How has the Salcha-Badger Road Area changed?

The Salcha-Badger Road area is the most rapidly growing part of the Fairbanks North Star Borough.


Plan Purpose  How can we actively shape changes in our community?

This plan is a community resource and guide that will help:

📍 Protect what residents value most about the Salcha-Badger Road area.
📍 Enhance quality of life for current and future residents.
📍 Address immediate and longer-term community needs:
  • housing  • recreation
  • transportation  • commerce
  • utilities

For more information and to review the full plan: [http://salchabadgerplan.com](http://salchabadgerplan.com)

Project funded through Department of Defense Office of Economic Adjustment grant
In the Salcha-Badger Road area, should we promote or discourage action in these development categories?

2018 Survey of Salcha-Badger Road Area Residents; 109 responses

Over 70% of survey respondents want to see trails, recreation and housing promoted in the area.

Respondents have mixed perspectives on commercial and industrial development; as a result, this plan concentrates these types of activities to limit negative impacts on other land uses.

NOTE: This is a snapshot of resident perspectives from spring/summer of 2018.
Current FNSB land use policies for the area do not align with existing or desired future land use.

The result: **Conflicting land uses and no guidance for future growth.**

The area plan **Future Land Use Map** (see map centerfold) aligns with existing or desired future land use.

The result: **Protection of what residents value most and a clear guide for future growth.**

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**Strategies**

**Tools and Capacity**

1. Guide location and intensity of land use through implementation of the Salcha-Badger future land use map.
2. Establish policies that encourage infill and appropriate increases in densities in existing low-density residential areas where lots are currently one acre or larger.
3. Expand the land use policy tools available to the FNSB to better meet community goals.
4. Increase public understanding and compliance of zoning policy and simplify the process for complying with the zoning code.
5. Improve opportunities for shopping, dining and other commercial services by supporting growth and enhancing the appeal of commercial districts.
6. Conduct site-specific planning for large blocks of undeveloped lands designated Rural/Suburban Residential.
7. Expand the capacity of the FNSB and the Community Planning Department to carry out and enforce existing and new land use policy.

**Environment**

11. Improve natural resource maps and data for the Salcha-Badger Road area to better inform land use decisions.
12. Develop and apply policies to protect rivers and riverside vegetation that serve as habitat to priority species, especially salmon, and as important natural areas to residents and visitors.
13. Work with state and local partners to increase oversight and performance of septic systems.
14. Work at the state and local level to address air quality issues by promoting efficient development.
15. Address land use issues associated with military activity on and near Eielson AFB, including anticipated noise increases associated with F-35s, to prevent future land use conflicts and protect the military’s mission.
16. Continue to address water quality issues in the project area, including mitigating the impacts of groundwater contamination.

**Resource Development**

17. Continue development of the region’s forest industry to create jobs in the FNSB and provide wood products for area residents.
19. Convene local economic development partners to identify actions that will increase time and money spent by visitors traveling in and through the region, including the Salcha-Badger Road area.
**Area Plan Goals and Strategies**

**Transportation**

**Goals**

A. Ensure the transportation system is planned, constructed and maintained to facilitate access and improve safety and mobility for all users.

B. Improve road maintenance standards to (1) maintain roads at levels appropriate to current use and to respond to demand (change of use and/or growth), (2) protect user safety, and (3) provide efficient, convenient travel along the route.

C. Establish and maintain a connected bicycle and pedestrian network along major collectors and arterials in the project area to create safer and efficient connections.

D. Maintain an effective and efficient regional freight and rail transportation system.

E. Develop an interconnected recreational trail system that considers all users and abilities and serves as a foundation for tying the Salcha-Badger Road area together.

F. Ensure recreational trails are planned, designed, constructed and maintained in such a manner that the environment is respected, long-term maintenance needs are kept to a minimum and associated costs are within the reach of the land managers.

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“Lack of building standards, lack of good road access is a real safety problem. The fire department cannot reach homes if the roads are in bad shape. And the majority of fires happen in buildings without modern construction standards...we need walking and biking trails for safety and recreation.”

How would you grade current facilities and level of services in the Salcha-Badger Road area? 2018 Survey of Salcha-Badger Road Area Residents; 114 responses

Over 70% of survey respondents are satisfied with area highways and roundabouts, giving them an “A” or “B” grade.

Survey respondents were less satisfied with public transportation, local/community roads and pedestrian pathways/sidewalks.

This plan offers recommendations to address these shortcomings, including updating the FNSB trails plan and suggesting improvements to the road service area model to address maintenance issues on local roads.

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**Percentage Satisfaction**

- **Highways**
  - A: 70%
  - B: 10%
  - C: 20%
  - D: 0%

- **Roundabouts**
  - A: 70%
  - B: 10%
  - C: 20%
  - D: 0%

- **Street lights**
  - A: 70%
  - B: 60%
  - C: 20%
  - D: 5%

- **Intersections**
  - A: 70%
  - B: 10%
  - C: 20%
  - D: 0%

- **Public transportation (bus system, school bus, Vantran)**
  - A: 70%
  - B: 10%
  - C: 20%
  - D: 0%

- **Local/community roads**
  - A: 70%
  - B: 10%
  - C: 20%
  - D: 0%

- **Pedestrian pathways/sidewalks**
  - A: 70%
  - B: 10%
  - C: 20%
  - D: 0%

**NOTE:** This is a snapshot of resident perspectives from spring/summer of 2018.
### Strategies

**Roads, Sidewalks and Railroad Connections**

1. Develop and regularly update a “FNSB Roadway Corridor & Functional Classification Plan” to document existing roadways and the approximate location of future roadways.

2. Improve the FNSB Subdivision Policy.

3. Develop an improved Road Service Area (RSA) model.

4. Build infrastructure that encourages and provides safe, convenient travel for pedestrians and bicyclists.

5. Monitor the need for expanded transit service.

6. Realign, extend and reduce the number of at-grade crossings throughout the project area to reduce conflicts between rail, freight, vehicles, pedestrians and bicyclists.

7. Continue to actively participate with development of the FAST Metropolitan Transportation Plan to prioritize multi-modal roadway improvements.

**Trails**

8. Update the 2006 Comprehensive Recreational Trails Plan.

9. Based on the updated trails plan, require dedication of trails and trailheads during the subdivision process.

10. Strategically work with private property owners and developers to obtain critical trail easements.

11. Encourage other agencies to incorporate priority trails in local comprehensive plans, planning studies and projects.

12. Develop systematic approaches for ongoing maintenance of trail infrastructure.

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**Almost half of the local roads in the Salcha-Badger Road Area are not maintained**

What is a Road Service Area?

A taxing jurisdiction established at the request of the voters within a geographical area to provide road-related services within their area.

There are approximately **540 miles** of road in the project area.

- **215 miles** are State DOT, EAFB or pipeline access roads; all are maintained.
- **325 miles** are local roads
  - **168 miles** are maintained.
  - **157 miles** are **not** maintained.

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**Damaged Johnson Road**
Housing

Goals

A. Increase access to quality, affordable housing.
B. In developed areas such as the City of North Pole, promote mixed-use and higher density development that combines commercial and residential uses.
C. Preserve low-density residential characteristics of the Salcha subarea where residents have space, privacy and are surrounded by nature.

“...my vision includes well-built (for Alaska weather) homes of all sizes, good schools, MUCH better air quality, more use of solar... and neighborhoods where people know each other.”

Applications for New Addresses in the FNSB: Where is growth happening?

- Requests for new addresses are one indicator of potential growth.
- The highest concentration of new addresses are within North Pole city boundaries and the west side of Badger Road.
- Approximately half of the new addresses have a constructed facility.

Strategies

1. Target new housing developments in areas with established/planned infrastructure and services.
2. Incorporate basic standards into zoning requirements for areas outside of the city limits of Fairbanks and North Pole, including basic safety requirements that increase health, safety and welfare.
3. Encourage a coordinated response between community leaders, developers, policymakers and planners to ensure housing needs are met for existing residents and incoming F-35 families.
4. Encourage energy efficient construction and energy efficiency upgrades to reduce annual home heating costs and address air quality concerns.
5. Encourage alternative forms of heating devices in new construction other than relying on solid fuel burners.
6. Use simple tools to increase public education of zoning allowances, restrictions and enforcement procedures related to junkyards and abandoned properties.

More than 40% of housing units in the Salcha-Badger Road Area are in substandard condition*

*substandard = housing that is poorly constructed and/or maintained; these homes may be energy inefficient and/or have safety issues, making them less appropriate/desirable for rental or purchase.

Source: Eielson Regional Growth Plan based on information from the FNSB Assessor's office and U.S. Census data.
Future Land Use Map
Preserving what residents value most about the Salcha-Badger Road Area

Residents value:
Access to commercial and industrial businesses

Land use category: Mixed Industrial/Commercial
Area defined as:
• Wide range of commercial and industrial activities, from low to high intensity.
• Includes limited residential uses.

Residents value:
Vibrant, safe neighborhoods and responsible growth

Land use category: Urban Adjacent Residential
Area defined as:
• Residential uses and activities that will not disrupt neighborhood characteristics.
• Lots may be less than one acre as zoning allows.
• Water, sewer and/or natural gas are available now or recommended in the future.

Residents value:
Access to commercial opportunities

Land use category: Rural/Suburban Commercial
Area defined as:
• Concentrated activity that serves nearby residents, such as small businesses and civic uses like community centers, churches, police and fire stations.
• Extends one to two parcels from the roadway capturing lots viable from the road.

Residents value:
Privacy and solitude of rural neighborhoods

Land use category: Rural/Suburban Residential
Area defined as:
• Residential uses and activities that will not disrupt the rural residential setting.
• Lots one acre in size or larger, as zoning allows.
• Assumes on-site water and septic systems.

Residents value:
Supporting military families and their service mission

Land use category: Military
Area defined as:
• Federal lands dedicated for military bases and military reserves.

Residents value:
Rural character and multi-use lands

Land use category: Public Multi-use
Area defined as:
• State and federal lands with multiple uses including flood protection, recreation outside of developed recreation areas, and timber.

Residents value:
Local farming

Land use category: Agriculture
Area defined as:
• Current farmlands and neighboring large parcels with potential for future agriculture.
• Most private land in this area is restricted by deed for future agriculture use only.
• Includes limited residential uses.

Residents value:
Limiting high intensity land uses to targeted areas

Land use category: Industrial
Area defined as:
• Large blocks of land devoted to heavy industrial uses.

Residents value:
Healthy waterways

Land use category: River Corridor
Area defined as:
• Key rivers, wetlands and riverfront areas.
• Includes 25 foot suggested setbacks to recognize riparian habitat (actual regulations will vary by location).
• Includes the following waterways: Chena River, Chena Slough, Salcha River, Tanana River.
NOTE: At this scale, this category is not visible on the map.

Residents value:
Personal freedoms

Land use category: Outlying Area
Area defined as:
• Very rural areas.
• Land use conflicts are less likely to occur due to remoteness.

Residents value:
Preserving what residents value most

Land use category: Open Space/Natural Areas
Area defined as:
• Undeveloped lands used for parks and recreational activities or identified as important habitats.
• Areas not suitable for more development, may be minimally improved, such as adding a trail to increase access.

Residents value:
Access to open space, trails, solitude

Land use category: Farm
Area defined as:
• Currently farmland and neighboring large parcels with potential for future agriculture.

Residents value:
Undeveloped lands for parks and recreation

Land use category: Reserves
Area defined as:
• State and federal lands with multiple uses including flood protection, recreation outside of developed recreation areas, and timber.

Residents value:
Agriculture use only.

Land use category: Agriculture Use Only
Area defined as:
• Current farm lands and neighboring large parcels with potential for future agriculture.

Residents value:
Proximity to public multi-use

Land use category: Public Multi-Use
Area defined as:
• State and federal lands with multiple uses including flood protection, recreation outside of developed recreation areas, and timber.