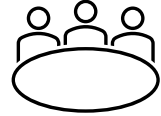




**FAIRBANKS CITY COUNCIL
SPECIAL WORK SESSION AGENDA
TUESDAY, APRIL 30, 2024 AT 7 A.M.**
MEETING WILL BE HELD VIA [ZOOM WEBINAR](#)
AND AT FAIRBANKS CITY COUNCIL CHAMBERS
800 CUSHMAN STREET, FAIRBANKS, ALASKA



-
1. Roll Call
 2. [Downtown Fairbanks 2040 Plan](#)
 3. Mayor and Council Member Comments
 4. Next Regular Work Session – Tuesday, May 7, 2024
 5. Adjournment



Land Use

1. Create a walkable, accessible, navigable Downtown year-round.
2. Guide location and intensity of land use through implementation of the Downtown Future Land Use Map.
3. Promote enjoyment of parks, trails, public facilities, and other amenities in Downtown.
4. Support implementation of plans to improve human and environmental health Downtown.
5. Maintain the unique character of Downtown and established neighborhoods.



Public Safety

1. Create a safe, welcoming environment through community-focused activities and consistent maintenance.
2. Incorporate safety and Crime Prevention Through Environmental Design (CPTED) principles throughout Downtown.



Transportation

1. Continue building a road system that provides the needed level of mobility and enhances the built environment of Downtown Fairbanks.
2. Develop a seasonal bicycle network throughout Downtown to incorporate cycling with other transportation options by looking at several alternatives, such as 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.
3. Increase walkability and pedestrian comfort in Downtown Fairbanks.
4. Integrate Transit into downtown land use planning and improve mobility.
5. Improve transportation safety and access in Downtown.
6. Define Downtown as a central transportation destination for the region, connected by multiple modes, in all transportation plans.
7. Integrate aesthetic features and make it easier for everyone to find their way within Downtown.

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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 and 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. • Discourage 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.

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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...

<p>Resident</p>	<p>Community Planner</p>	<p>City or FNSB Official</p>
<p>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.</p>	<p>Guide decision-making on land use changes such as zoning, and permitting; identifies needed policy changes and enforcement priorities.</p>	<p>Official guiding document for Planning Commission, Assembly, and City Council members when making decisions, rulings, and creating policy in the project area.</p>
<p>Property Developer</p>	<p>Business Owner</p>	<p>Grantwriter</p>
<p>Identifies areas where different types of growth are encouraged/discouraged and summarizes housing, transportation, and commercial needs.</p>	<p>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.</p>	<p>Use to demonstrate communitywide support for key priorities in the project area when applying for funding from state, federal, and other sources.</p>

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

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Commented [DS6]: Cleworth: Agreed with Community Planning's elimination of this sentence.

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 [DS7]: Marney: what does this mean?

Commented [DS8]: Marney: Is this section needed?

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.

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

Who and What Make Up Downtown Fairbanks?

Commented [DS10]: Marney: 34% of downtown residents have a disability? Where did that data come from?

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%).

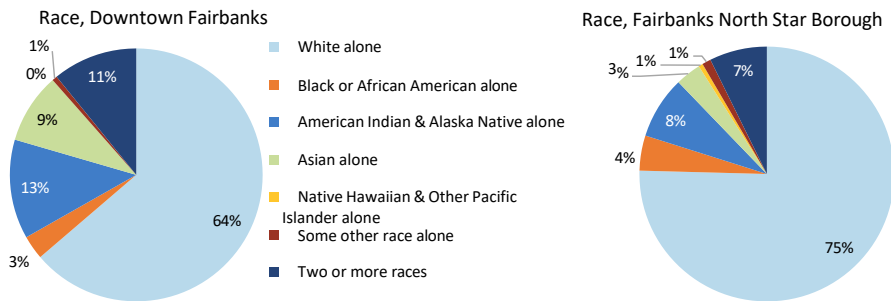
Elders Over **40%** of households include individuals age 60+ years, a large share of the FNSB’s senior population. **3 out of 4** live alone.

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 use, 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>

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Commented [DS12]: Marney: How do we fix undesirable behaviors?

Supporting Visitors and Residents



Figure 10: Summer event in Griffin Park



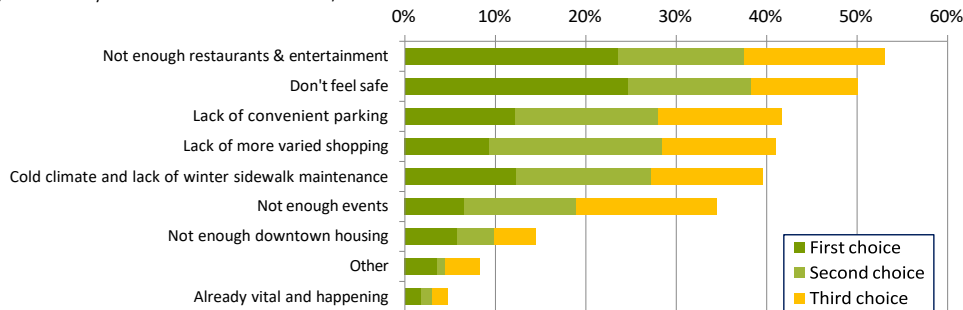
“We’re not Seattle, people are not accustomed to using parking garages. In the winter, folks would rather drive 30 minutes in a warm car to a place where they can park and walk right in. From October to April, if people can’t find parking right away, they go somewhere else.”

Downtown Business Owner Interview, 2021

- **Downtown Fairbanks is a destination.** In addition to hosting workers and visitors, Downtown is home to residents that shop, dine, and recreate in the area. Downtown is also a destination for special events (Figure 10). Other residents shared they do not regularly go Downtown; Figure 11 identifies barriers to a 24/7 Downtown, based on a 2017 survey.
- **Coordinated marketing would help promote Downtown.** Multiple organizations market Downtown; there is room for better alignment of promotion efforts and unified branding.
- **Downtown needs improved amenities.** For example, restrooms are not readily available Downtown. Businesses report frequent requests for people to use their facilities. More public restrooms would serve all populations Downtown.
- **Everyone benefits from access to essential services.** Increasing the availability of services like restrooms, parking, child care and caregiving makes easier for workers, aging residents, and families to live and work downtown.

Commented [DS13]: Marney: FNSB/MACS transit terminal; Porta Potties; Riverwalk; Morris Thompson Cultural and Visitors Center

Figure 11. Survey Results: Roadblocks to a vital 24/7 Downtown



SOURCE: Resident Survey, 2017

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 should consider how to reduce barriers and collaborate with property owners to overcome challenges with redevelopment.

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 [D514]: Cleworth: This statement needs to either be heavily modified or eliminated to reflect current monitoring data.

Marney: Agreed

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

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.*

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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:

- o 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.*

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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 “accessibility” over “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>

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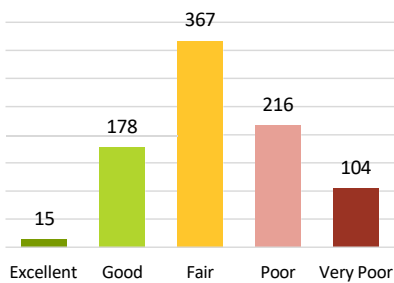
Key Issues Guiding the Plan



Community Service Patrol in Downtown Fairbanks

- Since 2018, Community Service Patrol (CSP) has responded to 5,000-6,000 calls per year for public intoxication. For years, demand has exceeded capacity to respond.
- CSP responds citywide, but calls are concentrated Downtown.
- In frigid temperatures, this service saves lives.
SOURCE: CSP 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 [DS18]: Marney: CSP is non-existent; update. Other items include public safety involvement, Doyon Security, and TCC Security.

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.

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

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 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.

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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.

“Seniors will go to what’s most comfortable and convenient! They’re also more likely to spend their money locally to support Fairbanks instead of Amazon!”

“Every great downtown has people who live and work there, more upscale housing. As it is, most downtown housing is for seniors or low income, neither of which has the disposable income to sustain a vital downtown core.”

Community Survey Responses, 2017



displace existing residents, who may have few other housing options.

- **Downtown has an aging resident population.** Forty-two percent of households include at least one person 60 years or older, the majority of whom (nearly 74%) are living alone. The high concentration of older residents is likely connected to the high number of cost-burdened households. Going forward it will be important to help seniors age in place and remain Downtown.
- **People experiencing homelessness tend to congregate Downtown.** There is no day shelter in Fairbanks for people experiencing homelessness, so these individuals often spend the day Downtown. Downtown organizations and churches provide services for these individuals.
- **People congregating Downtown, including both housed and unhoused people, can stand out due to the quiet nature of Downtown.** Limited activities, high numbers of vacant spaces, and low foot traffic mean people congregating Downtown draw more attention.

Commented [DS21]: Marney: What is the Borough doing about homelessness?

How would you characterize the look and feel of Downtown Fairbanks?

“I love Downtown, but it does have a slightly lonely/abandoned feel.”

“The feel is sort of lifeless. There are vacant buildings. Building maintenance is poor.”

“Sketchy at night, empty in the winter, quaint otherwise.”

“Charmingly outdated.”

University of Alaska Fairbanks Survey Responses, 2018

Other General Comments

(This page is not a part of the Fairbanks Downtown 2040 Plan)

- Marney: How current is the data in the Plan? Police Chief Dupee indicated the last time the Fairbanks Police Department provided information for the Plan was when Eric Jewkes was the Police Chief.
- Marney: I like page 79 RE: parking garage usage!
- Marney: Create incentives for building downtown, such as lowering building permit prices to \$1,000? Or providing tax breaks?