



Downtown Fairbanks 2040

A community-led plan for a thriving downtown

Fairbanks Values a Downtown That...



.. is a vibrant, year-round destination for social and cultural activities and entertainment;

.. provides a safe, welcoming and accessible environment;

- .. supports economic growth and investment;
- .. embraces its long history and diverse cultures;
- .. provides a variety of housing options;
- .. celebrates the Chena River as a focal point of the community.

Review and let us know what you think about the proposed...

- ? Land use classifications
- ? Land use map
- ? Circulation networks for:
 - * Bicycles
 - * Transit
 - * Pedestrians
 - * Roadways

Who's making this plan? What is a future land use plan?

The creation of this plan is largely community-led, particularly through the dedication of the Downtown Working Group (DTWG), assembled by Mayor Ward for this purpose and supported by the FNSB Community Planning Department. The DTWG is made up of busi-

ness owners, residents, nonprofit professionals, and elected and appointed community representatives who are invested in the future of the downtown.

While considering ongoing public input, existing conditions and best practices, the DTWG has drafted land use categories, a land use

map and a transportation circulation network for community review. These components are **not regulatory** but are intended to guide decision making twenty years into the future. For example, land use decisions such as rezones rely on compatibility with the land use plan.

Land Use Categories: What do you think?

Urban Core:

Intended to be an employment and activity center, attractive to residents and visitors; creating a live, work and play environment

- Walkable, with buildings closer to property lines, continuous adjacent building fronts with multiple building entries, year-round active streetscapes with continuous sidewalks and pedestrian amenities where appropriate
- Pedestrian-oriented commercial uses
- Concentration of civic, cultural, entertainment, office and retail uses

- High-density residential

Neighborhood Residential:

- Intended to protect established downtown residential neighborhoods
- Single-family homes, duplexes and accessory dwelling units
- Other residentially-compatible uses
- Parks, plazas and open spaces intended for neighborhood focus
- Low-volume vehicular traffic flow

Parks & Open Space

Intended to protect and provide for parks, plazas, and public uses

- Intended to protect green space and open space corridors
- Intended to buffer and provide access to the Chena River

Mixed Use Preferred Residential:

- 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
- Small scale neighborhood-oriented commercial uses with a local market area that are compatible with downtown residential uses
- Large commercial uses with a regional market area only along high-volume roads and buffered from residential areas
- More reliance on off-street parking
- Continuous sidewalks
- Parks, plazas and open spaces intended for public

Mixed Use Preferred Commercial

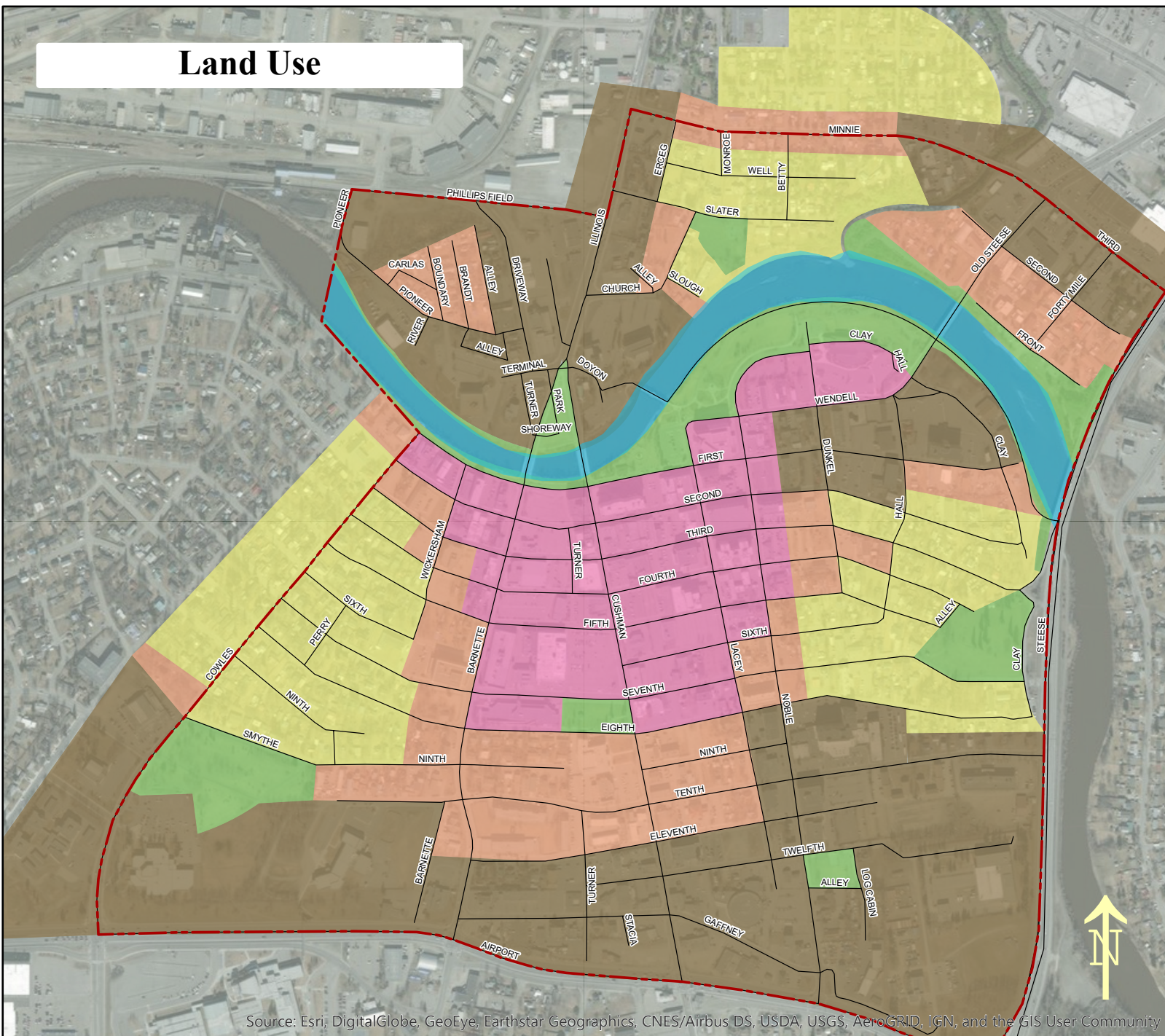
- Intended to provide commercial and civic uses with a regional focus
- Predominately mid-scale higher intensity commercial uses with a regional market area and with fewer pedestrian features
- High-density residential where impacts from commercial uses such as noise, light, and traffic are expected to occur
- Parks, plazas and open spaces intended for public use
- No new large-scale industrial uses

Get in touch! Learn more, sign up for our mailing list and provide comments:

<http://www.fnsb.us/cp/Pages/downtownplan.aspx>

Contact Community Planning at (907) 459 1260 or downtownplan@fnsb.us

Land Use



Downtown Fairbanks 2040: Land Use

Land Use

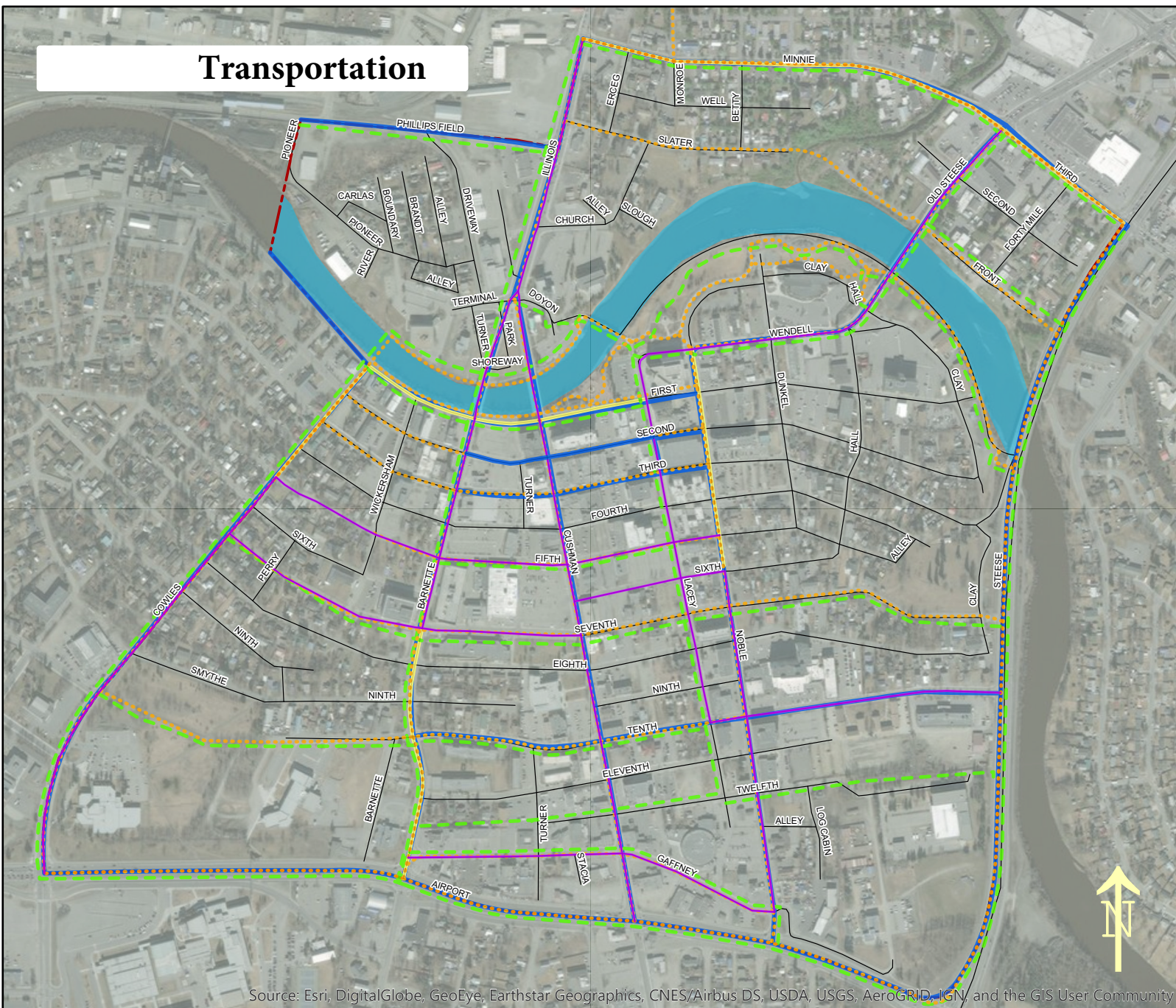
- Mixed Use Preferred Commercial
- Mixed Use Preferred Residential
- Neighborhood Residential
- Parks & Open Space
- Urban Core

Downtown Plan Boundary

Roads

Chena River

Transportation



Downtown Fairbanks 2040: Transportation

Circulation Types

- Bicycle
- Proposed Transit Connections
- Existing Transit Connections
- Pedestrian
- Roadway

- Downtown Plan Boundary
- Roads
- Chena River

The Transportation network and individual modes can be viewed in more detail at <https://bit.ly/2oj9491>

Transportation network

Roadways, Transit, Bicycle and Pedestrian Facilities

Roadway—The downtown roadway circulation network is characterized by:

Signal progression

Capacity

Limited access

Encourage fast moving traffic to the arterials—Airport Way and Steese Expressway.

Cushman and Barnette are gateway streets into and out of the downtown.

Cushman and Barnette should be functionally classified as major collectors and function to bring traffic into and out of the downtown and serve local freight needs.

Consider connecting Clay St. to 3rd Avenue.

Consider connecting 4th and 5th Avenues on the east by cemetery.



Transit—There are already many transit connections in the downtown. The following proposes new and existing circulation network to have a broader coverage for transit in the downtown.

The following are proposed new connections:

North Noble above 6th Avenue

Minnie Street

3rd Street

Cowles north of 5th Avenue

1st Avenue

Barnette 7th to Airport

Bicycle—Currently there are no on-street bicycle accommodations in downtown Fairbanks. The following are suggested policies and treatments to go along with a proposed bicycle circulation network:

On-street marked lanes

Sharrows

Separated pathways

No shared sidewalks!

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.

Source: Alaska Admin. Code tit. 13 §02.400(g)

12th is proposed as a new connection to the path along the Steese Expressway.

If a sidewalk is 10 feet or wider it is identified as a shared use pathway in areas where bicycle routes are designated.

Pedestrian—Downtown Fairbanks has the most complete sidewalk network in the borough. However, there is much room for improvement of the pedestrian environment. The following are policies and suggested treatments for the identified pedestrian network:

7-12 ft. sidewalks on all identified corridors in network where width permits.

One couple walking abreast and another pedestrian walking in the opposite direction should be able to pass one another (minimum width to achieve this is 7 feet).

Street furniture where appropriate

Pedestrian bars for leaning and resting

Pedestrian lighting

Ped bridge at Cowles over Chena River

Ped bridge over Noyes Slough

All sidewalks ADA accessible

Let us know what you think about this proposed downtown circulation network! Contact info and comment opportunities on page 1.

What's next?



The Downtown Working Group (DTWG) has heard from hundreds of you through surveys, online map comments, and presentations and discussions with various groups across the community. This current round of community input regarding the land use map, land use classifications and circulation network will conclude November 24.

The DTWG will then consider all comments received and, with the assistance of Community Planning staff, make appropriate revisions to the land use and transportation maps.

Following that revision, over the next several months, the DTWG will consider community input, data and best practices to draft goals and strategies on: topics such as Housing; Commerce; Sense of Place; Community Safety & Design; Natural Environment; and Culture: arts, entertainment and events.

Want to get involved?

If your group or organization is interested in a presentation and discussion about Downtown Fairbanks 2040, let us know!

Leave comments, join the project mailing list and learn more at

<http://www.fnsb.us/cp/Pages/downtownplan.aspx>

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