

**MUNICIPALITY OF ANCHORAGE  
PLANNING AND ZONING COMMISSION  
RESOLUTION NO. 2022-016**

A RESOLUTION APPROVING A CONTEXT SENSITIVE SOLUTIONS DESIGN STUDY REPORT FOR THE ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS (AMATS) SPENARD ROAD REHABILITATION: MINNESOTA DRIVE TO BENSON BOULEVARD PROJECT.

(Case 2022-0031)

---

WHEREAS, a request has been received from the State of Alaska Department of Transportation & Public Facilities for approval of a Context Sensitive Solutions Design Study Report for the Anchorage Metropolitan Area Transportation Solutions (AMATS) Spenard Road Rehabilitation: Minnesota Drive to Benson Boulevard Project.

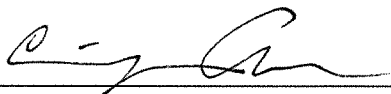
NOW, THEREFORE, BE IT RESOLVED, by the Municipal Planning and Zoning Commission that:

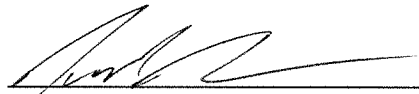
- A. The Commission makes the following findings of fact:
  - 1. The 8-foot multi-use pathway and 4-foot bike lanes in both travel directions closely match the Spenard Road segment north of the project corridor, which will provide clarity and safety for travelers.
  - 2. The similar design of the Spenard Road segment north of the project corridor has proven to work for travelers.
  - 3. A physical barrier for a protected on-street bicycle lane was not included in the preferred alternative because it would be interrupted by numerous driveways, require additional maintenance, and be insufficient to meet design guidelines for width unless the multi-use pathway became a smaller pedestrian sidewalk.
  - 4. The multi-use pathway is an important feature of the design because not all bicyclists will choose to ride in an on-street bicycle lane.
- B. The Commission approves of the Three-Lane Road Diet and 65-Foot Right-of-Way Width Alternative 1 (Preferred) identified in the Context Sensitive Solutions Design Study Report for the AMATS Spenard Road Rehabilitation: Minnesota Drive to Benson Boulevard Project, subject to the following conditions of approval:
  - 1. The alternative must be substantially in compliance with the petitioner's application, narrative, submittals, and the plans on file at the Planning Department, except as modified by these conditions of approval.

2. Submit a Plans-in-Hand application to be reviewed by the Urban Design Commission to complete all phases of the Context Sensitive Solutions Transportation Project review with the Municipality.
3. Obtain waivers from the Municipal Engineer for Design Criteria Manual requirements as proposed in the application narrative.
4. Advisory Comments:
  - a. Coordinate with Cook Inlet Housing Authority on the Improvement to Public Place Agreement for new sidewalk, accessible ramps, and a transit stop, as recommended by Private Development.
  - b. Provide information on intersection changes and enhanced street crossings as the project moves forward in its design as identified in the *Spenard Corridor Plan*.
  - c. The *AMATS Non-Motorized Plan* identifies Spenard Road and Minnesota Drive as a high priority for both pedestrian and bicycle corridors. Maintain facilities at the Spenard Road-Minnesota Drive intersection if further study proves it to be feasible.

PASSED AND APPROVED by the Municipal Planning and Zoning Commission on the 11<sup>th</sup> day of April 2022.

ADOPTED by the Anchorage Municipal Planning and Zoning Commission this 2nd day of May 2022. This written decision/resolution of the Planning and Zoning Commission is final, and any party may appeal it within twenty (20) days to the Board of Adjustment pursuant to Anchorage Municipal Code section 21.03.050A.

  
\_\_\_\_\_  
Craig H. Lyon  
Secretary

  
\_\_\_\_\_  
Jared Gardner  
Chair

(Case 2022-0031)