

FAIRBANKS CITY COUNCIL REGULAR WORK SESSION AGENDA TUESDAY, SEPTEMBER 17, 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. Ordinance No. 6290 An Ordinance Amending the Collective Bargaining Agreement Between The City of Fairbanks and the Fairbanks Firefighters Union IAFF Local 1324 to Add Community Paramedic and Training Captain Positions. [advanced to September 23]
- 3. Ordinance No. 6291 An Ordinance Increasing Staffing in the Fairbanks Fire Department by Six Firefighter and Three Captain Positions and Amending the 2024 Operating Budget. [not introduced]
- 4. Discussion on FNSB Ordinance No. 2024-25 Regarding Parking and Loading Requirements
- 5. Finance Committee Report
- 6. Mayor and Council Member Comments
- 7. Next Regular Work Session Tuesday, October 8, 2024
- 8. Adjournment

Introduced by: Mayor David Pruhs Introduced: September 9, 2024

ORDINANCE NO. 6290

AN ORDINANCE AMENDING THE COLLECTIVE BARGAINING AGREEMENT BETWEEN THE CITY OF FAIRBANKS AND THE FAIRBANKS FIREFIGHTERS UNION IAFF LOCAL 1324 TO ADD COMMUNITY PARAMEDIC AND TRAINING CAPTAIN POSITIONS

WHEREAS, the City of Fairbanks 2024 has funding assigned for a Community Paramedic and a Training Captain; and

WHEREAS, a Community Paramedic will work with local medical and social service partners to find long-term solutions for citizens to reduce 911 misuse; and

WHEREAS, a Training Captain will conduct internal training to include fire academies, drivers training, and various refresher trainings; and

WHEREAS, the Fairbanks Firefighter Union (FFU) Collective Bargaining Agreement (CBA) does not currently have a Community Paramedic or Training Captain position; and

WHEREAS, the FFU and City of Fairbanks agree these positions are necessary for the Fairbanks Fire Department to deliver quality services to the community; and

WHEREAS, the City of Fairbanks and FFU have developed the job descriptions for these positions; and

WHEREAS, the FFU and City of Fairbanks agree both positions are best suited for a standard 40 hour per week schedule; and

WHEREAS, the City of Fairbanks and FFU will amend the CBA to include Community Paramedic and Training Captain positions.

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 FFU, attached as Exhibit A, is approved and ratified.

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. Danvielle Snider, MMC, City Clerk | Thomas A. Chard II. City Attorney |

CITY OF FAIRBANKS FISCAL NOTE I. REQUEST: Ordinance or Resolution No: 6290 Abbreviated Title: ORDINANCE AMENDING FFU CONTRACT PAY SCHEDULE Department(s): **FIRE** Does the adoption of this ordinance or resolution authorize: 1) additional costs beyond the current adopted budget? 2) additional support or maintenance costs? Χ If yes, what is the estimate? see below Yes No X 3) additional positions beyond the current adopted budget? If yes, how many positions?____ If yes, type of positions? (F - Full Time, P - Part Time, T - Temporary) II. FINANCIAL DETAIL: EXPENDITURES: 2024 WAGES AND BENEFITS - TRAINING CAPTAIN -\$2,000 WAGES AND BENEFITS - COMMUNITY PARAMEDIC \$9,000 TOTAL \$7,000 2024 FUNDING SOURCE: GENERAL FUND [FIRE DEPARTMENT] \$132,000 -\$125,000 GENERAL FUND [MAYOR DEPARTMENT] TOTAL \$7,000 The Ordinance changes a full-time 72-hour suppression captain to a 40-hour training captain and transfers the community paramedic position from the Mayor's Department to the Fire Department with a change in rate from \$39.03 to \$42.45. Reviewed by Finance Department: Date 8/27/2024 Initial mb

Exhibit A to Ordinance No. 6290

LETTER OF AGREEMENT

City of Fairbanks and Fairbanks Fire Fighters Union (FFU) IAFF LOCAL 1324

The FFU and the City agree to the following changes to add the Community Paramedic and Training Captain to the 40 hour per week pay scale in the Schedule A.

| | | 00 | 01 | 02 | 03 |
|-----------|------|-------|-------|-------|-------|
| DFM | 5801 | 32.46 | 37.00 | 42.57 | 47.91 |
| COMM PARA | 5901 | | | 42.45 | 45.84 |
| TRAINER | 5700 | | | 49.92 | 53.48 |
| ADMIN | 6701 | | | 30.40 | 31.02 |
| CLERK | 6601 | 27.42 | 28.23 | | |

| City of Fairbanks | Fairbanks Fire Fighters Union | | |
|--------------------|-------------------------------|--|--|
| | | | |
| David Pruhs, Mayor | Nick Clark, President | | |
| City of Fairbanks | IAFF Local 1324 | | |

ORDINANCE NO. 6291

AN ORDINANCE INCREASING STAFFING IN THE FAIRBANKS FIRE DEPARTMENT BY SIX FIREFIGHTER AND THREE CAPTAIN POSITIONS AND AMENDING THE 2024 OPERATING BUDGET

WHEREAS, the Fairbanks Fire Department has three fire suppression platoons of 14 personnel each currently; and

WHEREAS, the Collective Bargaining Agreement requires a minimum staffing of 13 people per shift to deploy a command vehicle, two fire engines, an aerial platform cross-staffed with an ambulance, and two dedicated ambulances; and

WHEREAS, current staffing is unable to support any leave, injuries, illnesses, or training that removes more than one person off a shift; and

WHEREAS, excessive overtime is creating a fiscal liability for the City and is causing burnout that hurts employee retention; and

WHEREAS, adding six Firefighters will reduce overtime in the Firefighter and Driver ranks; and

WHEREAS, adding three Captains will reduce overtime in the Captain and Battalion Chief ranks; and

WHEREAS, the City of Fairbanks will hire six Firefighters and three Captains to reduce overtime and improve retention.

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

SECTION 1. The addition of six Firefighters and three Captains to the Fairbanks Fire Department is hereby appropriated in the 2024 General Fund budget.

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 |

CITY OF FAIRBANKS FISCAL NOTE

| | FISCA | LNOIE | | | |
|---|--|--|-----------------------------------|-------------------------------------|--------------------|
| I. REQUEST: | | | | | |
| Ordinance or Resolution No. | 6291 | | | | |
| Abbreviated Title: | ORDINANCE ADDING FIRI | E DEPARTMENT P | ERSONNEL A | ND AMENDING | G BUDGET |
| Department(s): | FIRE | | | | |
| Does the adoption of this ord | dinance or resolution authoriz | e: | | | |
| additional costs beyond the state of th | | | X | No | |
| additional support or mair | | | | | Х |
| , | nat is the estimate? <u>see belo</u> | | | | |
| 3) additional positions beyon | d the current adopted budget | ? Yes | Х | No | |
| If yes, ho | w many positions?9 | | | _ | |
| If yes | , type of positions?F | (F - Full Time, I | P - Part Time, | T - Temporary | ') |
| | | | | | |
| II. FINANCIAL DETAIL: | | | | | |
| EXPENDITURES: | | | | | 2024 |
| - | CAPTAINS AND 6 FIREFIGH | | | | \$193,950 |
| | AL PROTECTIVE EQUIPMEN | NI . | | | \$180,000 |
| PROFESSIONAL SERVICE | S [EVALUATIONS] | | | | \$4,500 |
| MEDICAL EVALUATIONS | | | | | \$10,800 |
| | | | | | |
| TOTAL | | | | | \$389,250 |
| | | | | | |
| FUNDING SOURCE: | | | | | 2024 |
| GENERAL FUND [FIRE DEI | PARTMENT] | | | | \$378,450 |
| GENERAL FUND [GENERA | L ACCOUNT] | | | | \$10,800 |
| | | | | | |
| TOTAL | | | | | \$389,250 |
| Captain is \$161,320 and the positions. These new position | captains and six Firefighters t annual cost for a Firefighter ons will require uniforms and aluations. The city can antici M). | is \$113,290 for a to personal protective | otal annual cos equipment, pro | t of \$1,163,700 ofessional serv |) for nine vice |
| Reviewed by Finance Depar | tment: Ini | ial mb | Date | 9/11/2024 | |

| 1 2 3 | By: Mindy O'Neall Referred to the Planning Commission: August 22, 2024 |
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| 4 5 6 | FAIRBANKS NORTH STAR BOROUGH |
| 7 | ORDINANCE NO. 2024 – 25 |
| 8 9 10 11 | AN ORDINANCE AMENDING FNSBC TITLE 18 REGARDING PARKING AND LOADING REQUIREMENTS |
| 12 | WHEREAS, Parking standards are set forth in FNSBC Title 18, and do not |
| 13 | always accurately reflect overall parking needs; and |
| 14 | |
| 15 | WHEREAS, It is appropriate to maintain a flexible parking standard that is |
| 16 | based upon local community needs identified through observation; and |
| 17 | |
| 18 | WHEREAS, Staff collected parking data from multiple businesses and multi- |
| 19 | family residences, throughout different days of the week and different times of day; and |
| 20 | |
| 21 | WHEREAS, As part of the adopted downtown plan, Downtown Fairbanks |
| 22 | 2040, Fairbanks North Star Borough (Borough) Department of Community Planning Staff |
| 23 | conducted a parking study showing a surplus of parking in the downtown area, totaling |
| 24 | 9,473 parking spaces; and |
| 25 | |
| 26 | WHEREAS, In the downtown parking study the average occupancy rate of |
| 27 | downtown parking spaces was less than 30%; and |
| 28 | |
| 29 | WHEREAS, Current parking requirements in the Central Business District |
| 30 | result in inefficient use of land in a zone intended for high-density development and the |
| 31 | downtown area has been proven to have a surplus of parking; and |
| 32 | |

| 33 | WHEREAS, An excessive parking supply can reduce density, increase the |
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| 34 | cost of development, create an uninviting built environment, and degrade the natural |
| 35 | environment by increasing storm water runoff, and can induce flooding; and |
| 36 | |
| 37 | WHEREAS, The current zoning code does not allow backing into the public |
| 38 | rights-of-way and this can be done safely on low speed/volume roadways with approval |
| 39 | of the roadway's managing authority; and |
| 40 | |
| 41 | WHEREAS, The Borough's accessible parking standards are far lower than |
| 42 | the federal minimum parking requirement for accessible parking; and |
| 43 | |
| 44 | WHEREAS, Updating parking standards complies with the FNSB Regional |
| 45 | Comprehensive Plan Land Use Goal 4: To enhance development opportunities while |
| 46 | minimizing land use conflicts; and |
| 47 | |
| 48 | WHEREAS, This update promotes Economic Development Goal 2: To |
| 49 | diversify the economy; Action A: Encourage transportation projects that would provide |
| 50 | new economic opportunities and result in lower costs of doing business; and |
| 51 | |
| 52 | WHEREAS, This update supports Downtown Fairbanks 2040 Land Use |
| 53 | Strategy 1: Create a walkable, accessible, navigable Downtown year-round; Action A: |
| 54 | Update the zoning code to achieve a more walkable Downtown, especially regarding |
| 55 | setbacks, street infrastructure, parking standards, and winter city adaptations; and |
| 56 | |
| 57 | WHEREAS, This parking code update is supported by Downtown Fairbanks |
| 58 | 2040 Parking Strategy 2: Encourage new development by lessening or eliminating the |
| 59 | requirement for new surface level parking downtown; and |
| 60 | |

| 61 | WHEREAS, Parking Strategy 2 of Downtown Fairbanks 2040 states |
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| 62 | "Encourage new development by lessening or eliminating the requirement for new |
| 63 | surface level parking Downtown"; and |
| 64 | |
| 65 | WHEREAS, Downtown Fairbanks 2040 specifically states to "Require much |
| 66 | less off-street parking for each use" and "Encourages up to 100% shared parking for new |
| 67 | development where high use peak hours do not overlap"; and |
| 68 | action principle trigger and positive and the create principle trigger |
| 69 | WHEREAS, On-street parking is largely unaccounted for in our parking code |
| 70 | and it should be able to contribute toward meeting minimum parking requirements for |
| 71 | higher turnover uses like commercial; and |
| 72 | Janes de la company de la comp |
| 73 | WHEREAS, Establishing a process and criteria to allow unique developments |
| 74 | to deviate from the written standard would promote fairness and equity. |
| 75 | |
| 76 | NOW THEREFORE, BE IT ORDAINED by the Assembly of the Fairbanks |
| 77 | North Star Borough: |
| 78 | |
| 79 | Section 1. Classification. This ordinance is of a general and permanent |
| 80 | nature and shall be codified. |
| 81 | |
| 82 | Section 2. FNSBC 18.96.060, Off-street parking and loading requirements, |
| 83 | is amended as follows: |
| 84 | In all districts, except the GU-1, general use district, and the CBD, central business |
| 85 | district, off-street parking and loading areas shall be provided in the amount and location |
| 86 | as set forth herein. |
| 87 | A. General Provisions. |
| 88 | The off-street parking and loading facilities required by this section shall be |
| 89 | established. |

- 90 2. Required off-street parking spaces and loading facilities for multiresidential, 91 commercial and industrial land uses shall provide vehicle parking.
- 3. Any area once designated for required off-street parking and loading shall not thereafter be used for any other purpose unless and until equal facilities are provided elsewhere in conformance with this title.
- 95 B. Rules for Computing the Number of Off-Street Parking Spaces. The number of 96 required off-street parking spaces to be provided for each use shall be determined as 97 follows:
- 98 1. Where the computation of required parking space results in a fractional number, the determination of required parking spaces shall be made by rounding the fractional number to the nearest whole number.
- 2. Except as otherwise indicated, the number of parking spaces shall be determined by the net floor area, which for the purpose of this section shall mean that floor area of the building accessible to or devoted to use by the customer or patron of a business establishment. Net floor area shall not include those areas used for storage, cooking, stairwells, etc.
- 106 C. Minimum Standards for Off-Street Parking Spaces. For every use, there shall be provided the following minimum number of off-street parking spaces:
- 108 <u>1. Athletic clubs: one space per 300 square feet;</u>
 - Banks and other financial institution: one space per 300 square feet;
- 110 [1]3. Bed and breakfast residence: One space per guestroom over four rooms;
- 111 [2]4. Bowling alley: one space per [THREE SEATS]750 square feet;
- 5. Child care home, child care group home, and child care center: three spaces per four employees;
- 114 6. Craft distillery, microbrewery, lounge, and bar: one space per three seats;
- 7. Elementary and middle school building: one space per five enrolled students, not including minimum parking for auditoriums;
- [3]8. Furniture store: one space per [500]1000 square feet of sales area;
- 118 [4]9. Hospital, clinic, and sanitarium: one space per three beds;

| 119 | [5]10. Hotel (guestrooms only, add other uses extra), roominghouse: three spaces |
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| 120 | per four questrooms: |

- 121 <u>11. Industrial manufacturing: three spaces per four employees;</u>
- [6]12. Office (including professional offices): one space per [200]300 square feet;
- [7]13. Residential: one space per dwelling unit, and one additional parking space
- 124 per bedroom over four bedrooms;
- [8]14. <u>Retail building or s[S]</u>tore (except furniture): one space per [200]400 square feet of sales area;
- 127 <u>15. Secondary, trade, and university school building: one space per three</u> 128 enrolled students not including minimum parking for auditoriums;
- [9]16. Theater or auditorium (including school auditoriums), church, funeral parlor, Assembly hall: one space per four seats;
- 131 [10]17. Restaurant: one space per three seats;
- 132 <u>18. Shopping center (including strip mall style development): one space per</u> 133 400 feet of net floor area;
- 134 [11. TRAILER PARK, HOTEL: ONE SPACE PER UNIT;
- 135 12]19. All commercial and industrial uses not otherwise designated: three spaces per four employees.
- 137 [NO OFF-STREET PARKING IS REQUIRED IN THE GENERAL USE ZONE OR IN THE
- 138 DOWNTOWN CORE AREA BOUNDED BY FIRST AVENUE TO FIFTH AVENUE, NOBLE
- 139 STREET TO BARNETTE STREET, AND FIRST AVENUE TO THIRD AVENUE, BARNETTE
- 140 STREET TO WICKERSHAM STREET.]
- 141 D. Minimum Standards for Off-Street Loading Facilities. For every use requiring [THE
- 142 LOADING AND UNLOADING OF MERCHANDISE]heavy commercial truck delivery on a
- 143 regular basis, off-street facilities for loading and unloading within or adjacent to the
- building shall be provided in a manner as to not obstruct the traffic movement on adjacent
- streets and alleys. [NO OFF-STREET PARKING SPACE SHALL BE USED AS AN OFF-STREET
- 146 LOADING FACILITY.] If on-street loading causes adverse impacts on the flow of traffic,
- 147 an off-street loading facility shall be required.

| 148 | E. | Location of Off-Street Parking Spaces. All required off-street parking spaces shall |
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| 149 | be loc | cated within the property lines of the same zoning lot, or, where permitted, on a lot |
| 150 | withir | 300 feet of the [ZONING LOT THAT ACCOMMODATES THE BUILDING,]nearest |
| 151 | public | entrance of the structure or use being served. Distance measurements shall not |
| 152 | <u>exten</u> | d beyond the nearest ordinary high water (OHW) mark of a river or lake or beyond |
| 153 | the ne | earest edge of a right-of-way (ROW) of a controlled access facility, unless designated |
| 154 | pedes | strian crossing areas are provided. |

- F. Shared Off-Street Parking Spaces. Up to [50]100 percent of the off-street parking spaces required for a particular use may be utilized by other uses seeking additional off-street parking spaces; provided, that the uses involved are not normally open, used or operated during the same hours as the primary use for which such off-street parking spaces are required, and that a written agreement is drawn assuring their retention for such purposes as set forth herein. The written agreement must be recorded on all impacted lots.
- 162 G. [HANDICAPPED]Accessible Parking Requirements. [THERE SHALL BE PROVIDED 163 ONE HANDICAPPED EQUIPPED Accessible and designated off-street parking space(s) [FOR EVERY 50 REQUIRED OFF-STREET PARKING SPACES OR 10 SUCH SPACES, 164 WHICHEVER IS LESS. SAID SPACE OR SPACES SHALL BE AT LEAST EIGHT FEET IN 165 WIDTH WITH AN ACCESS AISLE AT LEAST FIVE FEET IN WIDTH ADJACENT TO THE 166 DRIVER'S OR PASSENGER'S SIDE OF THE CAR SPACE. SAID SPACE OR SPACES SHALL 167 BE WITHIN 200 FEET OF AN ENTRANCE TO THE BUILDING, STRUCTURE OR USE BEING 168 SERVED AND, WHERE THERE IS MORE THAN ONE ENTRANCE, EVENLY DISTRIBUTED 169 THROUGHOUT THE PARKING LOT ALSO WITHIN THE DISTANCE REQUIREMENT. THE 170 ACCESSIBLE ROUTE OF TRAVEL SHALL HAVE RAMPS WHERE CURBS ARE PRESENT, 171 SHALL NOT CROSS TRAFFIC LANES, AND SHALL NOT PASS BEHIND CAR SPACES. EACH 172 HANDICAPPED CAR SPACE SHALL BE IDENTIFIED WITH AN UNOBSCURED SIGN] shall 173 be provided as required by this section, unless the American with Disabilities Act and 174 regulations provides a higher or different standard. 175
 - Proximity to building entrances and accessible routes. Accessible parking spaces must be located on the shortest accessible route of travel to an accessible facility

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- entrance and positioned in a manner to allow individuals to exit their vehicles and access the route. An accessible route of travel includes curb ramps or sloped curb cuts to connect accessible parking spaces with sidewalks or pathways that are free from obstacles or obstructions.
- 2. Car accessible parking. Parking spaces must be at least 96 inches wide and be served by an access aisle that is at least 60 inches wide and allows safe and unobstructed transfer from the vehicle.
- 3. Van accessible parking. When required, van-accessible spaces must be at least 132 inches wide and served by an access aisle at least 60 inches wide, or alternatively may be 96 inches wide with an access aisle 96 inches wide.
- 4. Surface slope, stability and firmness. Accessible parking spaces and access aisles should have no more than a 1.48 (2.08%) slope in all directions, be smooth, free from significant cracks or irregularities, slip-resistant, and capable of supporting the weight of mobility devices.
- 5. Visibility and signage. Accessible parking spaces must be clearly marked with a sign depicting a white graphic of a person using a wheelchair on a blue background, and positioned at a height to ensure visibility at least 60 inches above grade, measured to the bottom of the lowest sign. A van space must include a second sign stating the space is van accessible. Striping of parking accessible parking spaces must contrast with the pavement color.
- 6. Number of spaces. If parking spaces are limited to four or fewer, one van accessible parking space must be provided, and an identifying sign is not required. Ten percent of patient and visitor parking at a hospital or outpatient facility must be accessible. Twenty percent of patient and visitor parking at a rehabilitation or outpatient physical therapy facility must be accessible. For all other uses, the total number of required accessible spaces is as set forth herein.

| Total Number of Parking Spaces Provided in an Off -Street Parking Facility | Minimum Number of Accessible Parking Spaces |
|--|---|
| 1 to 25 | <u>1</u> |
| 26 to 50 | <u>2</u> |

| 51 to 75 | <u>3</u> |
|---------------|---------------------------------------|
| 76 to 100 | 4 |
| 101 to 150 | <u>5</u> |
| 151 to 200 | <u>6</u> |
| 201 to 300 | 7 |
| 301 to 400 | 8 |
| 401 to 500 | 9 |
| 500 to 1000 | 2% of total parking provided in each |
| | lot or structure |
| 1001 and over | 20 plus 1 for each 100 over 1000 |
| | At least one of every six spaces must |
| | be van accessible. |

- 204 H. Design. Except for single-family and two-family residences, all off-street parking spaces and loading facilities shall be designed with the following standards:
 - 1. No wall, post, guardrail or other obstruction that would restrict car door opening shall be permitted within five feet of the centerline of a parking space. Access to each parking space shall be designed so that a driver can enter and leave a space without backing up more than 25 feet.
 - 2. Turning and maneuvering space shall be located entirely on the lot or zoning lot of the use being served; except this does not apply to [COMMERCIAL USES WHERE THE PRIMARY PURPOSE OF PARKING IS FOR ON-SITE EMPLOYEES; AND PROVIDED, THAT THE EXITING VEHICLES WILL NOT BE REQUIRED TO BACK INTO A STREET CLASSIFIED AS A (A) MAJOR COLLECTOR OR ARTERIAL OR (B) MINOR COLLECTOR UNLESS THE MANAGING PUBLIC AGENCY HAS PROVIDED APPROVAL.]parking lots designed to back onto (a) roadways with a local functional classification or (b) roadways with a minor collector classification and approval of the public agency managing the roadway. Backing onto roadways with a functional classification of major collector or arterial is not permitted. A portion of an alley may be credited as turning and maneuvering space.
 - 3. Each parking space shall have a minimum dimension of nine feet in depth and 18 feet in length with circulation drives of adequate width to make each stall accessible and usable without the need of moving other vehicles.

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| 224 | 4. | Each loading and unloading area shall have a minimum width of 10 feet, a |
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| 225 | minimum le | ngth of 40 feet, and a minimum height clearance of 14 feet. |
| 226 | 5. | All off-street parking and loading facilities including circulation drives and |
| 227 | access rout | es shall be <u>paved or</u> surfaced with at least two inches of compacted gravel |
| 228 | and graded | and drained. |
| 229 | I. Use | of On-Street Parking Spaces to Meet Minimum Standards for Off-Street Parking |
| 230 | Spaces. For | commercial uses contained in subsection (C), signed and striped on-street |
| 231 | parking spa | ces located within 300 feet of the nearest public entrance of the building, |
| 232 | structure o | r use being served may account for up to 50% of the required off-street |
| 233 | parking. Th | is provision does not extend to residential or industrial uses. |
| 234 | J. Admi | nistrative Approval of Alternative Standards for Off-Street Parking Spaces. |
| 235 | <u>1.</u> | Notwithstanding any requirements in this title to the contrary, upon |
| 236 | application | to reduce minimum standards for off-street parking spaces, the minimum |
| 237 | standards for | or off-street parking spaces may be reduced by up to 50% by the Planning |
| 238 | Director or | designee, as Hearing Officer, at an administrative hearing. |
| 239 | <u>2.</u> | It will be incumbent upon the applicant to demonstrate that the |
| 240 | requirement | ts of subsection (C) are impractical or unnecessary because: |
| 241 | | a. Vehicular access is not the primary means of access to the proposed |
| 242 | developmer | nt; or |
| 243 | | b. The proposed development will generate less parking demand than |
| 244 | subsection (| (C) requires. |
| 245 | <u>3</u> . | Within five working days after receipt of the application to reduce minimum |
| 246 | standards fo | or off-street parking spaces, one of the following actions shall be taken: |
| 247 | | a. Accept the application for review and action by the Hearing Officer; |
| 248 | | Return the application if it is incomplete; or, |
| 249 | | c. Schedule the application for a Planning Commission hearing if it is |
| 250 | determined | that a more comprehensive review is needed. |
| 251 | <u>4.</u> | The Hearing Officer shall make the final decision within five working days |
| 252 | of the hea | ring whether or not to approve a request for a Modification of Minimum |

- 253 Standards for Off-Street Parking Spaces. The Hearing Officer shall also consider and adopt 254 findings in each of the following: 255 a. Whether the proposed development, with the modification, will 256 protect public health, safety and welfare; and 257 Whether vehicular access is the primary means of access to the 258 proposed development or whether the proposed development will generate less parking 259 demand than subsection (C) requires. 260 Appeals. A decision of the Hearing Officer may be appealed by any 261 aggrieved person to the Planning Commission by filing a notice of appeal with the 262 Borough Clerk's Office within 15 days after the final decision was mailed. The appeal shall 263 be heard de novo by the Planning Commission. The Commission's decision may be 264 appealed by a party to the superior court in accordance with the rules of appellate 265 procedure. 266 267 Section 3. FNSBC 18.68.020, Central Business District, Use regulations, is 268 hereby amended as follows: 269 A. Permitted Uses. In the CBD, central business district, permitted uses are: 270 1. Any permitted use in the GC district except residential uses on the ground floor, marijuana cultivation facilities, [AND] establishments with a drive-in/drive-through 271 facility, and parking lots with 11 or more parking spaces as a principal use; 272 Communications tower, major; 273 2. 3. Communications tower, minor; 274 Distillery, craft; except no outside storage relating to the distillery operation 4. 275
- 277 B. Conditional Uses. In the CBD, central business district, conditional uses are:
- 278 1. Any conditional use in the GC district except marijuana cultivation facilities;
- 279 2. Any establishment with a drive-in/drive-through facility;
- 280 3. Parking lots with 11 or more parking spaces as a principal use.

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is allowed.

| 282 | | | Section 4. FNSBC 18.68.030, Central Business District, Standards, is hereby |
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| 283 | ame | ended a | s follows: |
| 284 | In th | he CBD, | , central business district, geometric standards are: |
| 285 | A. | Lot | Area. There shall be no minimum lot area. |
| 286 | B. | Requ | uired Yards for All Buildings. |
| 287 | | 1. | Front yard shall not be required; |
| 288 | | 2. | Side yard shall not be required; |
| 289 | | 3. | Rear yard shall not be required. |
| 290 | C. | Build | ling Height. Unlimited. |
| 291 | D. | Parki | ng. [SEE CHAPTER 18.96 FNSBC.]For parking lots, both accessory and as |
| 292 | princ | cipal us | es, parking must meet the accessibility and design standards in FNSBC |
| 293 | <u>18.9</u> | 6.060. | |
| 294 | E. | Signs | s. See Chapter 18.96 FNSBC. |
| 295 | F. | Exce | ptions to Yard, Lot Area and Building Height Requirements. See Chapter |
| 296 | 18.9 | 6 FNSB | C. |
| 297 | G. | Build | ings per Lot. See Chapter 18.96 FNSBC. |
| 298 | | | |
| 299 | | | Section 5. Amend FNSBC 18.96.210(D)(3), Standards for large scale |
| 300 | deve | lopmen | t, Parking Lot Design, is hereby amended as follows: |
| 301 | | 3. | Parking Lot Design. In all zones, large scale development uses must meet |
| 302 | the c | off-stree | et parking requirements in FNSBC 18.96.060, off-street parking and loading |
| 303 | <u>requi</u> | irement | s, unless there is a finding by the Planning Commission that the standards |
| 304 | are i | mpracti | cal or unnecessary based on the unique characteristics of the development. |
| 305 | Parki | ng lots | and parking structures may not visually dominate the site and should enhance |
| 306 | the le | ocal aes | sthetic qualities and natural surroundings. The visual impacts of parking lots |
| 307 | shall | be miti | gated through measures such as landscaping, screening, or situating parking |
| 308 | areas | s away | from the front of buildings adjacent to arterials. |
| 309 | | | |
| 310 | | | Section 6. Effective Date. This ordinance is effective at 5:00 p.m. on the |
| 311 | first | Boroug | h business day following its adoption. |
| | | _ | |

Fairbanks North Star Borough, Alaska

ORDINANCE NO. 2024-Page 11 of 12

| 312 | | | | | |
|-----|----------------|-------------|----------|-------------------|--|
| 313 | | ADOPTED THE | DAY OF _ | 2024. | |
| 314 | | | | | |
| 315 | | | | | |
| 316 | | | | Savannah Fletcher | |
| 317 | | | | Presiding Officer | |
| 318 | | | | | |
| 319 | ATTEST: | | | APPROVED: | |
| 320 | | | (| | |
| 321 | | | | 100 | |
| 322 | April Trickey, | MMC | | Jill S. Dolan | |
| 323 | Borough Cler | | | Borough Attorney | |
| | | | | | |

FAIRBANKS NORTH STAR BOROUGH



Ordinance No. 2024-25
An ordinance amending FNSBC title
18 regarding parking and loading
requirements.

FNSB Planning Commission

September 10, 2024

Kellen Spillman, Director
Melissa Kellner, Deputy Director
Donald Galligan, Transportation Planner
Kayde Whiteside, Long Range Planner
FNSB Community Planning Department

Ordinance No. 2024-25

An ordinance amending FNSBC title 18 regarding parking and loading requirements and making related changes to FNSBC Title 18.

Sponsored by Assembly member O'Neall with the assistance of Community Planning Staff.

Referred by the FNSB Assembly for Planning Commission recommendation on August 22, 2024.

Promotes 9 specific actions:

- 1. Exempting properties in the Central Business District zone from parking and loading requirements
- 2. Reducing and clarifying parking requirements for certain identified uses
- 3. Reducing requirements for off-street loading facilities
- 4. Increasing the allowable amount of shared parking spaces from 50% to 100%

Ordinance No. 2024-25

- 5. Adding requirements for accessible parking to align with federal standards
- Reducing requirements for onsite turning and maneuvering, allowing for more backing directly onto a road right-of-way, in some scenarios
- 7. Allowing on-street parking spaces to count toward parking requirements
- 8. Creating a method for site-specific approval of reduced parking minimums for unique developments
- 9. Adding a conditional use requirement for large, principal-use parking lots in the Central Business District.

Intent of the Parking Ordinance

- We want to accurately reflect parking needs within THIS Community.
- We want a standard that has some flexibility on how it is applied.

 We want to establish a formal process by which people can apply to reduce their parking requirements based on the unique needs of the

development.



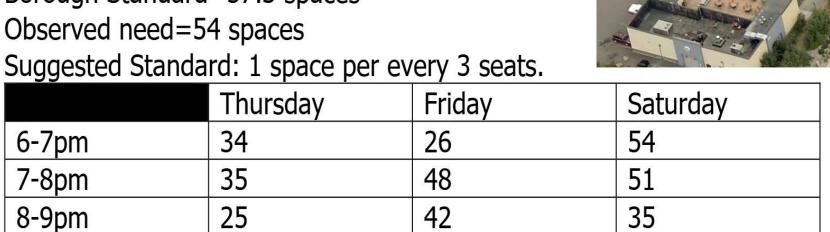
Existing Standards—Where they came from?

- We don't know.
- They get poached from other codes
- Some come from the ITE Parking Generation Handbook
- Some are best guesses
- Very few come from actual data generated locally.

Based on Fairbanks Data

Food Factory—Number of seats 275 Bentley Trust Road—71 Spaces—172 seats ITE Standard=79.9 spaces Borough Standard=57.3 spaces

Observed need=54 spaces





Based on Fairbanks Data

RESIDENTIAL Willow Woods 168 units—280 parking spaces 300 Wedgewood Dr ITE Standard=200.56 Borough standard=168 Observed need=131



| | Tuesday | Wednesday |
|--------------|---------|-----------|
| Midnight-1am | 131 | 127 |
| 1-2am | 130 | 128 |

Parking Spaces

Minimum Standards for Off-Street Parking Spaces. For every use, there shall be provided the following minimum number of off-street parking spaces:

- 1. Bed and breakfast residence: one space per guestroom over four rooms; No Change
- 2. Bowling alley: one space per three seats 750 Square Feet;
- 3. Furniture store: one space per 500 1000 square feet of sales area;
- 4. Hospital, Clinic, and sanitarium; one space per three beds;
- 5. Hotel (guestrooms only, add other uses extra), roominghouse: three spaces per four guestrooms; No Change
- 6. Office: (Including Professional Office) one space per 200 300 square feet;

Parking Spaces

- 7. Residential: one space per dwelling unit, and one additional parking space per bedroom over four bedrooms; No Change
- 8. Retail building or store (except furniture): one space per 200 400 square feet of sales area;
- 9. Theater or auditorium (including school auditoriums), church, funeral parlor, Assembly hall: one space per four seats; No Change
- 10. Restaurant: one space per three seats; No Change
- 11. Trailer park, hotel: one space per unit;
- 12. All commercial and industrial uses not otherwise designated: three spaces per four employees. No Change

Parking Spaces—Clarifying New Uses

- Athletic Clubs: one space per 300 square feet.
- Banks and other Financial Institutions: one space per 300 square feet.
- Child Care Home, Child care group home, and child care center three spaces per four employees.
- Craft distillery, microbrewery, lounge, bar: one space per three seats.
- Elementary and middle school building: one space per 5 enrolled students, not including minimum parking for auditoriums.
- Industrial Manufacturing: three spaces per four employees.
- Secondary, trade, and university school building: one space per three enrolled students not including minimum parking for auditoriums.
- Shopping center (including strip mall style development): one space per 400 square feet of net floor area.

Design Standards

H. Design. Except for single-family and two-family residences, all off-street parking spaces and loading facilities shall be designed with the following standards:

2. Turning and maneuvering space shall be located entirely on the lot of the use





Design Standards

- H. Design. Except for single-family and two-family residences, all off-street parking spaces and loading facilities shall be designed with the following standards:
- 2. Turning and maneuvering space shall be located entirely on the lot or zoning lot of the use being served; except this does not apply to [COMMERCIAL USES WHERE THE PRIMARY PURPOSE OF PARKING IS FOR ON-SITE EMPLOYEES; AND PROVIDED, THAT THE EXITING VEHICLES WILL NOT BE REQUIRED TO BACK INTO A STREET CLASSIFIED AS A (A) MAJOR COLLECTOR OR ARTERIAL OR (B) MINOR COLLECTOR UNLESS THE MANAGING PUBLIC AGENCY HAS PROVIDED APPROVAL.] parking lots designed to back onto (a) roadways with a local functional classification or (b) roadways with a minor collector classification and approval of the public agency managing the roadway. Backing onto roadways with a functional classification of major collector or arterial is not permitted. A portion of an alley may be credited as turning and maneuvering space.

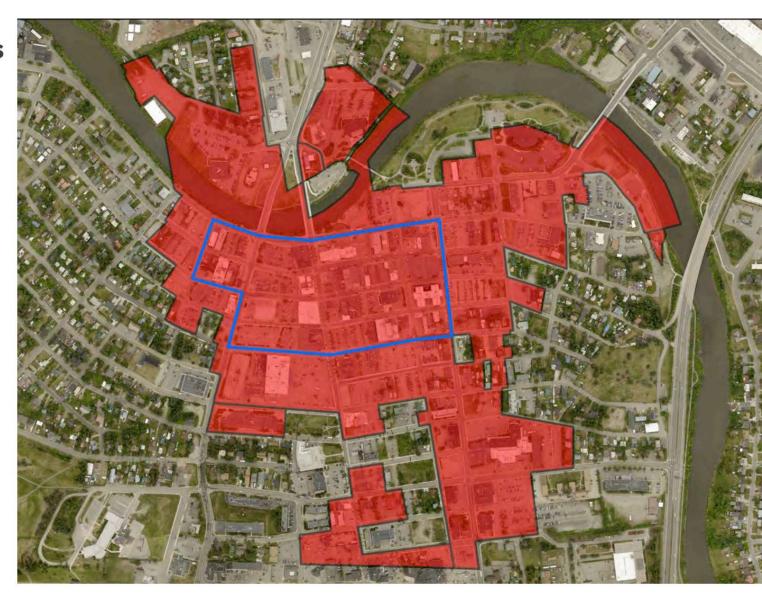
Parking Spaces

No off-street parking is required in the general use zone or in the downtown core area bounded by First Avenue to Fifth Avenue, Noble Street to Barnette Street, and First Avenue to Third Avenue, Barnette Street to Wickersham Street. No parking requirements in General Use.



Parking Spaces

Propose to increase no off-street parking required zone to be contiguous with the CBD Zone (in red).



Parking Spaces--Flexibility

I. Use of On-Street Parking Spaces to Meet Minimum Standards for Off-Street Parking Spaces. For commercial uses contained in subsection (C), signed and striped on-street parking spaces located within 300 feet of the nearest public entrance of the building, structure or use being served may account for up to 50% of the required off-street parking. This provision does not extend to residential or industrial uses.



Accessible Parking

There shall be provided one handicapped equipped and designated off-street parking space for every 50 required offstreet parking spaces or 10 such spaces, whichever is less. Said space or spaces shall be at least eight feet in width with an access aisle at least five feet in width adjacent to the driver's or passenger's side of the car space. Said space or spaces shall be within 200 feet of an entrance to the building, structure or use being served and, where there is more than one entrance, evenly distributed throughout the parking lot also within the distance requirement. The accessible route of travel shall have ramps where curbs are present, shall not cross traffic lanes, and shall not pass behind car spaces. Each handicapped car space shall be identified with an unobscured sign.

Accessible Parking

| Total Number of Parking Spaces Provided in Parking Facility | (Column A) Minimum Number of Accessible Parking Spaces (car and van) | Mininum Number of Van- Accessible Parking Spaces (1 of six accessible spaces) | | |
|--|--|---|--|--|
| 1 to 25 | 1 | | | |
| 26 to 50 | 2 | | | |
| 51 to 75 | 3 | 1 | | |
| 76 to 100 | 4 | i - | | |

Federal ADA Standard

Accessible Parking—Continued

Federal ADA Standard

| Total Number of Parking Spaces Provided in Parking Facility | (Column A) Minimum Number of Accessible Parking Spaces (car and van) | Mininum Number of Van- Accessible Parking Spaces (1 of six accessible spaces) | | |
|--|--|---|--|--|
| 101 to 150 | 5 | | | |
| 151 to 200 | 6 | 1 | | |
| 201 to 300 | 7 | 2 | | |
| 301 to 400 | 8 | 2 | | |
| 401 to 500 | 9 | 2 | | |
| 500 to 1000 | 2% of total parking provided in each lot or structure | 1/6 of Column A (one out of every 6 accessible spaces) | | |
| 1001 and over | 20 plus 1 for each 100 over 1000 | 1/6 of Column A (one out of every 6 accessible spaces) | | |

Shared Parking Spaces

F. Shared Off-Street Parking Spaces. Up to 50 100 percent of the off-street parking spaces required for a particular use may be utilized by other uses seeking additional off-street parking spaces; provided, that the uses involved are not normally open, used or operated during the same hours as the primary use for which such off-street parking spaces are required, and that a written agreement is drawn assuring their retention for such purposes as set forth herein. The written agreement must be recorded on all impacted lots.

Shared Parking Spaces



Flexible Parking Standards Needed



Parking Spaces--Flexibility

Creating a method for site-specific approval of reduced parking minimums for unique developments

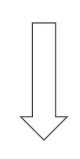
Administrative Hearing Process

- -Existing process for quick plats, certain grandfather rights and amnesty cases among other requests.
- -Code currently allows deviations of the landscaping requirements to be approved by a Hearing Officer at the Administrative Hearings.

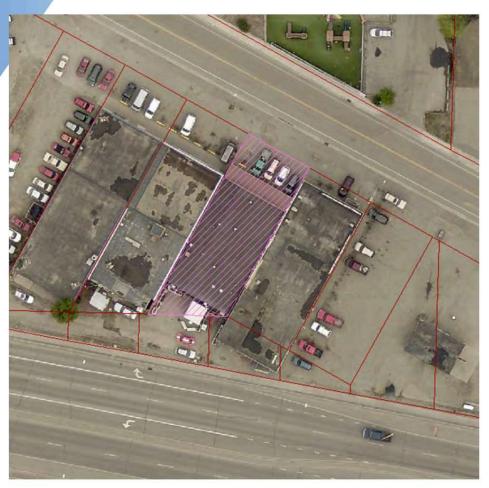




Up to
50% reduction in
minimum parking spots
required

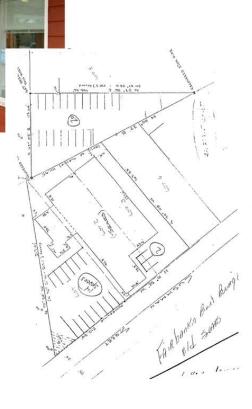


Parking Spaces--Flexibility





Title required 36 parking spaces – three shared parking agreements with neighboring lots. Largely a paper exercise.



Principal Use Parking Lots as a Conditional Use in CBD

Adding a conditional use requirement for large, principal-use parking lots in the Central Business District.

CBD zone is intended to "...provide for retail, office, wholesale, personal service and other general service uses for the consumer population of the entire community in a centrally located and contained high density setting." FNSBC 18.68.010

Requiring a CUP for larger parking lots as principal uses supports the intent of the zone – land use should contain high density development, rather than large areas of underutilized parking lots.



Consistency with Comprehensive Plan



Land Use Goal 3: To have a variety of land uses that fit the diverse needs of the community. Strategy 6: Provide for commercial land uses in both urban and non-urban areas. Action A: Provide for a variety of commercial areas that adequately serve the market area.

• (E)nsure that commercial areas are safe, convenient, attractive and efficient.

Consistency with Comprehensive Plan

Land Use Goal 4: To enhance development opportunities while minimizing land use conflicts.

Strategy 10: Attract and support development that is compatible with and enhances existing land use.

Action A: Support innovative land development and compatible land use that addresses special area needs, site constraints, energy, or design objectives.



Consistency with Comprehensive Plan



Economic Development Goal 2: To diversity the economy
Strategy 6: Emphasize development that brings new dollars into the community, including efforts to add value to the region's natural, manufactured, service and intellectual resources.
Action A: Encourage transportation projects that would provide new economic opportunities and result in lower costs of doing business.

Consistency with Downtown Fairbanks 2040

Land Use Strategy 1: Create a walkable, accessible, navigable Downtown year-round.

Action A: Update the zoning code to achieve a more walkable Downtown, especially regarding setbacks, street infrastructure, parking standards, and winter city adaptations.



Consistency with Downtown Fairbanks 2040



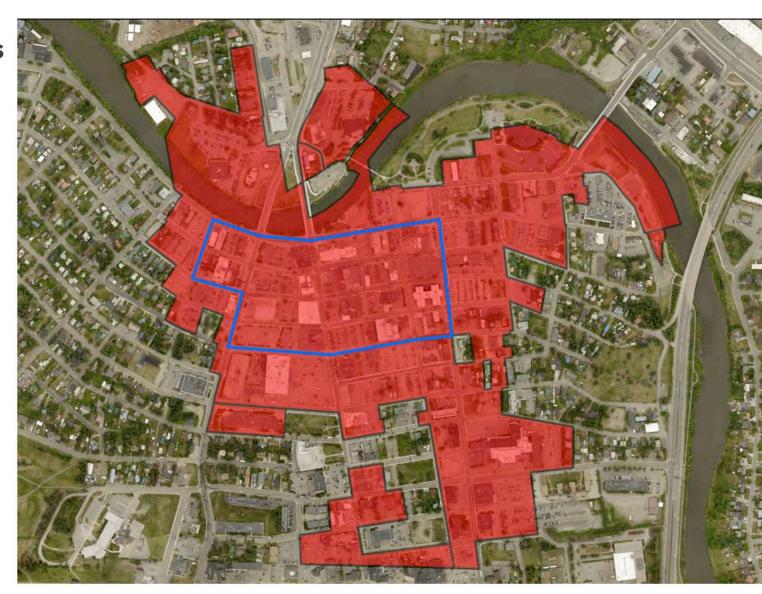


Draft Motion:

I move to recommend to the FNSB Assembly approval of Ord. 2024-25, An Ordinance Amending FNSBC Title 18 Regarding Parking and Loading Requirements.

Parking Spaces

Propose to increase no off-street parking required zone to be contiguous with the CBD Zone (in red).





City of Fairbanks Finance Committee Meeting Report August 22, 2024

Committee Members Present: Margarita Bell

Alesia Kruckenberg

Council Member Ringstad

Michael Sanders

Committee Member Absent: Joshua Church

Council Member Sprinkle

Committee members discussed the cash flow analysis report for the general fund. Committee members requested a report for all funds without the permanent and grant funds.

Committee members reviewed the following reports as of July 31, 2024:

- General Fund Balance Sheet with a fund balance of \$17.0 million
- General Fund Revenues and Expenditures Report with revenues of \$27.9 million and expenditures of \$24.2 million (see attachment)
- Cash Flow Report with balance of \$25.1 million

The next scheduled Finance Committee meeting is Thursday, September 26, 2024, at 7:00 a.m. in the Felix Pedro Room.

CITY OF FAIRBANKS, ALASKA YTD BUDGET REPORT WITH THREE PRIOR YEARS

| | December 31 2021 | December 31 2022 | December 31 2023 | 2024 Budget Approved | July 31 2024 | % | NOTES |
|---------------------------------|---------------------------------------|---------------------|---------------------|-------------------------|---------------------------------------|-------|---|
| Revenue | | | | | | | |
| Taxes | \$ 23,203,122 | \$ 25,590,782 | \$ 27,383,500 | \$ 27,755,026 | \$ 17,963,862 | 65% | On target - Property taxes at 75%; sales taxes within budget |
| Charges for services | 5,981,590 | 6,081,515 | 6,481,196 | 7,199,500 | 3,782,187 | 53% | Below target - FECC contracts will be applied in August |
| Intergovernmental | 2,667,150 | 3,836,719 | 2,979,492 | 3,506,620 | 2,551,454 | 73% | Exceed target - Reflects 111% for SEMT payment |
| Licenses and permits | 2,311,534 | 2,259,354 | 2,402,595 | 2,380,260 | 1,870,427 | 79% | Exceed target - Reflects 97% for business licenses due February |
| Fines and forfeitures | 543,223 | 554,450 | 431,266 | 551,000 | 203,259 | 37% | Below target - Permanent fund garnishments made in October |
| Interest and penalties | 134,463 | 436,794 | 1,622,141 | 1,915,000 | 1,152,707 | 60% | Exceed target - Reflects 60.1% for interest income |
| Other revenues | 366,636 | 406,591 | 410,912 | 463,544 | 380,672 | 82% | Exceed target - GVEA capital rebate and auction sales |
| Total revenues | 35,207,718 | 39,166,205 | 41,711,102 | 43,770,950 | 27,904,568 | 64% | |
| Expenditures | | | | | | | |
| Mayor | 717,665 | 677,605 | 655,857 | 968,030 | 451,312 | 47% | Below target - Vacant positions |
| Legal | 214,462 | 212,417 | 141,589 | 247,350 | 154,367 | 62% | On target |
| City Clerk | 423,765 | 438,871 | 442,638 | 613,905 | 303,067 | 49% | Below target - Vacant position until April 1 |
| Finance | 896,641 | 875,723 | 887,188 | 1,041,900 | 571,536 | 55% | Below target - Temporary staff worked less hours than budgeted |
| Information Technology | 2,163,650 | 2,313,793 | 2,463,419 | 2,698,877 | 1,742,437 | 65% | On target - Annual software costs paid in January |
| General Services | 5,355,734 | 6,229,721 | 6,510,247 | 6,975,000 | 3,049,806 | 44% | Below target - Distributions are delayed a month |
| Police | 6,404,020 | 7,248,732 | 7,728,272 | 8,556,919 | 4,260,173 | 50% | Below target - Vacant positions |
| Communications Center | 2,359,537 | 2,522,679 | 2,834,308 | 3,523,770 | 1,419,055 | 40% | Below target - Vacant positions |
| Fire | 7,471,695 | 8,220,558 | 8,381,936 | 10,112,832 | 5,982,730 | 59% | Exceed target - Require budget amendment |
| Public Works | 8,344,447 | 9,100,954 | 9,337,336 | 10,209,625 | 5,123,211 | 50% | Below target - Vacant permanent positions; temp budget 66.8% |
| Engineering | 923,447 | 924,371 | 965,898 | 1,190,170 | 745,715 | 63% | Exceed target - Require budget amendment |
| Building Department | 640,011 | 636,886 | 623,256 | 827,890 | 417,866 | 50% | Below target - Vacant position |
| Total expenditures | 35,915,074 | 39,402,310 | 40,971,944 | 46,966,268 | 24,221,275 | 52% | |
| Excess (deficiency) of revenues | | | | | | | |
| over expenditures | (707,356) | (236,105) | 739,158 | (3,195,318) | 3,683,293 | -115% | |
| Other financing sources | | | | | | | |
| Transfers in | 5,185,115 | 5,486,518 | 5,485,467 | 5,666,085 | _ | 0% | On target - Transfer will be made in December |
| Transfers out | (2,763,478) | (2,751,145) | (3,946,743) | (7,464,800) | (7,464,800) | 100% | On target |
| Sale of capital assets | 22,346 | 204,348 | 235,181 | 50,000 | 302,885 | 606% | Exceed target - Auction exceeded expectations |
| Total other financing | · · · · · · · · · · · · · · · · · · · | | | | · · · · · · · · · · · · · · · · · · · | | · · |
| sources (uses) | 2,443,983 | 2,939,721 | 1,773,905 | (1,748,715) | (7,161,915) | | |
| , | | | , ,,,,,,,,, | | () -) / | | |
| Net change in fund balances | 1,736,627 | 2,703,616 | 2,513,063 | (4,944,033) | (3,478,622) | | |
| Fund Balance - beginning | 13,547,941 | 15,284,568 | 17,988,184 | 20,501,247 | 20,501,247 | | |
| Fund Balance - ending | \$ 15,284,568 | \$ 17,988,184 | \$ 20,501,247 | \$ 15,557,214 | \$ 17,022,625 | | |