

# 4

## DISTRICT-SPECIFIC CONCEPTS

This chapter presents framework development concepts, placemaking opportunities and policy recommendations for each transit-supportive development district: North, Central and South. It expands on the concepts identified in Chapter Three to provide more detail at the District level. The policies and future land use maps in this chapter should guide decisions and actions toward achieving the Overarching Principles, Plan Concept and Plan Framework. The redevelopment concepts and placemaking opportunities graphics and concepts in this chapter, such as in the Concept and Case Study Figures 4.2 and 4.3, are for illustrative purposes only. They are intended to guide private and public investment and do not constitute a formal proposal or action on behalf of the Municipality. It includes illustrations that conceptualize redevelopment of private land in the Plan Area as well as investments in public infrastructure. Actual redevelopment and physical improvements will be shaped by local regulations, future market conditions, property owner preferences, available funding and other factors.

### Note

Note that Figures 4.1, 4.5 and 4.9 indicate land use changes that are intended to follow parcel lines, but in some cases those locations are approximate. Where the land use remains the same as in the 2040 LUP, the boundary lines in the LUP should be referenced. Only the areas that are marked with a hatched pattern are intended to be changes from the 2040 LUP.

These topics are addressed for each Spenard TSD District:

- » **Vision.** District-level vision statement
- » **Land Use/Development Character.** Recommended land uses and organization of land uses
- » **Connectivity.** Connectivity objectives with a focus on active transportation
- » **Transit.** Overview of transit opportunities and considerations
- » **Street Edge Character.** Recommended design at the street edge for key streets in the TSD.
- » **Transitions.** Sensitive edges, typically where a residential area abuts another recommended for mixed use or commercial.
- » **Key Redevelopment Opportunities.** Description of the primary strategic redevelopment opportunities in the District.
- » **Key Placemaking Opportunities.** List and description of key placemaking opportunities to be encouraged and/or pursued by the Municipality.
- » **Redevelopment Case Studies.** Conceptual site plan studies that illustrate hypothetical redevelopment of properties to demonstrate the Plan's objectives on an actual opportunity site.



## A. North TSD District

This section provides land use, connectivity, design and placemaking recommendations for the North Spenard TSD District. First, a description of future character is presented, which builds on the vision statement in Chapter 3. Then, Policies are set forth with special comments related to this district.

### North District Character

North Spenard will be the “heart” of the Spenard Corridor. It will be a citywide entertainment destination, a place for culture and events, and that supports a wide range of transit-oriented residential, retail, employment, creative space and dining activities. A year-round indoor/outdoor market will be an anchor for the District. As Spenard’s “downtown,” North Spenard will be more urban, with taller buildings, pedestrian-oriented streets and active outdoor gathering spaces. Over time, large scale, phased redevelopment that intermingles with existing smaller buildings and housing will provide a critical mass of activity that keeps North Spenard active and safe during daytime and nighttime hours. The long east-west blocks will be broken up with new streets, publicly-accessible private drives or pedestrian and bicycle paths.

With few low-scale, sensitive residential edges, North Spenard represents the best opportunity for a concentration of higher-intensity, transit-supportive redevelopment in the Plan Area. In particular, a highly active, mixed-use district will be established on the blocks between 27th Avenue and 31st Avenue to the north and south and Lois Drive and Arctic Boulevard to the west and east. New residential infill, including multi-family, single-family and live/work units will develop along the blocks flanking this area, alongside residential properties present there today.



## North District: Land Use/Development Character

### **Policy 4.1: Accommodate a wide range of uses that support transit, generate activity and contribute to economic development and placemaking goals in North Spenard.**

As the Plan Area's "downtown," North Spenard should have a healthy mix of uses. This includes commercial and civic uses, as well as live/work housing and mixed-use projects with residential. Future land use and development patterns in the Spenard Town Center area should follow the framework that Figure 4.1 provides, in coordination with the 2040 LUP and WADP. See Chapter 3 for a description of the land use designations.

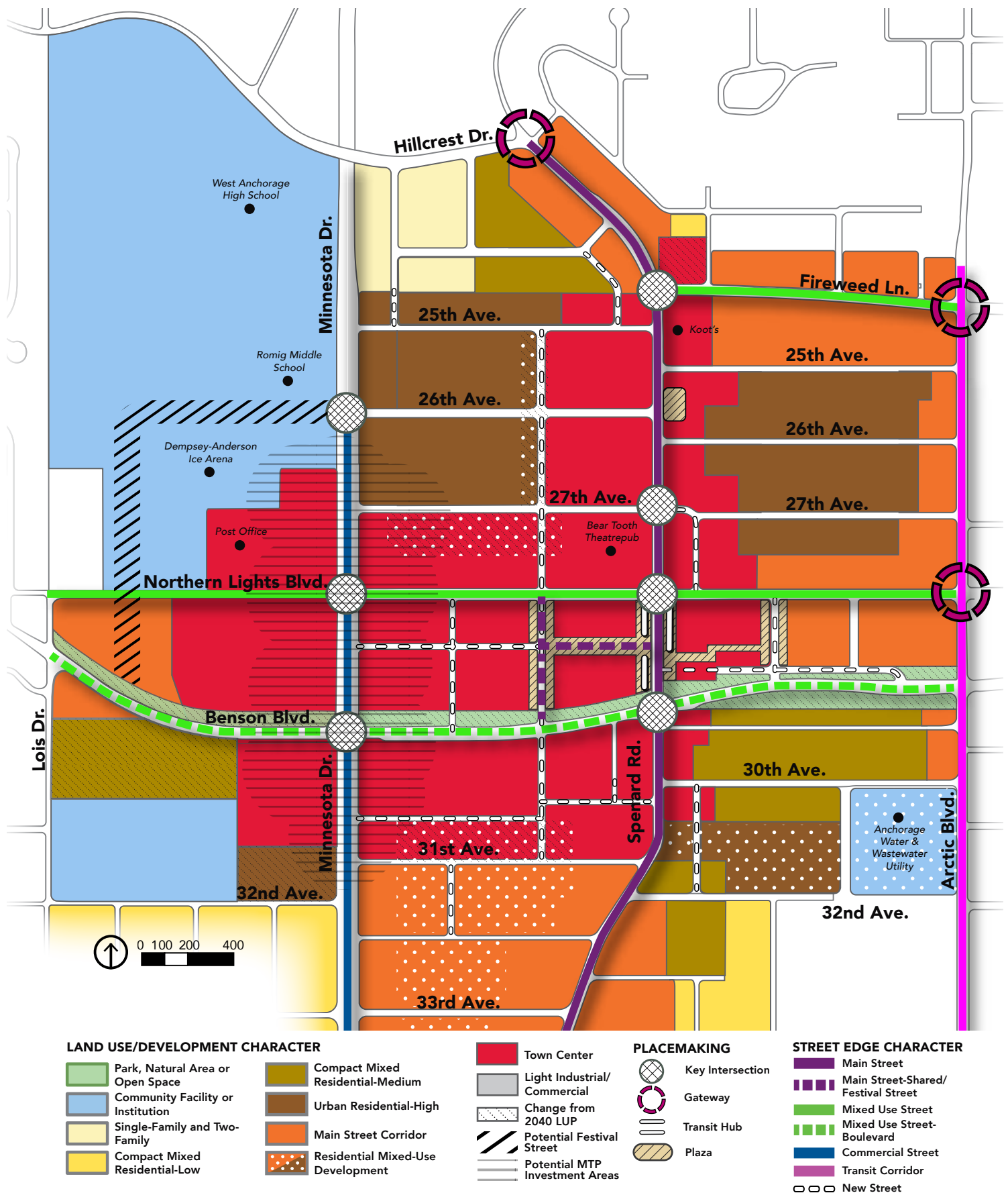
The land use recommendations illustrated in Figure 4.1 are generally consistent with the 2040 LUP, and add more specific direction for the Spenard Town Center and corridor. There are deviations in some places. These changes in the land use designations are recommended, in order to satisfy North District objectives. The change from the 2040 LUP are identified with a diagonal line pattern in Figure 4.1 and include:

- » Expansion of the Town Center land use designation, with the "Residential Mixed-use Development" overlay pattern (white stipple dots), into the residential blocks west of Spenard Road north of 27th Avenue, in order to place mixed-use development on a new north-south street.
- » Addition of the "Residential Mixed-use Development" overlay pattern (white stipple dots) on parts of the Town Center land use designation, in order to encourage mixed-use redevelopment with housing. Areas include: west of Spenard Road; on properties currently zoned residential along the south side of 27th Avenue between Spenard Road and Minnesota Blvd.; and along the north side of 31st Avenue between Spenard Road and Minnesota Blvd.
- » Re-classification of the northeast corner of Spenard Road and Fireweed Lane from Main Street to Town Center with the "Residential Mixed-use Development" overlay pattern, in order to reflect its existing large building, lot depth, and intensity of residential/commercial mixed-use that anchor the north end of Spenard Town Center.





## 4 District-Specific Concepts



**Figure 4.1 North District Future Land Use**

\*Refer to the 2040 Land Use Plan for the location and application of Growth-Supporting Features overlays.

## North District: Connectivity

### Policy 4.2: Give priority to circulation improvements that enhance connectivity in North Spenard.

The key improvements are:

- » Establish an active transportation network with an emphasis on Spenard Road, Benson Boulevard, 27th Avenue and Fireweed Lane.
- » Enhance regional connectivity to Fish Creek and the Chester Creek Trails.
- » Improve north-south connectivity between Minnesota Drive and Spenard Road and between Spenard Road and Arctic Boulevard. This may be accomplished by new public streets, or walkways and bike paths. Improved crossings also should be provided along Minnesota Drive, Northern Lights Boulevard and Benson Boulevard.
- » Establish major east-west bicycle connections along Benson Boulevard and 27th Avenue.
- » Introduce traffic calming measures to slow traffic where feasible. Traffic calming measures may include creating interesting street edge development design adjacent to the street right-of-way and improvements to the right-of-way itself.



#### Note

See Figure I.3 in Chapter I for the AMATS LRTP process to test new connectivity options and/or make land use changes.

## North District: Transit

### Policy 4.3: Give priority to transit system improvements in North Spenard.

The key improvements are:

- » Establish a major Transit Hub on Spenard Road in the vicinity of Northern Lights Boulevard and Benson Boulevard.
- » Integrate Transit Hub with adjacent redevelopment using signage, pedestrian connections and through building placement and orientation.



### Note

Street edge character must also conform with the street design standards in the Municipality of Anchorage's Title 21.

## North District: Street Edge Character

### Policy 4.4: Promote a street edge character that supports transit and active pedestrian uses in North Spenard.

Appropriate street edge character is identified in Figure 4.1. Features include the siting and design of private development and the public realm:

- » "Main Street" along Spenard Road.
- » "Main Street-Shared/Festival Street" on new section(s) of road between Benson and Northern Lights Boulevards.
- » "Mixed-Use Street" along Fireweed Lane and Northern Lights Boulevard.
- » "Mixed-Use Street-Boulevard" along Benson Boulevard.
- » "Commercial Street" along Minnesota Drive.
- » "Transit Corridor" along Arctic Boulevard.

Please see Chapter 3 for a description of Street Edge Character Typologies.

## North District: Transitions

### Policy 4.5: Use design features to smoothly transition between residential and non-residential uses.

The North District contains a variety of development types of different scales, and this is anticipated to continue into the future. Therefore, designing compatible transitions will be important. (See the description of Transition techniques in Chapter 3.)



## North District: Key Redevelopment Opportunities

### Policy 4.6: Encourage redevelopment that supports transit and active pedestrian-oriented uses in North Spenard.

As shown in Figure 4.2, the North District presents a wide variety of infill opportunities, where redevelopment should be encouraged.

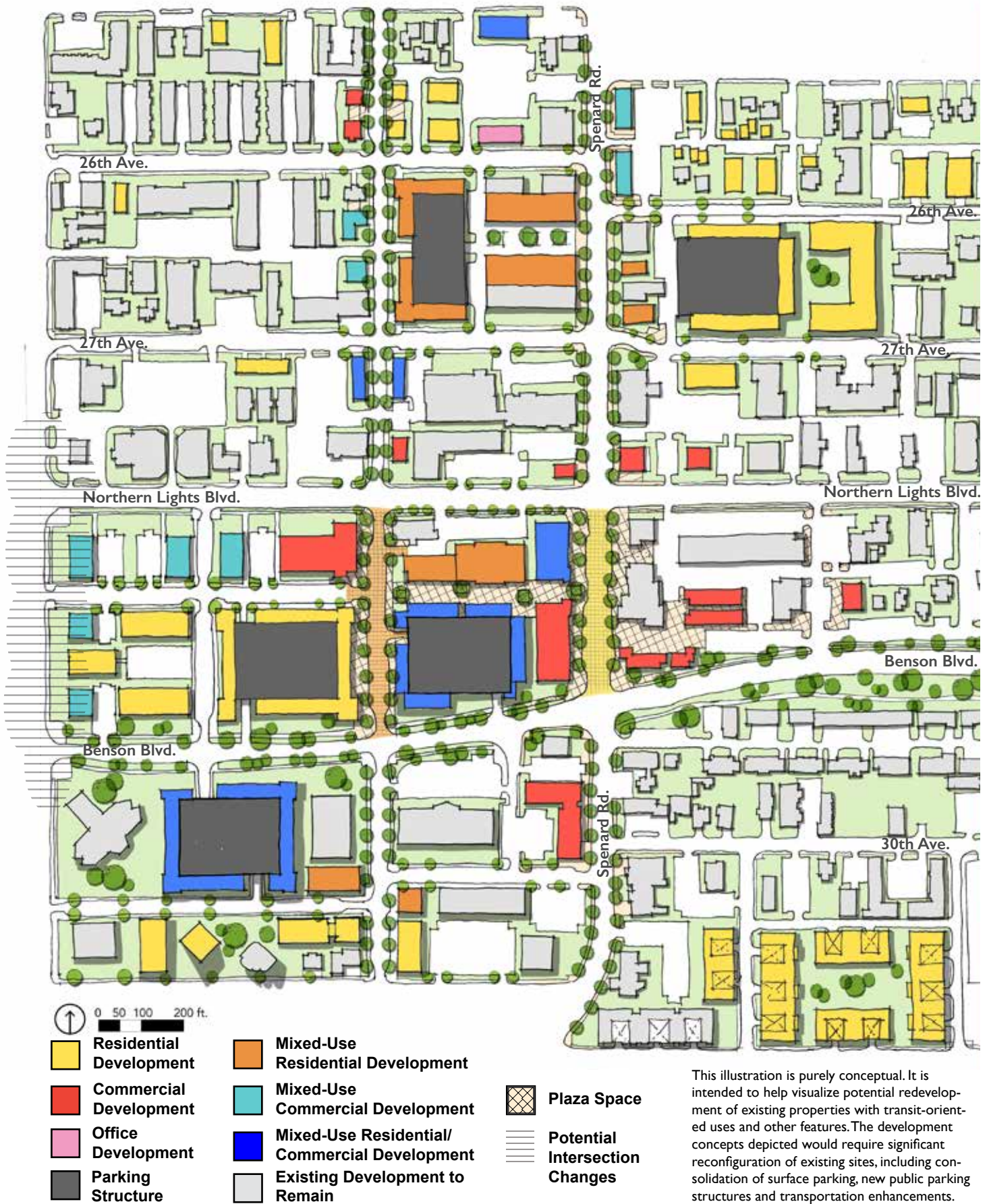
Opportunities include:

- » **Spenard Road Properties.** Encourage and pursue redevelopment and mixed use infill on properties fronting Spenard Road to establish it as the “main street” of the Plan Area. Promote active ground floor uses oriented toward Spenard Road. As illustrated in Figure 4.2, properties fronting Spenard Road provide opportunities for new vertical mixed-use and commercial buildings with residential or office uses on upper floors. Renovation and adaptive reuse opportunities abound.
- » **East-West Superblocks.** Redevelopment and reconfiguration of the east-west superblocks located between Minnesota Drive and Spenard Road and to a lesser extent between Spenard Road and Arctic Boulevard are critical to achieving the Plan’s transformational vision for North Spenard. Aggressively encourage incremental and wholesale redevelopment of this area as a key pedestrian-oriented placemaking opportunity. As shown on Figure 4.2, a variety of taller, vertical, mixed-use, commercial and multi-family residential buildings are encouraged on the blocks between Spenard Road and Minnesota Drive. Adaptive reuse and incremental, small-scale commercial infill, live-work units, commercial condos and artists spaces are encouraged east of Spenard Road between Northern Lights and Benson Boulevards.
- » **Incremental Mixed-Use Redevelopment.** Smaller commercial and mixed-use infill development should be encouraged throughout the areas designated as Mixed-Use on Figure 4.1 and illustrated on Figure 4.2. Smaller, scattered infill is shown throughout the North District, and particularly in the northwest and southwest.
- » **Multi-family and Single-family Incremental Infill.** Transit-supportive and concentrated multi-family, residential infill and small-scale, single-family infill should be pursued in areas away from the major streets as identified in Figure 4.2. Multi-family and single-family infill buildings are illustrated in the northwest, northeast and southern areas of North Spenard.
- » **Adaptive Reuse/Renovations.** Reinvestment in existing buildings is strongly encouraged throughout the District.





## 4 District-Specific Concepts



**Figure 4.2 North District Concept**





## North District: Key Placemaking Opportunities

### Policy 4.7: Pursue placemaking opportunities and private redevelopment efforts in North Spenard.

North Spenard presents numerous placemaking opportunities. Locations for establishing gateways, improving key intersections and transit hubs are identified on Figure 3.9 in Chapter 3. The following opportunities should be pursued:

#### Spenard Spine

New development and public improvements in the vicinity of Spenard Road should be designed to establish the most active, safe, efficient, comfortable and interesting pedestrian and bicycle experience possible. Wide sidewalks, public art, plaza space and significant activation of the area by adjacent development are all primary objectives. Spenard Road should be the activity center for North Spenard.



#### North-South Festival Streets

As redevelopment occurs in North Spenard, establish north-south “festival streets” between Minnesota Drive and Spenard Road and between Benson Boulevard and the Romig Middle/West Anchorage High School area. The festival streets will be centerpieces of an expanded roadway network in the area and provide state-of-the-art multi-modal access and placemaking elements. They should be designed to be flexible. This means supporting pedestrian, bicycle and vehicular movement in a shared street space that slows vehicles and bicycles. The festival streets should be designed to facilitate temporary closure for events and accommodate performance areas, market stalls and similar elements. Potential sites for the festival streets are identified on Figure 4.1, but their specific locations will be determined by incremental development opportunities and investments that occur during the implementation of this Plan.



Spenard Walk

Spenard Spine

North-South Festival Street

This illustration is purely conceptual. It is intended to help visualize potential redevelopment of existing properties with transit-oriented uses and other features. The development concepts depicted would require significant reconfiguration of existing sites, including consolidation of surface parking, new public parking structures and transportation enhancements.



Large scale and incremental redevelopment of the blocks between Northern Lights and Benson Boulevards in North Spenard should be designed to establish an east-west linear plaza feature, the Spenard Walk, to thread together the proposed festival streets, Spenard Road and Cope Street. The Spenard Walk should bisect the block at its interior and be flanked by active Transit-supportive development. This is a key placemaking feature that could be established incrementally as sites are reconfigured and new buildings come on line or it could happen as part of a singular, large-scale redevelopment project. Spenard Walk should provide a gathering place, pedestrian connections, a transit access feature and serve as an organizing element for redevelopment and North Spenard.

### Spenard Crossroads

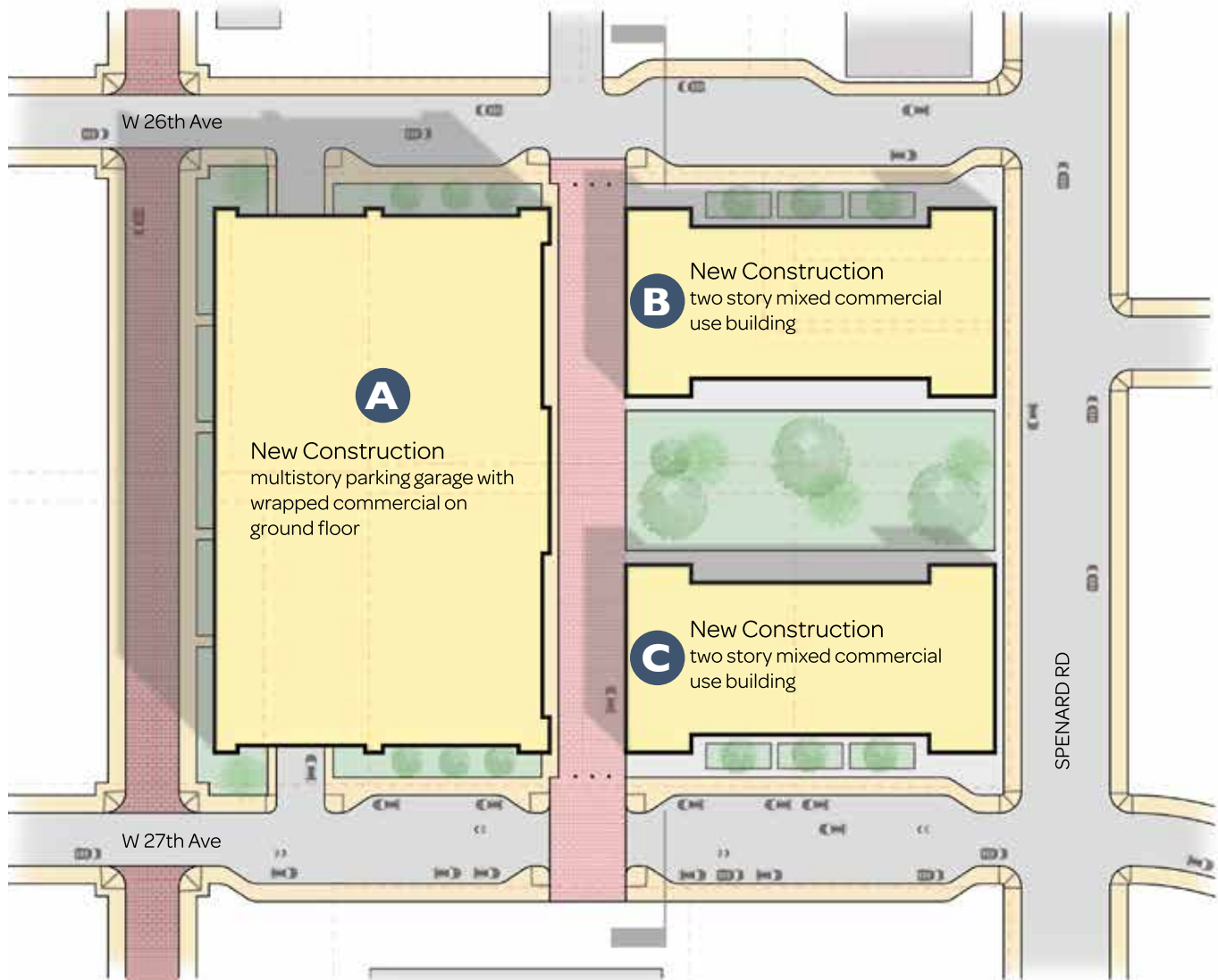
Spenard Road between Northern Lights and Benson Boulevards should be reinvented as a signature civic street. New and existing buildings, all with activity-generating ground floor uses, should frame a pedestrian-oriented street segment that serves as the centerpiece for the District. This segment should be designed with wide sidewalks, appropriately located street trees, transit improvements, waiting areas and an at-grade mid-block crossing. The street should stand out from other portions of Spenard Road in the North District. Parking currently located along this street should be replaced with widened sidewalks.



This illustration is purely conceptual. It is intended to help visualize potential redevelopment of existing properties with transit-oriented uses and other features. The development concepts depicted would require significant reconfiguration of existing sites, including consolidation of surface parking, new public parking structures and transportation enhancements.

## North Spenard Redevelopment Case Study

Figures 4.3 and 4.4 illustrate potential redevelopment concepts for the blocks bounded by Spenard Road, 26th Avenue and 27th Avenue. It is purely for illustrative purposes to demonstrate one option for how the site could be redeveloped in a manner consistent with the policies and objectives of this Plan.



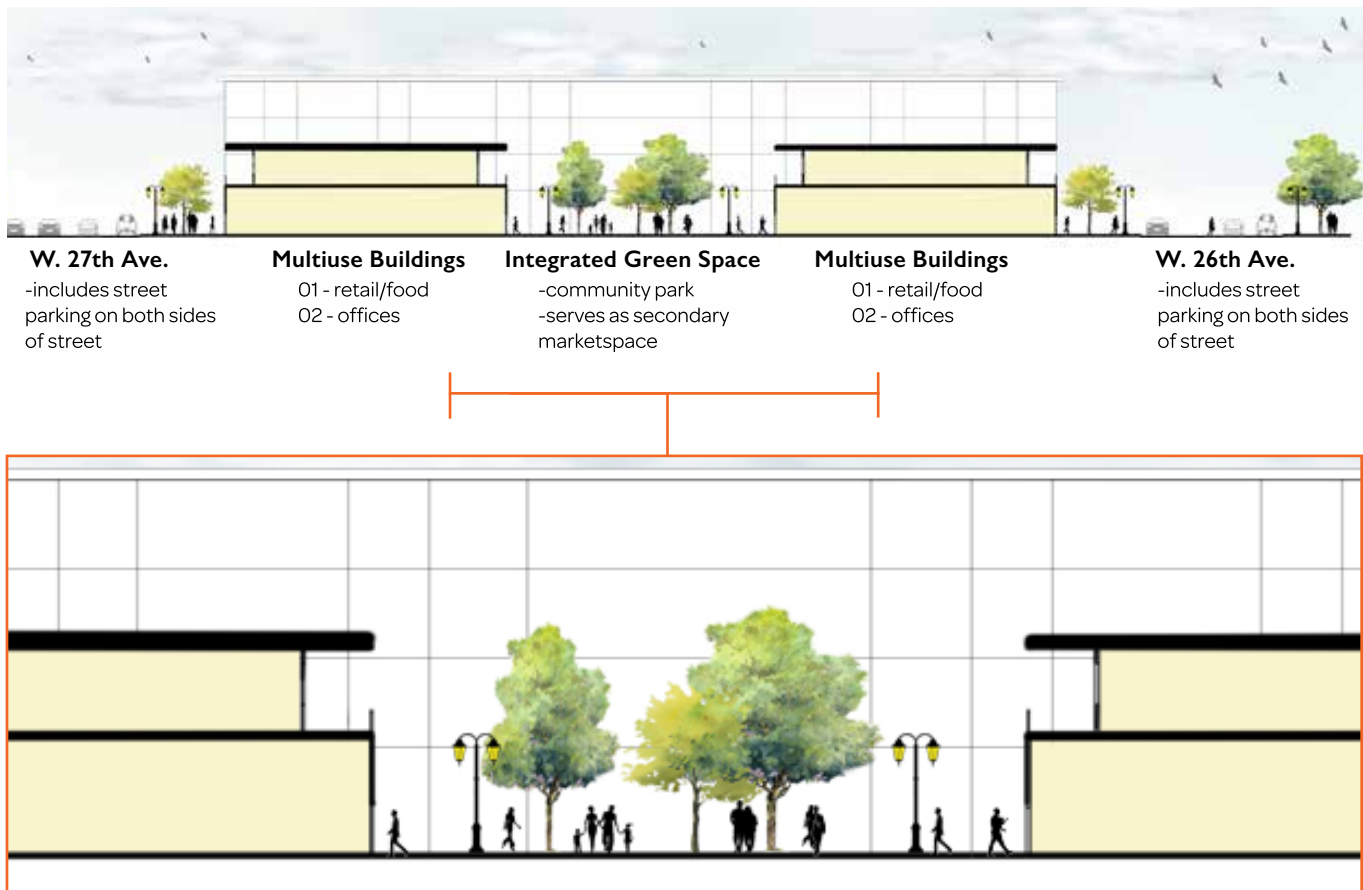
**Figure 4.3 North Spenard Redevelopment Case Study (Plan View)**

### Development Opportunity Statistics

<b>A</b>	31,000 S.F. Commercial Space 530 Parking Spaces
<b>B</b>	19,000 S.F. Retail/Restaurant Space 19,000 S.F. Office Space
<b>C</b>	19,000 S.F. Retail/Restaurant Space 19,000 S.F. Office Space



## 4 District-Specific Concepts



**Figure 4.4 North Spenard Redevelopment Case Study (Section View)**



*Integrated green space*



*Multiuse building (outdoor dining feature)*



*Multiuse building (outdoor courtyard and site circulation)*

## B. Central TSD District

This section provides land use, connectivity, design and placemaking recommendations for the Central Spenard TSD District. First, a description of future character is presented, which builds on the vision statement in Chapter 3. Then, Policies are set forth with special comments related to this district.

### Central District Character

Central Spenard will be the primary local shopping and services area in Spenard. Local-serving businesses, activities, community uses, services, retail amenities and housing will be the primary uses. The scale and character of new development will be designed to be compatible with adjacent residential neighborhoods.

Small scale neighborhood, mixed-use and commercial buildings will extend from Spenard Road for a limited distance into the residential areas to provide neighborhood level activity nodes off of the primary corridor. Redevelopment of the properties between Chugach Way and 36th Avenue will add life to the District and establish a strong visual and physical link between Midtown, West Anchorage and Spenard.

Redevelopment of the properties between Chugach Way and 36th Avenue should establish a strong visual and physical link between Midtown and Spenard. A development node should be pursued near the Spenard Road/Alaska Railroad interface that provides a focal point for Central Spenard. In the long-term, there is potential for a commuter rail transit station at this location. A commuter rail opportunity is a long-term vision that should be explored because this supports the overarching objectives of this Plan. Any such project would require significant coordination with Alaska Railroad, property owners and an array of other agencies.



## 4 District-Specific Concepts

Through significant coordination and development agreements, new active transportation facilities will tie the area together, including along the Fish Creek Greenbelt and the Alaska Railroad right-of-way. A development node should be pursued near the Spenard Road/Alaska Railroad interface that provides a focal point for Central Spenard. In the long-term, there is potential for a commuter rail transit station at this location, which would further strengthen it as a transit hub. The commuter rail opportunity is a long-term, visionary objective. It supports the overarching principles of this Plan and it merits further exploration, but it should be noted that such a project would require significant coordination with numerous stakeholders and property owners, including Alaska Railroad Corporation (ARR), neighbors and other agencies. The feasibility and viability of a commuter rail also would require extensive study and ultimately funding commitments. These concepts are illustrated in Figure 4.5.



*Before adaptive reuse project: vacant auto mechanic*



*After adaptive reuse project: restaurant*



## Central District: Land Use

### **Policy 4.8: Promote land use that supports economic development and transit, and is compatible with adjacent neighborhoods.**

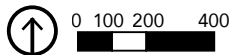
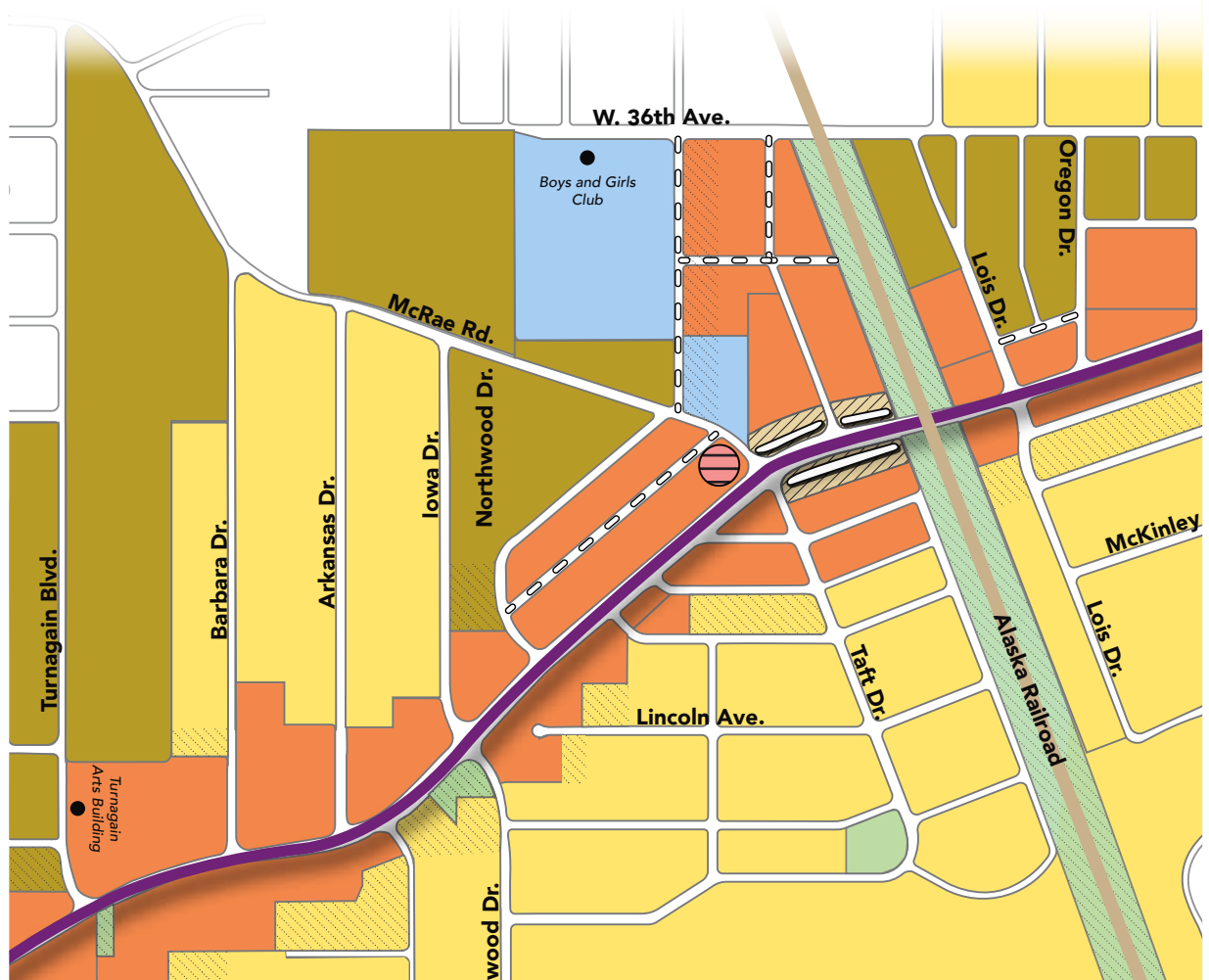
This mix of uses should continue the eclectic character of Central Spenard. Uses should serve the surrounding neighborhoods and energize the corridor with activity. These land use recommendations are illustrated in Figure 4.5. The changes from the 2040 Land Use Plan include the following:

- » An open space designation along the railroad to allow for enhanced bicycle and pedestrian connectivity. This change would depend on future coordination with the Alaska Railroad Corporation to consider how such a trail could coexist with the functional needs of the rail corridor.
- » A shift to Main Street Corridor typology between 36th Avenue and Chugach Way, east of Spenard to allow for a mix of residential and commercial uses to create new development opportunities along key transit lines.

### **Potential Encroachment of Commercial on Single-family Properties**

In general, rezonings of residential properties to commercial is inappropriate. Stable residential neighborhoods should be maintained. Where properties adjacent to the Corridor do transition from single-family uses, the resulting redevelopment projects should provide extra care in establishing a sensitive transition through the site design and architectural features as described below under “Transitions.”





**Figure 4.5 Central District Future Land Use**

**LAND USE/DEVELOPMENT CHARACTER**

Park, Natural Area or Open Space	Compact Mixed Residential-Medium
Community Facility or Institution	Urban Residential-High
Single-Family and Two-Family	Main Street Corridor
Compact Mixed Residential-Low	Residential Mixed-Use Development

Town Center	Light Industrial/Commercial
Change from 2040 LUP	Potential MTP Investment Areas

**PLACEMAKING**

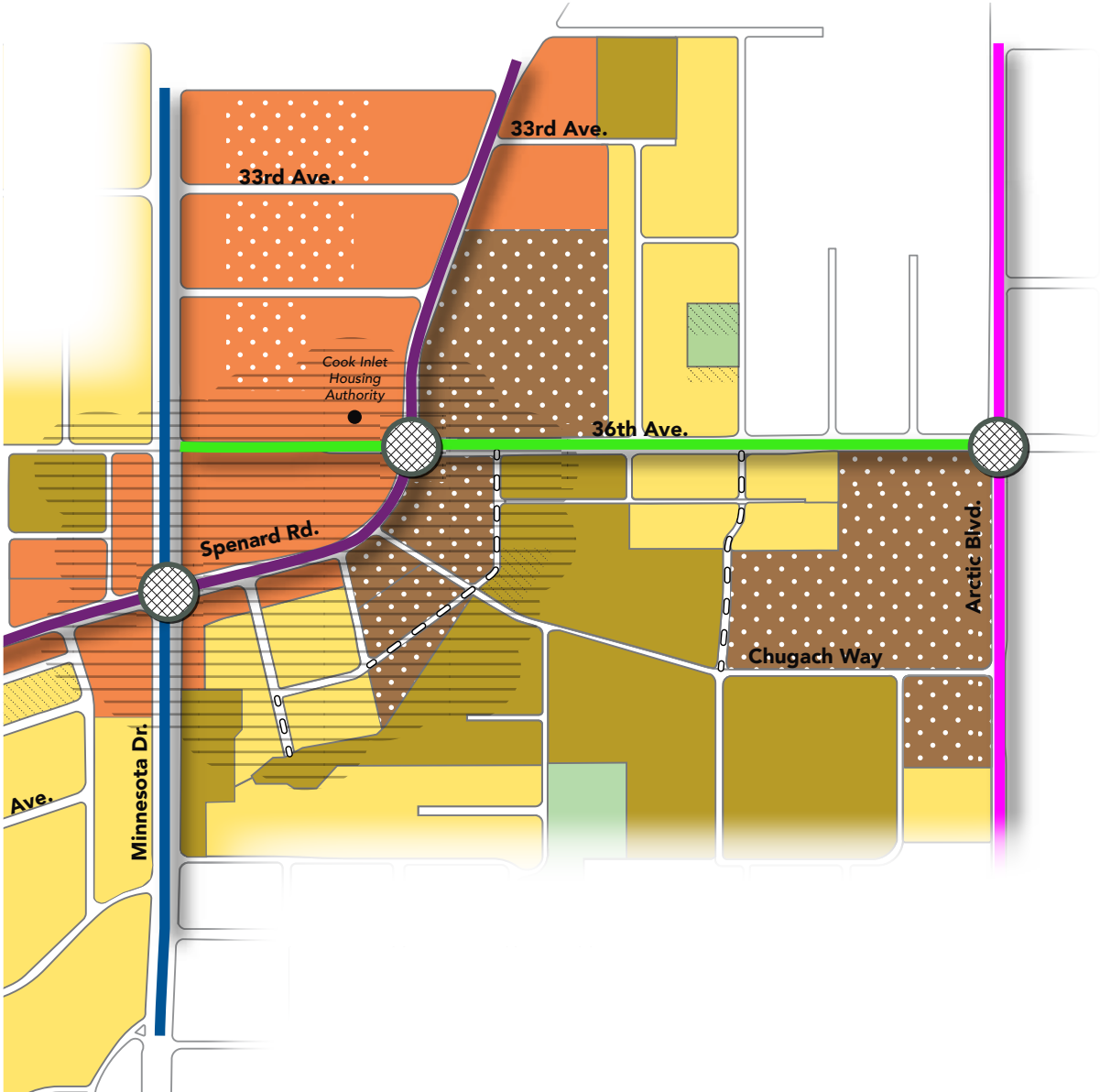
Key Intersection	Gateway
Transit Hub	Plaza
Neighborhood Serving Commercial	

**STREET EDGE CHARACTER**

Main Street	Main Street-Shared/Festival Street
Mixed Use Street	Mixed Use Street-Boulevard
Commercial Street	Transit Corridor
New Street	

NOTE: The potential for the Alaska Railroad Trail shown in this figure depends on future coordination with the Alaska Railroad Corporation to consider how such a trail could coexist with the functional needs of the rail corridor.

\*Refer to the 2040 Land Use Plan for the location and application of Growth-Supporting Features overlays.







## Central District: District Connectivity

### Policy 4.9: Give priority to circulation improvements that enhance connectivity in Central Spenard.

The following circulation objectives in Central Spenard should be prioritized:

- » Establish an active (pedestrian and bicycle) transportation network with an emphasis on Spenard Road, the Alaska Railroad Corridor, Fish Creek, McRae Road and 36th Avenue.
- » Establish active neighborhood level connectivity north and south of Spenard to the primary active transportation features described above.
- » Improve Chugach Way to enhance safety, access and character of Central Spenard.
- » Potential new streets are shown on Figure 4.5 that would provide connections between 36th Avenue and Chugach Way. These locations are preliminary, and final location and design should take traffic studies and coordination with parcel ownership and development opportunities into consideration.
- » Provide at least one major mid-block crossing of Spenard Road at-grade in the vicinity of the envisioned commuter rail station.
- » Support grade-separated crossings where at-grade crossings are not feasible.

## Central District: Transit

### Policy 4.10: Give priority to transit system improvements in Central Spenard.

The following transit-related improvements should be given priority in Central Spenard:

- » Establish a major Transit Hub near Spenard Road's interface with the Alaska Railroad.
- » Encourage shuttle operations and regional bus service alongside higher frequency local transit services with transit facilities that make for efficient transfers and modal changes.
- » Preserve options for and support development of a potential commuter rail station at this Transit Hub in the long-term.



## Central District: Spenard Street Edge Character

### **Policy 4.11: Promote a street edge character that supports transit and an active mix of pedestrian-oriented uses in Central Spenard.**

Encourage improvements in private development and the public realm to establish an edge character as identified on Figure 4.5, including:

- » “Main Street” along Spenard Road.
- » “Mixed-Use Street” along 36th Avenue.
- » “Commercial Street” along Minnesota Drive.
- » “Transit Corridor” along Arctic Boulevard.

Please see the description of Street Edge Character Typologies in Chapter 3.

#### Note

Street edge character must also conform with the street design standards in the Municipality of Anchorage’s Title 21.

## Central District: Transitions/Edges

### **Policy 4.12: Use design features to smoothly transition between residential and non-residential uses.**

Central Spenard is tightly integrated with stable single-family residential neighborhoods, particularly near the blocks flanking the Alaska Railroad right-of-way. Providing for sensitive transitions in these areas is particularly important. See the description of Transition techniques in Chapter 3.



## Central District: Key Redevelopment Opportunities

### **Policy 4.13: Encourage redevelopment that supports transit and contributes to an active mix of pedestrian-oriented uses in Central Spenard.**

As shown in Figure 4.6, Central Spenard presents a wide variety of infill redevelopment opportunities, all of which should be encouraged.

These include:

- » **Spenard Properties.** Strongly encourage and pursue redevelopment and mixed-use infill on properties fronting Spenard Road to establish the Spenard Spine. If property depth permits, multi-family buildings could transition from Spenard Road to single-family neighborhoods, as shown near Lois Drive. As illustrated, developments should be encouraged to share parking for multiple buildings by providing parking pods that may cross streets, but are interconnected and visually integrated.
- » **Large-Scale Redevelopment.** Promote parcel assembly and large-scale redevelopment in the area surrounding the Transit Hub and the Alaska Railroad. As illustrated, redevelopment could combine new commercial and mixed-use buildings, older and potentially adaptively reused ones and new residential to the north. Pursue similar transformative redevelopment on the properties between Chugach Way and 36th Avenue and the larger mixed-use blocks north of 36th Avenue.
- » **Incremental Mixed-Use Redevelopment.** Smaller commercial and mixed-use infill development should be encouraged on shallow properties fronting Spenard Road and to a limited extent on properties just off of Spenard Road and fronting side streets.
- » **Multi-family and Single-family Incremental Infill.** Transit-supportive and concentrated multi-family residential infill and small-scale, single-family infill should be pursued in areas away from the major streets as identified in Figure 4.6. This could be coordinated with mixed-use development as shown near Lois Drive or as stand-alone projects.
- » **Adaptive Reuse/Renovations.** Reinvestment in existing buildings is strongly encouraged throughout the Central District.



This illustration is purely conceptual. It is intended to help visualize potential redevelopment of existing properties with transit-oriented uses and other features. The development concepts depicted would require significant reconfiguration of existing sites, including consolidation of surface parking, new public parking structures and transportation enhancements.



**Figure 4.6 Central District Concept**

The plans below illustrate options for the central portion of the site. Option A shows a modest design that could be viable with or without a potential commuter rail station. Option B shows an intensive redevelopment scheme, with a near and long term phase, illustrating how development could intensify with the arrival of a potential commuter rail station.

#### Option A: Multi-Modal Transit Hub



- » Bus pull-outs on Spenard allow for convenient loading of passengers
- » A dedicated bus waiting/staging area provides a loading area
- » New commercial and mixed-use development frames the transit center and creates a new main street along Woodland Drive

## Option B: Rail Transit Hub (Phase I: Near Term)



- » A surface parking lot provides parking for the transit center, while leaving space for potential future structure
- » Bus pull-outs on Spenard allow for convenient loading of passengers
- » A dedicated bus waiting/staging area provides a loading area
- » New commercial and mixed-use development frames the transit center and creates a new main street along Woodland Drive

## Option B: Rail Transit Hub (Phase 2: Long Term)



- » A new parking structure replaces the surface lot built in Phase I
- » The parking structure is wrapped with ground floor commercial and residential units on upper floors (total building height is 4-6 stories)
- » A central plaza between the new structure and the existing buildings creates a large public space with southern sun exposure



## Central District: Key Placemaking Opportunities

### **Policy 4.14: Pursue placemaking opportunities in coordination with private redevelopment efforts in Central Spenard.**

Central Spenard presents numerous placemaking opportunities. In addition to establishing gateways, key intersections and transit hubs as identified on Figure 3.9 in Chapter 3, the following opportunities should be pursued in coordination with private redevelopment efforts.

#### **Spenard and 36th**

The twist in Spenard Road just south of 36th Avenue creates a landmark and a memorable experience for those navigating the street. The area is also the western terminus of Chugach Way, an important circulation component in Central Spenard. Public improvements should be designed to reinforce this street segment as an iconic landmark for Spenard. Buildings along Spenard Road in this area should strongly engage Spenard Road, while also playing off of the curvilinear configuration of the street.

#### **Midtown Link**

The properties between 36th Avenue and Chugach Way should be redeveloped as a mixed-use, transit-supportive development sub-district that physically and visually links Spenard Road to Midtown. This very large block should be broken up to create an integrated neighborhood complete with open space amenities, active transportation connections and a mix of development types and uses that enhances and connects the public streets that surround it.



### Central Spenard Transit District

The area generally bound by Northwood Drive, 36th Avenue and Spenard Road has an opportunity to redevelop as a transit-oriented sub-district that complements the Midtown Link. If redeveloped as an integrated mixed-use neighborhood with transit and public parking, the Central Spenard Transit District presents an opportunity to create a node with a pedestrian and bicycle circulation system accessing Area-wide and regional bicycle facilities. A plaza and redesigned Woodland Avenue would provide a centrally located civic space for Central Spenard. Figure 4.6 illustrates a Neighborhood Commercial Street along Taft Drive, south of Spenard Road.



### Neighborhood Commercial Streets

There are currently a few successful examples of non-residential buildings, such as community facilities and small neighborhood commercial properties, located just off of the Spenard Corridor and oriented toward side streets. This creates a unique transition from surrounding neighborhoods to the busy Spenard Corridor. Additional scale-appropriate, non-residential and mixed-use development should be encouraged on side streets to provide a transition to the corridor while also establishing small neighborhood commercial nodes.



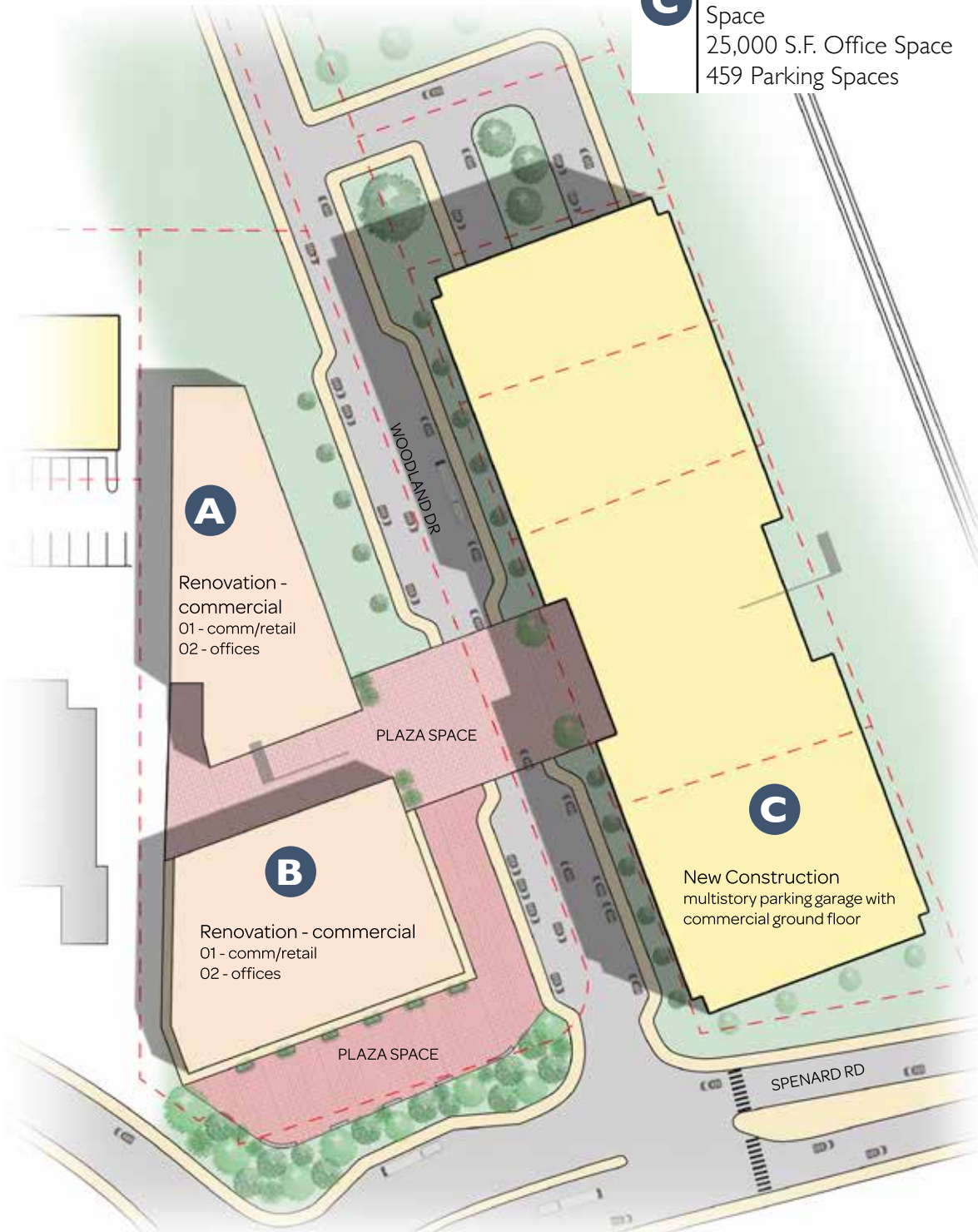
## 4 District-Specific Concepts

### Central Spenard Redevelopment Case Study

Figure 4.7 and 4.8 illustrate a potential redevelopment concept for the blocks bound by Spenard Road, McRae Road and the Alaska Railroad right-of-way. It is purely for illustrative purposes to demonstrate one option for how the site could be redeveloped in a manner consistent with the principles and objectives of this Plan.

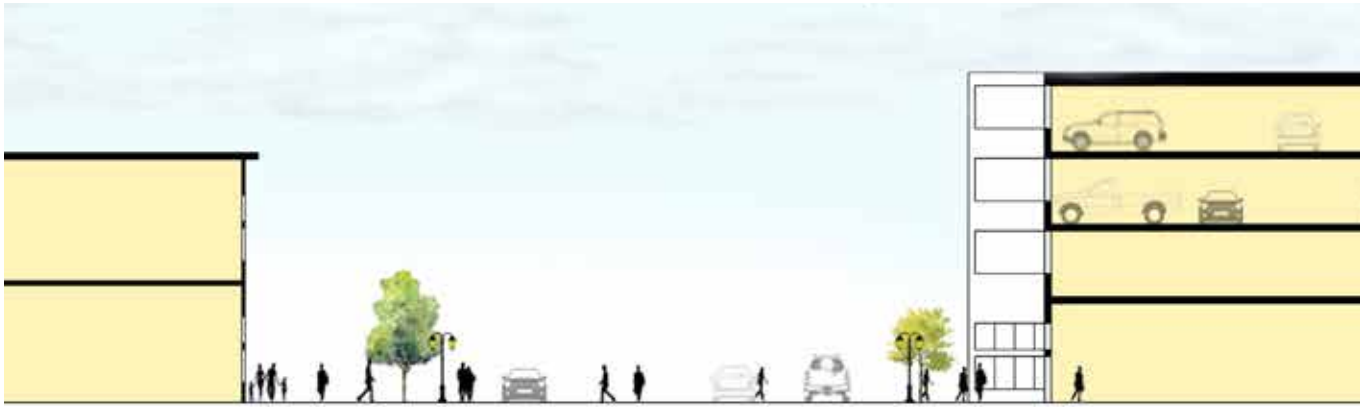
### Development Statistics

<b>A</b>	13,000 S.F. Retail/Restaurant Space 13,000 S.F. Office Space
<b>B</b>	16,000 S.F. Retail/Restaurant Space 16,000 S.F. Office Space
<b>C</b>	20,000 S.F. Retail/Restaurant Space 25,000 S.F. Office Space 459 Parking Spaces



**Figure 4.7 Central Spenard Redevelopment Case Study (Plan View)**





### Multiuse Buildings

- 01 - retail/food
- 02 - offices

### Woodland Dr.

- integrated on-street parking on both sides
- emphasized plaza space activating the space between buildings

### Multiuse Parking Garage

- 01 - comm/retail/food
- 02 - parking garage
- 03 - parking garage
- 04 - parking garage

**Figure 4.8 Central Spenard Redevelopment Case Study (Section View)**



Multiuse building



Multiuse building



Plaza space



## C. South District

This section provides land use, connectivity, design and placemaking recommendations for the South Spenard TSD District. First, a description of future character is presented, which builds on the vision statement in Chapter 3. Then, Policies are set forth with special comments related to this district.

### South District Character

South Spenard will double as a stable local neighborhood and a lively visitor district that leverages its proximity to the airport and Spenard Lake. Tourism-focused development will be designed to benefit nearby residents by incorporating elements that are appealing to both locals and visitors. This includes open space amenities, neighborhood serving retail and improved connectivity. New mixed-use development along Spenard Road will transition in scale and use between a bustling South Spenard Corridor and the residential districts to the east and west. Spenard Road through the District will exhibit a “leafy” landscape character to better tie into the lakefront. Some surface parking may be included adjacent to Spenard Road, but it will be well screened and buffered from the street. The Spenard Lakefront will be redesigned as a District-wide open space amenity that supports active transportation and provides a destination for the District, while still ensuring safe aviation activities.

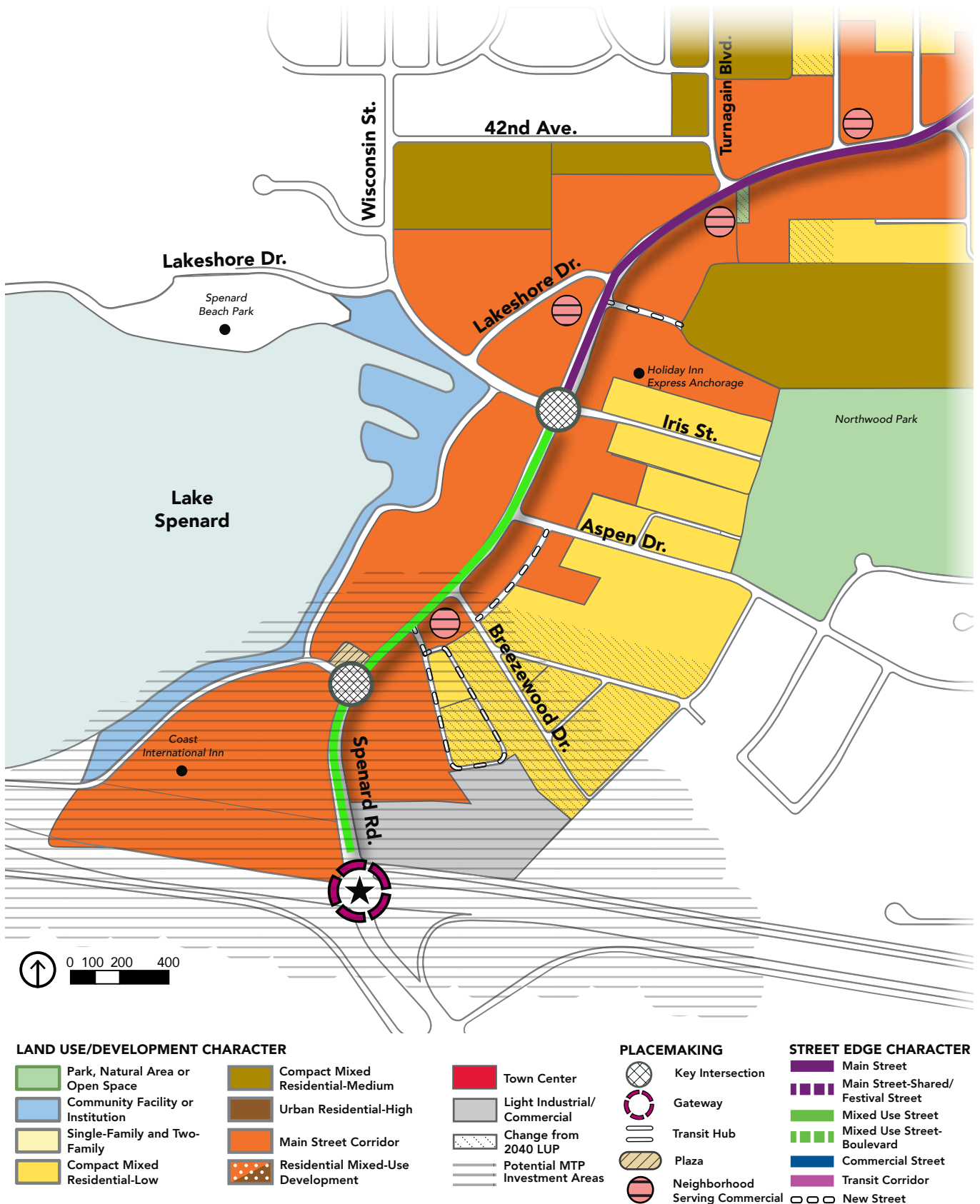
### South District: Land Use/Development Character

#### **Policy 4.15: Accommodate land use that supports transit, generates activity and contributes to economic development and placemaking goals in South Spenard.**

As a local and tourist-serving, transit-supportive district, South Spenard’s Main Street Corridor should accommodate a wide range of uses that support economic development goals, and that are complementary to the airport and the neighborhood. Development should take advantage of Lake Spenard as an amenity. Uses should be organized to complement the surrounding neighborhoods and energize the corridor with activity. Recommended land uses are illustrated in Figure 4.9. Future development patterns, land uses, and zoning in south Spenard should follow the land use framework provided by Figure 4.9 in coordination with the 2040 LUP and WADP. See Chapter 3 for a description of the land use designations shown in Figure 4.9.

The land use recommendations in Figure 4.9 are generally consistent with the 2040 LUP, and add more specific direction for the Spenard town center and corridor. Areas of change from the 2040 LUP are:

- » Inclusion of open space in the designation of Airport lands along the lakefront to allow for enhanced bicycle and pedestrian connectivity.



**Figure 4.9 South District Future Land Use**

Note: The development/improvement of a pathway along the waterfront will require coordination with ADOT & PF as well as Ted Stevens International Airport to determine feasibility.

\*Refer to the 2040 Land Use Plan for the location and application of Growth-Supporting Features overlays.





- » A shift to Compact Mixed Residential-Low flanking Breezewood Drive, east of Spenard to allow for a greater variety of housing options in the South Spenard area.
- » A change from light industrial to Compact Mixed Residential-Low in the interior of the block up Tanglewood Drive to provide more housing and activity near the south end of the Spenard Road transit corridor.

## South District: District Connectivity

### **Policy 4.16: Give priority to circulation improvements that enhance connectivity in South Spenard.**

The following circulation objectives in South Spenard should be prioritized:

- » Establish an active (pedestrian and bicycle) transportation network with an emphasis on Spenard Road.
- » Establish active transportation routes that radiate from Spenard Road to neighborhoods to the east and the lakefront and other residential areas to the west and north.
- » Employ traffic calming measures in this area to slow traffic down and increase pedestrian safety.
- » Provide at least one major at-grade mid-block crossing of Spenard Road near the lakefront between Iris Drive and International Airport Road. This will allow visitors and locals to cross the street safely to reach their hotel, neighborhood or retail amenity. Key locations to consider include Spenard Road at Aspen Road, Spenard Road at Breezewood Drive, and Spenard Road at Aviation Boulevard.

## South District: Transit

### **Policy 4.17: Give priority to transit system improvements in South Spenard.**

The following transit-related objectives in South Spenard should be prioritized:



- » Establish a primary Transit Hub that serves neighborhoods in the area as well as South Spenard hotels. Ideally, it would be located in close proximity to the Spenard Lakefront.
- » Transit infrastructure in South Spenard should be integrated with improved crossings of Spenard Road since vehicle traffic is heavy and crossings are more scarce.
- » Locate a transfer hub in the South District to facilitate transfers.

#### Note

Street edge character must also conform with the street design standards in the Municipality of Anchorage's Title 21.

## South District: Spenard Road Edge Character

### **Policy 4.18: Promote a street edge character that supports transit and an active mix of pedestrian-oriented uses in South Spenard.**

The relationship of private development to Spenard Road should be considered differently in South Spenard as compared to the other Districts. This is particularly relevant for properties adjacent to the lakefront, where a development may choose to locate and orient primarily toward Lake Spenard instead of Spenard Road. This is appropriate and encouraged, but even development in this configuration should establish a comfortable walking experience along Spenard Road. Establish a street edge character as identified on Figure 4.9 through the siting and design of private development and public realm improvements, including:

- » "Mixed Use Street" along Spenard Road south of Iris Street.
- » "Main Street" along the remaining Spenard Road frontage, north of Iris Street.

Please see Chapter 3 for a description of Street Edge Character Typologies.

## South District: Transitions

### **Policy 4.19: Use design features to smoothly transition between residential and non-residential uses.**

The relationship between properties along Spenard Road and neighboring ones varies significantly in South Spenard depending on the location. Where a Mixed-Use area interfaces with a Multi-family Residential area, or especially a Low-Scale Residential area, encourage the mixed-use development to incorporate design features that will provide for a compatible transition. See the previous description of Transition techniques.

See Appendix A for more detailed Transition Interface design guidelines.



## South District: Key Redevelopment Opportunities

### **Policy 4.20: Encourage redevelopment that supports transit and contributes to an active mix of pedestrian-oriented uses in South Spenard.**

As shown in Figure 4.10, a variety of redevelopment opportunities exist in South Spenard, but they are fewer and more focused in comparison to the other two Districts. This is in part because South Spenard has seen more recent reinvestment and therefore fewer opportunity sites remain. Primary redevelopment opportunities in South Spenard include:

- » **Large Scale Redevelopment.** Promote more significant redevelopment of the properties at the southern end of Spenard Road and the remaining undeveloped and under-utilized lakefront properties. The development shown in Figure 4.10 of the Aviation Avenue/Spenard Road intersection appears to be within the Lake Hood Seaplane Base Master Plan Area. Further analysis and coordination by all relevant parties is required to determine feasibility of developing the property.
- » **Incremental Mixed-Use Redevelopment.** Smaller commercial and mixed-use infill development should be encouraged along Spenard Road in between existing developments. Seek opportunities to increase development intensities on existing sites where reconfiguration of existing parking is possible and shared parking opportunities exist.
- » **Multi-family Infill.** Pursue transit-oriented, multi-family residential east of Spenard Road along Breezewood Drive and along Klamath Drive as shown in 4.10. The key multi-family site along Northwood Drive should incorporate neighborhood-serving amenities such as connections to Spenard and employ careful transition elements to ensure that it is compatible with single-family properties that surround it.
- » **Adaptive Reuse/Renovations.** Reinvestment in existing buildings is strongly encouraged throughout the District.







## South District: Key Placemaking Opportunities

### Policy 4.2I: Pursue placemaking opportunities in coordination with private redevelopment efforts in South Spenard.

South Spenard presents numerous placemaking opportunities. In addition to establishing gateways, key intersections and a transit hub as identified on Figure 3.9 in Chapter 3, the following opportunities should be pursued in coordination with private redevelopment efforts.



#### Lake Spenard Waterfront

Lake Spenard waterfront between Aviation Avenue and Wisconsin Street should be enhanced to create a major amenity and destination for South Spenard. While the area is used frequently by pedestrians, and the Lakefront Hotel engages the waterfront with outdoor seating areas, redevelopment oriented to the lake on adjacent properties and minor improvements to pedestrian access could expand its role as a marquee placemaking feature. As indicated on Figure 4.10, a clearly delineated north-south pedestrian path would tie together South Spenard Plaza (discussed below), an enhanced pier for floatplane viewing, a new plaza in between the Lakefront Hotel and existing park spaces to the north.

The development shown in Figure 4.10 of the Aviation Avenue/Spenard Road intersection appears to be within the Airport Master Plan Area. Further analysis and coordination by all relevant parties is required to determine feasibility of developing the property. Ideally, redevelopment of this area would be designed to accommodate floatplane access and service as the area does today. While not shown on Figure 4.10, there is potential for the properties closer to Wisconsin Street to redevelop in a manner that more directly engages the lake.

The development/improvement of a pathway along the waterfront will require coordination with ADOT & PF as well as Ted Stevens International Airport to determine feasibility.

#### Southern Gateway

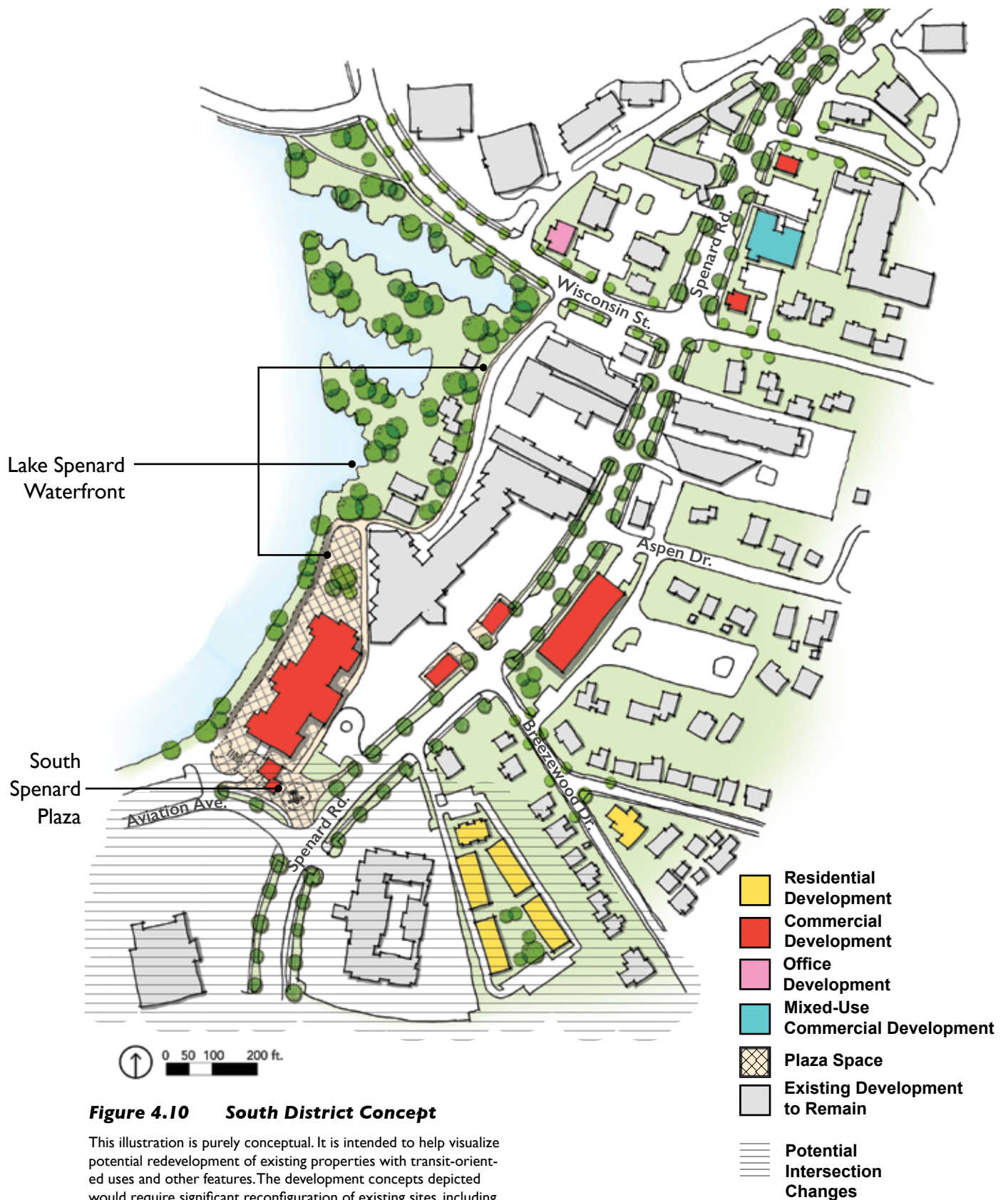
The intersection of Spenard Road and International Airport Road is a major gateway into the Plan Area. New development in coordination with public investment should help to establish a strong and iconic sense of entry to Spenard. Visitors from the airport will be greeted with a sense that they have arrived in Spenard, an Anchorage destination in and of itself, as opposed to an area to pass through on their way to Downtown. Improvements to this intersection may also include a future interchange, as identified in Gateway Anchorage.



#### South Spenard Plaza

Re-envision and redesign the plaza at the intersection of Spenard Road and Aviation Avenue to be a prime entry feature. This space is designed to be a key landmark for South Spenard and gateway to the Spenard Lake Waterfront. A floatplane with artistic elements could serve as a centerpiece.







## 4 District-Specific Concepts

### South Spenard Redevelopment Case Study

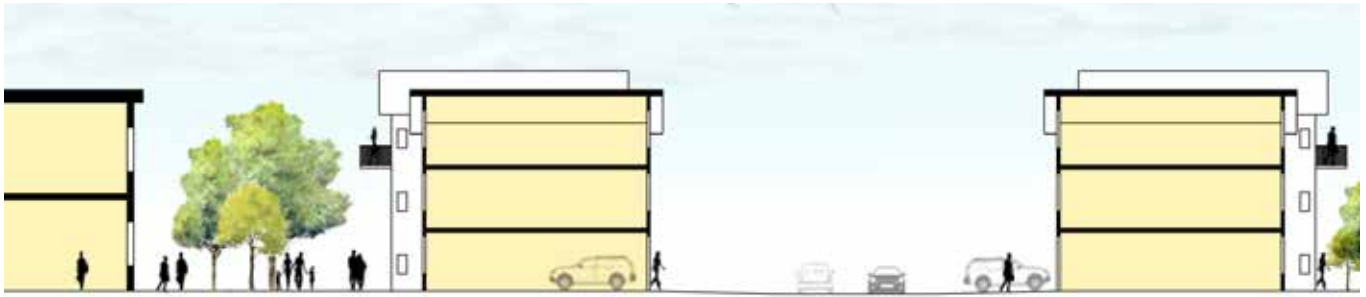
Figure 4.11 and 4.12 illustrate a potential redevelopment concept for a set of properties off Tanglewood Drive in South Spenard. It is purely for illustrative purposes to demonstrate one option for how the site could be redeveloped in a manner consistent with the principles and objectives of this Plan.

### Development Statistics

<b>A</b>	14,000 S.F. Flex Commercial/Live-Work Space 38 Parking Spaces (Surface)
<b>B</b>	20 Townhouses (19,000 S.F. Each) 1 Garage Space Per Unit + Driveway Space 11 Guest Parking Spaces (Surface)



**Figure 4.11** South Spenard Redevelopment Case Study (Plan View)

**Work Space**

- commercial building
- two stories
- office space
- large green space to front of building w/ surface parking

**Shared Green Belt**

- landscaped transition between commercial and residential zone
- resting space for both sides of site

**Live Space**

- 3 level townhouses
- single car garages
- both sides of townhouses surrounded with open space
- maximized unit count while maintaining tenant privacy

**Figure 4.12 South Spenard Redevelopment Case Study (Section View)**



Work space



Shared green belt



Live space

