycle network that enhances safety by improving compatibility among cycles and other transportation modes.</p> <p>#4: Achieve greater public awareness and understanding of safe bicycling and driving practices, procedures, and skills.</p> <p>#5: Provide support facilities and amenities design to enhance the bicycle network and encourage the use of bicycling as a practical transportation system.</p> <p>#6: Educate the public on the appropriate laws concerning bicycling.</p> <p>Bikeway definition in plan: A generic term for any road, street, path, or way that in some manner is specifically designated for bicycle travel.</p>	Page 3, 7, 9	<ul style="list-style-type: none"> The project complies with the goals of the Anchorage Bicycle Plan.
Anchorage Bicycle Plan, 2010	Proposed shoulder bikeway shown on proposed bicycle network map along Spenard Road north of Northern Lights Boulevard.	Page 41, Figure 13, Proposed Bicycle Network	<ul style="list-style-type: none"> Shoulders will be provided on the road from 27th Avenue to Hillcrest Drive.
Anchorage Bicycle Plan, 2010	<p>Recommended Bicycle Network projects:</p> <ul style="list-style-type: none"> 27th Avenue bicycle boulevard from Minnesota Drive to Blueberry Road (short term 2009-2014). Benson Boulevard/Northern Lights Boulevard bicycle lanes 	Pages 60-71 Table 6. Recommended Bicycle Network	<ul style="list-style-type: none"> Shoulders will be provided on the road from 27th Avenue to Hillcrest Drive

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	<ul style="list-style-type: none"> • Fireweed Lane bicycle lane, Spenard Road to Seward Highway Spenard Road bicycle shoulder, Benson Boulevard to Hillcrest Drive 		
Anchorage Bicycle Plan, 2010	Bicycle facility design criteria.	Page 73-74, Table 9	<ul style="list-style-type: none"> • Spenard Road bikeway complies with minimum standards noted in Table 9.
Anchorage Bicycle Plan, 2010	Construction and Maintenance Access considerations raised in the bicycle plan listed should be considered in plan notes and specifications.	Page 86, 87	<ul style="list-style-type: none"> • Bicycle detours will be included in traffic control plans.
Anchorage Bicycle Plan, 2010	Bicycle Support Facilities and Facilities. Applicable sections: <ul style="list-style-type: none"> • Coordination with Transit • Bicycle Parking • Preferred Bicycle Parking Location • Bicycle Parking Design 		<ul style="list-style-type: none"> • Coordination with transit is ongoing.
Anchorage Bicycle Plan, 2010	Inventive Programs and Special Activities <ul style="list-style-type: none"> • Bicycle Advocacy Groups 	Page 99	<ul style="list-style-type: none"> • Public involvement program included outreach to bicycle advocacy groups and bicycle-related businesses in project corridor and around Anchorage.