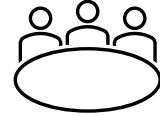




FAIRBANKS CITY COUNCIL
REGULAR WORK SESSION AGENDA
TUESDAY, MAY 7, 2024 AT 7 A.M.
MEETING WILL BE HELD VIA [ZOOM WEBINAR](#)
AND AT FAIRBANKS CITY COUNCIL CHAMBERS
800 CUSHMAN STREET, FAIRBANKS, ALASKA



1. Roll Call
2. Resolution No. 5116 – A Resolution of the City of Fairbanks Authorizing an Agreement Between the Fairbanks North Star Borough, the City of North Pole, and the City of Fairbanks to Jointly Provide for Economic Development. [postponed to May 20, 2024]
3. Ordinance No. 6278 – An Ordinance Amending the Collective Bargaining Agreement Between the City of Fairbanks and the International Brotherhood of Electrical Workers (IBEW) Local 1547 by Addressing Non-Union Position Acting Pay. [advanced to second reading]
4. Resolution No. 5118 – A Resolution Awarding a Contract to Johnson River Enterprises, LLC in the Amount of \$266,843.00 for the Childcare Restrooms Renovation at City Hall (ITB-24-02). [not introduced]
5. Resolution No. 5119 – A Resolution in Support of the Fairbanks North Star Borough Downtown Plan, Downtown Fairbanks 2040, Conditioned Upon Recommended Changes. [not introduced]
6. Resolution No. 5120 – A Resolution Authorizing the City of Fairbanks to Apply for Funds from the United States Department of Justice Office of Community Oriented Policing Services (COPS) for the FY2024 Promoting Access to Crisis Teams (PACT) - Community Policing Development (CPD) Program. [not introduced]
7. Ordinance No. 6279 – An Ordinance Amending Fairbanks General Code Section 22-28(b) to Create Parity Between City and Borough Election Worker Pay. [not introduced]
8. Ordinance No. 6280 – An Ordinance Amending Fairbanks General Code Chapter 14, Article XIII, Business Licensing, to Allow for Youth Business Licenses and Amending the City Schedule of Fees and Charges for Services. [not introduced]
9. Ordinance No. ____ – An Ordinance Amending Fairbanks General Code Chapter 26, Article III, Emergency Medical Services, Adding Regulations Governing Private Ambulance Services and Amending the City Schedule of Fees and Charges for Services. [not introduced]
10. Finance Committee Report
11. Mayor and Council Member Comments
12. Next Regular Work Session – Tuesday, May 14, 2024
13. Adjournment

RESOLUTION NO. 5116

**A RESOLUTION OF THE CITY OF FAIRBANKS AUTHORIZING AN
AGREEMENT BETWEEN THE FAIRBANKS NORTH STAR BOROUGH, THE
CITY OF NORTH POLE, AND THE CITY OF FAIRBANKS TO JOINTLY
PROVIDE FOR ECONOMIC DEVELOPMENT**

WHEREAS, A.S. § 29.35.110(c) authorizes second-class boroughs, including the Fairbanks North Star Borough (Borough), to expend tax revenue collected on an areawide basis for economic development if there is an agreement in place with a city located in the borough to cooperatively or jointly provide for economic development; and

WHEREAS, A.S. § 29.35.110(c) was recently amended to include using revenue from other sources of funding including grants; and

WHEREAS, AS § 29.71.800 defines economic development as "an action intended to result in an outcome that causes an increase in, or avoids a decrease of economic activity, gross domestic product, or the tax base;" and

WHEREAS, Borough Resolution No. 2023-27 supports areawide cooperation and the joint provision of economic development stating that it is in the best interest of all borough citizens for the Borough to be able to spend tax revenue on economic development that will benefit the entire borough; that the cities of Fairbanks and North Pole and the Borough have been operating under an agreement signed by the Mayors of each jurisdiction since 2004; that economies are not bound by governmental boundaries; and that regardless of the source of the revenue, the Borough is not interested in acquiring an areawide power of economic development which would prohibit the City of North Pole or the City of Fairbanks from exercising economic development within their boundaries; and

WHEREAS, Borough Resolution No. 2023-27 further states that the Borough has tracked areawide economic indicators since the 1970's through the Community Research Quarterly publication; that it is a resource for the exchange of local economic information between and amongst local businesses and municipal, state, and federal governments; and that the Economic Development Commission is a necessary and integral part of the coordination of economic development activities of the Borough and participates in specific economic development projects as they are proposed; and

WHEREAS, approval of the proposed Memorandum of Agreement does not amend or modify the role of the Economic Development Commission nor does it infringe on, or eliminate, the appropriating power of the Borough Assembly, North Pole City Council, or Fairbanks City Council.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Fairbanks authorizes the Mayor to enter into a Memorandum of Agreement with the Fairbanks North Star Borough and City of North Pole to jointly provide for economic development and authorizing each

municipality to:

1. Apply for, receive, and administer grants.
2. Take other action to develop, encourage, study, or finance economic development projects that benefit the City of Fairbanks and the entire borough, such as:
 - a. Supporting economic development organizations that support key industries outlined in the Comprehensive Economic Development Strategy (CEDS) such as the Fairbanks Economic Development Corporation and Explore Fairbanks.
 - b. Promoting, supporting, and facilitating projects for key economic industries as identified in the CEDS.
3. Develop and maintain key economic indicators and metrics to be used for informing economic development decisions for the City of Fairbanks and the entire borough.
4. Create and disseminate information on the economic status of the City of Fairbanks and entire borough in support of economic development actions.

PASSED AND APPROVED this ____ day of April 2024.

David Pruhs, City Mayor

YEAS:
NAYS:
ABSENT:
APPROVED:

ATTEST:

APPROVED AS TO FORM:

D. Danyielle Snider, MMC, City Clerk

Thomas A. Chard II, City Attorney

**ATTACHMENT TO
CITY OF FAIRBANKS RESOLUTION NO. 5116**

1 AGREEMENT BETWEEN THE CITY OF FAIRBANKS, CITY OF NORTH POLE,
2 AND THE FAIRBANKS NORTH STAR BOROUGH TO JOINTLY PROVIDE
3 FOR ECONOMIC DEVELOPMENT
4

5 WHEREAS, AS 29.35.110(c) authorizes a second-class borough to expend
6 tax revenue collected on an areawide basis for economic development if an agreement is
7 in place with a city located in the borough; and
8

9 WHEREAS, AS 29.35.110(c) was recently amended to include using revenue
10 from other source of funds to include grants; and
11

12 WHEREAS, The City of Fairbanks, the City of North Pole, and the Borough
13 have been operating under an agreement signed by the Mayors of each jurisdiction since
14 2004; and
15

16 WHEREAS, It is in the best interest of all borough citizens for the Borough
17 to be able to spend tax revenue on economic development that will benefit the entire
18 borough, regardless of the source of the revenue; and
19

20 WHEREAS, Economies are not necessarily bound by governmental
21 boundaries; and
22

23 WHEREAS, The Borough is not interested in acquiring an areawide power
24 of economic development, which would prohibit the City of Fairbanks and the City of
25 North Pole from exercising economic development within their boundaries; and
26

27 NOW THEREFORE that the parties agree to jointly provide for borough-wide
28 economic development and authorizing each municipality to:
29

- 30 1. Apply for, receive, and administer grants.

- 31 2. Take other action to develop, encourage, study, or finance economic
32 development projects that benefit the entire borough, such as:
33 a. Support economic development organizations that support key
34 industries outlined in the Comprehensive Economic Development
35 Strategy (CEDS), such as the Fairbanks Economic Development
36 Corporation and Explore Fairbanks.
37 b. Promote, support, and facilitate projects for key economic industries as
38 identified in the CEDS.
39 3. Develop and maintain key economic indicators and metrics to be used for
40 informing economic development decisions for the entire borough.
41 4. Create and disseminate information on the economic status of the entire
42 borough in support of economic development actions.

43
44 IN WITNESS WHEREOF, we have hereunto set our hands this _____ DAY
45 OF _____ 20____.

46
47
48 _____
49 Bryce Ward, Mayor
50 Fairbanks North Star Borough

51
52 _____
53 David Pruhs, Mayor
54 City of Fairbanks

55 ATTEST:

56
57 _____
58 April Trickey, MMC
59 Borough Clerk

56
57 _____
58 Michael Welch, Mayor
59 City of North Pole

ORDINANCE NO. 6278

AN ORDINANCE AMENDING THE COLLECTIVE BARGAINING AGREEMENT BETWEEN THE CITY OF FAIRBANKS AND THE INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS (IBEW) LOCAL 1547 BY ADDRESSING NON-UNION POSITION ACTING PAY

WHEREAS, Ordinance No. 6254 ratified a Collective Bargaining Agreement (CBA) between the City of Fairbanks and the International Brotherhood of Electrical Workers (IBEW) Local 1547, effective January 1, 2024 through December 31, 2026; and

WHEREAS, the CBA addressed acting in other IBEW positions of greater responsibilities, but it did not address acting in non-union positions of greater responsibilities; and

WHEREAS, the Chief of Staff, Chief Financial Officer, Human Resources Director, and Risk/Purchasing Agent are non-union positions that would likely be backfilled during a prolonged absence by an IBEW member; and

WHEREAS, IBEW members acting in union positions of greater responsibility are paid at the higher position's 100% step for the additional workload; and

WHEREAS, the City and the IBEW agree that IBEW members acting in non-union positions of greater responsibility should be compensated for the additional workload; and

WHEREAS, the non-union positions' pay is not included in the CBA Schedule A, does not have a pay scale, and is typically set based on the individual's performance and experience; and

WHEREAS, the City and the IBEW agree that paying IBEW members an additional 10% for hours they are acting in a non-union position of greater responsibility is fair; and

WHEREAS, the City of Fairbanks and the International Brotherhood of Electrical Workers Local 1547 agree to amend the CBA to address the situation described above.

NOW, THEREFORE, BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF FAIRBANKS, ALASKA, as follows:

SECTION 1. The Letter of Agreement amending the current CBA between the City of Fairbanks and the International Brotherhood of Electrical Workers, attached as Exhibit A, is approved.

SECTION 2. The effective date of this ordinance is five days after adoption.

David Pruhs, Mayor

AYES:
NAYS:
ABSENT:
ADOPTED:

ATTEST:

APPROVED AS TO FORM:

D. Danyielle Snider, MMC, City Clerk

Thomas A. Chard II, City Attorney


Exhibit A to Ordinance No. 6278

Letter of Agreement
between the
City of Fairbanks
and the
International Brotherhood of Electrical Workers Local 1547

16.2.1 – Compensation for Service as Acting Department Head

When a Department Head is on personal leave and unavailable for more than 12 hours to physically respond to the work if needed, another employee will be appointed by the Mayor or Mayor's designee as Acting Department Head. The added duties of this assignment include performance of all duties of the Department Head, including appearance at inter-agency meetings and taking responsibility for overall operations of the Department. While serving as Acting Department Head, the employee will receive the Range E rate of pay for the Department Head. While serving in an acting role for a non-union leadership role the employee will be paid an additional 10%. All overtime will be at the employee's regular rate of pay, as Department Heads are not eligible for overtime. Any leave cash out will be at the employee's regular rate.

David Pruhs
Mayor
City of Fairbanks



Naomi Hewitt
Business Representative
IBEW Local 1547

RESOLUTION NO. 5118

A RESOLUTION AWARDING A CONTRACT TO JOHNSON RIVER ENTERPRISES, LLC IN THE AMOUNT OF \$266,843.00 FOR THE CHILDCARE RESTROOMS RENOVATION AT CITY HALL

WHEREAS, in accordance with Fairbanks General Code (FGC) Chapter 54, Article IV, Competitive Bidding, bids were solicited for the Childcare Restrooms Renovation at City Hall (ITB-24-02); and

WHEREAS, the apparent lowest bidder for the renovation is Johnson River Enterprises, LLC in the amount of two hundred sixty-six thousand, eight hundred forty-three dollars and zero cents (\$266,843.00); and

WHEREAS, this contract will renovate the restrooms to prepare the area for childcare services; and

WHEREAS, funding for the renovation will be provided from the Capital Fund.

NOW THEREFORE BE IT RESOLVED by the City Council of the City of Fairbanks, that the Mayor is hereby authorized to execute a contract and such other documents in a form approved by the City Attorney as may be necessary to effect award of this contract to Johnson River Enterprises, LLC for renovation of the childcare restrooms at City Hall.

PASSED and APPROVED this 13th Day of May 2024.

David Pruhs, City Mayor

YEAS:
NAYS:
ABSENT:
APPROVED:

ATTEST:

APPROVED AS TO FORM:

D. Danyielle Snider, MMC, City Clerk

Thomas A. Chard II, City Attorney

CITY OF FAIRBANKS
FISCAL NOTE

I. REQUEST:

Ordinance or Resolution No: 5118

Abbreviated Title: AWARDING CONTRACT TO JOHNSON RIVER ENTERPRISES LLC

Department(s): ALL

Does the adoption of this ordinance or resolution authorize:

1) additional costs beyond the current adopted budget? Yes _____ No x

2) additional support or maintenance costs? Yes _____ No x

If yes, what is the estimate? see below

3) additional positions beyond the current adopted budget? Yes _____ No x

If yes, how many positions? _____

If yes, type of positions? _____ (F - Full Time, P - Part Time, T - Temporary)

II. FINANCIAL DETAIL:

PROJECTS:	PURCHASE COST
CHILDCARE RESTROOMS RENOVATIONS	\$266,843
TOTAL	\$266,843

FUNDING SOURCE:	TOTAL
CAPITAL FUND (PUBLIC FACILITIES)	\$266,843
TOTAL	\$266,843

The maintenance costs associated with this project will be performed by Public Works and incorporated in the annual general fund budget.

Reviewed by Finance Department: Initial mb Date 4/25/2024

CITY OF FAIRBANKS		Project ITB 24-02				** LOW BIDDER **			
RESTROOM RENOVATIONS				Engineer's Estimate		Johnson River		Armstrong	
Bid Opening: 04/17/2024 @ 2:00 PM									
Item No.	Item Description	Pay Unit	Quantity	Unit Bid Price	Amount Bid	Unit Bid Price	Amount Bid	Unit Bid Price	Amount Bid
202.0001.1	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	ALL REQ'D			\$54,657.00	\$54,657.00	\$35,970.00	\$35,970.00
202.0025.1	ABATEMENT AND REMOVAL OF HAZARDOUS MATERIALS	LUMP SUM	ALL REQ'D			\$7,639.00	\$7,639.00	\$9,478.00	\$9,478.00
622.0015.1	REMODEL	LUMP SUM	ALL REQ'D			\$186,299.00	\$186,299.00	\$214,833.00	\$214,833.00
640.0001.1	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQ'D			\$18,248.00	\$18,248.00	\$6,686.00	\$6,686.00
				Total:	\$159,577.00	Total:	\$266,843.00	Total:	\$266,967.00

RESOLUTION NO. 5119

**A RESOLUTION IN SUPPORT OF THE FAIRBANKS NORTH STAR
BOROUGH DOWNTOWN PLAN, DOWNTOWN FAIRBANKS 2040,
CONDITIONED UPON RECOMMENDED CHANGES**

WHEREAS, downtown Fairbanks is a unique area in our community with a high density of commercial, residential, and institutional uses; and

WHEREAS, the City of Fairbanks supported the repeal of the past downtown plan, Vision Fairbanks, in 2017, and work began shortly thereafter to develop a new downtown plan; and

WHEREAS, the Downtown Fairbanks 2040 plan, hereinafter referred to as “the Plan,” covers an area exclusively in the city limits of Fairbanks and exclusively in the downtown business hub; and

WHEREAS, the planning effort for the Plan was driven by a project working group with representation and participation by multiple members of City staff and City Councilmembers as well as downtown residents, business owners, and other community representatives; and

WHEREAS, the Downtown Plan Working Group held over 30 meetings to consider public input, evaluate existing conditions and best practices, and review and make recommendations on specific subject matter to include in the Plan; and

WHEREAS, public outreach for and participation in the Plan included workshops, surveys, and interviews; a project website that included interactive mapping and comment opportunities; presentations and discussions with community organizations and school groups; tabling at community events; postcards, newsletters, and flyers; and coverage in traditional and social media, which combined, resulted in thousands of comments that contributed to formulating the Plan; and

WHEREAS, most of the streets within the project planning area are owned and maintained by the City of Fairbanks; and

WHEREAS, the City of Fairbanks will be the governing body with the most oversight over the implementation of the Plan; and

WHEREAS, there have been six work sessions of the City Council on the Plan, the most recent of which was on April 30, 2024, where the Director and Deputy Director of the Borough Community Planning Department participated in all aspects of the work session, including giving testimony and providing background information, advice, thoughts, and past experiences; and

WHEREAS, the City Council has carefully reviewed the final draft of the Plan (rev. March 2024) and has noted several recommended changes; and

WHEREAS, each of the changes is being recommended with the concurrence of all members of the Fairbanks City Council; and

WHEREAS, the City Council believes that, with the recommended changes it has offered, the Plan will provide a greater standard of living for all residents of the City of Fairbanks and the Fairbanks North Star Borough; and

WHEREAS, the downtown area has been continuously losing population and buildings over the last 40 years; and

WHEREAS, the City Council is in strong support of growing a more robust housing and economic base within the downtown area; and

WHEREAS, the Plan language, land use map, and transportation network will guide decision-making in the downtown area for approximately the next twenty years; and

WHEREAS, community partners and leaders, including local governments; property owners; business owners; service organizations; and public, private, and nonprofit organizations are responsible for implementing this community-created plan.

NOW, THEREFORE, BE IT RESOLVED that the Fairbanks City Council supports the adoption of the Downtown Fairbanks 2040 Plan as an element of the Fairbanks North Star Borough's Regional Comprehensive Plan, conditioned upon inclusion of the City Council's recommended changes as outlined in Attachment A to this resolution.

BE IT FURTHER RESOLVED that the City Clerk is directed to provide the Borough Director of Community Planning and the Borough Clerk with an executed copy of this Resolution for distribution to the Borough Planning Commission and Borough Assembly.

PASSED and APPROVED this ___ Day of ____ 2024.

David Pruhs, City Mayor

YEAS:
NAYS:
ABSENT:
APPROVED:

ATTEST:

APPROVED AS TO FORM:

D. Danyielle Snider, MMC, City Clerk

Thomas A. Chard II, City Attorney

Future Land Use Map Categories

Category	Intended Land Uses	Application Area
Urban Core	<ul style="list-style-type: none"> Intended to be the employment and activity center for the region, attractive to residents and visitors, creating a live, work and play environment. Walkable, with buildings closer to property lines, continuous building facades with multiple building entries, active streetscape with pedestrian amenities (wide sidewalks). Pedestrian-oriented commercial uses such as food carts or walk-up concessions. Concentration of civic, cultural, entertainment, office, and retail uses. High-density residential, recommended residential density – no less than 13 dwelling units per acre (DU/ac) and no maximum density limit. Minimal off-street parking, reliance on on-street parking and parking garage in business areas. Parks, plazas, and open spaces intended for public use. Discourage new industrial uses andLimit additional surface parking. Encourage specialty and locally owned retail on ground floors. Design streets in the Urban Core to emphasize “accessibility” over “mobility.” 	Chena Riverfront and 1 st Avenue to commercial corridors along Cushman and Noble Streets, south to 8 th Avenue.
Mixed Use Preferred Residential	<ul style="list-style-type: none"> Intended to act as transition areas between the intense commercial uses and downtown residential areas. Providing opportunities for high-density residential growth with compatible small-scale commercial uses. Predominately high-density residential, recommended residential density – between 13 DU/ac to 29 DU/ac. Small scale neighborhood-oriented commercial uses with a local market area that are compatible with downtown residential uses. Encourage specialty and locally owned retail on ground floors. Large commercial uses with a regional market area only along high-volume roads and buffered from residential areas. A mixed reliance on on-street parking and off-street parking. Parks, plazas, and open spaces intended for public use. DiscourageLimit new industrial uses and surface parking. 	The blocks between the Urban Core and existing residential neighborhoods to the east and west, and commercial uses along Airport Way and north of the Chena River.
Mixed Use Preferred Commercial	<ul style="list-style-type: none"> Intended to provide commercial uses with a regional focus. Predominately mid-scale higher intensity commercial uses with a regional market area. High-density residential, land use impacts such as noise, activity, light, and traffic are expected on residential uses, recommended residential density, at least 13 DU/ac with no maximum density (dwelling units per acre). Reliance on off-street parking. Parks, plazas, and open spaces intended for public use. Discourage new industrial uses. 	Existing large-format commercial uses along Airport Way, the Steese Highway and along the north bank of the Chena River, as well as the Tanana Chiefs Conference site directly east of the Urban Core.

Commented [DS1]: Recommendation made at 04/30/24 Council WS

Commented [DS2]: Recommendation made at 04/30/24 Council WS

Commented [DS3]: Recommendation made at 04/30/24 Council WS

D

ACRONYMS

ACS	American Community Survey
ADA	Americans with Disabilities Act
CDBG	Community Development Block Grants
CEDS	Comprehensive Economic Development Strategy
Center ICE	Center for Innovation, Commercialization, and Entrepreneurship (at UAF)
CIP	Capital Improvement Projects
CLG	Certified Local Government
CPTED	Crime Prevention through Environmental Design
CESP	Community Emergency Service Patrol
DU/ac	Dwelling units per acre
FAST	Fairbanks Area Surface Transportation
FNSB	Fairbanks North Star Borough
FPD	Fairbanks Police Department
LR	long range
MACS	Metropolitan Area Commuter System
MR	medium range
MTP	Metropolitan Transportation Plan
SR	short range
UAF	University of Alaska Fairbanks

Commented [DS4]: Recommendation made at 04/30/24 Council WS

Most importantly, this plan should serve as a key tool for community leaders and residents in their short-term and long-term planning and decision-making. The Downtown Fairbanks 2040 Plan, in conjunction with more detailed plans and current information, should be the backdrop and foundational reference for all FNSB Planning Commission and Assembly meetings and rulings regarding the project area, and for FNSB departments in their daily operations. The table on the following page shows a specific breakdown of how different stakeholders might use the plan.

How to use the Downtown Fairbanks 2040 Plan if you are a...

Resident	Community Planner	City or FNSB Official
Use as an advocacy tool to protect or improve the things you love about the area; for example, to propose a bike lane, or to promote or discourage different types of development.	Guide decision-making on land use changes such as zoning, and permitting; identifies needed policy changes and enforcement priorities.	Official guiding document for Planning Commission, Assembly, and City Council members when making decisions, rulings, and creating policy in the project area.
Property Developer	Business Owner	Grantwriter
Identifies areas where different types of growth are encouraged/discouraged and summarizes housing, transportation, and commercial needs.	Use to advocate for needed improvements to preserve and support businesses Downtown; help guide the work of the Downtown Association of Fairbanks by identifying broadly supported priorities.	Use to demonstrate communitywide support for key priorities in the project area when applying for funding from state, federal, and other sources.

Diversity, Equity, and Inclusion

Downtown Fairbanks is a diverse economic and cultural hub for the FNSB region and is home to many diverse and marginalized populations. It is also home to diverse residents, including currently and historically marginalized populations such as Seniors and Elders, Black, Indigenous, and People of Color, LGBTQ residents, people with disabilities, immigrant and military families, and households with incomes below the poverty line. This plan acknowledges the harm caused to downtown residents and is committed to ensuring resident and visitor safety, dignity, access, and livelihood.

This plan offers recommendations to help create a downtown that is inviting and accessible to everyone. Examples of recommendations included in this plan that

Commented [DS5]: Recommendation made at 04/30/24 Council WS

support marginalized groups include improving accessibility for individuals with disabilities; increasing the availability of quality and affordable housing; ~~incorporating Indigenous place names that celebrate the Alaska Native heritage of the area;~~ and improving transportation and mobility options for households without vehicles. The plan offers recommendations for activating and creating safe spaces for everyone while also amplifying the needs of marginalized communities.

Commented [DS6]: Recommendation made at 04/30/24 Council WS

Project Area

The project area covers approximately 4.2 square miles (Figure 2) in the FNSB and serves as the historic center of the City of Fairbanks. The downtown area, including the commercial core and surrounding residential neighborhoods, is bordered by Noyes Slough and Minnie Street to the north, the Steese Highway to the east, Airport Way to the south, and Cowles Street to the west (Figure 3).

Downtown includes churches, schools, shops and services, government and business offices, residential neighborhoods, and critical community facilities such as the city fire station and transit center. It draws tourists and locals alike who visit the Morris Thompson Cultural and Visitors’ Center, museums, eating and drinking establishments and shops, and attend special events at Golden Heart Plaza. The Chena River runs through the center of Downtown; its waterway and greenbelt are highly valued for recreation year-round.

We acknowledge the Alaska Native nations upon whose ancestral lands the Fairbanks community resides - the Dena people of the lower Tanana River.¹

~~We also acknowledge the explorers and prospectors who established an economic base from which Fairbanks was established.~~

Commented [DS7]: Recommendation made at 04/30/24 Council WS

¹ Adapted from the University of Alaska Fairbanks. <https://www.uaf.edu/diversity/land-acknowledgement.php>

Who and What Make Up Downtown Fairbanks?

Commented [DS8]: Recommendation made at 04/30/24 Council WS that the statistic regarding percentage of disabled downtown residents be verified and source cited.

Disabilities

Downtown residents are more likely to have a disability: 34% have a disability compared with 12% for the FNSB overall. Most common disabilities include cognitive (18%), independent living (12%), and ambulatory (9%).

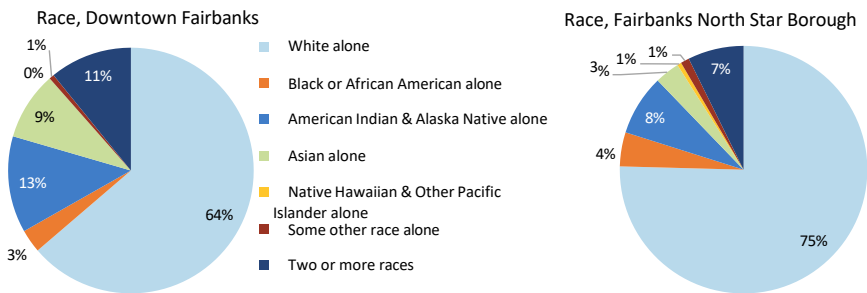
Elders Over **40%** of households include individuals age 60+ years, a large share of the FNSB's senior population. **3 out of 4** live alone.

Renters Over **70%** of downtown households are renters and pay less than \$1,000 per month in gross rent.² Over **60%** of households are rent-burdened, paying at least 30% of monthly income in rent.

Fewer Cars **40%** of households Downtown don't have access to a vehicle, compared with only 5% of households in the FNSB overall.

Challenged Housing Market Almost **80%** of housing units are 40+ years old. **1 in 6** are vacant. Most units are small: **4 out of 5** units have two or fewer bedrooms; **1 in 5** are studios.

Figure 4: Race, Downtown Fairbanks and Fairbanks North Star Borough Overall



SOURCE: United States Census Bureau, 2015-2019 American Community Survey (ACS) 5-Year Estimates. Downtown population data is limited to Census Tract 1, which excludes the small residential area to the north of the Chena River in the project area. Since analyzing this information, 2016-2020 data has been released, although it does not show major shifts from the trends cited above.

How has Downtown Fairbanks Changed Over the Decades?

Downtown has been losing population continuously since the 1990s (Figure 5). The total number of households and housing units have also decreased over the past ten years.

² According to the U.S. Census Bureau, gross rent is the contract rent plus the estimated average monthly cost of utilities (electricity, gas, water, sewer) and fuels (oil, coal, kerosene, wood, etc.) if these are paid by the renter (or paid for the renter by someone else).

Stakeholders want to see Downtown succeed. The overall goals and sets of strategies in this plan are a roadmap to achieve the vision of a prosperous, welcoming, and safe place Downtown for everyone.

Strengths	Challenges and Threats
<p>City Center: Downtown is the heart of Fairbanks.</p> <p>Housing: Downtown includes several historic neighborhoods and a variety of housing types.</p> <p>Public Spaces: Downtown has welcoming open spaces, parks, and beautiful public areas.</p> <p>Walkability: Downtown is walkable and offers a mix of restaurants, bars, and retail.</p> <p>Culture: Downtown has many cultural institutions, a strong presence of Alaska Native organizations, and an arts and entertainment scene.</p> <p>Historic: Downtown Fairbanks has unique character that celebrates the community's past.</p> <p>Camaraderie: Downtown business owners know and support one another.</p>	<p>Parking Challenges: Parking is a frequent complaint for customers and visitors; public parking is difficult to find, and enforcement is strict.</p> <p>Lack of Activity: People visit Downtown to dine, for entertainment, or to attend special events. However, many people perceive Downtown as having “nothing to do,” or do not visit regularly.</p> <p>Undesirable Behaviors: Problems such as substance drug and alcohol abuse, littering, and vandalism negatively impact public spaces and business. These issues also make Downtown less attractive to visit.</p> <p>Aging Buildings: Many buildings need significant repairs and upgrades. Construction costs and building codes make it difficult to make needed updates to the area.</p>
Opportunities for Supporting Revitalization	
<p>Road Improvements: Recent street upgrades have improved walking, biking, and road safety, with more planned to create Complete Streets for all.</p> <p>Improve Navigation: Many people get lost Downtown. Better wayfinding and signage can help people find their way.</p> <p>Polaris Building Redevelopment: Recently secured federal funding for the costly demolition needed to remove this blighted property and create a site ripe for a future redevelopment.</p>	<p>Shared Maintenance Responsibility: The Downtown Association of Fairbanks and City of Fairbanks have already developed standards for snow removal and need more property owners to participate.</p> <p>Riverfront Activity: The Chena River and Riverwalk project are major assets to Downtown and can be a focal point for commercial and public activities.</p> <p>Strong Partnerships: The Downtown Association of Fairbanks, businesses, and property owners are invested into creating a thriving Downtown, through this plan.</p>

Commented [DS9]: Recommendation made at 04/30/24 Council WS

Commented [DS10]: Recommendation made at 04/30/24 Council WS

Commented [DS11]: Recommendation made at 04/30/24 Council WS to update Polaris Building demolition status references throughout the plan.

Key Issues Guiding the Plan



Heart of
Fairbanks

- **Downtown is an economic and historic center.** Downtown Fairbanks is ~~the-an~~ **important** economic hub of the city, which itself is the hub of Interior Alaska and the nation's gateway to the Arctic. Downtown is the oldest part of Fairbanks, the seat of local and regional government, and has the highest density of historical buildings. It's also the cultural center of the city. As a key destination for visitors, Downtown also hosts a variety of lodging options.
- **The Fairbanks North Star Borough (FNSB) Comprehensive Economic Development Strategy (CEDS) guides economic development in the region.** The FNSB maintains a CEDS, with recommendations for sustaining and growing the regional economy. The CEDS is relevant to Downtown, with actions to develop and retain businesses, support workers, and increase quality of life. It also recognizes the economic, cultural, and historic value of Downtown Fairbanks, with recommendations such as revitalizing the bike share program, redeveloping deteriorated properties, and supporting small businesses and future entrepreneurs to own and grow businesses downtown.³

Commented [DS12]: Recommendation made at 04/30/24 Council WS

"What do you like about Downtown Fairbanks?"

Top responses from high school students in 2018:

Restaurants	Seasonal decorations
Coffee shops	Streetlights
Local stores	The history
Art and murals	The fountain
Events and activities	Places to walk
Close to the river	Trees and plants

SOURCE: High school student workshops, 2018

Fairbanks is also a Winter City: The northern climate, easy access to outdoor recreation, and desirable attractions such as aurora viewing create opportunities to celebrate and promote a year-round destination. Winter conditions also create important challenges to address: lighting, managing snow removal, sidewalk clearing, and accessible parking.

Commented [DS13]: Recommendation made at 04/30/24 Council WS

³ Learn more about the FNSB CEDS at <https://fnsbceds.com/>

Figure 14. Many vacant buildings need repairs or upgrades.



demolished by November 2024. A strategic redevelopment of the site would bring growth and activity Downtown.

• **Underused spaces create an opportunity for new businesses and business models.**

The availability of vacant space Downtown creates opportunities for revitalization (Figure 14). However, Downtown has many older and historic buildings situated on small lots; as a result, renovations can be expensive, time intensive and logistically complex. To encourage redevelopment, the FNSB **and the City of Fairbanks** should consider how to reduce barriers and collaborate with property owners to overcome challenges with redevelopment.

Commented [DS14]: Recommendation made at 04/30/24 Council WS

Environmental Health

Fairbanks continues to work toward improving air quality, protecting natural areas and wildlife, and strategies in areawide plans to create a healthy environment. Air quality continues to be a challenge Downtown year-round.

Commented [DS15]: Recommendation made at 04/30/24 Council WS to better word this section and clarify that the air quality issue Downtown is related to PM2.5.

Strategies and Actions *What policies and tools will assist residents, the FNSB, and other partners with achieving their vision and goals for the project area?*

1. Establish Downtown as a center of economic activity in the FNSB and Interior region.

- a. Attract businesses to Downtown: value-added products, manufacturing, offices, hospitality, entrepreneurship, and retail.

Example projects:

- Conduct targeted recruitment efforts to encourage businesses to relocate or expand to Downtown.
- Promote locally owned and operated tourism and hospitality businesses in Downtown.
- Support cottage industries and small-scale vendors, such as food trucks, street vendors, and informal businesses, to use Downtown as a “test market” and potentially scale up.
See other ideas in the callout box at the end of this chapter.

- b. Expand the number of culturally and historically relevant activities Downtown that celebrate the cultural and historic heritage and diversity of FNSB residents.

Example projects:

- Bring temporary or rotating exhibits to Downtown.
- Incorporate Native place names, design elements, and visual features into public projects.
- Create a cultural tourism plan to better integrate and connect visitors and residents with cultural learning and retail opportunities in the community, including Downtown.
- Collaborate with building owners to add more murals downtown.

2. Encourage development of vacant/underutilized parcels and buildings.

- a. Assess vacant commercial land.
- b. Update and maintain map of available parcels for sale in the Development Opportunities in Downtown Fairbanks property database⁴ and identify potential opportunity sites for redevelopment.
- c. Create a financial feasibility model for potential developments to understand which types of projects are feasible, and which have financing gaps.
- d. ~~Update +~~The City of Fairbanks will continue to improve the abatement of dangerous buildings and remediation of chronic code to allow for the issuing of citations for problem- nuisance properties to promote the health and welfare of the community.

Commented [DS16]: Recommendation made at 04/30/24 Council WS

⁴Development Opportunities in Downtown Fairbanks. Maintained by the Downtown Association of Fairbanks. Available at <https://fastplanning.maps.arcgis.com/apps/instant/media/index.html?appid=e9048bd03d0d4c9b841e1b2cf01c8abb>

- e. Create development incentives for new construction and adaptive reuse of vacant residential, vacant commercial, and vacant office space.

Example projects:

- Leverage Downtown Fairbanks' designation as an Opportunity Zone and Military Facility Zone to spur private investment (see callout at end of this chapter for details).
- Incentivize residential property maintenance and improvements.
- Increase awareness of incentives for owner-occupied residences.

See the Parking chapter for related recommendations to redevelop underutilized parking lots.

See related recommendations regarding vacant and underutilized parcels in the Land Use chapter.

3. Support local entrepreneurs and small business creation.

- a. Support establishment and growth of entrepreneurs and businesses who face additional barriers to starting businesses, such as young adults and people of color.
- b. Improve City services to encourage businesses to locate Downtown, such as ~~improved~~ **continued, aggressive snow removal on streets and sidewalks** and implementation of parking improvements. *See the Parking chapter for related recommendations on improving parking access, signage, and education. See the Land Use chapter for related recommendations regarding snow removal.*
- c. Establish cooperative business spaces, such as small business startup spaces, pop-ups, and workspaces.

Commented [DS17]: Recommendation made at 04/30/24 Council WS

4. Increase the availability of downtown workforce opportunities and services that support Downtown residents and workers, such as child care and retail.

- a. Engage and support military households in seeking local employment, workforce training, and local business creation Downtown.
- b. Encourage retail businesses who provide staple goods and services to locate Downtown, such as a grocery store or retail pharmacy. Conduct a feasibility study on the viability of a grocery store and implement recommendations to recruit a store. *A grocery store could spur new development and infill; see related recommendations in the Housing chapter.*
- c. Co-locate or coordinate downtown-based workforce development activities, programs, and events such as job fairs with the State Employment Services office.
- d. Make Downtown more accessible to the workforce by reducing barriers and providing solutions such as improved transit service. *See related transit recommendations in the Transportation chapter.*
- e. Recruit and/or incentivize new child care centers or home-based care options to locate in Downtown.
- f. Install or remodel public restrooms, including single-occupancy design for safety.

5. Reimagine the Polaris Building site as an economic anchor site in Downtown.

- a. Demolish the Polaris Building.
- b. Develop a realistic, community-driven plan for reuse of the Polaris Building site, whether as a community facility or a public-private partnership development. *See related recommendations regarding vacant and underutilized parcels in the Land Use chapter.*

6. Create a clear, recognizable brand identity for Downtown.

- a. Emphasize the boundaries of the core commercial area through signage, maps, design of lighting and street furniture, and other features in the commercial core. *See related wayfinding recommendations in the Transportation chapter and historic and recreation wayfinding recommendations in the Land Use chapter.*
- b. Celebrate and incorporate the cultures of Alaska Native peoples, **historical mining, and strong military presence** in the physical design, place names, art installations, infrastructure, and facilities of Downtown.

Example project:

- Collaborate with Interior Tribes and Native corporations to identify themes, language, and design components.
- c. Implement the new brand identity across marketing and visitor materials.

7. Increase festivals, special events, and other activities to draw people to Downtown throughout the year.

- a. Develop a convention center or similar public facility that can be a focal point for economic and cultural activities Downtown, including facilities to host UAF research gatherings and hosting International events focused on Arctic topics.
- b. Hold events Downtown that attract and represent the diversity and history of the FNSB community, such as military appreciation days, UAF-sponsored activities, events celebrating Alaska Native heritage, farmer’s markets, and other activities.
- c. Establish additional year-round activities and events that attract a variety of audiences, such as youth, families with children of all ages, military personnel, and seniors beyond the peak summer season.
- d. Arrange for transit options from Downtown to other destinations to increase access to community activities during large events and festivals, such as from Golden Heart Plaza and Pioneer Park to other residential areas, North Pole, etc. *See related recommendations regarding transit improvements in the Transportation chapter.*

Commented [DS18]: Recommendation made at 04/30/24 Council WS

Strategies and Actions *What policies or other types of strategies or tools will assist residents, the FNSB, and other partners with achieving their vision and goals for the project area?*

For actions with potential leads identified, potential leads are included in parentheses following the action.

1. Create a walkable, accessible, navigable Downtown year-round.

- a. Update the zoning code to achieve a more walkable Downtown, especially regarding setbacks, street infrastructure, parking standards, and winter city adaptations (e.g., snow storage, protecting solar access for renewable energy). *See the Transportation chapter for other relevant winter design recommendations.*
- b. Encourage pedestrian-friendly building design, including active windows facing the sidewalks, street furniture **where appropriate**, and other interactive spaces.
- c. Prioritize funding for sidewalk and driveway improvements.
- d. Create right-of-way design standards for increased pedestrian access and flow. *See Transportation chapter for specific width recommendations.*

Example project:

- Incorporate best practices for sidewalk design, specifically regarding widening for accessibility and removal of obstructions such as telephone poles from the sidewalks.
- e. Improve timely wintertime maintenance of downtown sidewalks.

2. Guide location and intensity of land use through implementation of the Downtown Future Land Use Map (Figure 22).

- a. Reevaluate and update zoning standards to align with the downtown vision and Future Land Use Map.
- b. Ensure that zoning code revisions and new developments are compatible with requirements and anticipated impacts of military operations at Fort Wainwright, such as building height limits within flight paths.
- c. Encourage and promote mixed-use buildings and properties where residents and visitors live, work, and play. *See the Economic Development chapter for related recommendations to encourage and grow the availability of retail and services Downtown (e.g., a grocery store), and for specific examples of redevelopment tools.*

Commented [DS19]: Recommendation made at 04/30/24 Council WS and suggestion to add this language throughout when street furniture is referenced.

- d. Incorporate park and trail destinations into wayfinding signs and maps. *See the Economic Development chapter for branding recommendations and the Transportation chapter for wayfinding recommendations.*
- e. Develop additional indoor recreation facilities and programming Downtown.
- f. Strategically create more green spaces, such as “pocket parks,” public seating areas, edible landscaping, and pollinator gardens, in the Urban Core on parcels where redevelopment is less feasible.
- g. Prioritize graffiti and trash removal in public spaces. (Potential Lead: City Public Works Department and FNSB Parks Department)

4. Support implementation of plans to improve human and environmental health Downtown.

- a. Create a long-term policy to prevent and manage condemned, unsafe, vacant, and abandoned buildings. *See the Economic Development chapter for related recommendations to encourage development and redevelopment of vacant/underutilized downtown parcels.*
- b. ~~Improve~~ **Continue to improve** and increase enforcement of existing code enforcement strategies.

Example projects:

- o Enforce applicable zoning and building codes on nuisance properties that pose health and safety risks.
- o Streamline the current code enforcement process to reduce the timeline for action.

- c. Implement the FNSB Air Quality Comprehensive Plan.
- d. Implement the FNSB Chena Riverfront Plan.
- e. Apply urban forestry management principles, prioritizing the care and stewardship of trees and landscaping Downtown.
- f. Balance the need for safety and visibility improvements, such as better lighting in winter months, with efforts to reduce light pollution ~~and promote aurora viewing opportunities Downtown.~~⁵
- g. Create spaces to provide comfort and protection during winter months (warming shelters, wind breaks, etc.).

See Public Safety chapter for relevant public safety recommendations, including environmental design best practices. See Economic Development chapter for other recommendations including installing public restrooms.



Commented [DS20]: Recommendation made at 04/30/24 Council WS

Commented [DS21]: Recommendation made at 04/30/24 Council WS


⁵ Learn more about preventing light pollution and implementing responsible outdoor lighting from the International Dark Sky Association: <https://www.darksky.org/>

Downtown Fairbanks Land Use Map Categories

The Downtown Fairbanks Land Use Map is the key tool for implementing the Comprehensive Plan. Land use actions such as rezoning and conditional use approvals as well as many types of development projects must align with these land use designations.

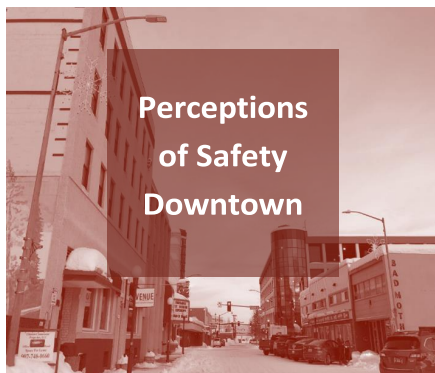
Land Use Category	Intended Land Uses	Application Area
<p>Urban Core</p> 	<ul style="list-style-type: none"> • Intended to be the employment and activity center for the region, attractive to residents and visitors, creating a live, work and play environment. • Walkable, with buildings closer to property lines, continuous building facades with multiple building entries, active streetscape with pedestrian amenities (wide sidewalks). • Pedestrian-oriented commercial uses such as food carts or walk-up concessions. • Concentration of civic, cultural, entertainment, office, and retail uses. • High-density residential, recommended residential density – no less than 13 dwelling units per acre (DU/ac) and no maximum density limit. • Minimal off-street parking, reliance on on-street parking and parking garage in business areas. • Parks, plazas, and open spaces intended for public use. • Discourage new industrial uses and surface parking. • Encourage specialty and locally owned retail on ground floors. • Design streets in the Urban Core to emphasize <u>balance</u> “accessibility” over <u>and</u> “mobility.” 	<p>The Urban Core is the center of downtown activity and commerce, from the Chena Riverfront and 1st Avenue to commercial corridors along Cushman and Noble Streets, south to 8th Avenue.</p>
<p>Mixed Use Preferred Residential</p> 	<ul style="list-style-type: none"> • Intended to act as transition areas between the intense commercial uses and downtown residential areas. Providing opportunities for high-density residential growth with compatible small-scale commercial uses. • Predominately high-density residential, recommended residential density – between 13 DU/ac to 29 DU/ac. • Small scale neighborhood-oriented commercial uses with a local market area that are compatible with downtown residential uses. • Encourage specialty and locally owned retail on ground floors. • Large commercial uses with a regional market area only along high-volume roads and buffered from residential areas. • A mixed reliance on on-street parking and off-street parking. • Parks, plazas, and open spaces intended for public use. 	<p>This category supports relatively high density residential along the blocks between the Urban Core and existing residential neighborhoods to the east and west, and commercial uses along Airport Way and north of the Chena River.</p>

Commented [DS22]: Recommendation made at 04/30/24 Council WS

Land Use Category	Intended Land Uses	Application Area
<p>Mixed Use Preferred Commercial</p> 	<ul style="list-style-type: none"> Discourage new industrial uses and surface parking. Intended to provide commercial uses with a regional focus. Predominately mid-scale higher intensity commercial uses with a regional market area. High-density residential, land use impacts such as noise, activity, light, and traffic are expected on residential uses, recommended residential density, at least 13 DU/ac with no maximum density (dwelling units per acre). Reliance on off-street parking. Parks, plazas, and open spaces intended for public use. Discourage new industrial uses. 	<p>This category recognizes existing large-format commercial uses along Airport Way, the Steese Highway and along the north bank of the Chena River, as well as the Tanana Chiefs Conference site directly east of the Urban Core.</p>
<p>Downtown Neighborhood Residential</p> 	<ul style="list-style-type: none"> Intended to protect established downtown residential neighborhoods. Single-family, duplexes and accessory dwelling units, recommended residential density between 5 DU/ac and 13 DU/ac (dwelling units per acre). Other residentially compatible uses. Parks, plazas, and open spaces intended for neighborhood focus. 	<p>This category applies to three existing residential areas: west of the Urban Core, between Wickersham and Cowles Streets; east of the Urban Core, between Clay and Dunkel Streets; and north of Chena River along Noyes Slough.</p>

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Key Issues Guiding the Plan

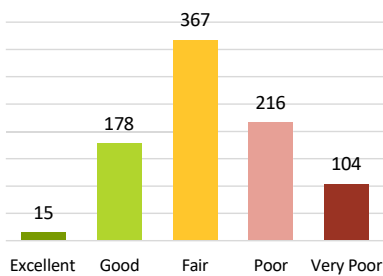


Community Emergency Service Patrol in Downtown Fairbanks

- Since 2018, **Community Emergency Service Patrol (CSPESP)** has responded to 5,000-6,000 calls per year for public intoxication. For years, demand has exceeded capacity to respond.
- **CSP-ESP** responds citywide, but calls are concentrated Downtown.
- In frigid temperatures, this service saves lives.

SOURCE: *CSP-ESP Interview, 2022*

Figure 23. Responses to Survey Question: "Rate Downtown on These Attributes: Safety"



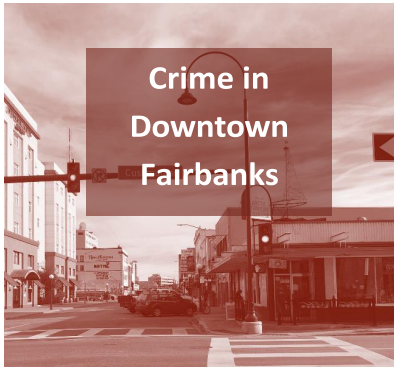
SOURCE: *Community Survey, 2017*

- **Residents and visitors want to feel safe Downtown.** People feel safe in attractive, lively, and busy spaces; vacant buildings, empty lots, and lack of activity can make people feel unsafe, even if no real threats are present. This chapter offers strategies to better activate spaces and generate pedestrian traffic that, when combined with more robust community policing, could help make Downtown feel safer for all.
- **Lack of activity in parts of Downtown creates a perceived lack of safety.** Low foot traffic, litter, physical design limitations, and darkness can all contribute to make public spaces seem empty, reducing feelings of safety, and may discourage potential visitors. In a 2017 community survey, 33% of respondents reported feeling unsafe Downtown (Figure 23). In comparison, most participants who work Downtown said they feel safe, and few have experienced a crime.
- **Negative behaviors in public spaces impact perception of safety.** The visibility of public intoxication Downtown was a frequent theme in project interviews and surveys. **Individuals under the influence of alcohol or drugs rarely pose a safety risk to others but can be at risk of harm.**

These behaviors can discourage visitors from visiting Downtown, cause disturbances, and in some cases, contribute to issues like littering or trespassing. Related, many individuals experiencing substance use issues are the same individuals experiencing homelessness and co-occurring mental health challenges. These

Commented [DS24]: Recommendation made at 04/30/24 Council WS to change all "Community Service Patrol (CSP)" references throughout the plan to "Emergency Service Patrol (ESP)"

Commented [DS25]: Recommendation made at 04/30/24 Council WS



“Without people coming in and out of stores, all you see are the 50 people loitering. But if there were more people shopping and everything else, you wouldn’t notice them.”

“I’d like to see more patrols and better maintenance. Cleaner streets, cleaner sidewalks, lights that work. A lot of the lights are off. Make it nice and clean, address vandalism right away.”

Stakeholder Interviews, 2022

challenges are better mitigated by increased access to housing, programs, and services, in Downtown and other areas of the borough. Today, Downtown hosts a variety of essential services such as a youth shelter, crisis response center, food pantry, and needle exchange.

- **Bars and nightlife bring people and activity but have public safety trade-offs.** Downtown is a popular destination for dining, entertainment, and nightlife, with long-established bars as well as newer venues. However, police data illustrates other impacts. For example, there are more calls for alcohol-related incidents and disturbances, especially during evening hours. *See Figure 25 for more discussion of police data.*
- **Most downtown criminal activity is related to property crimes.** Police dispatch data shows moderate-elevated levels of property and violent crimes in Downtown; most calls are for disturbances, trespassing, and theft (Figure 25). While most do not pose an immediate threat of harm, these incidents have a detrimental impact on businesses who must invest time and resources in reporting, clean-up, and fatigue responding to incidents.

Commented [DS26]: Recommendation made at 04/30/24 Council WS



- **Downtown lacks indoor public spaces.** Many crimes such as trespassing happen more during the day, when people try to find a place indoors to warm up. The lack of public indoor spaces and restrooms likely contributes to the number of trespass calls into dispatch.

Strategies and Actions *What policies or other types of strategies or tools will assist residents, the Fairbanks North Star Borough (FNSB), and other partners with achieving their vision and goals for the project area?*

1. Create a safe, welcoming environment through community-focused activities and consistent maintenance.

- a. Collaborate with property owners, businesses, police, private security, service providers, and other stakeholders to create a Downtown Safety Plan.

Example plan strategies:

- o Keep buildings in good repair.
- o Maintain foliage and landscaping for visibility.
- o Improve exterior lighting.

- b. Promptly address safety and nuisance issues due to blighted buildings, facilities in disrepair, and vandalism.
- c. **Support-Analyze** ongoing operations of human services organizations in Downtown such as food distribution centers, the needle exchange program, crisis stabilization programs, and other services to meet basic needs.
- d. Work with social service providers, police, and local businesses operating Downtown to effectively serve clients.

Example project:

- o Create a public safety task force.

- e. Maintain or increase consistent presence of police and security Downtown through **CSPESP**, foot, and bicycle patrols, focused on any “hot spots” with safety concerns.

Commented [DS27]: Recommendation made at 04/30/24 Council WS

Commented [DS28]: Recommendation made at 04/30/24 Council WS

See the Economic Development chapter for recommendations on how to better activate and improve the vibrancy of Downtown.

See the Housing and Land Use chapters for recommendations to increase residential units and reduce vacant and underutilized downtown properties, and for more information about crisis response in Fairbanks.



Downtown has directional signs like the one above, but the placement and content of existing signage is not meeting people’s needs.

Figure 30. Utility poles placed in the middle of sidewalks make it difficult to walk safely.



Figure 31. Street furniture such as planters adds visual interest and greenery to streets, but also makes snow clearing more difficult.



- **Incorporating landscaping into street design has many benefits.** Applying “Green Street” concepts can improve drainage while providing short-term storage for water runoff.
- **Improve navigability in Downtown Fairbanks can be difficult to navigate.** Residents, businesses, and survey respondents consistently say it is hard to find your way in and around Downtown due to:
 - Narrow sidewalks
 - Poor lighting in winter
 - Many sidewalks not accessible by Americans with Disabilities Act (ADA) standards
 - Bicyclists using sidewalks illegally
 - Not enough guiding signage for routes between destinations
 - Hard to find parking (*see Parking chapter*)
 - One-way streets
- **The current Continue to improve sidewalk design is challenging for ease of pedestrians traffic.** Some streets have had sidewalk and ADA accessibility improvements. However, many people say walkability, especially for people with mobility issues, remains a barrier (Figure 30).
- **Winter maintenance impacts navigation.** Snow clearance is a transportation issue: snow on sidewalks and roads make it challenging to get around in the winter. Improving implementation and adherence to the City’s Downtown Snow Removal Standards could help snow clearing happen quickly and consistently. Timely snow clearance by businesses and property owners should also be a priority.
- **Street amenities have pros and cons.** Some people expressed frustration with features installed on new, wider sidewalks (Figure 31).

Commented [DS29]: Recommendation made at 04/30/24 Council WS

Commented [DS30]: Recommendation made at 04/30/24 Council WS

Strategies and Actions *What policies or other types of strategies or tools will assist residents, the FNSB, and other partners with achieving their vision and goals for the project area?*

The circulation maps in Figure 35 (Roadway), Figure 36 (Bicycle), Figure 37 (Pedestrian), and Figure 38 (Transit) illustrate proposed connections and policies for each mode.

1. ROADS: Continue building a road system that provides the needed level of mobility and enhances the built environment of Downtown Fairbanks. See Figure 35.

- a. Implement safety and mobility features in the downtown road network.

Example projects:

- Signal progression, where appropriate.
 - Encourage fast-moving traffic to use major arterials (Airport Way, Steese Expressway).
 - Define Cushman and Barnette Streets as primary gateway streets into and out of Downtown and serving local freight needs. Functionally classify both streets as major collectors.
 - Consider connecting Clay St. to 3rd Avenue.
 - Consider connecting 4th and 5th Avenues on the east by cemetery.
- b. Apply Complete Streets principles where appropriate.⁸
- c. Conduct a speed study and update speed limits as appropriate.
- d. Engage representative stakeholders in the planning of downtown road projects (see 5th Avenue example at the end of this chapter).

2. BICYCLES: Develop a seasonal bicycle network throughout Downtown to incorporate cycling with other transportation options. See Figure 36.

- a. Provide bicycle parking and storage in appropriate and safe locations. Use of on-street signs, marked lanes, or other markings will be determined and developed by and with the maintenance authority of the roadway.
- Use on-street marked lanes on roadways with more than 1,000 average daily traffic.
 - ~~Use sharrows (shared lane markings that indicate cyclists and vehicles share a lane) on roadways with less than 1,000 average daily traffic.~~
 - Install separated pathways that connect through parks and green spaces.
 - Construct a new bike-accessible connection between 12th Avenue and shared-use pathway along the Steese Expressway.

⁸ Learn more about Complete Street policies at the U.S. Department of Transportation website: <https://www.transportation.gov/mission/health/complete-streets-policies>

Commented [DS31]: Recommendation made at 04/30/24 Council WS

- o Identify all paths 10 feet or wider as a shared-use pathway along designated bicycle routes.
- o Consider adding shoulder space where practical to each road improvement project that eventually will make most roads comfortable and welcoming to cyclists while allowing adequate snow storage in the winter.
- b. Continue to resolve conflict of bicyclists on sidewalks and prohibition in Alaska administrative code.⁹
- c. Revitalize the bike share program.

Commented [DS32]: Recommendation made at 04/30/24 Council WS

3. PEDESTRIANS: Increase walkability and pedestrian comfort in Downtown Fairbanks. See Figure 37.

- a. Improve connectivity of the sidewalk system throughout Downtown and ensure that all streets a) identified as collectors, and b) within the Urban Core, have sidewalks.
- b. Incorporate street furniture into Downtown. *See Economic Development chapter for related recommendations regarding streetscape design.*

Example projects:

- o Install furniture to buffer pedestrians on sidewalks from car traffic where applicable and where it will not impede pedestrian mobility or snow removal.
- o Install pedestrian bars for leaning and resting.

- c. Develop a specific recommended width within the Urban Core. Establish the minimum recommended sidewalk width as 7 feet, defined as the width allowing two people walking abreast to pass another person without needing to step out of the way.
- d. Assess sidewalk width and widen sidewalks, where appropriate.

Example project:

- o Install sidewalks and shared-use pathways that are between 7 and 12 feet wide on all identified corridors in network, where there is sufficient right-of-way width.

- e. Connect Downtown to surrounding areas with pedestrian bridges over waterways.
- Example projects:*
- o Construct a pedestrian bridge at Cowles Street over Chena River.
 - o Construct a pedestrian bridge over Noyes Slough.

- f. Review and update pedestrian delay times for crosswalks, especially in winter, to give travelers more time to safely cross while navigating snow, ice, and other winter obstacles.

⁹ Per Alaska regulation, bicycles are prohibited on sidewalks in business districts such as Downtown. "Alaska generally allows bicycles on sidewalks, but no person may ride a bicycle upon a sidewalk in a business district or where prohibited by an official traffic-control device." 13 AAC 02.400(g)

See related sidewalk snow removal recommendation in the Land Use chapter.

6. DESTINATION: Define Downtown as a central transportation destination for the region, connected by multiple modes, in all transportation plans.

- a. Include Downtown as a priority for transportation improvements in MTP and other FAST Planning projects, programs, and plans.
- b. Increase bike and pedestrian infrastructure throughout Downtown, consistent with Envision 2045 FAST Planning Metropolitan Transportation Plan (MTP) and Connect Fairbanks Non-Motorized Transportation Plan.
- c. Continue implementing Green Streets Plan improvements identified in Downtown to improve drainage and aesthetic appeal of priority corridors.

Commented [DS33]: Recommendation made at 04/30/24 Council WS

7. AESTHETICS: Integrate aesthetic features and make it easier for everyone to find their way within Downtown.

- a. Incorporate continuity in streetscape look and feel, including consistent design elements such as lighting, planters, street trees, etc. See the Economic Development chapter for additional branding and design recommendations.
- b. Use decorative highway fencing, as opposed to chain-link, where highway fencing is required, such as Airport Way and the Steese Expressway.
- c. Improve and add wayfinding signage, maps, and other visual strategies to guide people toward commercial areas, green spaces, historic districts, and other points of interest (see Figure 34 for example of current signage). See related identity and branding recommendations in the Economic Development chapter. See parking-related wayfinding recommendations in the Parking chapter.

Figure 34: Existing Downtown Signage



Example projects:

- o Work with FAST Planning to integrate Downtown brand identity and design elements as part of consistent design standards for Downtown transportation projects.
- o Coordinate with public and private parking operators to advertise and provide wayfinding from the closest available parking to common attractions and destinations. See related visibility and lighting recommendations in the Land Use chapter.

RESOLUTION NO. 5120

A RESOLUTION AUTHORIZING THE CITY OF FAIRBANKS TO APPLY FOR FUNDS FROM THE UNITED STATES DEPARTMENT OF JUSTICE OFFICE OF COMMUNITY ORIENTED POLICING SERVICES (COPS) FOR THE FY2024 PROMOTING ACCESS TO CRISIS TEAMS (PACT) – COMMUNITY POLICING DEVELOPMENT (CPD) PROGRAM

WHEREAS, the United States Department of Justice Office of Community Oriented Policing Services offers funding for the creation or expansion of crisis intervention teams and to embed mental and behavioral health services within law enforcement agencies; and

WHEREAS, the City of Fairbanks Police Department wishes to increase its ability to respond to individuals in crisis by increasing the number of officers who are Crisis Intervention Team (CIT) certified; and

WHEREAS, the PACT program provides an award limit of \$400,000 with no matching requirement; and

WHEREAS, the City of Fairbanks Police Department (FPD) wishes to fund the following activities using PACT funds: contract a CIT Coordinator to train FPD officers to reach 100% CIT certification; cover overtime costs of officers attending CIT training; reimburse Native Alaska content experts for culturally relevant training included in the CIT training curriculum; and hire a part-time peer support specialist to enhance the capacity of the department to provide assistance and mental health resources to vulnerable members of the community.

NOW, THEREFORE, BE IT RESOLVED by the City Council that the Mayor or his designee is authorized to execute any and all documents required for requesting funds on behalf of the City from the US Department of Justice Office of Community Oriented Policing Services for the FY2024 Promoting Access to Crisis Teams Community Policing Development program.

PASSED and APPROVED this 13th Day of May 2024.

David Pruhs, City Mayor

AYES:
NAYS:
ABSENT:
APPROVED:

ATTEST:

APPROVED AS TO FORM:

D. Danyielle Snider, MMC, City Clerk

Thomas A. Chard II, City Attorney

CITY OF FAIRBANKS
FISCAL NOTE

I. REQUEST:

Ordinance or Resolution No: 5120

Abbreviated Title: FY2024 PACT - CPD Program

Department(s): Police Department

Does the adoption of this ordinance or resolution authorize:

- 1) additional costs beyond the current adopted budget? Yes _____ No X
- 2) additional support or maintenance costs? Yes _____ No X
 If yes, what is the estimate? see below
- 3) additional positions beyond the current adopted budget? Yes X No _____
 If yes, how many positions? 1
 If yes, type of positions? P (F - Full Time, P - Part Time, T - Temporary)

II. FINANCIAL DETAIL:

PROJECTS:	Consultant	Personnel	Other Costs	Total
CIT Coordinator	\$104,200			\$104,200
OT Costs for Training		\$95,100		\$95,100
Part-Time Peer Support Specialist		\$118,500		\$118,500
Native Alaska Content Experts (to be included in CIT training)			\$2,000	\$2,000
TOTAL	\$104,200	\$213,600	\$2,000	\$319,800

FUNDING SOURCE:	Consultant	Training	Other Costs	Total
Grant Fund (Federal Funds - PACT)	\$104,200	\$213,600	\$2,000	\$319,800
TOTAL	\$104,200	\$213,600	\$2,000	\$319,800

The budget will cover the 24-month performance period of the grant. The CIT Coordinator must be CIT certified, or obtain CIT certification within a specified period after the contract is awarded. FPD will send 30 officers to the 40 hour training in four sessions. The part-time Peer Support Specialist will be included in FGC, working 20 hours per week at \$28.00 for the duration of the grant. The Native Alaska content will be included in each CIT training as an aspect of policing unique to the Interior.

Reviewed by Finance Department: Initial SF Date 5/2/2024

ORDINANCE NO. 6279

**AN ORDINANCE AMENDING FAIRBANKS GENERAL CODE
SECTION 22-28(b) TO CREATE PARITY BETWEEN CITY AND
BOROUGH ELECTION WORKER PAY**

WHEREAS, regular City of Fairbanks elections are currently held in conjunction with Fairbanks North Star Borough elections, and the City has sought to keep its election codes and procedures as similar as possible to that of the Borough to ensure consistency for voters; and

WHEREAS, the Fairbanks General Code states that the City will pay its election workers an hourly rate similar to that of State election workers; and

WHEREAS, the City and Borough share election workers since all City polling places are also Borough polling places, so it would be more sensible to have parity between City and Borough election worker pay versus City and State election worker pay.

NOW, THEREFORE, BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF FAIRBANKS, ALASKA, as follows:

Section 1. That Fairbanks General Code Sec. 22-28(b), Expenses, is hereby amended as follows [new text in **bold/underline** font; deleted text in ~~striketrough~~ font]:

- (b) The city shall pay each election board member and canvass board member ~~the hourly rate provided for similar election officials for state elections~~ for the time spent at their election duties, including the receiving of instructions. **Election worker pay shall be equivalent to the hourly rate paid to similar election officials for regular borough elections.**

Section 2. That the effective date of this Ordinance shall be the ___ day of ___ 2024.

David Pruhs, Mayor

AYES:
NAYS:
ABSENT:
ADOPTED:

ATTEST:

APPROVED AS TO FORM:

D. Danyielle Snider, MMC, City Clerk

Thomas A. Chard II, City Attorney

ORDINANCE NO. 6280

**AN ORDINANCE AMENDING FAIRBANKS GENERAL CODE
CHAPTER 14, ARTICLE XIII, BUSINESS LICENSING, TO ALLOW FOR
YOUTH BUSINESS LICENSES AND AMENDING THE CITY
SCHEDULE OF FEES AND CHARGES FOR SERVICES**

WHEREAS, FGC Chapter 14, Article XIII requires every person or legal entity doing business in the city limits to obtain a City of Fairbanks business license; and

WHEREAS, City business license fees are set forth in the *City Schedule of Fees and Charges for Services*; and

WHEREAS, the City does not enforce the business license requirement on youth under the age of 18 who earn money by shoveling snow, mowing lawns, selling lemonade, and performing other business-like activities in the community; and

WHEREAS, the City supports the idea of young people gaining business knowledge through personal experience; and

WHEREAS, it is the sense of the Council that youth under the age of 18 should have an option to purchase a City business license for a minimal fee but should not be subject to City business license code requirements or penalties.

NOW, THEREFORE, BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF FAIRBANKS, ALASKA, as follows:

Section 1. Fairbanks General Code Chapter 14, Article XIII, Business Licensing is hereby amended as follows [new text in **bold/underline** font; deleted text in ~~striketrough~~ font]:

Sec. 14-604. - Exemptions.

The following business owners are exempt from application of F.G.C. 14-601—14-603:

- (a) Those business owners whose only business activity is to ship tangible property or provide intangible services to buyers within the city in response to an order (whether by phone, mail, or internet) without the physical presence of any owner, employee, or agent in the city.
- (b) Those business owners who are only physically present in the city for short visits (whether at trade shows, special events, sales visits, etc.), so long as their presence is covered by a multi-vendor permit issued under F.G.C. chapter 14, article III, multi-vendor event.
- (c) Even if required by state law to have a state business license, anyone making casual sales within the city, such as garage or yard sales.

(d) Any youth under the age of 18 who does business on a seasonal or temporary basis in the city.

Sec. 14-605. - Youth business license.

A youth who meets the exemption requirements set forth in Sec. 14-604(d) may obtain a youth business license.

- (a) Application. All applications for issuance of a youth business license must be made on a form provided by the city clerk.**
- (b) Fee. The fee for a youth business licenses is set forth in the City Schedule of Fees and Charges for Services.**
- (c) Term. A youth business license will be issued for a temporary term as specified by the applicant at the time of application. A term may include a seasonal period that reoccurs each year for a prescribed number of years.**
- (d) Transferability and age limit. Youth business licenses are non-transferable and become invalid after the business owner is 18 years of age.**

Section 2. The *City Schedule of Fees and Charges for Services* is hereby amended by adding a \$1.00 fee for a youth business license.

Section 3. The effective date of this ordinance shall be five days after adoption.

David Pruhs, City Mayor

AYES:
NAYS:
ABSENT:
ADOPTED:

ATTEST:

APPROVED AS TO FORM:

D. Danyielle Snider, MMC, City Clerk

Thomas A. Chard II, City Attorney

Introduced by: _____

Introduced: _____

ORDINANCE NO. _____

**AN ORDINANCE AMENDING FAIRBANKS GENERAL CODE CHAPTER 26,
ARTICLE III, EMERGENCY MEDICAL SERVICES, ADDING REGULATIONS
GOVERNING PRIVATE AMBULANCE SERVICES AND AMENDING THE
CITY SCHEDULE OF FEES AND CHARGES FOR SERVICES**

WHEREAS, citizens of the City of Fairbanks demand and deserve the best available emergency medical care; and

WHEREAS, private ambulances operating within the city limits should provide the highest quality service available; and

WHEREAS, the City of Fairbanks recognizes the need to have supervision of private ambulances that are providing care within the City of Fairbanks area of jurisdiction to ensure that the highest quality is being offered and maintained; and

WHEREAS, the City of Fairbanks does not have any regulations on the operation of private ambulances within the city limits.

NOW THEREFORE, BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF FAIRBANKS, ALASKA, as follows:

SECTION 1. Fairbanks General Code Chapter 26, Article III is hereby amended as follows [new text in **bold/underline** font; deleted text in ~~strike through~~ font]:

ARTICLE III. - EMERGENCY MEDICAL SERVICES

Sec. 26-~~9044~~. - Charges.

(a) The charges for emergency medical service are as specified in the **City Schedule of Fees and Charges for Services**~~city schedule of fees and services~~.

(b) The amount collected for mileage shall be placed in the capital appropriation fund.

Sec. 26-91. – Definitions.

The following words, terms, and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Ambulance Service means a service which provides ground transportation to persons who require medical monitoring and does not include stationary emergency aid services at a particular location.

Dispatch means the receipt of a request for ambulance service or the arrangement for a licensee to fulfill a request for ambulance service.

Emergency means:

1. Patients not previously evaluated by a qualified healthcare professional (QHP), including patients who have been treated for an existing problem but who develop new, acute symptoms which have not been evaluated previously by a QHP.
2. Any patient condition which could reasonably lead to loss of life or limb or could cause the person significant harm if not treated immediately by a QHP.

FFD EMS Patient Transport means Fairbanks Fire Department (FFD) ambulance transports of previously unevaluated patients. Emergency Medical Services (EMS) transports may be of patients considered either emergent or non-emergent. Providers, patients, or other parties that call 911 for response and service are FFD EMS transports.

Fairbanks Area EMS means response apparatus, transport ambulances, and EMS personnel assigned or belonging to FFD, University Fire Department (UFD), North Pole Fire Department (NPF), Fort Wainwright Fire (FWF), Chena Goldstream Fire and Rescue (CGFR), Steese Volunteer Fire Department (SVFD), and Eielson AFB.

Fire Chief means the chief of the Fairbanks Fire Department or designee.

Licensee means a person or entity in possession of a current and valid ambulance service license issued pursuant to this chapter.

Nonemergency Ambulance Services means providing ground ambulance services for transports that originate inside the City of Fairbanks limits.

Nonemergency Call means a request for an ambulance to transport or assist patients that would not constitute a 911 emergency call.

Private Ambulance Service (PAS) means a service which provides ground ambulance transportation to persons who require medical monitoring.

PAS Patient Transport means PAS transports of patients who meet the eligibility criteria in FGC Sec. 26-101, are deemed stable for the transport, require medical monitoring, and whose transport would not require the use of any other method of transportation given the patient's condition.

Patient means a person who requires medical monitoring transport by an ambulance service.

Qualified Healthcare Professional (QHP) means a health care professional who is qualified by education, training, licensure/regulation (when applicable) and facility privileging (when applicable) who performs a professional service within their scope of practice and independently reports that professional service.

Registered Nurse (RN) means a nurse who meets the State of Alaska requirements to obtain and maintain a nursing license in Alaska.

Sec. 26-92. – License required.

(a) It is unlawful for any person or entity to provide nonemergency ambulance service within the city limits unless that person or entity is in possession of a valid PAS license issued in accordance with this chapter.

(b) It is unlawful for any person other than the Fairbanks Fire Department to provide emergency ambulance service within the city unless standing mutual aid agreements are activated by the Fairbanks Emergency Communications Center (FECC).

(c) It is unlawful for a licensee to provide or to allow another person to provide ambulance service under the authority of that licensee's license.

Sec. 26-93. – Types of licenses.

(a) An entity may apply for one of three different licenses under this chapter:

(1) A Type 1 license authorizes private ambulances to transport previously evaluated patients, including critical care patients, urgent hospital-to-hospital transfers, as well as all Type 2 and 3 license authorized transports.

(2) A Type 2 license authorizes private ambulances to transport previously evaluated patients requiring advanced life support, as well as all Type 3 license authorized transports.

(3) A Type 3 license authorizes private ambulances to transport previously evaluated patients requiring basic life support only, as well as patient transports with an accompanying medical escort team.

(b) An entity can change the type of license it holds to another type by following the procedures and paying the required fee(s). No refund will be issued for downgrading licenses.

Sec. 26-94. – Contents of application for license; term of license; non-transferability.

(a) An application for a PAS license shall be made to the fire chief on an approved form and shall be accompanied by the following:

(1) Payment of fee(s) pursuant to the City Schedule of Fees and Charges for Services.

(2) Proof of insurance for all vehicles to be operated as ambulances pursuant to the license as required by FGC Sec. 26-98.

(3) A complete list of the name, address, email address, and telephone number for every person who shall have a financial or proprietary interest in the license.

(4) Proof that the applicant is at least 18 years of age.

(5) Proof of current State of Alaska and City of Fairbanks business licenses.

(6) Proof that the personnel required to operate the ambulance service are available as of the effective date of the license.

(7) Proof that the applicant has acquired and installed the equipment that FGC Sec. 26-104 requires for each vehicle to be operated as an ambulance as of the effective date of the license.

(8) Identification of the EMS medical director required by FGC Sec. 26-106(b).

(9) Identification of the vehicles to be operated as ambulances by vehicle registration number, VIN number, make, model, and year; proof that both the body and mechanics of each vehicle is in good repair; and proof that the applicant is lawfully entitled to use each vehicle for the purpose of an ambulance service.

(10) Proof that any new or used ambulances purchased after July 27, 2021, or any ambulance remounts completed after that date, are certified as meeting one or more of the following nationally recognized standards for ambulance design:

a. the most recent published version of the U.S. Department of Transportation Federal Specification for Star-of-Life Ambulances (KKK-A-1822),

b. the Commission on Accreditation of Ambulance Services Ground Vehicle Standard v 3.0 (CAAS-GVS), or

c. the National Fire Protection Association Standard for Automotive Ambulances (NFPA 1917).

(11) A complete description of the ambulance markings and color scheme to be used in compliance with FGC Sec. 26-103.

(12) Proof of current registration with the State of Alaska as an emergency medical service ground ambulance service.

(13) Attestation by the PAS's EMS director or medical sponsor that PAS personnel have, and will continue to receive, the necessary training and certification (if applicable) to know how to use the current Standing Orders published by the Interior Region Emergency Medical Services Council, Inc. (IREMSC), and will practice within their scope and according to the current IREMSC standing orders.

(14) Initial applicants will be required to submit a copy of their business plan.

(15) Certification by the city's chief financial officer or designee that the entity and person(s) applying for license are not reported as being delinquent on any city taxes or fees and have no outstanding judgments or debts owed to the city or borough.

(b) The fire chief shall issue a license if the applicant complies with all the requirements of subsection (a) of this section, unless good cause exists for denial. A license issued pursuant to this section is nontransferable and shall be valid for one year unless revoked or suspended pursuant to FGC Sec. 26-96.

(c) A licensee is under a continuing obligation to keep the information on their application for licensure current. Failure to do so will be a violation of this chapter. A licensee shall give written notice to the fire chief of any change to be made to their application within ten days and the fire chief shall amend the application accordingly.

(d) No person may knowingly make a false or misleading statement on an application for a license under this chapter.

Sec. 26-95. – Renewal of license

(a) A license issued pursuant to this chapter is valid for one year from the date of issuance and will expire automatically if an application for renewal is not received by the fire chief prior to the expiration of the license.

(b) All ambulance service licenses will renew March 1 of every year.

(1) Fees may be prorated for the first year.

(2) Applications for renewal are due February 1st of each year. Late submissions may be denied or charged a late fee in accordance with the City Schedule of Fees and Charges for Services.

(c) An application to renew an ambulance service license is made to the fire chief in the same manner as an original application and shall be treated in the same manner as an original application.

(d) If a licensee is no longer qualified to hold the license at the time of renewal, the fire chief shall not approve the renewal of the license.

(e) Any person or entity that has forfeited a license pursuant to this chapter may not apply for a new license for a period of two years from the date of forfeiture.

(f) A complete schedule of ambulance licensure fees will be available for inspection at the fire chief's office and at the city website. Any increase in fees will be made available for public inspection and must be approved by the city council.

Sec. 26-96. – Suspension or revocation of license.

(a) If a licensee is convicted or otherwise found liable by a court of competent jurisdiction for violation of a provision of this chapter or a municipal regulation promulgated pursuant to this chapter, in addition to any criminal or civil penalty imposed, the applicable license shall be automatically suspended or revoked in accordance with the following schedule commencing on the date of the issuance of the court's judgment:

(1) First violation: 60-day suspension of license or permit.

(2) Second violation: 120-day suspension of license or permit.

(3) Third violation: Revocation of license or permit.

(b) Any violation of the terms of a suspension or revocation imposed pursuant to this section is a separate violation of this chapter.

(c) The licensee shall not be permitted to re-apply for a license for two years if they have their license revoked.

Sec. 26-97. – Appeals

(a) If the fire chief determines that an application for an ambulance license does not meet the requirements of this chapter, the fire chief shall deny the application. The fire chief shall issue a written decision to the applicant stating the specific reason(s) for the denial.

(b) A person aggrieved by the denial or revocation of an ambulance license by the fire chief pursuant to this chapter may appeal to the city mayor no later than 15 days after the issuance of that decision. Review by the city mayor or designee shall be limited to determining that the decision of the fire chief is supported by substantial evidence.

Sec. 26-98. – Insurance required.

(a) It is unlawful to provide private ambulance services with a vehicle not insured according to the requirements of this section.

(b) A complete schedule of PAS insurance requirements will be available for inspection at the fire chief's office.

(c) Before any license is issued for a PAS, the applicant shall furnish one or more policies or certificates of insurance issued by an insurance company authorized to do business in the state for the following coverage for each vehicle to be operated as an ambulance:

(1) Worker's compensation and employer's liability insurance required by the laws of the State of Alaska.

(2) Commercial general liability insurance, including coverage for:

- a. Products/completed operations;**
- b. Personal and advertising injury;**
- c. Each occurrence; and**
- d. Medical payments.**

(3) Commercial automobile liability insurance, to include owned, non-owned, and hired vehicles.

(4) Excess liability insurance.

(5) Professional liability (medical malpractice) insurance covering all physicians and emergency medical technicians.

(6) Cyber/privacy liability insurance. The cyber coverage shall include, but not be limited to, claims involving invasion of privacy violations (including HIPPA), information theft, and release of private information. The policy shall provide coverage for breach response costs as well as regulatory fines and penalties as well as credit monitoring expenses.

(7) With the exception of workers compensation and professional liability each policy shall name the city as an "additional insured" and the actual policy endorsement shall accompany each certificate of insurance.

(8) General liability, workers compensation, and automobile policies shall be endorsed to waive all rights of subrogation against the City of Fairbanks by reason of any payment made for claims under the above coverage. This policy endorsement shall accompany each certificate of insurance.

(9) All policies for general liability shall be primary and noncontributing with any insurance that may be carried by the city.

(10) If the licensee maintains broader coverage and/or higher limits than the minimums shown above, the city requires, and shall be entitled to, the broader coverage and/or the higher limits maintained by the licensee. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the city.

(d) The liability insurance policy must be verified as to substance and form by the city attorney and filed with the fire chief.

(e) Every insurance policy or certificate shall contain a clause obligating the insurer or surety to give the fire chief written notice no less than 30 days before the cancellation, expiration, nonrenewal, lapse, or other termination of such insurance. A lapse, cancellation, expiration, nonrenewal, or termination of insurance coverage will result in an automatic suspension of any license for so long as the licensee is without insurance as required by this section.

Sec. 26-99. – Number of vehicles operated per license; removal from use.

(a) A licensee may operate multiple vehicles as ambulances so long as each such vehicle is operated in compliance with the requirements of this chapter while it is in service as an ambulance.

(b) Whenever a licensee removes a vehicle from service as an ambulance for reasons other than regular maintenance, they shall notify the fire chief of the reasons for such action within 24 hours thereafter. In the absence of such notice, a vehicle shall be considered in service for the purpose of enforcing this chapter. Once removed from service, a licensee shall not use the vehicle as an ambulance until the fire chief has approved such use.

Sec. 26-100. – Availability of service.

(a) A PAS must be available to transport patients at all times of every day without exception.

(b) A PAS shall not discontinue service without 90-day advance notice to the fire chief.

Sec. 26-101. – Eligibility for transport; permitted transport.

(a) Private Ambulance Services are eligible to transport patients if the patient is deemed stable before and during the duration of the transport and if the patient requires medical monitoring, and either:

(1) The patient has a diagnosed or confirmed pre-existing medical condition that meets medical necessity for requiring medically monitored stretcher transport to a routine scheduled appointment at a doctor's office or clinic, or is moving between extended care facilities, assisted living facilities, private residences, or hospital-affiliated hotels and extended stay motels; or

(2) The patient has been diagnosed with, is being treated for, or is suffering from a mental health disorder that a QHP has determined requires, or may require, physical restraints to protect the patient, the public, or PAS personnel. If warranted, physical restraints should be used minimally and for the sole purpose of providing protection. Allowable physical restraints include handcuffs, a lap belt, and/or leg restraints. The use of firearms or any chemical agent is absolutely prohibited for the purpose of restraining a patient. Patients should not be transported with their arms restrained behind their back unless medically necessary.

(b) Notwithstanding guidance provided in this section, the fire chief has the authority to determine which patients can be transported by a private ambulance service.

(c) PAS operators will contact FECC dispatch immediately if there are changes to the patient's condition, PAS or PAS personnel, or if there are any other changes that may threaten safe transport.

(d) A PAS may transport patients only as follows:

(1) transport of a person between hospitals;

(2) transport of a person to a private residence from a hospital;

(3) transport of a person between a hospital and an airport or helipad;

(4) transport of a neonatal patient and equipment along with a neonatal intensive care team between hospitals, from a hospital to an airport or helipad;

(5) transport of a recurring dialysis patient from their home to their treatments and then back to their home;

(6) any transport of patients for whom the fire chief requests transportation.

Sec. 26-102. – Ambulance dispatch.

(a) It is unlawful for any person other than the fire chief or their designee to dispatch a vehicle used as an ambulance within the City of Fairbanks. Once a private ambulance has been dispatched by FECC, it is the private ambulance service's responsibility to coordinate patient movement details directly with the requesting facility, agency, or provider.

(b) It is unlawful for any PAS to respond to an emergency call within the City of Fairbanks, except as outlined in FGC Sec. 26-107.

(c) Any patient transport requests originating with FECC dispatch will be dispatched to Type 1, Type 2, or Type 3 licensed ambulances for non-emergency service by use of a rotation system unless the person requesting service designates a particular ambulance service.

Sec. 26-103. – Ambulance markings.

(a) Every private ambulance shall bear the trade name under which it is operated on each side of the vehicle by use of permanent letters no less than four inches high.

(b) Every private ambulance shall bear its city-issued license, as assigned to it by the fire chief, in a conspicuous location that is visible at all times from the outside of the ambulance.

(c) Every private ambulance shall use a distinctive and unique color scheme approved by the fire chief.

(d) Every private ambulance shall have "emergency call 911" language on the back and sides of the outside of the vehicle and must display the "star of life" symbol.

(e) It is unlawful to transfer ownership of a vehicle which has been used as a private ambulance until all markings, signs, and insignia and the color scheme associated with the ambulance service have been removed, unless such vehicle is transferred as part of a transfer of the ambulance service itself.

Sec. 26-104. – Ambulance equipment.

(a) Generally. A licensee shall ensure that all private ambulances are operated pursuant to state guidelines and that all private ambulances:

(1) Meet the equipment standards established by state law for a certificated emergency medical service.

(2) Are equipped with a fully operational two-way radio communication system capable of using the emergency medical service radio frequency as designated by the State of Alaska and the fire chief. An ambulance service shall restrict its use of the emergency medical radio frequency unless operating during an emergency event when the PAS ambulances have been directly requested to assist FFD.

(b) Cell phones. A licensee shall ensure that all personnel assigned to work on an ambulance are in possession of a cell phone or other electronic device approved by the fire chief.

(c) Use of emergency signals. It is unlawful for a licensee to operate any lights, sirens, or audible signal on an ambulance which is commonly understood to be an emergency signal or for a licensee to permit another person to do so, unless the particular ambulance service transport for which such signal is used originated in an area outside of the city or is otherwise approved by the fire chief.

Sec. 26-105. – Vehicle inspection.

(a) At least once per year all licensed PAS ambulances must undergo a certified mechanical inspection. Licensed PAS ambulances must be made available for inspection upon demand of the fire chief.

(b) In addition to Alaska State Motorized Vehicle reporting requirements, the owner of an ambulance vehicle licensed under this chapter shall immediately notify FECC dispatch of any mechanical failure or damage sustained in a collision when such mechanical failure or damage causes the ambulance to be inoperable.

(c) The fire chief may prohibit the operation of a vehicle as an ambulance if determined that the ambulance does not comply with the requirements of this chapter or is otherwise unsafe. No person may operate such a vehicle as an ambulance until the fire chief approves such use in writing.

Sec. 26-106. – Ambulance personnel.

(a) Ambulance staff. Each private ambulance shall be staffed in accordance with 7 AAC 26.230(b)(2).

(1) At the time of the PAS licensee's application for licensure or within 45 days of an individual's employment as an ambulance vehicle operator, the PAS licensee shall provide proof to the fire chief or his designee that an ambulance vehicle operator has successfully completed a recognized emergency vehicle driver's safety program approved by the city's fire chief.

(b) EMS medical director. Each PAS shall have an EMS medical director whose duties shall include the following:

(1) Review all run reports on a monthly basis and send a quarterly letter to the fire chief certifying monthly review;

(2) Provide a set of standing orders for ambulance personnel that are approved by the Interior Region Emergency Medical Services Council, Inc. (IREMSC);

(3) Develop an educational program approved by the protocols board to teach and use the standing orders and develop an educational curriculum for all personnel to review run reports, discuss specific medical topics, and review basic medical skills. An educational review should occur at least quarterly;

(4) Verify that current certification or licensing of ambulance personnel is in compliance with the laws of the State of Alaska;

(5) Ensure that all medical equipment required by this chapter is in good working order;

(6) Be reasonably available to give medical advice to the licensee and name a temporary physician to serve as a physician sponsor during any absence for more than three consecutive days;

(7) Maintain a current license as a physician in Alaska, including maintaining continuing medical education requirements required by the State of Alaska in order to remain licensed to practice medicine and in good standing in the state;

(8) Carry professional liability insurance, which includes coverage for the duties of a physician sponsor/medical director as defined in this chapter;

(9) Provide a quarterly report, educational review, and medical operations review of the licensee's ambulance service to the fire chief.

Sec. 26-107. – Emergency and disaster operations.

(a) In the event of a declared disaster or other local emergency, the ability of the FFD to provide necessary pre-hospital emergency ambulance care and transportation may be disrupted or inadequate. It is necessary, therefore, that private ambulances permitted in the city be available to assist with medical needs when there is a declared disaster or other local emergency. In these events, the fire chief will determine the amount of assistance needed, determine accessible acceptable ambulance staffing and configuration, and may authorize the dispatch of any ambulance as permitted by law. Each PAS shall make available any in-service vehicles immediately and will recall personnel to make all permitted units staffed and available within four hours at the request of the fire chief. The fire chief shall coordinate all medical assistance requests through the FECC dispatch, when applicable.

Sec. 26-108. – Training Requirements.

(a) Private ambulance services licensed under this chapter shall provide and document training on the statutory requirements of this chapter as follows:

(1) Initial training for new employees within 30 days from the effective date of hire; and

(2) Annual training for all employees.

Sec. 26-109. – Records; Inspection.

(a) Every licensee shall maintain current and accurate vehicle and medical reports for each patient transported in accordance with A.S. 18.08.015 and an electronic patient information system.

(b) The records maintained pursuant to subsection (a) of this section, as well as any other records related to the operation of any ambulance, must be retained by the licensee, and must be made available for inspection upon request of the fire chief.

(c) Quarterly reports are due to the fire chief to show how many transports were done for that quarter. These reports will show the following information:

(1) date of transport;

(2) transport run number;

(3) location where patient was picked up;

(4) destination of patient;

(5) loaded miles for transport;

(6) whether the transport was advanced life support or basic life support.

(d) The licensee shall provide all records requested by the fire chief and submit to on-site inspections within 14 calendar days to ensure compliance with this chapter.

Sec. 26-110. – Penalty for violation of chapter.

(a) In addition to any other penalty specifically provided in this chapter, the violation of any provision of this chapter or a municipal regulation promulgated under this chapter shall be a misdemeanor, and any person convicted of such a violation shall be subject to the penalties set forth in FGC Sec. 1-15(a).

(b) In addition to any other remedy or penalty provided by this section, a person who violates a provision of this chapter or a municipal regulation promulgated under this chapter shall be subject to a civil penalty for each offense, injunctive relief to restrain the person from continuing the violation or threat of violation, revocation of PAS license, or both such civil penalty and injunctive relief. Upon application by the city for injunctive relief and a finding that a person is violating or threatening to violate a provision of this chapter or a municipal regulation promulgated under this chapter, the superior court shall grant injunctive relief to restrain the violation.

(c) Each day during which a violation described in this section occurs shall constitute a separate offense.

Sec. 26-111. – Fees.

(a) License. Each Type 1, 2, and 3 ambulance service must pay an annual license fee to the city in accordance with the City Schedule of Fees and Charges for Services.

(b) Patient transport. Each ambulance service must pay an administrative fee for each patient transport. This fee will be assessed for each patient transported within the City of Fairbanks

and must be paid on a quarterly basis in accordance with the City Schedule of Fees and Charges for Services.

(c) Schedule of fees. A complete schedule of ambulance service fees shall be available for inspection at the fire chief's office and at the city website.

(d) Annual review and public notice. Fees shall be reviewed annually by the fire chief. Any increase in fees will be made available for public inspection and must be approved by the city council.

Sec. 26-112. – Ambulance transport fees.

A PAS may set its own fees for services rendered to be paid by the patient or their insurance provider (if applicable). All fees must be posted and made available for public inspection.

SECTION 2. The attached additions to the City Schedule of Fees and Charges for Services is hereby approved.

SECTION 3. The effective date of this Ordinance is the ____ day of _____ 2024.

David Pruhs, Mayor

AYES:
NAYS:
ABSENT:
ADOPTED:

ATTEST:

APPROVED AS TO FORM:

D. Danyielle Snider, MMC, City Clerk

Thomas A. Chard II, City Attorney

City of Fairbanks Schedule of Fees and Charges for Services

As of Ordinance No. ____ - Effective _____, 2024

Category	Code Sec.	Topic	Current Fee	Proposed Fee	Description	
Occupational	14-123	Private Detective	\$ 75.00		Application fee; non-refundable	
	14-123		\$ 400.00		Two-year license	
	14-131		\$ 10,000.00		Bond for Alaska residents	
			\$ 20,000.00		Bond for out-of-state applicants not licensed in at least two other states	
	14-294	Master Plumber	\$ 200.00		Non-refundable application & exam fee	
	14-431	Master Operator's License	\$ 200.00		3-year license - each applicant	
	14-431	Master Operator's License	\$ 250.00		2-year license - entity	
	14-361	Commercial Refuse	\$ 2,000.00		2-year license - entity	
	<u>26-111(a)</u>	Private Ambulance Service		\$ 2,000.00		Initial license application fee (Type 1 and 2); non-refundable
	<u>26-111(a)</u>			\$ 1,300.00		Initial license application fee (Type 3); non-refundable
	<u>26-111(a)</u>			\$ 1,500.00		Annual license renewal fee (Type 1 and 2)
	<u>26-111(a)</u>			\$ 800.00		Annual license renewal fee (Type 3)
	<u>26-95</u>			\$ 800.00		Late fee for applications received after February 1
	<u>26-111(b)</u>			\$ 50.00		Administrative fee per patient transport (payable quarterly)
	86-51		Vehicle for Hire	\$ 100.00		One-time application fee for entity; non-refundable
				\$ 400.00		2-year permit fee - entity
		\$ 200.00			Per vehicle permit for 2 years	
		\$ 100.00			Transfer fee - vehicle or entity	
	86-82	Chauffeurs License	\$ 75.00		Each time app fee; non-refundable	
			\$ 100.00		2-year license - each driver	