



Homer City Hall

491 E. Pioneer Avenue

Homer, Alaska 99603

www.cityofhomer-ak.gov

City of Homer Agenda

Parks, Art, Recreation & Culture Advisory Commission Regular Meeting

Thursday, June 17, 2021 at 5:30 PM

City Hall Cowles Council Chambers via Zoom Webinar

Webinar ID: 990 6701 0473 Passcode: 295088

Dial: 346-248-7799 or 669-900-6833; (Toll Free) 888-788-0099 or 877-853-5247

CALL TO ORDER, 5:30 P.M.

AGENDA APPROVAL

PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA (3 minute time limit)

VISITORS/PRESENTATIONS

RECONSIDERATION

CONSENT AGENDA All items on the consent agenda are considered routine and non-controversial by the Parks Art Recreation & Culture Advisory Commission and are approved in one motion. There will be no separate discussion of these items unless requested by a Commissioner or someone from the public, in which case the item will be moved to the regular agenda and considered in normal sequence.

A. May 20, 2021 Regular Meeting Minutes **Page 3**

STAFF & COUNCIL REPORTS / COMMITTEE REPORTS (5 minute time limit)

A. Community Recreation Report - Recreation Manager Illg **Page 14**

i. Updates to KPBSD Face Covering Guidance for Summer Programs **Page 15**

B. Parks & Trails Maintenance Report - Parks Superintendent Steffy

C. Public Works Director Report - Jan Keiser, PE

PUBLIC HEARING

PENDING BUSINESS

A. 2021 Beach Policy Update – Beach Policy Workgroup Recommendations **Page 17**

i. DRAFT 2021 City of Homer Beach Policy & Management Plan **Page 19**

ii. 2017 City of Homer Beach Policy **Page 44**

NEW BUSINESS

A. City of Homer Draft 2022-27 Capital Improvement Plan (CIP) **Page 66**

i.	DRAFT 2022-2027 Capital Improvement Plan	Page 68
ii.	“Everything You Always Wanted to Know about the CIP” FAQs	Page 133
iii.	CIP Project Nomination Form	Page 136
B.	Diamond Creek Management Plan Annual Review	Page 137
i.	Diamond Creek Recreation Area Multi-Resource Management Plan – May 2013	Page 138
C.	Letter to the Editor Topics	Page 167

INFORMATIONAL MATERIALS

A.	Memo to City Council Re: PARCAC’s Recommendation on Ordinance 21-26	Page 168
B.	Wayfinding-Streetscape Plan Project “Discovery Week” Event Flyer	Page 169
C.	City Manager’s Report for May 24, 2021 Council Meeting	Page 170
D.	PARCAC 2021 Meeting Calendar & City Council Meeting Attendance	Page 174

COMMENTS OF THE AUDIENCE (3 minute limit)

COMMENTS OF THE CITY STAFF

COMMENTS OF THE CITY COUNCILMEMBER (if present)

COMMENTS OF THE CHAIR

COMMENTS OF THE COMMISSION

ADJOURNMENT

Next Regular Meeting is **THURSDAY, AUGUST 19, 2021 at 5:30 P.M.** All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

Session 20-05, a Regular Meeting of the Parks, Art, Recreation and Culture Advisory Commission was called to order by Chair David Lewis at 5:33 p.m. on May 20, 2021 via Zoom Webinar from the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS ROEDL, LOWNEY, HARRALD, GALBRAITH, FAIR, LEWIS

STUDENT REPRESENTATIVE: BLANTON-YOURKOWSKI

ABSENT: COMMISSIONER ARCHIBALD (EXCUSED)

STAFF: PARKS SUPERINTENDENT STEFFY
DEPUTY CITY CLERK KRAUSE
PUBLIC WORKS DIRECTOR KEISER
RECREATION MANAGER ILLG

A worksession on the Beach Policy was conducted from 4:30 p.m. until 5:20 p.m. prior to the regular meeting.

AGENDA APPROVAL

Chair Lewis requested a motion to approve the agenda.

HARRALD/FAIR MOVED TO APPROVE THE AGENDA.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA

VISITORS/PRESENTATIONS

RECONSIDERATION

CONSENT AGENDA All items on the consent agenda are considered routine and non-controversial by the Parks Art Recreation & Culture Advisory Commission and are approved in one motion. There will be no separate discussion of these items unless requested by a

Commissioner or someone from the public, in which case the item will be moved to the regular agenda and considered in normal sequence.

- A. Minutes for the regular meeting on April 15, 2021

Chair Lewis introduced item on Consent Agenda and requested a motion to approve.

FAIR/HARRALD MOVED TO APPROVE THE MINUTES FROM THE APRIL 15, 2021 MEETING.

There was no further discussion.

VOTE. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

STAFF & COUNCIL REPORT/COMMITTEE REPORTS

- A. Spring Parks and Beach Walk Through Report

Chair Lewis introduced the item and commented on the attendance by the Commission.

Parks Superintendent Steffy reported on Jack Gist Park improvements and development of a Master Plan. He noted the following:

- Utilities available in the future and developing plans to connect to those in the near future
- Parking and road improvements
- Drainage and consultation with landscape architect
- Removal of the wooden playground equipment and future replacement
- Development of the lower field for tournament games

Commissioner Fair added that they spoke about safety issues and installing new playground equipment to a location closer to the new development being constructed next to the park.

Commissioner Harrald noted that they spoke about Food Trucks also.

Chair Lewis inquired about the status and Council decisions on allowing food trucks in city parks.

Parks Superintendent Steffy reported that has been divided into two categories:

- Food trucks under a Special Event Permit which allows special exemptions under city code

- Moving forward the Special Event Permit process and regulations are being revised to designate small, medium or large events with pertinent requirements to each type and size of event.
- The second is revising the transient merchant regulations and permit process

Commissioner Fair reported on the visit to the Beach Access at Crittenden and Main Street and noted the following:

- Steep access to the beach, the easement is not designated and constructing a stairway access would alleviate the safety issues
- Better access from Main Street and there are trails and ruts that have become trails to the beach

Commissioner Harrald reported on visiting the area behind the Bartlett Street/Pioneer Avenue restroom that could be a really nice rest area or pocket area.

Commissioner Fair added that it is a heavily wooded area that would benefit from some clearing and limbing of trees to open it up which would negate the transient residents from using the area for temporary living facilities.

Parks Superintendent Steffy reported on the beach access points the improvements will be determined where they lie in the priority of getting projects done providing as an example the steps that were installed off of FAA Road. He then provided a preliminary plan on improving the area around the restroom at Bartlett Street.

B. Community Recreation Report – Recreation Manager Illg

Chair Lewis introduced the item and invited Recreation Manager Illg to provide his report.

Recreation Manager Illg congratulated the Commission on getting the Ordinance on Personal Watercraft passed. He noted Ordinance 21-26 later on the agenda. Mr. Illg further noted the availability of basketball at the HERC. Additional items that were reported on were as follows:

- Success of the Safe & Healthy Kids Fair
 - o Over 200 people attended – estimated
 - o 20 plus vendors
 - o Planning to conduct the same period each year outside
- Reported on the NRPA and the need for additional fulltime personnel

Chair Lewis commented that Homer services more than 5000 persons since there are those persons who live outside city limits that use and participate in the programs.

C. Parks & Trails Maintenance Report - Parks Superintendent Steffy

Parks Superintendent Steffy provided his report for the Commission noting the following:

- Camping Revenue 2021- \$2860 2020 - \$1000 2019-\$890
- Self-Pay Kiosks and T-Two Units
 - o Two Units at Dump Stations
 - o Three Units at Campgrounds
 - o Planning to go totally paperless
- Poopdeck Trail ADA ramp from the Independent Living Center was installed
 - o Added neutral bumpers
 - o Worked on drainage and replacing gravel
 - o Numbers of use is being reported and being documented
- Karen Hornaday Park
 - o The road is still atrocious and will not be worked on until totally defrosted
 - o Will work on the campground to get it ready to open for Memorial Day weekend
- Skate Park Agreement and improvements
 - o Agreement in place
 - o Discussions on the location and content of the next Skate Park
- Statewide Comprehensive Outdoor Recreation Plan
 - o Governance on Land & Water Conservation Funding Grant
 - o He listed the priorities as connectivity, accessibility and partnerships
- Summer Staffing

Chair Lewis asked about the deadline for removing the large vessels with the exception of the North Pacific.

Parks Superintendent Steffy reported that the North Pacific and Hallo Bay will be remaining throughout the summer. He will be reviewing the location and looking at reconfiguring the campground with safety in mind.

Commissioner Harrauld questioned the direct costs to the Parks having the derelict vessels in that location.

Parks Superintendent Steffy was unsure of the direct revenue losses to the Parks but noted that the area is zoned Marine Industrial and as such the Port & Harbor grants the Parks the recreational use of that parcel. He stated that the Harbor leases or rents the area to conduct work on the vessels and they have been extended. This ability provides an important aspect to the Harbor for vessel owners to have the ability to work on the large vessels instead of having to go somewhere else such as Seward.

D. Public Works Director Report – Public Works Director Keiser, PE

Chair Lewis introduced the item and invited Public Works Director Keiser to speak to the Commission.

Public Works Director Keiser reported on the following:

- Alaska Department of Transportation and Public Facilities has given approval to install murals on the Airport Terminal building.
 - o She note that the item is on the agenda for approval by the Commission and that it will be submitted to Council for their acceptance
 - o Public Works will continue to work with the Homer Drawdown group to get the mural in place
 - o It is expected to get constructed and created over the 2021/22 winter season and installed in the spring of 2022
- Met with the City Manager and Special Projects Coordinator along with the City Lobbyist and they spoke about the funding coming from the Federal & State, mostly water & sewer money and there is going to be funding for tourist related facility development so she is in the process of lining up projects that would be suitable for those funds such as wayfinding, upgrades and modernization to campgrounds and packaging those into small to mid-sized projects.
- The budget is progressing and will include operational as well as capital funding
- The Commission still has the \$750 to expend with an expiration date of June 30, 2021 Starting July 1st with the new budget the Commission will have another \$1500 to expend until June 30, 2022
- Capital Funding for Parks Projects are included in the budget
- With respect to Recreation Manager Illg's advocacy and passion and support for Parks and recreation she reminded the Commission that they are fully staffed with temporary employees on the park side and they have excellent skills in terms of trail maintenance and we expect to be able to accomplish many projects this summer. They will again carry over a couple of temporary employees through the winter to assist Parks Superintendent Steffy.

Public Works Director Keiser facilitated discussion and responded to the following:

- Use of tourism funding for bathrooms such as Bishop's Beach and Baycrest
- Use of Federal Funding for Community Recreation Center
- Recommended by Lobbyist to have smaller projects that make a big impact
- Special Projects Coordinator pointed out the Achilles Heel of the Community Recreation Project is the operational costs. That it does not pencil out. The public tax dollar cannot support it without sustainable funding of some kind
- The HERC Task Force made recommendations and yet the facility still sits there with nothing being done.
- Improvement of playing fields to be able to host tournaments which also drives tourism.

PUBLIC HEARING

PENDING BUSINESS

A. 2021 Beach Policy Update – Review, Amendments and Corrections

Chair Lewis introduced the item by reading of the title. He noted that they had this on the Worksession agenda prior to the meeting. He opened the floor for discussion or a motion.

LOWNEY/HARRALD MOVED TO POSTPONE THIS ITEM TO ALLOW A WORK GROUP TO REVIEW, AMEND AND FORMAT THE POLICY DOCUMENT.

There was brief discussion noting that during the worksession it was agreed that the document was difficult to follow and that it was supposed to be a policy, but in some areas was more like a to do list. It was recommended to create a small workgroup to go through the document and arrange it as a policy with the list of recommendations to be added as an attachment or separate document.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

A brief discussion ensued on the ability to form a committee and keeping the membership to less than a quorum.¹

Commissioners Roedl, Lowney and Lewis volunteered to be on the Beach Policy Workgroup.

NEW BUSINESS

A. Homer Drawdown Peatland Mural project Proposal for the Homer Airport Terminal **a. City of Homer Accession, Gift & Donation Policy and Procedures for Art**

Chair Lewis introduced the item by reading of the title and invited Public Works Director Keiser to provide some input on the topic.

Public Works Director Keiser provided a summary of her memorandum regarding the Homer Drawdown group proposal to install a mural which will educate the public on the importance of protecting and preserving Homer's peatlands. She requested a resolution of support from the Commission.

¹ The City Attorney has advised that no committee or workgroup should meet without those meetings being advertised and recorded. Even if the number in the group was less than a required quorum. A member of the advisory body speaking one on one with staff did not require or constitute a meeting.

Discussion was facilitated by Chair Lewis between Commissioners and Staff regarding the concerns of approving a concept with no knowledge of the proposed concept; straying outside the existing approved procedures and policy; public receptiveness of the end product not being favorable; Environmental projects can be viewed differently by everyone; awareness that the existing policies and procedures need revisions to address the right of refusal; adding another policy on public private partnerships; and inviting the Homer Drawdown group to make a presentation to the Commission.

Deputy City Clerk Krause will contact the Homer Drawdown Group and arrange for them to present to the Commission.

LOWNEY/HARRALD MOVED THAT THE PARKS ART RECREATION AND CULTURE ADVISORY COMMISSION SUPPORTS THE HOMER DRAW DOWN PROJECT.

There was a brief discussion on having the presentation from the group.

HARRALD/LOWNEY MOVED TO AMEND TO ADD WITH THE CONDITION THAT IT COMPLIES WITH THE ESTABLISHED DONATIONS POLICIES AND PROCEDURES AND THE COMMISSION RETAINS THE APPROVAL OF THE CONTENT.

There was additional discussion on the letter of support or document contain a copy of the current policies and procedures for donations.

VOTE. (Amendment) NO. HARRALD, LOWNEY, FAIR, LEWIS, ROEDL, GALBRAITH

Motion failed.

LOWNEY/FAIR MOVED TO AMEND THE MOTION TO ADD SUPPORTS THE HOMER DRAW DOWN PURSUIT OF FUNDING FOR ART.

There was no discussion.

VOTE. (Amendment) NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

There was no further discussion.

VOTE. (Main) NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

B. Review and Recommendation on the Donation of a Memorial Bench

Chair Lewis introduced the item by reading of the title.

Deputy City Clerk Krause provided a review of the memorandum in the packet.

A discussion ensued on the necessity of this application being approved by the Library Advisory Board, following the process it will then be forwarded to City Council and the timeline for installation.

LOWNEY/HARRALD MOVED TO RECOMMEND APPROVAL OF THE PROPOSED MEMORIAL BENCH IN REMBRANCE OF ALL MISSING WOMEN AND CHILDREN CREATED BY BRAD HUGHES TO BE PLACED AT THE HOMER PUBLIC LIBRARY.

There was no further discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

C. Ordinance 21-26, Amending Homer City Code Extending the No Wake Zone throughout City Tidelands and Closing Louie's Lagoon and the Entrance of Beluga Slough to Motorized Vessels.

Chair Lewis introduced the item by reading of the title and opened the floor for discussion.

ROEDL/HARRALD MOVED TO APPROVE AS WRITTEN.

Discussion ensued on this ordinance covering a lot of points with some Commissioners expressing concerns on enforcement abilities and the opinion that there is not going to be a lot of people wanting to use jet skis in the bay but that time will tell.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

D. Memorandum from Deputy City Clerk/ADA Coordinator re: PARC Assistance with Self Evaluation

Chair Lewis introduced the item and invited Parks Superintendent Steffy to provide input.

Superintendent Steffy provided a brief overview of the requirement of developing a parks and trails ADA Transition plan as part of the overall ADA Transition Plan. He then provided a brief example of Bishops beach access barriers to the boardwalk and that an inventory and assessment of all the facilities.

Chair Lewis stated that the ADA Committee is asking for a Commissioner to check all the trails and parks to see where we need to upgrade.

Deputy City Clerk Krause explained that the ADA Compliance Committee along with Parks Superintendent Steffy will be performing the self-evaluation of the City Parks and Trails for ADA Compliance and the Committee requested that a Commissioner or two be asked to work with them over the summer to get this accomplished since they know the trails and parks. She further reported that the ADA Committee will be prioritizing a list of parks and trails at their June 10, 2021 regular meeting at 4:00 p.m. and it would be beneficial if the Commissioners could attend that meeting as well.

Deputy City Clerk Krause facilitated questions from the Commission on the following:

- Worksheets will be provided that outlines the requirements
- They will also cover trails but not all trails such as the Reber Trail

Chair Lewis requested volunteers to work with the ADA Compliance Committee.

Commissioner Lowney expressed her interest in working on this but was hesitant to fully commit since it was the summer.

Chair Lewis stated that he could fill in when Commissioner Lowney was unable to as he worked with the last group that performed the self-evaluation for the other city facilities.

Parks Superintendent Steffy explained that the city is not require to have all trails or parks accessible just a certain amount and with some equipment accessible and that they will be prioritized.

Chair Lewis commented on the requirements for bathrooms and parking spaces.

Deputy City Clerk Krause will provide the meeting invites to the Commissioners for the next ADA meeting in June.

INFORMATIONAL MATERIALS

- A. 2021 Commissioner Attendance at Council Meetings & Annual Calendar
- B. City Manager's Report for the May 10, 2021 Council Meeting

- C. Ordinance 21-23, Amending HCC 19-20.020, general Rules, Adding Launching, Landing or Retrieving of Motorized Watercraft is Prohibited from City Owned Beaches except for Official Business Use or Authorized by the Harbormaster
- D. Resolution 21-27, Authorizing the City or Apply for a State of Alaska Recreational Trails Program Grant in An Amount up to \$150,000 for Funds to Construct an ADA Accessible Entrance Trail in Karen Hornaday Park.

Chair Lewis requested a volunteer for the May 24, 2021 City Council meeting.

Commissioner Harrald volunteered to attend.

COMMENTS OF THE AUDIENCE

COMMENTS OF THE CITY STAFF

Recreation Manager Illg congratulated Ella for graduating High School and being able to go to Hawaii for college. He requested that she recruit her replacement.

Deputy City Clerk Krause commented on having a good meeting with lots of different issues on the agenda and congratulated the Commission for getting through it all.

Parks Superintendent Steffy echoed the sentiments on a good meeting, very productive and thanked the Commissioners for their time.

COMMENTS OF THE COMMISSION

Student Representative Blanton Yourkowski commented that she has approached a member of the Student Council and believes that she will be a really good candidate for this position, she is outspoken regarding the issues in this town and will pass on the information to her.

Commissioner Fair commented that he was very appreciative that this meeting was only 90 minutes since their meetings have been pretty long lately. He then wished Ella the best of luck moving forward.

Commissioner Lowney expressed her thanks and appreciation for Ella being on the Commission and looks forward to having someone fill her seat because she believes having a student voice has been very critical and appreciated having someone with a voice for art since that was Ella's concern, on the Commission was great too. She then commented on keeping the idea of a dog park on their radar since they had not addressed that issue yet; her excitement on tourists and tourists dollars and hope that they can find good productive ways to spend those dollars; she would like to see the Public Works Shopping List to expend the funding that

the Commission has available. Ms. Lowney suggested maybe donation to Community Fireworks for the Parks Commission funds and then provided comments on the educational opportunity for the protection of driftwood during an art project on the beach with students and teachers. She added that the Commission should review the art policies and procedures to include a process for refusal since it is not covered in the existing document and maybe creating an art bank for rotating art similar to the State offices.

Commissioner Harrald expressed her thanks to Deputy City Clerk Krause for the packet, it was very informative and that information assisted her in the meeting tonight. She then expressed her appreciation for Parks Superintendent Steffy and Public Works Director Keiser and all their hard work. It was really great on the park walk to see all that through their lens and it helps to understand the decisions that are made and what is going on. She expressed her appreciation for the programs that are being implemented by Public Works to make things easier. Commissioner Harrald further commented on assisting the groups to get the art projects moving forward; the success of the skate park; recreational programs kicking in for the summer; cruise ships being allowed to come. She expressed her appreciation for Ella serving on the Commission.

Commissioner Roedl expressed he was looking forward to meeting in person again and thanked Deputy City Clerk Krause for her technical expertise and getting him connected for the meeting.

COMMENTS OF THE CHAIR

Chair Lewis commented on reading an article on the youth of the world are doing more for Climate Change than the old folks. He expressed his appreciation for the staff and thanked Ella for her service.

ADJOURNMENT

There being no further business to come before the Commission the meeting adjourned at 7:45 p.m. The next regular meeting is scheduled on Thursday, June 17, 2021 at 5:30 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

RENEE KRAUSE, MMC, DEPUTY CITY CLERK

Approved: _____



City of Homer

www.cityofhomer-ak.gov

Community Recreation

HHS/600 East Fairview Avenue
Homer, Alaska 99603

communityrecreation@cityofhomer-ak.gov

(p) 907-235-6090

(f) 907-235-8933

Memorandum

TO: PARKS, ARTS, RECREATION & CULTURE ADVISORY COMMITTEE
FROM: MIKE ILLG, RECREATION MANAGER
DATE: JUNE 17, 2021
SUBJECT: STAFF REPORT

Homer City Council Action:

- **May 24th City Council Meeting**

There was no City Council action to report directly related to PARCAC.

Homer Community Recreation Update:

- **KPBSD Face Covering Guidance for Summer Programs** (see attached email)

- **Partnership with KPBSD**

We have expanded our partnership with the Kenai Peninsula Borough School District to allow for indoor and outdoor summer programming to operate at Homer High School under the umbrella of Community Recreation in cooperation with local volunteer coaches and supervisors. These programs are for local Homer area students in 7th-12th grade only. This allows for the programs to operate safely with existing school district approved mitigation plans, allows for instructional flexibility and utilization of volunteers instead of paid stipends, and increases the presence of Community Recreation program back into the schools. There is no charge for participants.

- **Programming**

We are pleased to report that we have the following indoor and outdoor programs happening at the following locations:

Morning Pick Up Basketball	M W F	HERC Gym
Open Cheer Workout	M W	HHS Track
ReAKtion Club	M-TH	HERC Field/Gym
Karate (youth & adults)	M W F	HERC Activity Room
Pickleball (drop in and reservation)	varies	HERC Gym
Open Weight Room (7-12 grade only)	M W F	HHS Weight Room
Ultimate Frisbee	M TH	HHS Turf
Pick Up Soccer	W F SUN	HHS Turf
Tai Chi	TH	HERC Gym
Pick Up Basketball (girls 7-12 grades)	TU TH	HHS Gym
Open Football Drills (7-12 grade only)	W	HHS Turf

From: Jacynne Best <JBest@KPBSD.k12.ak.us>
Sent: Wednesday, June 9, 2021 11:37 AM
Subject: Updates to KPBSD Face Covering Guidance for Summer Programs

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Please see the below announcement from the Superintendent. At this time, there is no need to resubmit your mitigation plan for your upcoming event should you chose to make facemasks optional per the below communication.

"Dear KPBSD Staff, Families, and Community Partners,

I hope your summer is off to a wonderful start and that you have been able to enjoy the warm sunny days we have recently experienced!

At the beginning of the past school year, the District mandated face coverings to keep our staff, students, and community safe. However, it is now time to change our guidance regarding face coverings in our district. Beginning on June 14, 2021, our guidance regarding face coverings for students and staff participating in our Summer Learning and Extended School Year (ESY) programs will change and align with updated CDC guidelines and our current school and community risk levels.

Several factors influence this guidance. First, the Centers for Disease Control is recommending that fully vaccinated individuals no longer need to wear masks indoors, except in hospitals, on public transit, and in other specified places. Secondly, positive COVID-19 case rates have declined significantly with the successful introduction of several vaccines and the ongoing campaign to vaccinate community members ages 12 and older. The summer is the perfect time to make this change as there are fewer students in our buildings and the temperatures allow our staff to increase outdoor instruction and activity time. As we move through the summer we will continue to monitor local transmission levels and keep track of State and CDC recommendations related to mitigation plans in our schools.

Updated KPBSD guidance for school operations, beginning June 14, 2021:

1. Face coverings for district staff will follow CDC guidance; the district strongly advises non-vaccinated staff to wear a face covering (self-determined).
2. Face coverings for all students is optional (informed by parental preference).
3. Face coverings for fully vaccinated visitors is optional; non-vaccinated individuals are strongly advised to wear a face covering.
4. Physical distancing of 3' or more will be encouraged while working with others indoors.
5. The Symptom Free Schools Protocol will continue, so anyone who does not feel well, is experiencing any COVID-19 symptoms, or has recently been exposed to someone who is positive for COVID-19, need to remain at home.

I thank our staff, parents, students, and community for all that you have done this year to keep our community and schools safe. I look forward to our future work together.

Have a wonderful and safe summer!

Thank you,

Clayton

Clayton Holland
Acting Superintendent, Kenai Peninsula Borough School District
907-714-8888
cholland@kpbsd.k12.ak.us

Every Child Has a Right to be Safe, Seen, and Celebrated!"

If you have any questions please feel free to call.

Thank you,

~Jacynne Best
Administrative Assistant
Planning & Operations
Kenai Peninsula Borough School District
Office: 907-714-8821



City of Homer

www.cityofhomer-ak.gov

Office of the City Clerk

491 East Pioneer Avenue
Homer, Alaska 99603

clerk@cityofhomer-ak.gov

(p) 907-235-3130

(f) 907-235-3143

Memorandum

TO: PARKS, ART, RECREATION AND CULTURE ADVISORY COMMISSION

FROM: RACHEL TUSSEY, CMC, DEPUTY CITY CLERK

THRU: BEACH POLICY WORK GROUP

DATE: JUNE 9, 2021

SUBJECT: BEACH POLICY WORK GROUP RECOMMENDATIONS

ACTION TO TAKE: Review the Beach Policy rewrite and discuss additional changes needed. Make a motion to approve the beach policy with amendments and recommend to City Council for adoption, or to bring a final draft back to the August regular meeting for final approval.

The Parks, Art, Recreation & Culture Advisory Commission took action on rewriting of the City Beach Policy at every PARCAC meeting since February 18th. Final approval of the revised policies was postponed to the June 17th regular meeting to give time for a Beach Policy Work Group to review the policy and separate the document into policy and recommendations.

The work group met on June 1st and provided Clerk staff a page-by-page account of which amendments to keep, what to change, and any additional revisions they found. Given the large number of revisions, I produced a clean, reformatted draft that would accompany the current 2017 version for comparison. This allows the commission to review the changes more clearly and make any additional amendments at the meeting.

Questions or comments regarding content changes can be directed to the work group (Commissioners Lewis, Lowney, and Roedl), and any concerning the formatting/addition of images and maps can be directed to me.

What Changed

- Layout and formatting.
- Title is now “Beach Policy and Management Plan” to address the document’s dual purpose as providing policy and management guidance.
- Content reflects the changes made by PARCAC and the work group.
- Verbiage used provides policy guidance without sounding like recommendations/goals.
- Additional imagery will be added for better reference; I will work with Planning Dept. to provide the updated maps and Parks Division for photos for the final draft that goes to Council.


What Still Needs to be Addressed

- Are the proposed content changes made by the work group and staff acceptable to the commission? Make any additional changes at this meeting.

- The Proposed Easement and Pedestrian Access to Outer Beach Area map (pg. 12 of the plan) is a very specific proposal to a singular area. It doesn't seem to warrant its own page in a policy/management plan as a stand-alone proposal. I recommend removing this page. If the commission wishes to see this proposal move forward, it should be added to your strategic plan/goals.
- Appendix B is a one-time project based on information from a 2004 coastal erosion study, staff plat research, and a 1982 orthotopographic map. It is a lot of information that's potentially outdated, for such a document. I would recommend its full removal, but I do see the value in having individual maps for each public access point. That is why I suggest Appendix A be restructured/updated to be a comprehensive list of all known public access points with an included area map for reference (similar to the ones in Appendix B), followed by comments. I would coordinate with Parks and Planning staff to restructure the list with current information and maps.

Example:

Appendix A: Public Beach Access Points

Public Access Points	Notes	Area Map
Miller's Landing Beach Road	Nice picnic spot Difficult trek down to the beach No defined parking area	

If the commission approves of the proposed changes, it could then go to City Council for consideration/final adoption at their July 26th regular meeting. This would provide enough time for City Staff to finalize the rest of the amendments before the Council packet deadline for that meeting.

Recommendation

Review and discuss; MOVE TO APPROVE THE CITY OF HOMER BEACH POLICY AND MANAGEMENT PLAN WITH AMENDMENTS AND RECOMMEND TO CITY COUNCIL FOR ADOPTION.



CITY OF HOMER BEACH POLICY & MANAGEMENT PLAN

Adopted July XX, 2021

Resolution 21-0XX



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DEFINITIONS

- A. "Berm" means a natural, linear mound or series of mounds in a beach area composed of sand, gravel, or both, generally paralleling the water at or landward of the elevation of mean high water.
- B. "Storm berm" means a berm formed by the upper reach of storm wave surges or the highest tides. Storm berms generally include an accumulation of seaweed, driftwood, and other water-borne materials. A beach area may have more than one storm berm.

[Image of Mariner Lagoon and/or Beluga Slough]

Example: Grassy areas of Mariner Lagoon and Beluga Slough where highest tides and storm deposit logs and driftwood. Tall grasses and other plants grow there most of the time, and only at the highest tides and largest storms are logs thrown up on this area of the beach.

- C. "Submerged land" means land covered by tidal water from the elevation of mean low water seaward to the corporate boundary of the city.
- D. "Tideland" means land that is periodically covered by tidal water between the elevation of mean high water and mean low water.
- E. "Beach area" means all of the following, whether publicly or privately owned: submerged land, tideland, and the zone of sand, gravel and other unconsolidated materials that extends landward from the elevation of mean high water to the place where there is a marked change in material or physiographic form.
- F. "Motor vehicle" means a device in, upon, or by which a person or property may be transported or drawn upon or immediately over land, that is self-propelled except by human or animal power.
- G. "Personal watercraft" means a vessel which uses an inboard motor powering a water jet pump as its primary source of motive power. The vessels are designed to be operated by a person sitting, standing or kneeling.



INTRODUCTION, PURPOSE, & GOALS

Purpose and Intent

The purpose of the City of Homer Beach Policy and Management Plan is to support the enforcement of existing regulations, proposed new regulations, or actions that may be needed, for the seven areas of beaches in City limits. The intent of the policy is to provide guidance to keep Homer's beaches safe and enjoyable for all users while preserving the natural environment. This document will be reviewed and updated on a bi-annual basis by the Parks, Arts, Recreation, and Culture Advisory Commission or as deemed necessary by City Council.



History

The original Beach Policy Task Force was established in 2000 as the result of strong public concern on the current and future use of Homer beaches. They completed the beach policy in 2001 which was adopted by City Council on June 25, 2001. In 2003, per Ordinance 03-27, the City was awarded a \$75,000 Coastal Impact Assessment grant to fund beach access restriction improvements, regulatory signage, a GIS coastal erosion and beach habitat information mapping project and funds for the 2004 United States Geological Survey sediment transport study camera operation.

The Task Force made further recommendations in 2005 through Memorandum 05-78, and concluded their work. In 2007, City Council adopted Ordinance 07-01(A) which added advising on public beaches to the duties of Parks, Art, Recreation and Culture Advisory Commission. The Commission formed a Beach Committee to update the Beach Policy, which resulted in this document.

In fall of 2014 the Parks, Art, Recreation & Culture Advisory Commission was directed by Council to review and recommend revisions to the Beach Policy. The Commission worked on the policy the first six months of 2015 and made recommendations via Memorandum 15-102. Council adopted Ordinance 16-05 (S-2)(A-2) on February 23, 2016. Ordinance 16-13 then made minor amendments. The Beach Policy was amended to reflect these revisions through Resolution 16-029(S-2). Resolution 17-021 amended the policy for clarity providing corrections for grammar and content.

Goals of this Policy

❖ Education

Educate beach users by providing signage and beach information at convenient locations.

❖ Prevention

Limit conflicts between motorized users and pedestrians by encouraging courtesy and common sense.

Protect sensitive beach habitat and wildlife from inappropriate use of beaches - e.g., keep motorized vehicles out of lagoon areas and personal watercraft off beaches.

❖ Enforcement

Ensure adequate staffing on holiday weekends, that regulatory signage is installed where needed so laws can be enforced, and gates are operational to prevent or limit access to sensitive or prohibited areas.





GENERAL POLICY & PLAN FOR ALL HOMER BEACHES

A. Identify and improve beach access points. Heavy impacts are created by a large number of people accessing the beach at a small number of places. By finding, improving, and publishing all public beach access points, this will diffuse the impacts and provide a more enjoyable experience to all.

1. Improve and maintain beach access points.
 - a. Review access points every three years
 - b. Appendix A documents known public access points and the pros-cons of their development. The appendix shall be reviewed and updated every three years.
2. Provide signage at selected public access points.

B. Install and maintain signage as needed. Signage shall be positive and informative to encourage courtesy to pedestrians, appropriate pet control and clean up, and indicate where vehicles are permitted. All signage must be installed in a manner that meets the needs of law enforcement.

1. Installed signage shall address the following:
 - a. The berm building process, shore zone wildlife habitat, etc.
 - b. The risks of driving on the beach and the responsibility the owner/driver accepts, specifying that the City shall not be held liable.
 - c. The prohibition of removal and burning of driftwood along the berm, and where campers can locate campfire wood.
 - d. City code prohibitions and applicable fines, so that any violators of the law on City beaches may be ticketed.
2. City shall coordinate with U.S Fish and Wildlife (USFW) on a uniform interpretative signage plan for all City beach parks. Adjust signage language over time to meet changing needs. Include the project in the annual budget.
3. Include at least \$500 per fiscal year in the City's budget for sign repair, updating, and replacement.

C. Be aware of seaward property boundaries when making municipal decisions. Although many believe property lines stop at a water boundary, it has become apparent this is not always the case in Kachemak Bay. Normal property lines next to the ocean are established at mean high tide, and slow erosion does change boundaries. The 1964 earthquake caused the sinking of the Spit and Homer area and the sea flowed over the lowered land. This sudden change is called avulsion and legally does not change land boundaries. However, avulsion does have to be proven which can be difficult without adequate historical records. Common in Alaska, the area below mean high tide is owned by the State of Alaska, and this is true in a few spots in Homer. But generally speaking, the City owns the tidelands below mean high tide.

D. Encourage better enforcement of applicable existing state and local laws. Examples of applicable laws include: HCC 19.08 Campgrounds, HCC 7.16 Vehicles in Beach Areas; HCC18.28.200 Waste or injury to land, and Alaska State Traffic Regulations regarding: DWI, Reckless Driving, Negligent Driving, Basic Speed, and Littering.

1. Evening quiet hours shall be posted and enforced in City Campgrounds.
2. City driving laws in City beach parking areas and on west Bishop's Beach where driving is permitted shall be enforced.

E. Develop and distribute brochures with a coordinated public relations campaign. It is important to enlist the public in the campaign to keep our beaches enjoyable for all, to limit the human damage to fragile areas, and to minimize friction between user groups. The City requires everyone's help.

1. Prior to major holiday weekends, beach rules and etiquette in the local newspapers, on social media, and local radio stations shall be advertised.
2. Beach maps and brochures on beach etiquette shall be provided at all City campground facilities, Homer Chamber of Commerce, City Hall, and the Port and Harbor's Office.
3. Beach educational materials shall be distributed to local school district officials to ensure information is included in existing curriculum pertaining to beach activities and field trips.
4. Include at least \$500 per fiscal year in the City's budget for advertising expenses.

F. Perform an annual assessment of beach health and developing impacts.

1. Provide City Council with copies of the annual CoastWalk Report from the Center for Alaskan Coastal Studies. Host on City Website.
2. On a biannual basis, take photographs of sensitive areas or places and keep a photo record of changes. Host on City website.

G. Driftwood from berm areas should not be removed. Testimony by scientists emphasizes the importance of the natural berm building process to protect the Spit, Mariner Lagoon, and Beluga Slough and provide wildlife habitat. The driftwood plays an important role in building and stabilizing berms and is an esthetic enhancement to the beach. Therefore, it is hoped that providing an alternate source of campfire wood for campers serves the important function of protecting the berms.

1. Prohibit the burning of driftwood from berm areas.
2. Provide alternative wood sources for campfires, or install signage that informs campers where campfire wood can be found.

H. Find ways of supporting beach clean-up.

1. Encourage the elimination of unsightly waste on properties near the beach by working with landowners, particularly in the Louie's Lagoon, Homer Spit, and Mariner Park areas.
2. Support volunteer efforts by providing trash bags for annual clean-up events and dumpsters or trash removal at locations such as Bishop's Beach.
3. Support the Center for Alaskan Coastal Studies' annual CoastWalk and beach trash removal efforts. Support may be in the form of providing trash bags, dumpster service at beach parks, and City funding for newspaper advertising for CoastWalk educational and beach clean-up activities.

I. Keep cars from encroaching onto beach berms and beaches in city campgrounds, parks, and along the Homer Spit Road.


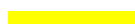

1. Define parking lots so they do not spread onto the beach.



POLICIES & PLANS FOR SPECIFIC AREAS

The following are management plans for specific beach areas, identified as Areas 1 through 7, and follow the beach line from East to West.

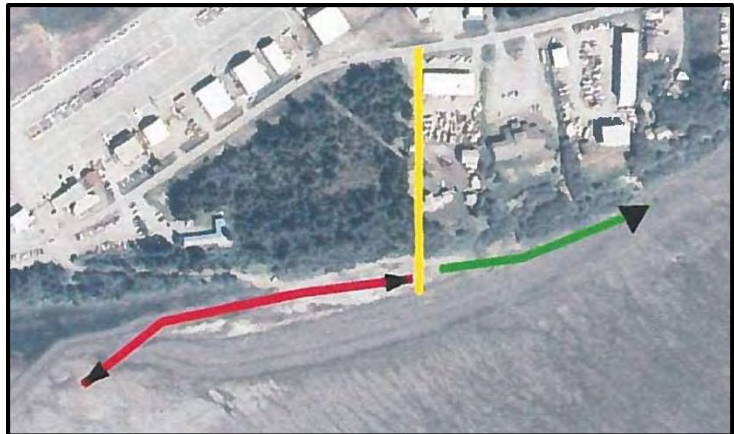
Color Key for Area Maps

	No Vehicles Allowed
	Vehicles Allowed only under the terms of HCC 7.16
	Vehicles Allowed; access may require land owner permission

AREA 1

Miller's Landing to East of Airport Beach Access Road

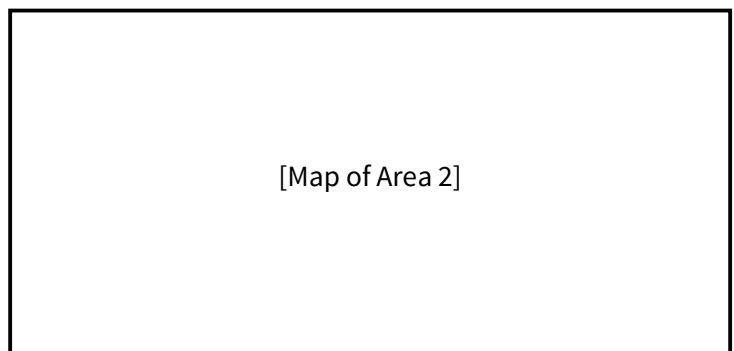
- A. Miller's Landing – Maintain a public viewing spot in the Airport Beach Access Road Right-of-Way off of Kachemak Drive through the use of signage stating the location of the public access. A small parking area may be designated with the use of boulders to discourage trespassing on adjacent properties.
- B. Airport Beach Access Road – Support state efforts to place signage or interpretive displays.
- C. Vehicle use at the bottom of Airport Beach Access Road on the beach is not allowed – Vehicles are allowed east of that area, but there is no public vehicle access point to get to that part of the beach. Land owners, or those with land owner permission, may access the beach from private vehicle access points. Once on the beach, nothing in City laws or policy condones trespassing on adjacent private lands. Refer to HCC 7.16.020 for exceptions.
- D. Vehicles are allowed on the beach east of the vacated easement (formerly known as Shirlene Circle) under the terms of HCC 7.16.



AREA 2

Airport Beach Access Road to North-End of Berm outside of Louie's Lagoon, and Louie's Lagoon

- A. Vehicles are prohibited in this entire area, excluding designated access driveways and parking. Limiting vehicle use in this area is necessary to protect the fragile habitats of Mud Bay and Louie's Lagoon.



- B. Maintain signage identifying public pedestrian access points and vehicle parking areas.
- C. Complete conservation zoning for all public lands in this area; much of Area 2 has conservation easements and zoning.
- D. Preserve subsistence fishing access through the northern portion of the English Bay property, which traditionally has included pedestrian and vehicle access.

AREA 3

Louie's Lagoon-South to End of Homer Spit, then North to the South-end of Mariner Park

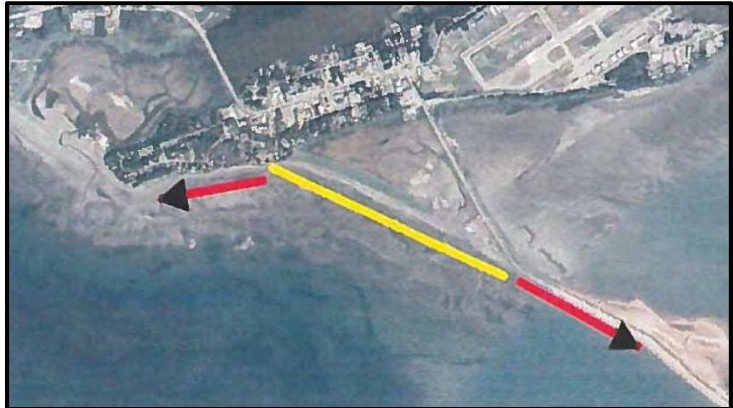
- A. Vehicles are prohibited in this entire area, excluding designated access driveways and parking.

[Map of Area 3]

AREA 4

South-end of Mariner Park to East-end of Ocean Drive Loop Seawall

- A. Vehicles are allowed between the south-end of Mariner Park Beach and the east-end of the Ocean Drive Loop seawall from October 1st through March 31st for the sole purpose of gathering sand and coal. The beach is closed to vehicles at all times for any other purpose.
- B. The area in front of the seawall west to the Beluga Slough outfall is closed to vehicles.
- C. Mariner Park Campground and day-use area has defined campsites and controlled vehicle access to the beach through the use of logs, rocks, and a gate. Maintain the campground and these measures as they provide protection to the berm, encouraging natural vegetation growth.



AREA 5

Mariner Park Lagoon and Storm Berm

- A. Vehicles are not allowed in any part of this area.
- B. Dredge the Mariner Slough on a biennial year period. Include funding in the City's budget for dredging.

[Map of Area 5]

AREA 6

East-end of Ocean Drive Loop Seawall to Bishop's Beach Park

- A. Vehicles are not allowed in this area.
- B. Maintain the gate and rocks at Bishop's Beach Park to physically block access to vehicles.
- C. Support U.S. Fish and Wildlife efforts to protect berm and promote rye grass and driftwood build-up.
- D. Support U.S. Fish and Wildlife's efforts to develop a plan to maintain the ecological integrity of their educational reserve, including possible conservation zoning.

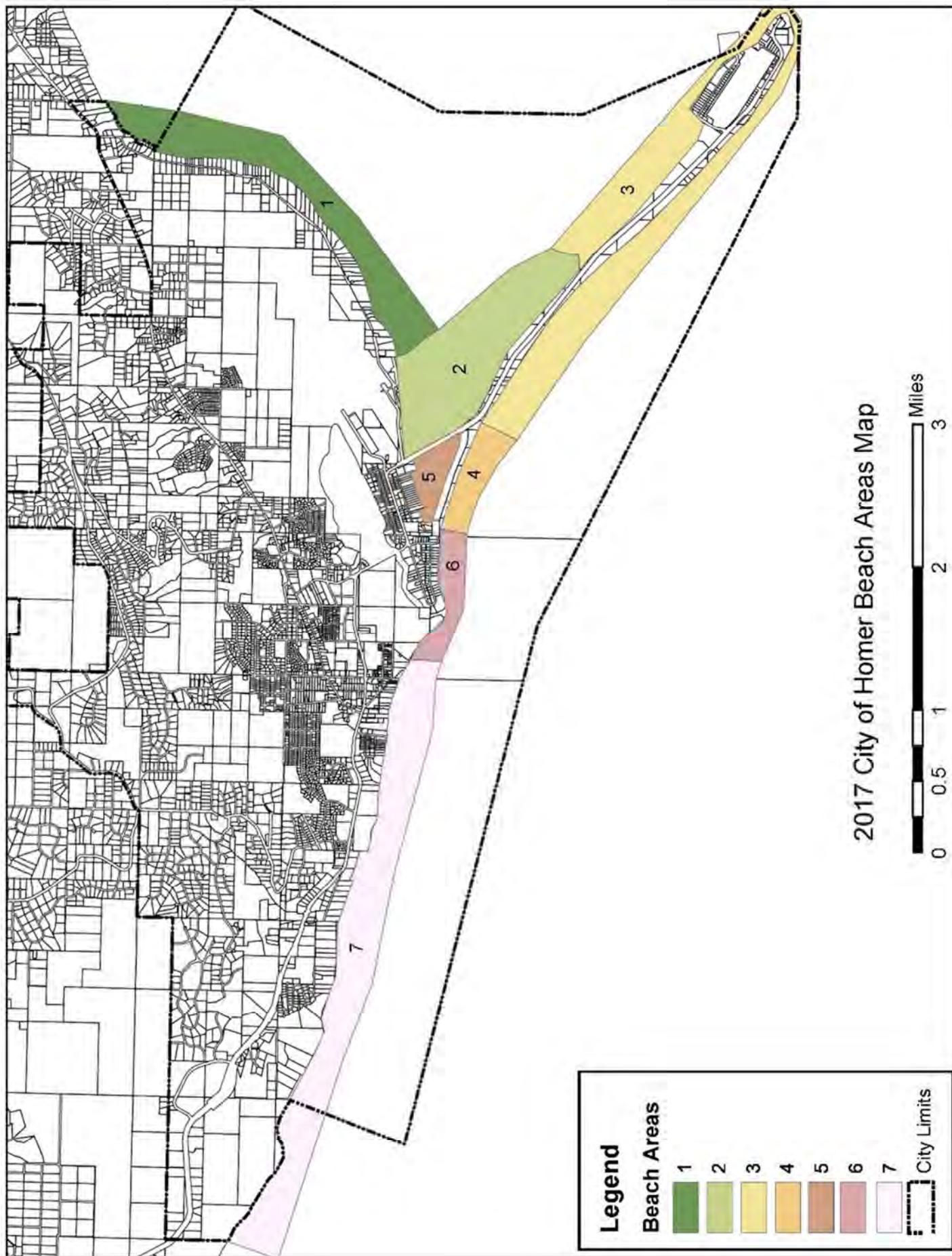
[Map of Area 6]

AREA 7

Bishop's Beach Park Access-West to Homer City Limits

- A. This is a heavily used area, and has the greatest potential for conflicts between user groups.
- B. Ensure there is adequate parking and signage at Bishop's Beach Park and in the area. Wayfinding signage may direct people to nearby public parking (e.g., Homer Chamber of Commerce, Islands and Ocean Visitor Center).
- C. Vehicles are allowed west from Bishop's Beach Park access, following the laws under HCC 7.16, and prohibited to the east. Posted signage shall warn drivers to proceed at their own risk.
- D. Improve erosion control and maintain beach access points.
- E. A stairway shall be provided so pedestrians may access the beach safely and without treading on the eroding bluff face.
- F. Work with property owners and interested volunteers to remove derelict vehicles from City beaches. Owner will be responsible for the costs and removal of vehicle(s).





Proposed Easement and Pedestrian Access to
Outer Beach Area





Appendix A: Beach Access Notes

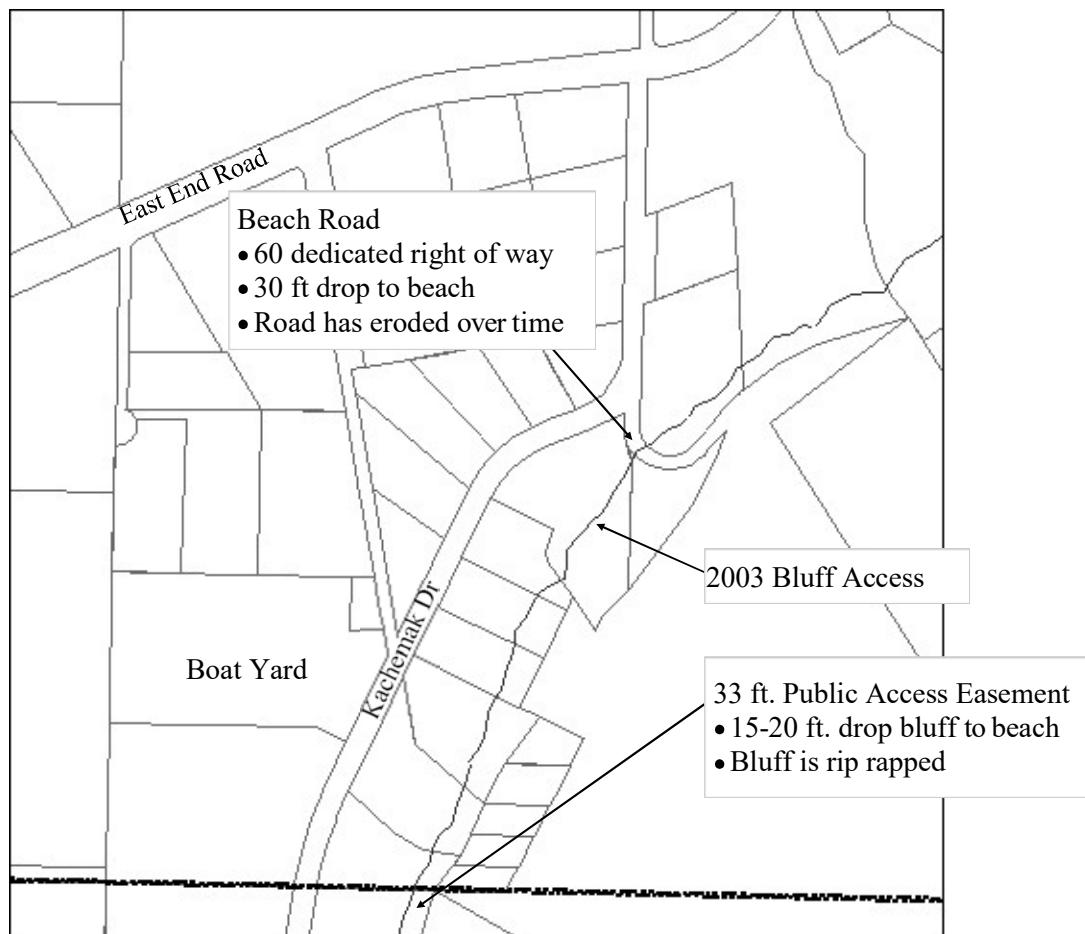
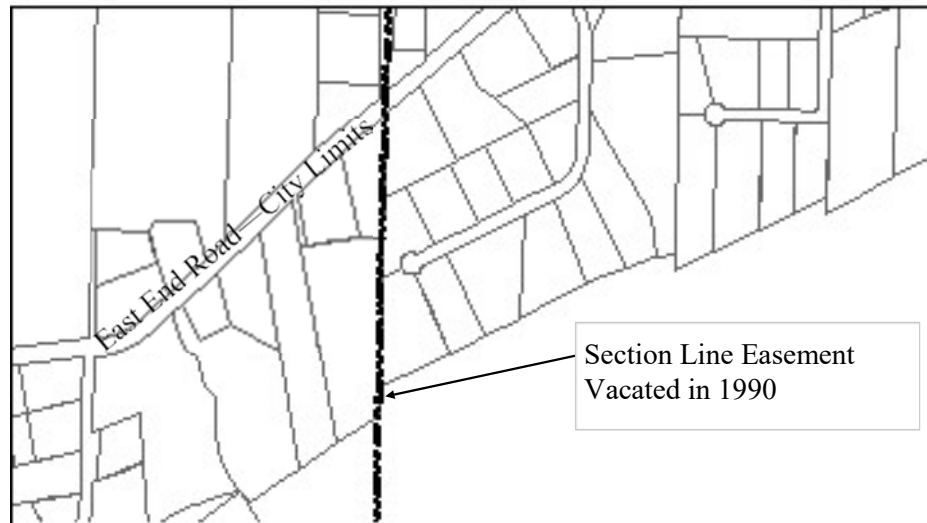
Public Access Points	Pros	Cons	Comments
Miller's Landing Beach Road	Nice picnic spot Difficult trek down to the beach	No defined parking area	
Airport Access Road			State owned land. Gate and key system installed in 2016.
Spit			
Mariner Park	Large parking area for campers and day users	Occasionally motor vehicles drive around in the lagoon.	Need more enforcement here Need more education here/kiosk
Lake Street		Constructed road ends at the Seawall. It will be expensive and difficult to create beach access that will withstand the wave energy at this point. Most of the land below is private property.	There may be other better pedestrian access points that are currently not public, along Ocean Drive Loop
Oscar Munson/Bell		Some public access points must cross the seawall, and most of the beach area is private property.	Neighborhood Access Point
Bishop's Beach	Flat beach access, public parking	High user conflicts	
Main Street	Section line easement access	Highly erosive, very steep trail	
Crittenden	Right of way access	No parking. Tends to be a party spot.	City constructed trail in conjunction with Crittenden/Waddell Road Improvements. There is also an adjacent private access from Ocean Shores Motel. Landowner allows neighborhood use of his trail to the beach.

Revised June 2016



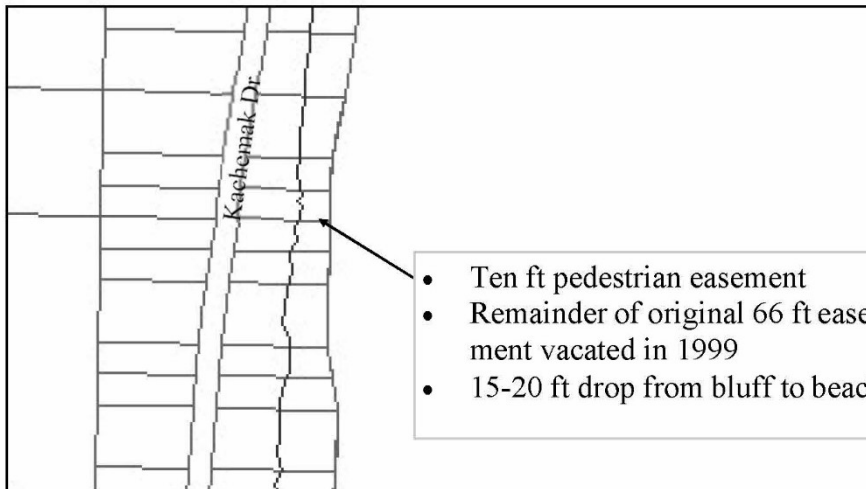
Appendix B: Mainland Public Access Points to Kachemak Bay

Prepared by the City of Homer Planning and Zoning Office. Erosion data is from Kachemak Bay Research Reserve 2004 Coastal Erosion Study. Easement data is from plat research and 1982 Homer and Vicinity Orthotopographic map by Walker and Associates.

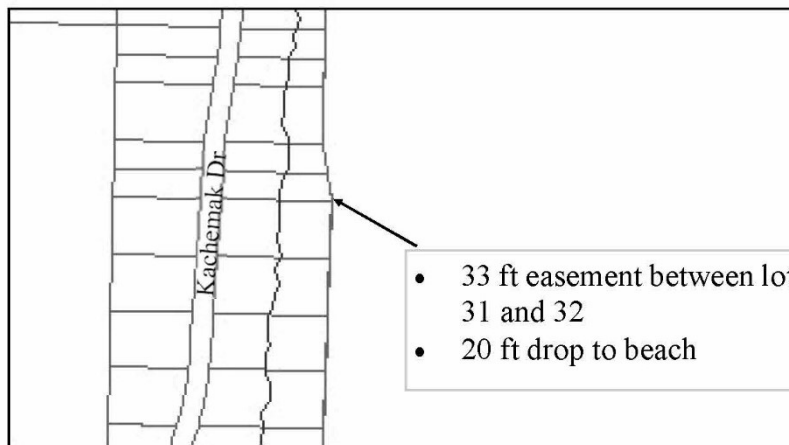




- 66 ft access easement
- 15 ft drop bluff to beach



- Ten ft pedestrian easement
- Remainder of original 66 ft easement vacated in 1999
- 15-20 ft drop from bluff to beach



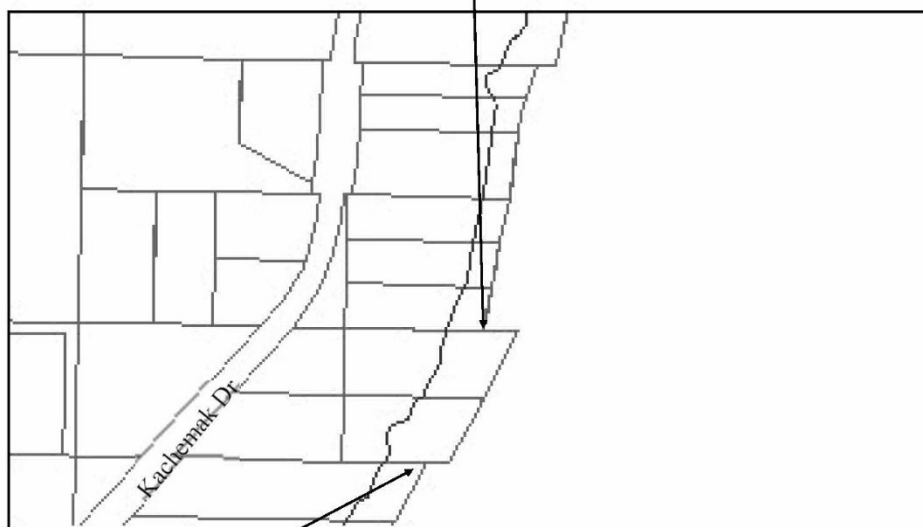
- 33 ft easement between lots 31 and 32
- 20 ft drop to beach



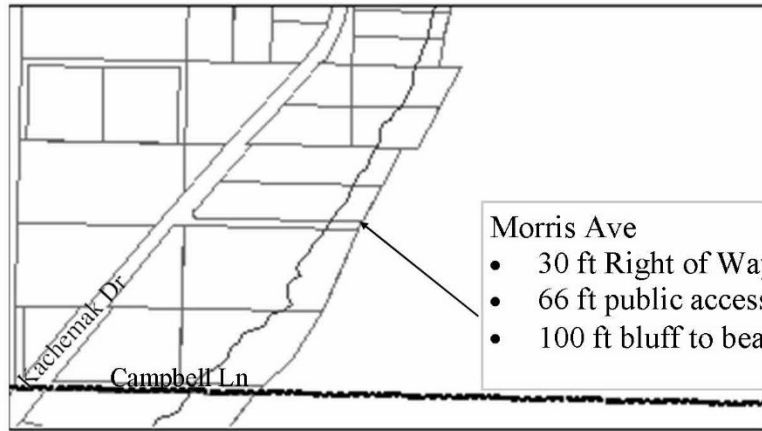
- Ten foot pedestrian easement on northern property, 33ft easement on southern property
- Remainder of northern 33 ft easement vacated
- 30 foot drop from bluff to beach

- 33 ft easement
- Remainder of 66 ft easement vacated in 1976
- 35 foot drop from bluff to beach

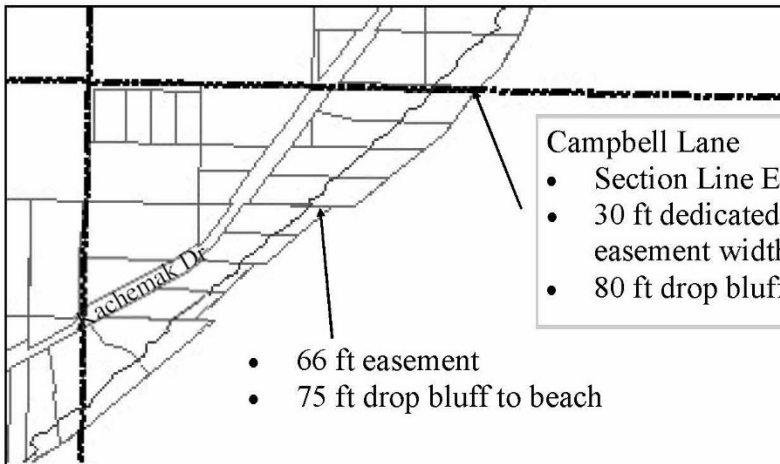
- 33 ft access easement
- 65 foot drop from bluff to beach



- 33ft access easement
- 75 foot drop from bluff to beach

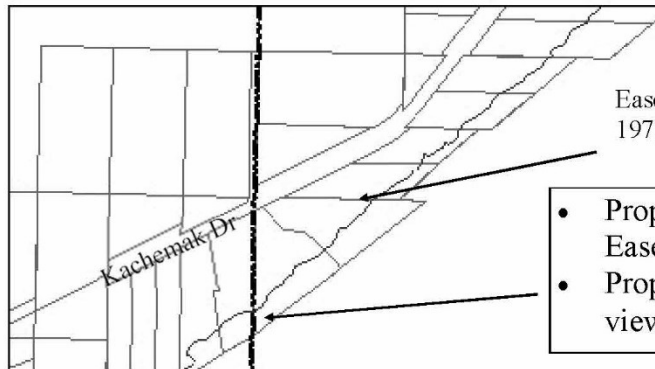


- Morris Ave
- 30 ft Right of Way
 - 66 ft public access
 - 100 ft bluff to beach drop



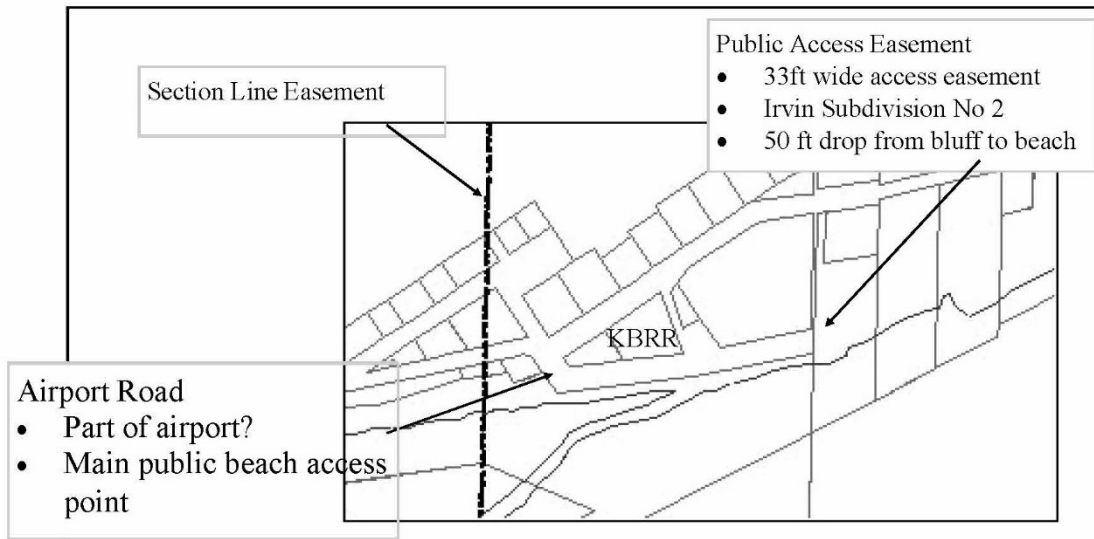
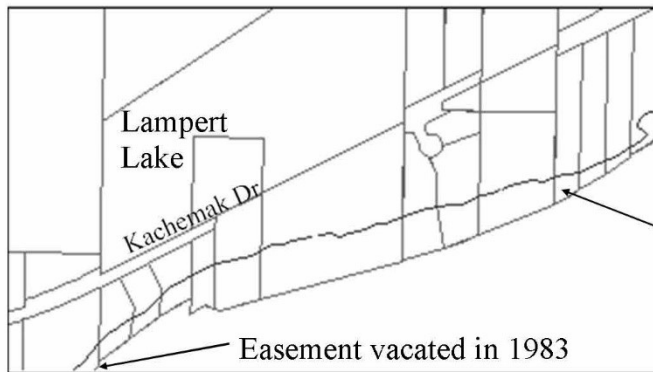
- Campbell Lane
- Section Line Easement
 - 30 ft dedicated Right of Way, 66 ft total easement width
 - 80 ft drop bluff to beach

- 66 ft easement
- 75 ft drop bluff to beach



Easement vacated in 1979

- Proposed Section Line Easement Vacation 2007.
- Proposed public access viewpoint.



- Dedicated Right of Way
- Ends in Mariner Lagoon

City and State Land



Lake Street

- Dedicated 60 ft Right of Way
- Sea wall crosses the Right of Way

Section Line Easement

- 66 ft wide
- 30 ft drop from bluff to beach

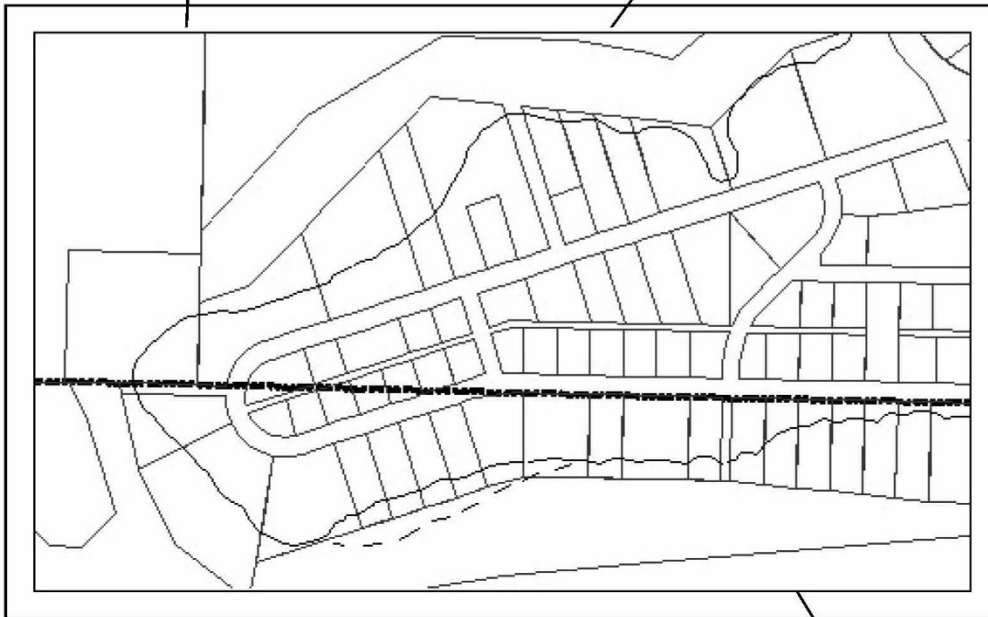
Oscar Munson Subdivision

Victoria Place

- 50 foot Right of Way
- Not constructed

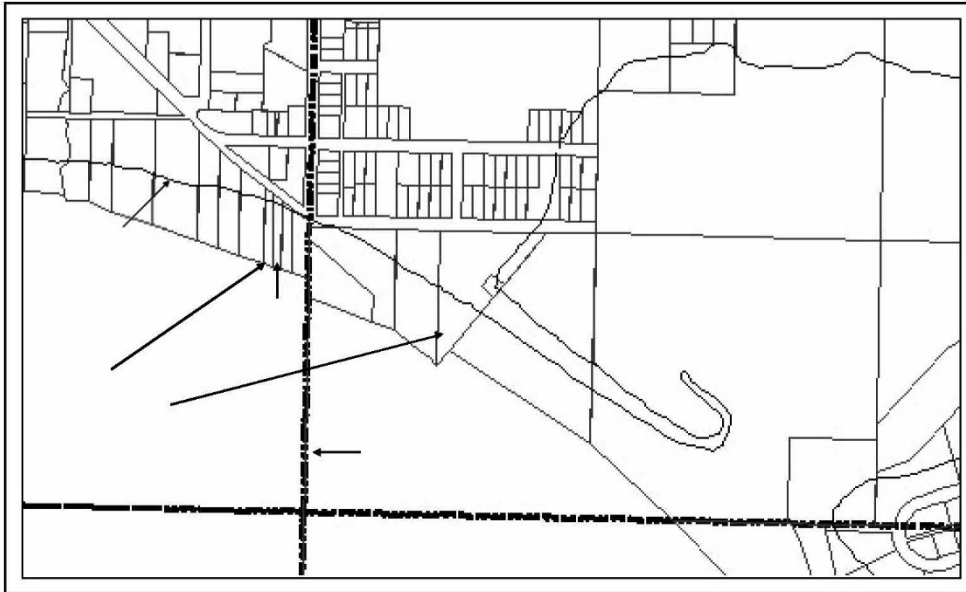
Section Line Easement/Right of Way

- 30 ft Right of Way, 33 ft section line
- Exact width of possible public access not know, but probably about 60 ft



Parson Lane

- 30 ft Right of Way
- About a 30 ft drop from street level to the beach
- Seawall runs along the bluff



Ohlson Lane Property

- 15-20 ft drop from street level to the beach
- City of Homer owns one lot; the state owns another

Section Line Easement

- Main Street is on a section line easement
- 15-20 ft drop from street level to the beach

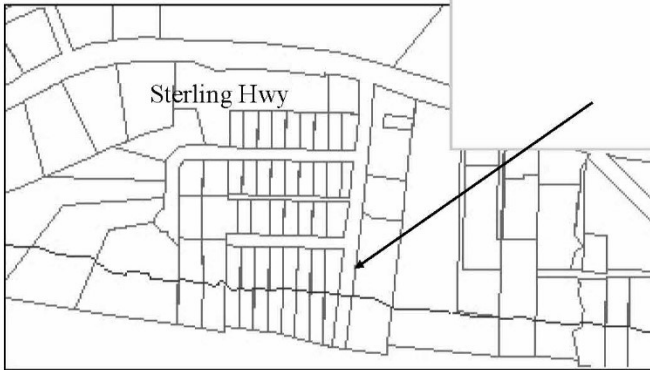
Bishops Beach

- One of the few easy access point to the beach

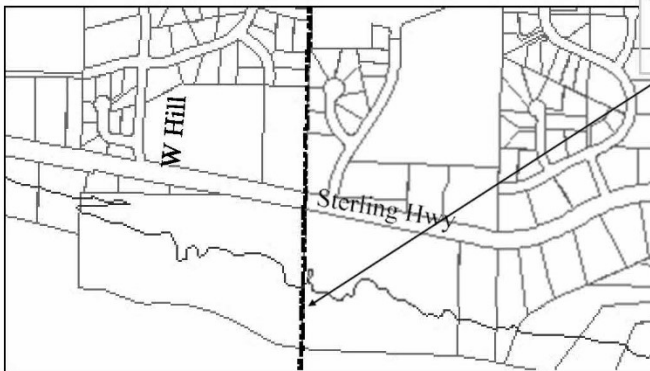
This is an area of moderate long term erosion, averaging about 2 and a half feet per year.

Crittenden Dr

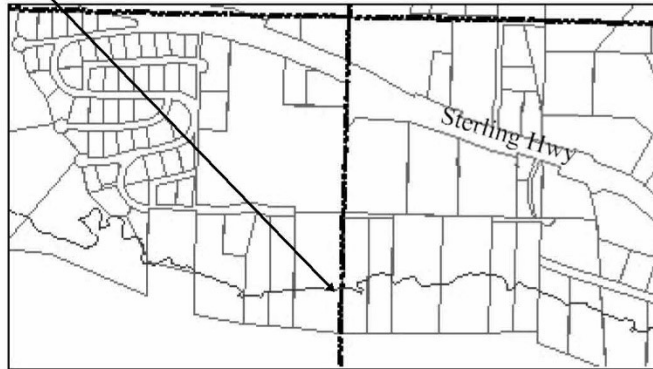
- 60 ft Right of Way
- New trail is steep and is eroding.
- 60 ft drop from Hidden Way to the beach



- Section Line Easement
- 120 ft drop from bluff to beach



- Section Line Easement
- 230 ft+ drop from bluff to beach



Leber Street

- 30 Right of Way Leber St
- Section Line Easement
- 25 foot drop from upland to beach.



- Section Line Easement, north-south along city limit boundary
- 60 foot bluff from beach to upland plateau
- EVOS and other public lands shown



City of Homer Beach Policy

March 13, 2017



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1. Purpose and Intent

This document is an update to the Beach Policy Task Force Final Recommendations, adopted June 25th 2001 and the Parks, Art, Recreation and Culture Commission recommendations in 2007 and 2016. Since 2001, the City of Homer has annexed more land and beaches, and implemented parts of the original plan. The purpose of this document is to update the Beach Policy and make recommendations for future actions. The intent of the Beach Policy is to keep Homer's beaches safe and enjoyable for all users, and preserve natural environment.

Goals

Education

Educate beach users by providing signage and beach information at convenient locations.

Prevention

Limit conflicts between motorized users and pedestrians by encouraging courtesy and common sense.

Protect sensitive beach habitat and wildlife from inappropriate use of beaches – e.g., keep motorized vehicles out of lagoon areas.

Enforcement

Ensure adequate staffing on holiday weekends. Ensure regulatory signage is installed where needed so laws can be enforced.

2. Definitions

a. "Berm" means a natural, linear mound or series of mounds in a beach area composed of sand, gravel, or both, generally paralleling the water at or landward of the elevation of mean high water.

b. "Storm berm" – means a berm formed by the upper reach of storm wave surges or the highest tides. Storm berms generally include an accumulation of seaweed, driftwood, and other water-borne materials. A beach area may have more than one storm berm.

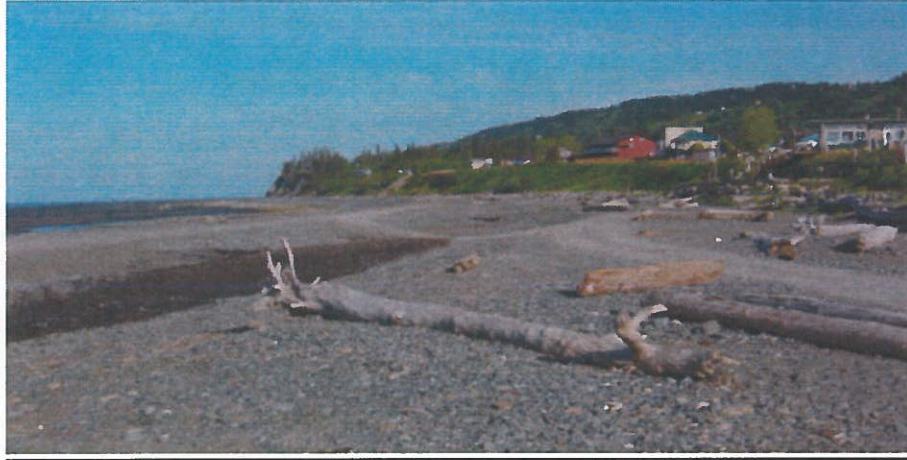
Example: Grassy areas of Mariner Lagoon and Beluga Slough where highest tides and storm deposit logs and driftwood. Tall grasses and other plants grow there most of the time, and only at the highest tides and largest storms are logs thrown up on this area of the beach.

c. "Submerged land" means land covered by tidal water from the elevation of mean low water seaward to the corporate boundary of the city.

d. "Tideland" means land that is periodically covered by tidal water between the elevation of mean high water and mean low water.

e. “Beach area” means all of the following, whether publicly or privately owned: submerged land, tideland, and the zone of sand, gravel and other unconsolidated materials that extends landward from the elevation of mean high water to the place where there is a marked change in material or physiographic form.

f. “Motor vehicle” means a device in, upon, or by which a person or property may be transported or drawn upon or immediately over land, that is self-propelled except by human or animal power.



3. General Recommendations for all Homer Beaches

A. Identify and improve beach access points. Heavy impacts are created by a large number of people accessing the beach at a small number of places. By finding, improving and publishing all public beach access points, we will diffuse the impacts and provide a more enjoyable experience to all.

1. Improve Access via: Main Street, Ocean Dr., Spit, Kachemak Dr. 2. Provide signage at all public access points.

a. Specifically, signage shall be maintained at Bishop’s beach park, Ocean Drive Loop, the parking areas on the east side of the Homer Spit, on the Airport Beach Access Road, and Kachemak Drive.

b. Appendix A documents other public access points and the pros and cons of their development. The appendix should be expanded to include Homer Spit public access points, particularly on the east side of the spit.

B. Install and maintain signage as needed. Signage should be positive and informative to encourage courtesy to pedestrians, appropriate pet control and clean up, and indicate where vehicles are permitted. Interpretive signage about the berm building process, shore zone wildlife

habitat, etc. should be developed and installed. Ensure signs are installed to meet the needs of law enforcement.

1. Work with USFW on a uniform interpretative signage plan that can be used in all City beach parks. Adjust signage language over time to meet changing needs. Include the project in the annual budget.
2. Budget at least \$500 a year for sign repair, updating, and replacement.

C. Be aware of seaward property boundaries when making municipal decisions. Although many people believe property lines stop at a water boundary, it has become apparent this is not always the case in Kachemak Bay. Normal property lines next to the ocean are established at mean high tide, and slow erosion does change boundaries. The 1964 earthquake caused the sinking of the Spit and Homer area. The sea flowed over the lowered land. This sudden change is called avulsion and legally does not change land boundaries. However, avulsion does have to be proven which can be difficult without adequate historical records. Usually in Alaska, the area below mean high tide is owned by the State of Alaska, and this is true in a few spots in Homer. But generally speaking, the City owns the tidelands below mean high tide.

D. Encourage better enforcement of applicable existing state and local laws. Examples of applicable laws include: HCC 19.08 Campgrounds, HCC 7.16 Vehicles in Beach Areas; HCC 18.28.200 Waste or injury to land, and Alaska State Traffic Regulations regarding: DWI, Reckless Driving, Negligent Driving, Basic Speed, and Littering.

1. Encourage more evening enforcement in City campgrounds and encourage/post quiet hours.
2. Encourage more enforcement of city driving laws in city beach parking areas and on west Bishop's Beach where driving is permitted.
3. Ensure adequate City signage is installed so that violators of city laws on City beaches may be ticketed

E. Develop and distribute brochures with a coordinated public relations campaign. It is important to enlist the public in the campaign to keep our beaches enjoyable for all, to limit the human damage to fragile areas and to minimize friction between user groups. We need everyone's help.

1. Prior to major holiday weekends, advertise beach rules and etiquette in the local newspapers. Consider a public services announcement on local radio stations. Budget at least \$500 annually for this advertising.
2. Provide beach maps and brochures on beach etiquette at city campground facilities.

F. Perform an annual assessment of beach health and developing impacts.

1. Provide City Council with copies of the annual Coastwalk Report, from the Center for Alaskan Coastal Studies. Host on City Website.
2. On a biannual basis, take photographs of sensitive areas or places and keep a photo record of changes. This could be hosted on the City website.

G. Driftwood from berm areas should not be removed. Testimony by scientists emphasized the importance of the natural berm building process to protect the spit, lagoon and slough. The berms also provide important wildlife habitat. It was found that driftwood plays an important role in building and stabilizing berms. Thus, it is hoped that providing an alternate source of campfire wood for campers serves the important function of protecting the berms. Driftwood was also described as an important esthetic enhancement to the beach and a material resource.

1. Prohibit the burning of driftwood from berm areas and direct City Administration to investigate providing firewood to beach users or allowing firewood concessions in city campgrounds.

H. Find ways of supporting beach cleanup.

1. Support the efforts of spring clean up day to include Homer beaches. The City should actively continue to support the efforts of volunteers by providing trash bags for the event and dumpsters or trash removal at locations such as Bishop's Beach.
2. Support the efforts of the Center for Alaskan Coastal Studies for their annual CoastWalk and beach trash removal. Support may be in the form of providing trash bags, dumpster service at beach parks, and city funding for newspaper advertising for CoastWalk educational and beach cleanup activities.

I. Keep cars from encroaching onto beach berms and beaches in city campgrounds, parks, and along the Homer Spit Road. Define parking lots so they do not spread onto the beach.

4. Recommendations by Area (Following the beach line, East to West)

Area 1 - Miller's Landing to just east of the Airport Access Road.

A. Miller's Landing. Create a public viewing spot in the Beach Access Road Right of Way off of Kachemak Drive, by posting a sign stating the location of the public access. In the future, as use warrants, create a small parking area, and use boulders to discourage trespassing on adjacent properties.

B. Airport Access Road. Support state efforts to place signage or interpretive displays.

C. Vehicle use at the bottom of airport beach access road on the beach is not allowed. Referred to HCC 7.16.020 for exceptions.

D. Vehicles are allowed on the beach east of the vacated easement formerly known as Shirlene Circle (refer to map), under the terms of HCC 7.16



Vehicles are not allowed on the beach at the bottom of the airport beach access road. Vehicles are allowed east of that area, but there is no public vehicle access point to get to that part of the beach. Land owners or those with land owner permission may access the beach from private vehicle access points. Once on the beach, nothing in City laws or policy condones trespassing on adjacent private lands.

Area 2 - Airport Beach Access Road to North End of Berm outside of Louie's Lagoon and Louie's Lagoon.

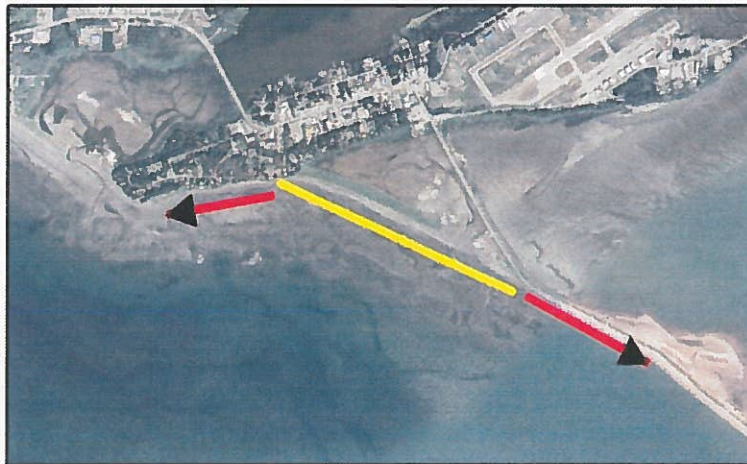
- A. Due to expert testimony, it was agreed by the BPTF that limiting vehicle use in this area was necessary to protect the fragile habitats from Mud Bay to Louie's Lagoon.
- B. Vehicles are prohibited in this entire area - outside of access driveways and parking.
- C. Maintain signage identifying public pedestrian access points and vehicle parking areas.
- D. Complete Conservation zoning for all public lands in this area. Much of Area 2 has a conservation easement and zoning.
- E. Designate the platform area as a park and initiate cleanup of surface debris in Louie's Lagoon. A layer of dredge spoils to cover debris and more grass around the platform is also recommended. Investigate potential as a bird viewing platform.
- F. Long term goal: Acquire a pedestrian easement as shown on the map, for access to the outer beach without going through the mudflats. The current section line easement goes across the mud flat in the bird sanctuary. A new easement would provide better access to the beach and protection for the sanctuary. See attached map.
- G. Preserve subsistence fishing access through the northern portion of the English Bay property, which traditionally has included pedestrian and vehicle access.

Area 3 - From Louie's Lagoon - South to end of Homer Spit and then North to the South end of Mariner Park.

- A. Encourage the elimination of unsightly waste on properties near the beach by working with landowners.

Area 4 - From the south end of Mariner Park to the East End of the Seawall

A. Vehicles are allowed between the south end of Mariner Park beach and the east end of the seawall from October 1 through March 31st solely for the purpose of gathering sand and coal. The beach is closed to vehicles at all times for any other purpose. The area in front of the sea wall west to the Beluga Slough outfall is closed to vehicles.



Red = No vehicles
Yellow = Vehicles only
under the terms of HCC
7.16, paraphrased in C,
above.

B. Define limits to Mariner Park campground by utilizing logs, rocks or other means to restrain vehicles from entering the lagoon while creating a beach access point that can be gated seasonally to control vehicle access to the beach. This would also help protect the berm in the park, which sees heavy seasonal use from campers. Create a phased cost estimate and include the project in the annual budget in the near future.

Area 5 - Mariner Park Lagoon including the storm berm

A. Vehicles are not allowed in this area.

Area 6 East End of Seawall to Bishop's Beach Park

A. Vehicles are not allowed in this area.

B. Maintain the gate and rocks at Bishop's Beach Park to physically block access to vehicles

C. Support USFS efforts to protect berm and promote rye grass and driftwood buildup.

D. Support USFS work to develop a plan to maintain the ecological integrity of their educational reserve, including possible conservation zoning.

E. Improve and identify with signage the Ocean Drive Loop beach and Beluga Slough access.

Area 7 - Bishops Beach Park access, west to Homer city limits. This is a heavily used area, and has the greatest potential for conflicts between user groups.

- A. Increase parking at Bishop's Beach Park and in the area. Increase wayfinding signage directing people to nearby public parking (e.g., Chamber of Commerce, Island and Ocean Visitor Center) may be needed.
- B. This area is open to vehicles, following the laws under HCC 7.16.



Vehicles are allowed west from Bishop's Beach Park access, and prohibited to the east.

C. Improve erosion control and access at Crittenden Drive and at Main Street. Use seeding, of native grasses and other low impact techniques to control erosion in the right of way at the end of Main Street. Install a stairway so pedestrians may access the beach safely and without treading on the eroding bluff face.

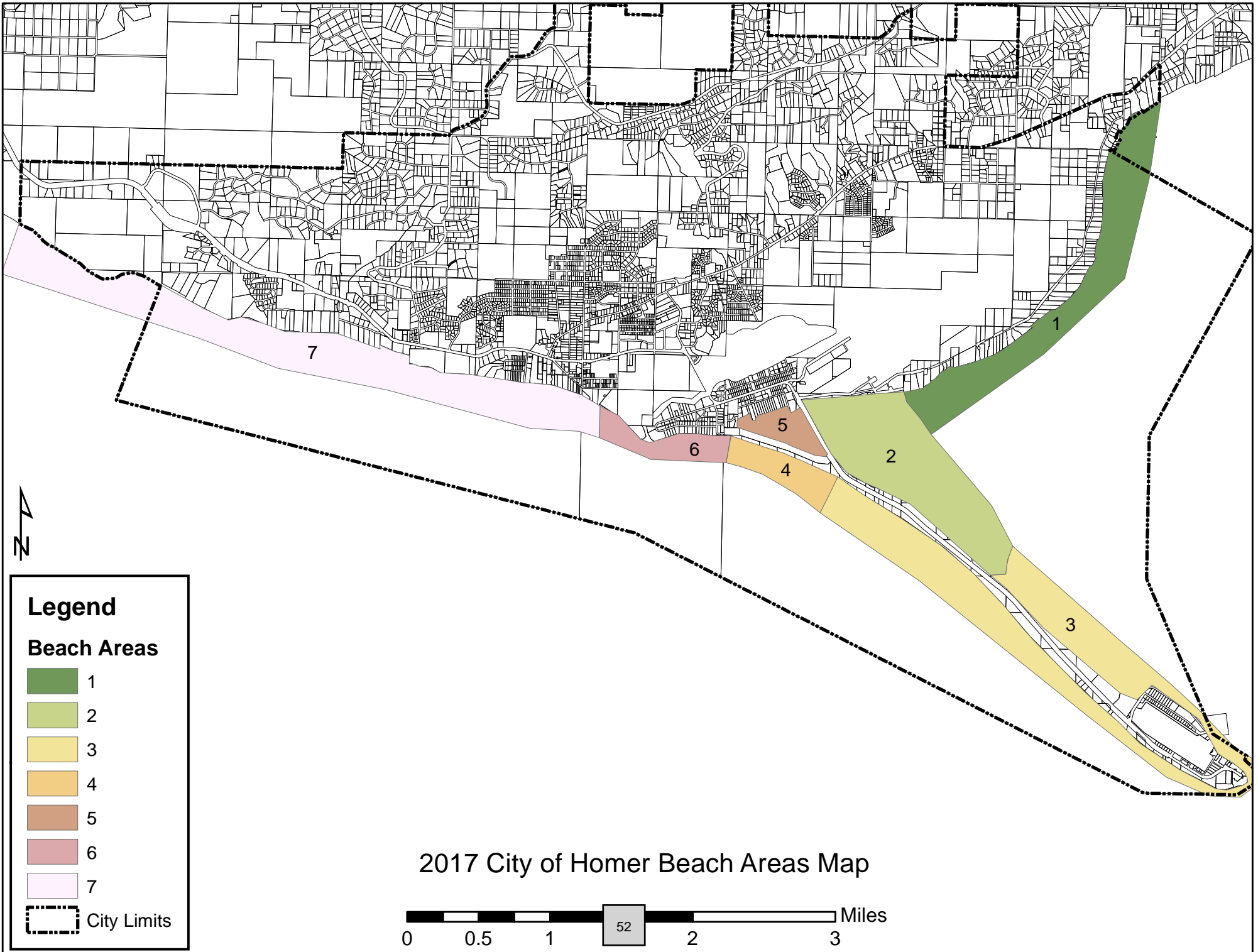
D. Work with property owners and interested volunteers to remove the remaining junk cars from the beach near the bottom of West Hill.

5. History

The original Beach Policy Task Force was established in 2000 and completed the beach policy in 2001. The City adopted it on June 25, 2001. In 2003, Ordinance 03-27, the city was awarded a \$75,000 Coastal Impact Assessment grant to fund beach access restriction improvements, regulatory signage, a GIS coastal erosion and beach habitat information mapping project and funds for the 2004 United States Geological Survey sediment transport study camera operation.

The Task Force made further recommendations in 2005, in Memorandum 2005-78, and concluded their work. In 2007, the City Council added advising on public beaches to the duties of Parks and Recreation Advisory Commission (Ordinance 2007-01(A)). The Commission formed a Beach Committee to update the Beach Policy, which resulted in this document.

In fall of 2014 the Parks and Recreation Advisory Commission was directed by Council to review and recommend revisions to the Beach Policy. The Commission worked on the policy the first six months of 2015 and made recommendations via Memorandum 15-102. Council adopted Ordinance 16-05 (S-2)(A-2) on February 23, 2016. Ordinance 16-13 then made minor amendments. The Beach Policy was amended to reflect these revisions through Resolution 16-029(S-2). (Resolution 17-021).



2017 City of Homer Beach Areas Map

Proposed Easement and Pedestrian Access to Outer Beach Area

Outer Beach

Proposed easement

TIDE ST.

Kevin Bell
Arena

Legend

 City Lands



0 250 500 Feet

Appendix A: Beach Access Notes

Public access points

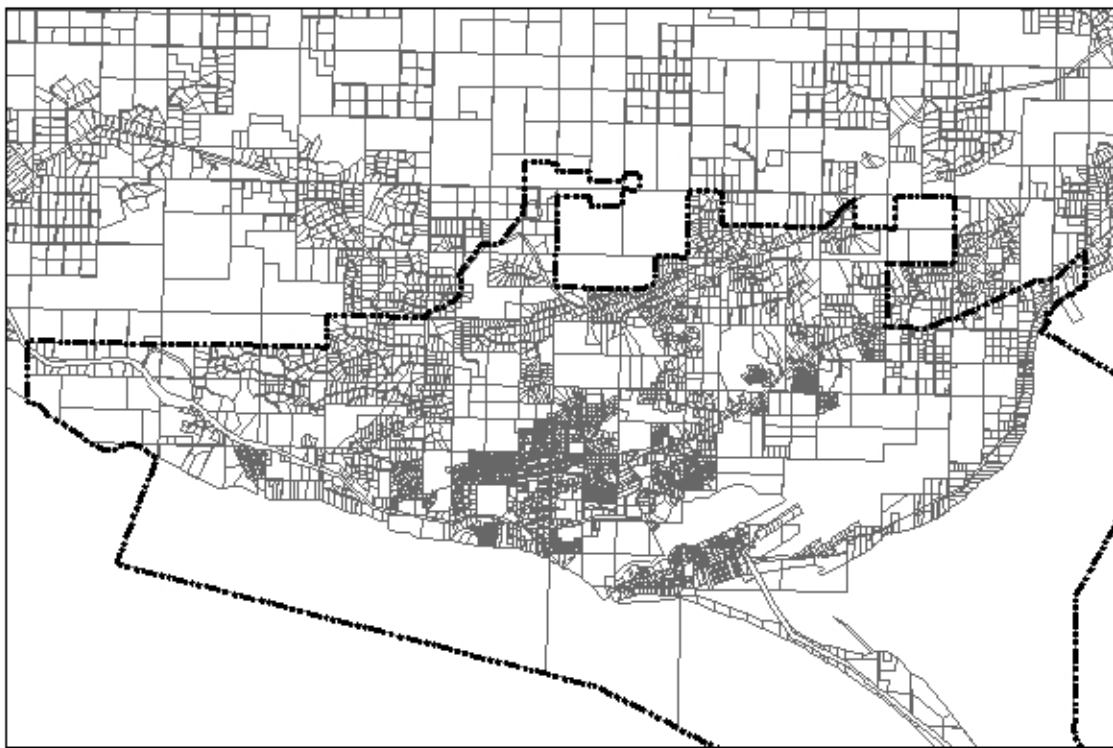
	Pros	Cons	Comments
Miller's Landing Beach Road	Nice picnic spot Difficult trek down to the beach	No defined parking area	
Airport Access Road			State owned land. Gate and key system installed in 2016.
Spit			
Mariner Park	Large parking area for campers and day users	Occasionally motor vehicles drive around in the lagoon.	Need more enforcement here Need more education here/kiosk
Lake Street		Constructed road ends at the Seawall. It will be expensive and difficult to create beach access that will withstand the wave energy at this point. Most of the land below is private property.	There may be other better pedestrian access points that are currently not public, along Ocean Drive Loop
Oscar Munson/Bell		Some public access points must cross the seawall, and most of the beach area is private property.	Neighborhood Access Point
Bishop's Beach	Flat beach access, public parking	High user conflicts	
Main Street	Section line easement access	Highly erosive, very steep trail	
Crittenden	Right of way access	No parking. Tends to be a party spot.	City constructed trail in conjunction with Crittenden/Waddell Road Improvements. There is also an adjacent private access from Ocean Shores Motel. Landowner allows neighborhood use of his trail to the beach.

Updated 6/2016

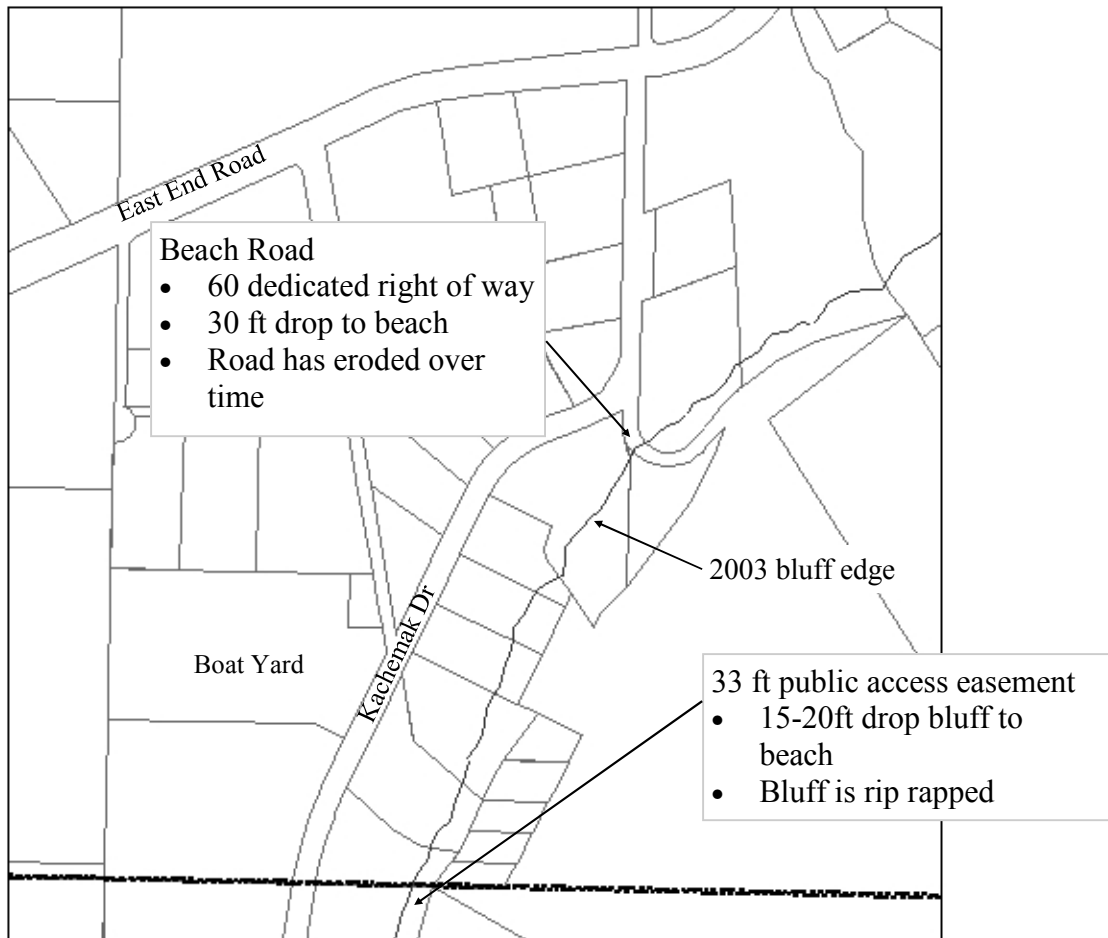
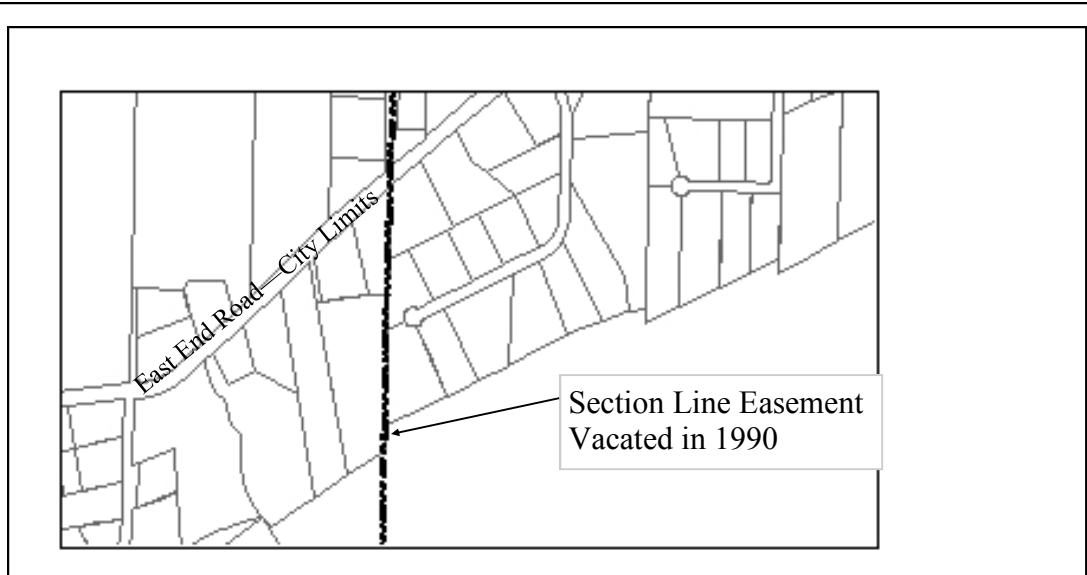
Beach Policy Appendix: B

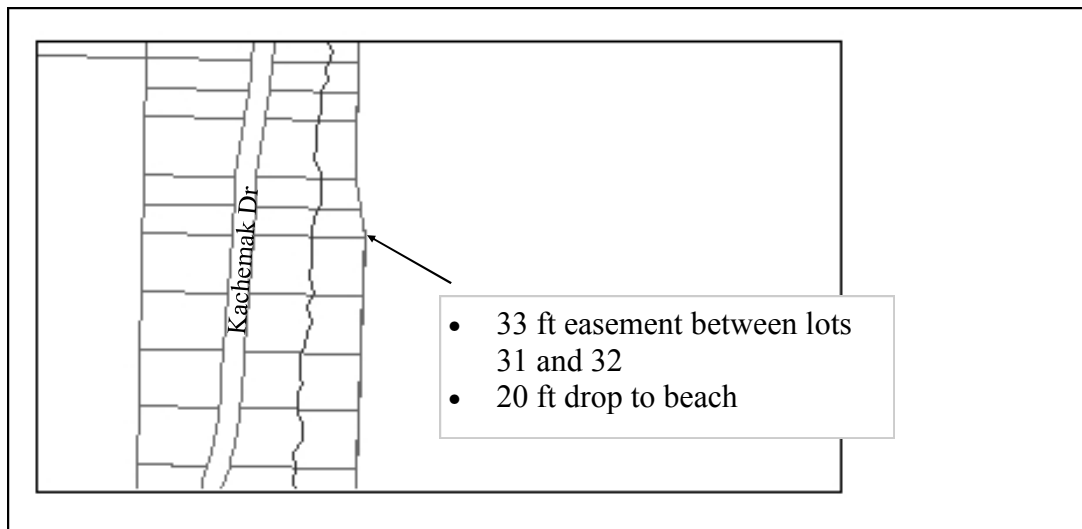
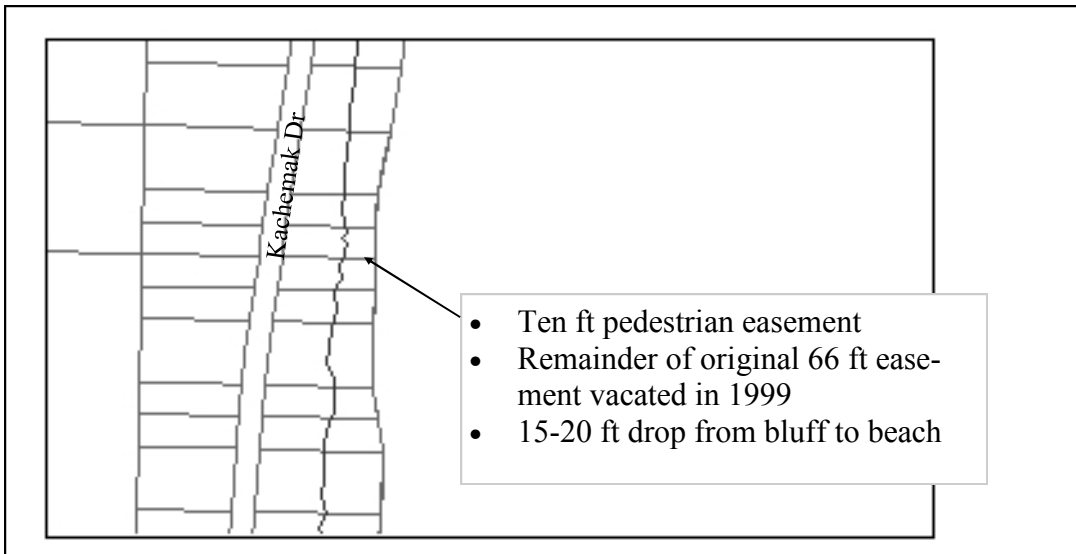
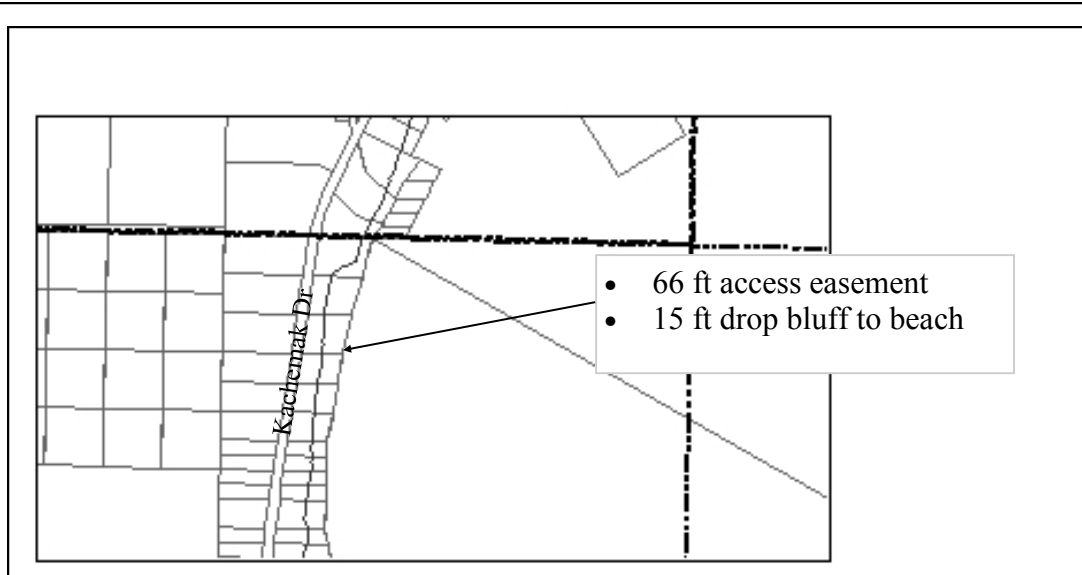
Mainland Public Access Points to Kachemak Bay

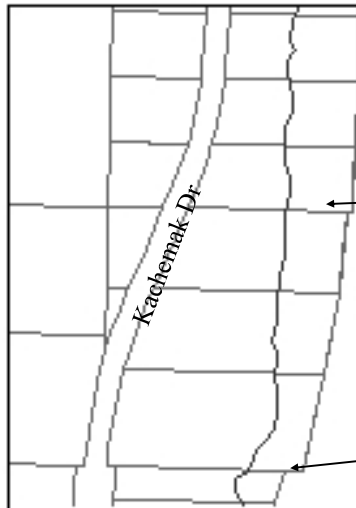
2017



Prepared by the City of Homer Planning and Zoning Office.
Erosion data from KBRR 2004 coastal erosion study. Easement
data from plat research, and from 1982 Homer and Vicinity
orthotopographic map by Walker and Associates.







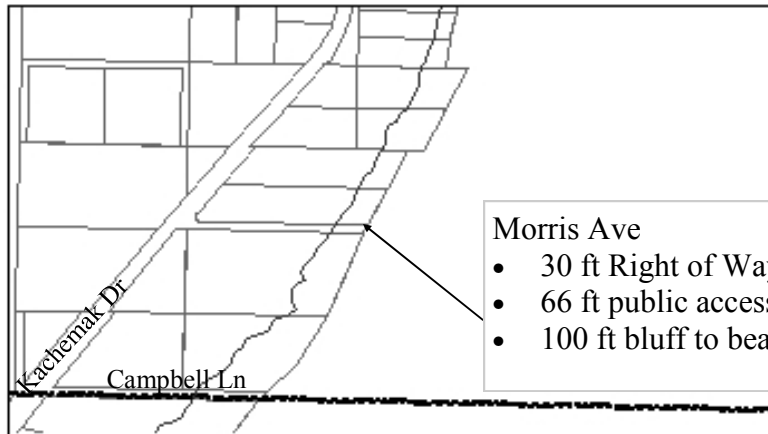
- Ten foot pedestrian easement on northern property, 33ft easement on southern property.
- Remainder of northern 33 ft easement vacated
- 30 foot drop from bluff to beach

- 33 ft easement
- Remainder of 66 ft easement vacated in 1976
- 35 foot drop from bluff to beach

- 33 ft access easement
- 65 foot drop from bluff to beach

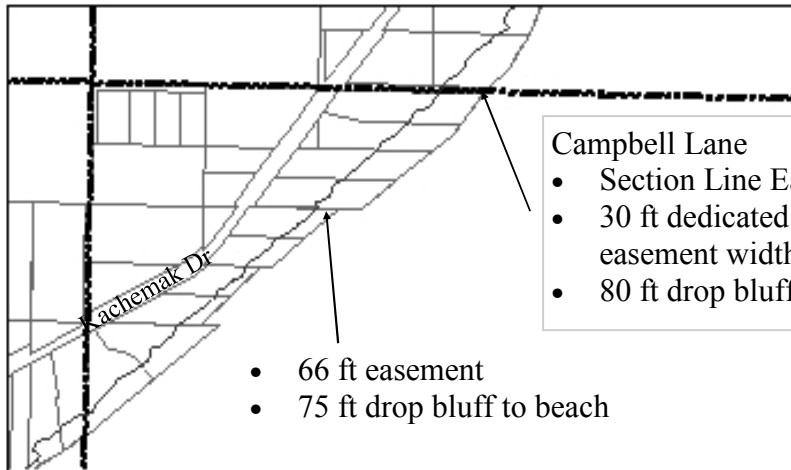


- 33ft access easement
- 75 foot drop from bluff to beach



Morris Ave

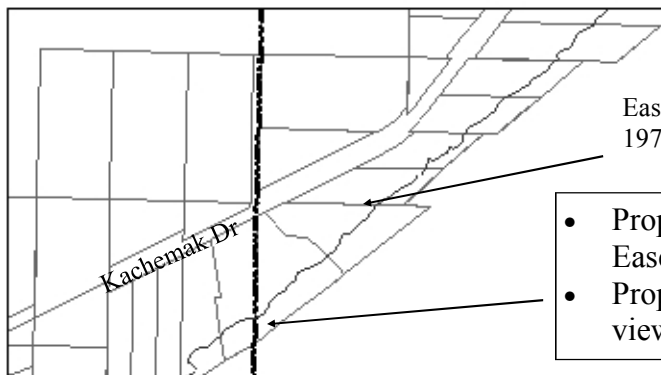
- 30 ft Right of Way
- 66 ft public access
- 100 ft bluff to beach drop



Campbell Lane

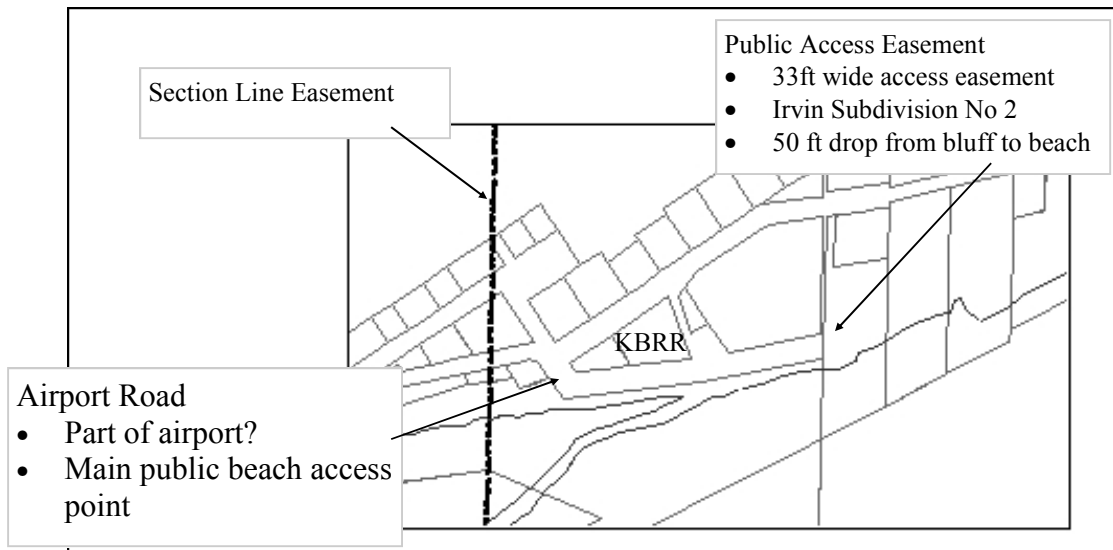
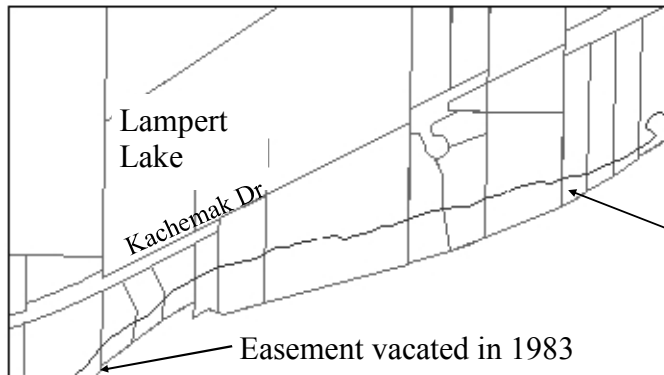
- Section Line Easement
- 30 ft dedicated Right of Way, 66 ft total easement width
- 80 ft drop bluff to beach

- 66 ft easement
- 75 ft drop bluff to beach



Easement vacated in 1979

- Proposed Section Line Easement Vacation 2007.
- Proposed public access viewpoint.



- B Street
- Dedicated Right of Way
 - Ends in Mariner Lagoon

Mariner Park
City and State Land



Lake Street

- Dedicated 60 ft Right of Way
- Sea wall crosses the Right of Way

Section Line Easement

- 66 ft wide
- 30 ft drop from bluff to beach

Oscar Munson Subdivision

Victoria Place

- 50 foot Right of Way
- Not constructed

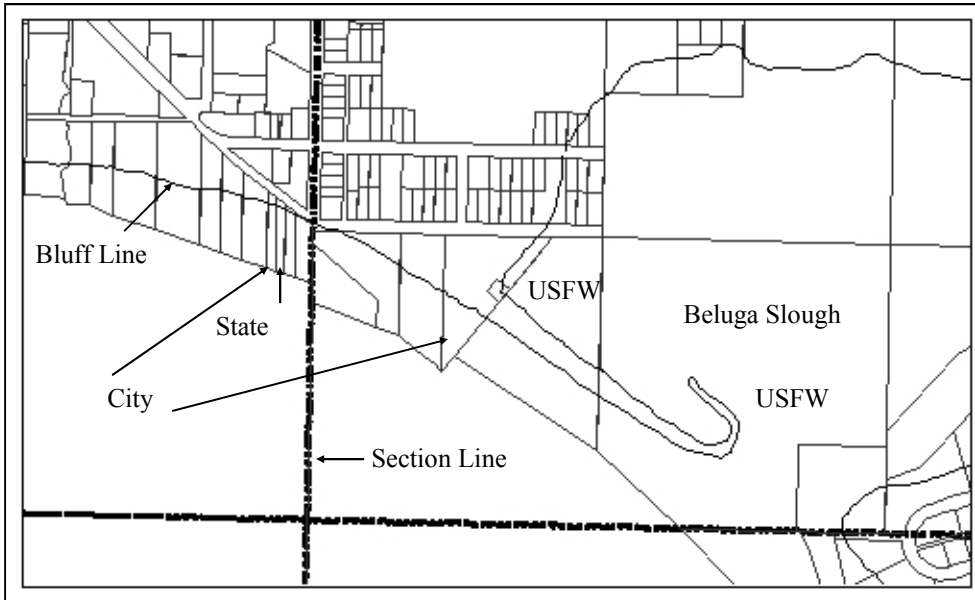
Section Line Easement/Right of Way

- 30 ft Right of Way, 33 ft section line
- Exact width of possible public access not know, but probably about 60 ft



Parson Lane

- 30 ft Right of Way
- About a 30 ft drop from street level to the beach
- Seawall runs along the bluff



Ohlson Lane Property

- 15-20 ft drop from street level to the beach
- City of Homer owns one lot; the state owns another

Section Line Easement

- Main Street is on a section line easement
- 15-20 ft drop from street level to the beach

Bishops Beach

- One of the few easy access point to the beach

This is an area of moderate long term erosion, averaging about 2 and a half feet per year.

Crittenden Dr

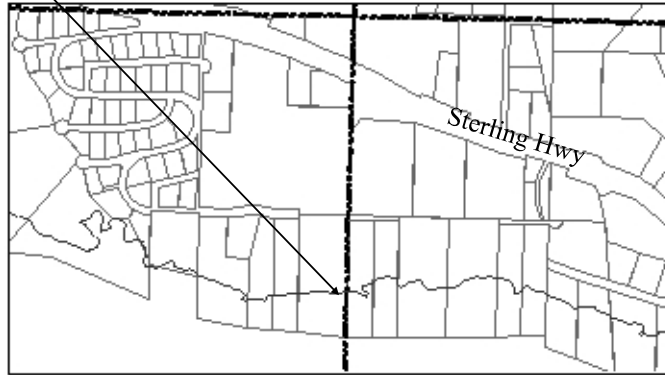
- 60 ft Right of Way
- New trail is steep and is eroding.
- 60 ft drop from Hidden Way to the beach



- Section Line Easement
- 120 ft drop from bluff to beach



- Section Line Easement
- 230 ft+ drop from bluff to beach

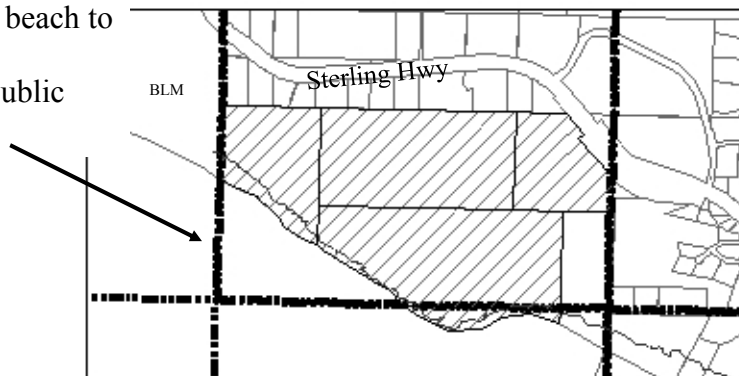


Leber Street

- 30 Right of Way Leber St
- Section Line Easement
- 25 foot drop from upland to beach.



- Section Line Easement, north-south along city limit boundary
- 60 foot bluff from beach to upland plateau
- EVOS and other public lands shown





City of Homer

www.cityofhomer-ak.gov

Administration

491 East Pioneer Avenue
Homer, Alaska 99603

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: City of Homer PARC Advisory Committee
FROM: Jenny Carroll, Special Projects & Communications Coordinator
THROUGH: Rob Dumouchel, City Manager
DATE: June 10, 2021
SUBJECT: City of Homer Draft 2022-27 Capital Improvement Plan (CIP)

Background: The CIP is the City's six-year planning document that forecasts and describes community priorities for capital improvements. Capital projects are major, nonrecurring budget items (with a lower cost limit of \$50,000 for City projects and \$25,000 for projects proposed by other organizations) that result in a fixed asset with an anticipated life of at least three years.

Projects in the CIP are organized in three sections: Legislative Priority Projects are a short list of high priority **City of Homer projects** which are selected by City Council for promotion to State and Federal representatives for capital funding assistance. Typically, five Legislative priority projects are selected by City Council after considering recommendations from City Commissions. Other sections include mid-range City projects which may be initiated within the next six years and long range City projects. A section for State and local non-profit projects that benefit the Homer community is also included in the CIP.

I am just initiating the update of the FY23 (2022-2027) CIP. The CIP update will continue throughout the summer and includes updating project descriptions with Department Heads and Commissions, aligning the CIP with 5-year capital plans which have been newly developed by City departments and seeking recommendations for Legislative Priority Projects to share with Council. Ultimately, after considering public input, City Council will adopt a final version of the CIP in October 2021.

Requested Actions:

- **Review the draft 2022-2027 CIP provided in your packet.** Substantive updates and/or changes from last year's CIP to date are indicated in red font.
- **As a Commission, discuss projects with a nexus to PARCAC and provide input on changes/updates to project descriptions.**
- If the Commission agrees a project should be removed from the CIP because it no longer aligns with Commission priorities or other reasons, **pass a motion recommending City Council remove specific project(s) from the CIP.**
- **Nominate new projects for Council to consider adding to the CIP.**
 - Are there \$50,000+ projects on the Public Works 5-year Capital Plan which you think should be in the CIP? For instance:
 - Bishop's Beach Restroom Replacement
 - Ben Walters Restroom
 - Ben Walters Sidewalks
 - Old Nelson Trail

- The Commission should concur on the new project nomination. I have provided a CIP Nomination Form. The form does not have to be filled out during the meeting. Department staff can assist with this later.
- **Pass a motion recommending the #1 and #2 Legislative Priority projects for Council to consider for inclusion in the Legislative Priority section.** I will share your recommendations with City Council at their September worksession.
 - Any **City** project in the CIP is eligible.
 - For reference, last year PARCAC selected Karen Hornaday Park Improvements as its #1 priority project and the Main Street Sidewalk Facility: Pioneer Avenue North as #2.

Thank you for participating in this planning process. I will incorporate your project updates into the draft CIP. The CIP will remain a draft document until after public hearings in September and City Council formally adopts the CIP via Resolution.

*Enclosures: CIP New Project Nomination Form and Everything You Always Wanted To Know About The City of Homer Capital Improvement Plan.



2022-2027 DRAFT

City of Homer 2022-2027 Capital Improvement Plan



Homer's Port & Harbor is a regional asset serving commercial fishing vessels from nearly every fishery in the State, the US Coast Guard and industry support vessels whose delivery of supplies to industries and remote communities is foundational to Alaskan commerce at all levels.

Developing a new large vessel harbor is the City's top priority project. It will alleviate navigational safety concerns in Homer's overcrowded small boat harbor and support emerging regional and national economic opportunities vital to Alaska's future.



Cover will be updated.



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To be updated

September 23, 2020

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2022 through 2027 Capital Improvement Plan. The CIP provides information on capital projects identified as priorities for the Homer community. Descriptions of City projects include cost and schedule information and a designation of Priority Level 1 (highest), 2 or 3. Projects to be undertaken by the State of Alaska and other non-City organizations are included in the CIP in separate sections. An overview of the financial assumptions can be found in the Appendix.

The projects included in the City of Homer's 2022-2027 CIP were compiled with input from the public, area-wide agencies, and City staff, as well as various advisory commissions serving the City of Homer.

It is the City of Homer's intent to update the CIP annually to ensure the long-range capital improvement planning stays current, as well as to determine annual legislative priorities and assist with budget development. Your assistance in the effort is much appreciated.

Sincerely,

Rob Dumouchel
City Manager

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INTRODUCTION PAGES - DRAFT

Funded Projects from the 2021-2026 Capital Improvement Plan

The City of Homer is pleased to report that the following projects have been completed and/or funding procured:

- **Emergency Radio Communication System**

The Homer Volunteer Fire Department secured an FY2020 grant from the AK Division of Homeland Security and Emergency Management to complete the upgrade of the mobile radios carried by Department staff and mobile repeaters for response vehicles. Upgrades to the Port & Harbor handheld radios and repeater were completed with CARES Act funding. The City's systematic upgrade of its Emergency Radio Communication System will continue as other components of the project remain to be upgraded.

-



Introduction: The Capital Improvement Program

A capital improvement plan (CIP) is a long-term guide for capital project expenditures. The CIP includes a list of capital projects the community envisions for the future, and a plan that integrates timing of expenditures with the City's annual budget. The plan identifies ways a project will benefit the community, indicates the priorities assigned to different projects, and presents a very general target construction schedule.

A carefully prepared capital improvement plan has many uses. It can assist a community to:

- Anticipate community needs in advance, before needs become critical.
- Rank capital improvement needs in order to ensure the most important projects are given consideration for funding before less critical projects.
- Plan for maintenance and operating costs so expenses are budgeted in advance to help avoid projects that the community cannot afford.
- Provide a written description and justification for projects submitted for state funding so the legislature, governor and appropriate agencies have the information necessary to make decisions about funding capital projects.
- Provide the basis for capital projects as part of the annual budget.

A capital improvement project is one that warrants special attention in the municipal budget. Normally, public funds are not expended if the project is not listed in the CIP. A capital expenditure should be a major, nonrecurring budget item that results in a fixed asset with an anticipated life of at least three years. Projects eligible for inclusion in the City of Homer CIP have a lower cost limit of \$50,000 for City projects and \$25,000 for those proposed by non-profit organizations. Projects proposed by non-profit organizations and other non-City groups may be included in the CIP with City Council approval, but such inclusion does not indicate that the City intends to provide funding for the project.

The municipality's capital improvement plan is prepared in accordance with a planning schedule, usually adopted by City Council at the onset of the CIP process. A copy of the City of Homer CIP schedule appears in the appendix of this document.

The number of years over which capital projects are scheduled is called the capital programming period. The City of Homer's capital programming period coincides with the State's, which is a six year period. The CIP is updated annually, due to some of the projects being funded and completed within the year.

A capital improvement plan is not complete without public input. The public should be involved throughout the CIP process, including the nomination and adoption stages of the process. The City of Homer solicits input from City advisory bodies, advertises for public input during the CIP public hearing, and invites the public to participate throughout the entire process.

The City's capital improvement program integrates the City's annual budget with planning for larger projects that meet community goals. Though the CIP is a product of the City Council, administration provides important technical support and ideas with suggestions from the public incorporated through the entire process.

Determining project priorities: City of Homer CIP projects are assigned a priority level of 1, 2, or 3, with 1 being the highest priority. To determine priority, City Council considers such questions as:

- Will the project correct a problem that poses a clear danger to human health and safety?
- Will the project significantly enhance City revenues or prevent significant financial loss?
- Is the project widely supported within the community?
- Has the project already been partially funded?
- Is it likely that the project will be funded only if it is identified as being of highest priority?
- Has the project been in the CIP for a long time?
- Is the project specifically recommended in other City of Homer long-range plans?
- Is the project strongly supported by one or more City advisory bodies?



Integration of the CIP With Comprehensive Plan Goals

Each project listed in the CIP document has been evaluated for consistency with the City's goals as outlined in the Comprehensive Plan. The following goals were taken into account in project evaluation:

Land Use: Guide the amount and location of Homer's growth to increase the supply and diversity of housing, protect important environmental resources and community character, reduce sprawl by encouraging infill, make efficient use of infrastructure, support a healthy local economy, and help reduce global impacts including limiting greenhouse gas emissions.

Transportation: Address future transportation needs while considering land use, economics and aesthetics, and increasing community connectivity for vehicles, pedestrians and cyclists.

Public Service & Facilities: Provide public services and facilities that meet current needs while planning for the future. Develop strategies to work with community partners that provide beneficial community services outside of the scope of City government.

Parks, Recreation & Culture: Encourage a wide range of health-promoting recreation services and facilities, provide ready access to open space, parks, and recreation, and take pride in supporting the arts.

Economic Vitality: Promote strength and continued growth of Homer's economic industries including marine trades, commercial fishing, tourism, education, arts, and culture. Support development of a variety of well-defined commercial/business districts for a range of commercial purposes. Preserve quality of life while supporting the creation of more year-round living wage jobs.

Energy: Promote energy conservation, wise use of environmental resources, and development of renewable energy through the actions of local government as well as the private sector.

Homer Spit: Manage the land and other resources of the Spit to accommodate its natural processes, while allowing fishing, tourism, other marine-related development, and open space/recreational uses.

Town Center: Create a community focal point to provide for business development, instill a greater sense of pride in the downtown area, enhance mobility for all forms of transportation, and contribute to a higher quality of life.



State Legislative Request FY2023

City of Homer FY2023 State Legislative Priorities
approved by the Homer City Council
via Resolution 20-084

1. **Port of Homer: New Large Vessel Harbor Phase 2**
2. **Storm Water Master Plan**
3. **Main Street Sidewalk Facility: Pioneer Avenue North**
4. **Multi-Use Community Center, Phase 1**
5. **Barge Mooring & Large Vessel Haul Out Repair Facility**

FY 2023 - DRAFT Document



1. Port of Homer: New Large Vessel Harbor

Project Description & Benefit: This project will construct a new large vessel harbor to the north of Homer's existing Port and Harbor. It will enhance port capabilities by:

- Accommodating large commercial vessels (fishing vessels, work boats, landing craft, tugs, etc.) outside the small boat harbor. Currently, large vessels are moored at System 4 and System 5 transient floats. Due to shortage of moorage space, large vessels are rafted two and three abreast constricting passage lanes, creating traffic congestion and overstressing the floats. The new facility will address overcrowding and associated navigational safety concerns and high maintenance costs in Homer's small boat harbor,
- Enabling Homer to moor an additional 40 to 60 large commercial vessels that potentially would use Homer Port & Harbor as a home port, but have been turned away due to their overall size, draft, or that the systems are working beyond capacity and we simply lack the space;
- Positioning Homer's Port and Harbor to meet the demands of emerging regional and national economic opportunities such as the Cook Inlet Oil & Gas industry, the opening of the Arctic for research, transportation and resource development and the US Coast Guard's long-term mooring needs. Currently, the USCGC Hickory moors at the Pioneer Dock which provides inadequate protection from northeasterly storm surges. The large vessel harbor will be built to provide protected and secure moorage suitable to accommodate USCG new assets to be deployed in the region.

Centrally located in the Gulf of Alaska, Homer's Port & Harbor is the region's only ice-free gateway to Cook Inlet, the port of refuge for large vessels transiting the Gulf of Alaska, Cook Inlet, and Kennedy Entrance, and is the marine industrial and transportation system hub for central and Western Alaska. The new moorage facility will fill the unmet needs of large commercial vessels operating in the maritime industrial, marine transportation and commercial fishing industries.

Plans & Progress: The City, State of Alaska DOT, and Army Corps of Engineers (ACOE) partnered on a port expansion feasibility study in 2007, which was put on hold because preliminary results indicated the project's Benefit to Cost ratio would be non-competitive for Federal funding. High demand and favorable changes in cost drivers since then prompted the City and the ACOE to reexamine feasibility utilizing a Section 22 Planning Assistance to States Program Study grant in 2018. The study's positive results led to a recommendation by the ACOE to resume work on the Navigational Improvement Feasibility Study. The City has formally expressed its intent to work with the ACOE on the Study and to renew our partnership with the State of Alaska for technical expertise and funding, with cost sharing (50% Federal, 25% State, 25% City) over three years.

Total Project Cost Estimate: \$150,000,000

Phase 2: General Investigation Study \$3,000,000 Federal: \$1,500,000

City: \$ 750,000 (\$250,000 annually for three years committed)

State: \$ 750,000 (\$250,000 annually for three years)

FY2023 State Request: \$250,000 cost share for GI study) and \$30,000,000 (in the General Obligation Infrastructure bond)



The large vessel port expansion adds a new basin with its own entrance adjacent to the existing Small Boat Harbor. It will relieve large vessel congestion in the small boat harbor and will provide secure moorage compatible with the USCG's assets .



2. Storm Water Master Plan

Project Description & Benefit: The City of Homer has an outdated storm water master plan. The current plan was prepared in the 1980's, projecting only basin runoff flows. The existing storm drainage system is expanding and a comprehensive storm water plan is needed to more effectively plan and construct storm water infrastructure, including sedimentation/detention facilities, snow storage and water quality improvements.

A new master plan will outline how the City can:

- Identify current and future storm runoff flows from individual drainage basins within the community.
- Identify infrastructure needed to effectively collect, transmit, treat, and discharge surface water runoff to Kachemak Bay.
- Provide a staged approach to constructing needed infrastructure to serve an expanding/developing community.
- Establish pipe sizing, detention basin volumes, and cost estimates.
- Mitigate storm water runoff through the use of a wide variety of gray and green infrastructure practices and technologies that improve the quality and reduce the quantity of runoff discharging directly to receiving waters.
- Develop public education programs targeting specific stream degradation from storm water runoff.
- Provide storm water management systems and practices including collection, storage, conveyance and treatment structures that are components of a comprehensive plan to preserve or restore natural/stable in-stream hydrology.
- Identify projects that incorporate green infrastructure to manage, treat or reduce storm water discharges and urban non-point source runoff to the critical wildlife habitat of Kachemak Bay.

Plans & Progress: In 2019, the Department of Environmental Conservation awarded the City an Alaska Clean Water Action stewardship grant to begin work on the Stormwater Master Plan. Grant funds were used to produce baseline stormwater collection and treatment to minimize the ecological, economic and community impacts of runoff. Local planners, engineers and the public will use this information as a tool in the development of the Master Plan. Funds also constructed green infrastructure features at the new Homer Police Station with interpretive signage that teaches the public about the value of green infrastructure for our community.

Total Project Cost: \$320,000

2019 ACWA Grant: \$70,000

FY2023 State Request: \$225,000
(City of Homer 10% Match: \$25,000)



A master plan is needed to address storm water management issues.



3. Main Street Sidewalk Facility: Pioneer Avenue North

Project Description and Benefit: This project will provide ADA-compliant sidewalks, curb and gutter on Main Street from Pioneer Avenue north to Bayview Park.

Main Street is Homer's primary north-south corridor extending from Bayview Avenue (near the hospital) to Ohlson Lane (near Bishop's Beach); it crosses Homer's primary east-west thoroughfares, Pioneer Avenue and the Sterling Highway. It provides access to residential neighborhoods, South Peninsula Hospital and Bayview Park, yet has no sidewalks, making pedestrian travel unpleasant and hazardous. Sidewalks on this busy street will provide pedestrian safety, accessibility and enhance the quality of life for residents and visitors alike.

Plans and Progress: The need for Main Street sidewalks was first articulated in Homer's 2004 Non-Motorized Transportation and Trail Plan. Main Street sidewalk improvements for the State-owned portion of Main Street (from Pioneer Avenue south) have long been a project in the CIP. Completing a sidewalk facility on the City-owned portion from Pioneer Avenue northward would provide a continuous, safe pedestrian route through the heart of Homer.

The project constructs sidewalks and upgrades storm drain system on both sides of Main Street from Pioneer Avenue to Bayview Park.

Plans & Progress: In 2020, City Council authorized \$110,700 from the HART-Roads Fund to complete project design, permitting and a formal cost estimate to bring the project to a shovel-ready status.

Total Project Cost: \$1,100,000

FY2023 State Request for Phase 1: \$990,000
(City of Homer 10% Match: \$110,000)



Pedestrian safety along Main Street, one of Homer's primary north-south roads, would benefit from a sidewalk facility.



4. Multi-Use Community Center, Phase 1

Project Description & Benefit: This project is the first phase in designing and constructing a multi-use Community Center to adequately serve the social, recreation, cultural, and educational needs of the Homer community. Years of growing numbers of requests to Parks and Recreation for access to indoor facilities highlights the need for this project. A 2015 City of Homer Parks, Art, Recreation and Culture (PARC) Needs Assessment validated this perceived need. Incorporating an extensive public input process, the PARC Needs Assessment reflects the community's high priority on community access to public recreational and educational spaces and identifies a community center as a significant future investment for the community.

The PARC Needs Assessment included a statistically valid survey question asking the community's interest for constructing and funding an \$18 million facility. 30% of respondents agreed with the statement that this facility is a priority in the next five years; an additional 27% placed it as a priority in the next five to ten years. The success of this project requires sources for capital funding and a sound feasibility study to determine how ongoing operations would be funded.

Public input identified a general-purpose gymnasium and a multi-purpose space for safe walking/running, dance, martial arts, performing arts, community meetings and events, and dedicated space for youth as priority features. The PARC Needs Assessment describes the community center as a comprehensive multi-generational facility that offers something for people of all ages; an important part of the feasibility study will be to help avoid overbuilding, building without considering other area amenities, or underestimating operations and maintenance costs to create a vibrant, sustainable multi-purpose public space.

Plans & Progress: In 2017, community members completed construction on the South Peninsula Athletic and Recreation Center (SPARC) on Kenai Peninsula Borough School District property located adjacent to the Homer Middle School. SPARC offers indoor recreation and event space for activities such as indoor soccer, walking, and running; parent/child play groups; roller skating and roller derby; pickleball (with a non-regulation ball); and open gym.

In 2018 the Homer Education and Recreation Complex (HERC) Task Force completed several months of study and provided recommendations to the City Council regarding the future of HERC1. Based on Task Force recommendations the City Council requested letters of interest for use of the facility and issued a request for proposals to upgrade and manage HERC1 in spring 2019. No proposals were received and the City Council initiated steps to evaluate HERC1 demolition.

A reconnaissance or preliminary feasibility study will evaluate the size and type of facility, recommend functional spaces based on community need and not duplicating services, develop conceptual floor plans and site plans, estimate total construction cost, project ongoing operational costs and identify funding mechanisms.

Total Project Cost: \$500,000

FY2023 State Request: \$450,000
(City of Homer 10% Match: \$50,000)



The City of Unalaska's Community Center is the hub of community activities. Centrally located, the Community Center is widely used by both residents and visitors. It has everything from a cardio and weight room to music and art areas.



5. Homer Barge Mooring & Large Vessel Haul Out Repair Facility

FY 2023 - DRAFT Document

Project Description & Benefit: This project constructs safe moorage and an associated uplands haul out repair facility for large shallow draft vessels. This improvement supports the marine transportation needs of central and western Alaska. Because of the lack of facilities, these vessels currently have to travel to perform annually required maintenance and repairs which could otherwise be completed here in Homer. The facility benefits the needs of the growing regional fleet of large vessels, the local marine trades businesses and the regional economy.

The mooring facility, proposed along the beach front of Lot TR-1-A (between the Nick Dudiak Fishing Lagoon and Freight Dock Road on the west side of the harbor) will stage barges in the tidal zone with the bow end pulled tight to the beach for accessing a haul out ramp. A dead-man anchoring system will be provided for winching vessels up the ramp above the high tide line for maintenance and minor repairs. Upland improvements will include electrical pedestals, lighting, security fencing and a drainage/water management system to facilitate local, efficient and environmentally sound vessel repairs. This site has accommodated approximately six to eight vessels (depending on size) with ample workspace; it will offer barges the ability to complete their required annual maintenance at the uplands repair facility while wintering over.

Completing repairs locally gives the marine trades sector greater opportunity to expand services, support a steady labor force and provide higher quality services more competitively. Availability of local repair services also delivers performance benefits to vessels operating in Alaska waters, saving significant time, fuel and other operating expense.

Plans & Progress: Project development is being carried out in phases. Phase 1, initiated in 2014, consisted of forming a Large Vessel Haul Out Task Force to assist with site selection and completion of Best Management Practices, vessel owner use agreements, and vendor use agreements. Staff additionally completed a Stormwater Pollution Prevention Plan (SWPPP) with the Alaska Department of Environmental Conservation for a portion of lot TR-1-A. Since completing these basic requirements, the haul out area has become a popular repair site option for some of our large vessel owners. This further justifies additional investments to improve our ability to serve these customers and bring more of these customers to Homer.

Phase 2 is design and construction of the barge mooring stations and some improvements to the uplands repair site. Design and permitting is complete, utilizing \$255,000 in State Legislative Grant funds and \$42,626 in additional City of Homer funds. It is shovel ready. Phase 3 will design and complete construction of all upland improvements.



Three vessels hauled out for repairs on Homer Spit Lot TR 1 A.

Total Project Cost: \$6,044,764

2019: Phase 2 Barge Mooring Engineering/Permitting/Geotechnical/Design: \$297,626 (Design completed June 2020.)

2021: Phase 2 Barge Mooring Construction: \$2,367,238 (Project is shovel ready.)

2022: Phase 3 Haul Out Repair Facility Design: \$178,400

Haul Out Repair Facility Construction: \$3,201,500

FY2023 State Request for Phase 2: \$2,367,238

(City of Homer 10% Match: \$236,723)



Mid-Range Projects

Part 2: Mid-Range Projects

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FY 2023 - DRAFT Document



ADA Transition Projects

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City Hall Access Barrier Removal

FY 2023 - DRAFT Document

Project Description & Benefit: Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by, people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. From 2017-2019, the City of Homer ADA Compliance Committee and City Staff evaluated City Facilities to identify accessibility barriers. The results were compiled into the City's Transition Plan, in accordance with Title II of the ADA regulations. City Hall is one of the most used city buildings throughout the year and this project corrects access barriers (ADA Priority Level 1 issues) to get into the building.

City Hall access barriers include:

- Cross slopes that exceed 1:48 ratio for all designated accessible parking spaces;
- absence of van accessible parking;
- incorrect dimensions of accessible parking spaces;
- improperly located signage;
- absence of a level landing at the top of the curb ramp below the front entrance ramp;
- handrails on ramp protrude into the path of travel and reduces the width to less than 36" width requirement;
- push bar on main entrance door protrudes into the doorway and reduces the width of the opening to less than 32" width requirement; and
- front door entrance threshold height.

Plans & Progress: Public Works Staff assisted the ADA Compliance Committee during the self-evaluation process, and together with Port and Harbor staff helped develop solutions and remedies included in the Transition Plan. City Council approved the Transition Plan in Resolution 19-024. This project could potentially be addressed in conjunction with DOT&PF's Lake Street Repaving Project (currently scheduled for 2021) to take advantage of the paving equipment and contractors which will be mobilized locally.

Total Project Cost: \$400,000

Schedule: 2021

Priority Level: 1



The cross slope of the accessible parking spaces at the lower entrance to City Hall exceeds the maximum allowed 1:48 under ADA standards.



Nick Dudiak Fishing Lagoon Accessible Ramp and Retaining Wall

FY 2023 - DRAFT Document

Project Description & Benefit: The Nick Dudiak Fishing Lagoon located on the Homer Spit (also known as the “Fishing Hole”) is a man-made marine embayment approximately 5 acres in size that is annually stocked with king and silver salmon smolts to provide sport fishing opportunity. Salmon fishing at the Nick Dudiak Fishing Lagoon brings visitors to Homer throughout the summer and is also popular with city residents. This outdoor recreation activity provides a local, road accessible, shore-based salmon fishery that attracts a wide array of sport anglers, including handicapped accessible and youth-only fishing opportunities. This outdoor recreational activity helps stimulate and diversify local businesses and the economy. During the summer when salmon are returning, up to 250 bank anglers have been present at any one time between 7 a.m. and 10 p.m. The parking area, shoreline and tide line 17 feet above mean high water are owned by the City of Homer. Below mean high water, the tidelands and water are owned by the State of Alaska.

Over the years the accessible ramp has fallen into major disrepair and is no longer complaint or usable by anglers with mobility challenges. In 2018 the Alaska Department of Fish and Game attempted to provide funding for improvements to the accessible ramp, however funding was pulled.

Plans & Progress: This project will proceed in phases. First is the design for repair and replacement to address the tidal action and resulting slope erosion, followed by Phase 2, construction.

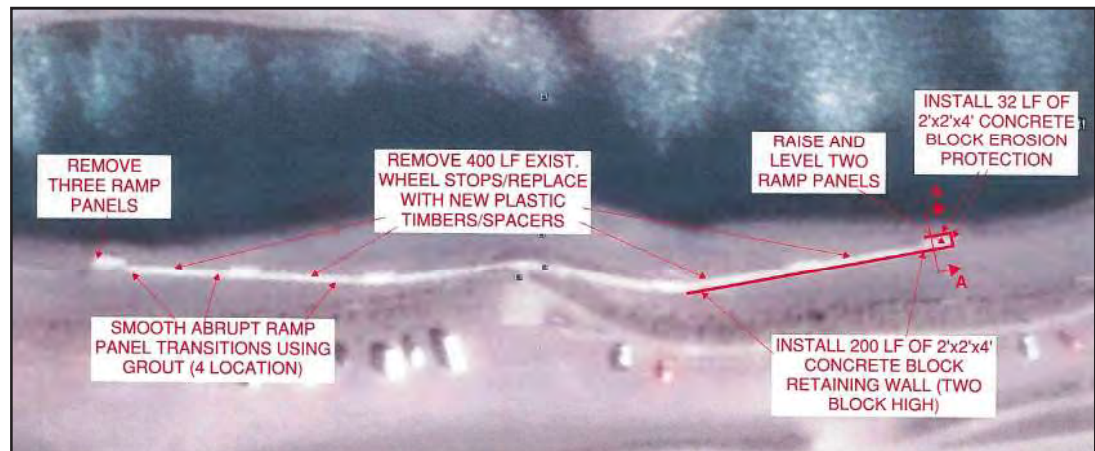
Total Project Cost: \$60,000

Design \$ 5,000

Construction \$ 55,000

Schedule: 2021 (Phase 1) and 2023-2024 (Phase 2)

Priority Level: 1



Homer Harbor and Public Works personnel working with the Alaska Department of Fish & Game developed a concept plan to make the Nick Dudiak Fishing Lagoon ramp accessible.



Public Restroom Accessibility Barrier Removal

FY 2023 - DRAFT Document

Project Description & Benefit: Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. From 2017-2019, the City of Homer ADA Compliance Committee and City Staff evaluated City Facilities to identify accessibility barriers. The results were compiled into the City's Transition Plan, in accordance with Title II of the ADA regulations. This project corrects barriers at City public restroom facilities. A clear path of travel to a bathroom and clearance for entry, maneuverability inside, and access to water closets, toilet paper, soap and hand towel dispensers or dryers, are just some of the key requirements of the ADA. These accessible features are required for public restrooms whether they are restrooms with stalls in a City building or individual bathrooms that are located on the spit and in town. Correcting these issues are a benefit the entire community.

Barrier removal in existing bathrooms include:

- Relocation of grab bars, toilet paper dispensers, coat hooks, and mirrors;
- moving tactical signage to the appropriate location on the left side of the entrance;
- adjusting the entrance threshold height;
- replacing toilets that are too high or have flush lever to the open side of the water closet;
- covering pipes below lavatories;
- replacing hardware on stall doors and bathroom doors, and;
- removing obstacles to clear floor space for wheelchair maneuverability.

Plans & Progress: Public Works Staff assisted the ADA Compliance Committee during the self-evaluation process, and together with Port and Harbor staff helped develop solutions and remedies included in the Transition Plan. City Council approved the Transition Plan in Resolution 19-024. This project will proceed in phases to remove accessibility barriers in existing City restrooms, bringing them into ADA compliance. Many of the barriers exist in several restrooms and could be addressed through one project.

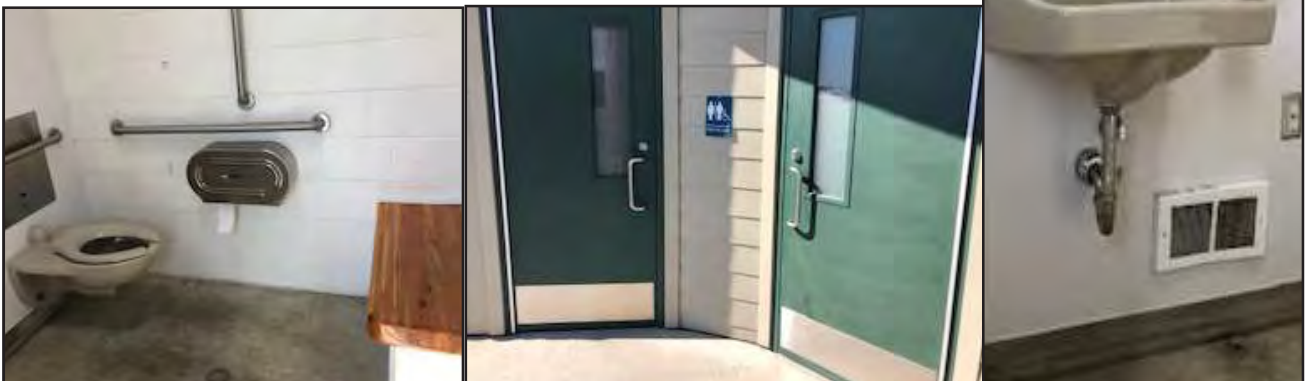
Total Project Cost: 75,000

Schedule:

2021-2022: Phase 1 Barrier removal in existing bathrooms \$75,000

Priority Level: 1

Description updated to reflect that old restroom at Karen Hornaday park was removed.



This project will correct accessibility issues at City of Homer public restrooms. Some depicted here include improperly placed dispensers and grab bars, lack of wheel chair space from bench, incorrect door swing and lack of cover on the lower pipes



Removing Parking and Pavement Accessibility Barriers at City Facilities

FY 2023 - DRAFT Document

Project Description & Benefit: Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by, people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. From 2017-2019, the City of Homer ADA Compliance Committee and City Staff evaluated City Facilities to identify accessibility barriers. The results were compiled into the City's Transition Plan, in accordance with Title II of the ADA regulations. This project corrects parking and pavement barriers (ADA Priority Level 1 issues) at City facilities to aid the entire community in accessing and participating in programs, services or activities provided by the City of Homer.

ADA regulations standardize the size and number of marked accessible parking spaces in a lot and appropriate signage placed such that it cannot be obscured by a vehicle parked in the space. Accessibility standards also require firm, stable and slip resistant surfaces. Many City of Homer facilities do not meet these standards.

This project will correct the following parking barriers in the vicinity of the Homer Harbor, and at Public Works, Homer Public Library, the Animal Shelter, Baycrest pullout bathroom facility and the Fire Hall:

- Absence of accessible parking;
- absence of van accessible parking;
- incorrect dimensions of accessible parking spaces;
- improperly located signage;
- accessible parking spaces where water pools and snow melt creates icy conditions that become hazardous in the winter;
- parking space identified in gravel lots that fail to provide a path of travel to a sidewalk or facilities; and
- cross slopes that exceed 1:48 ratio on paved lots.

Plans & Progress: Public Works Staff assisted the ADA Compliance Committee during the self-evaluation process, and together with Port and Harbor staff helped develop solutions and remedies included in the Transition Plan. City Council approved the Transition Plan in Resolution 19-024. This project proposes to proceed in two phases. Phase 1, paving accessible parking spaces and two van accessible spaces at Harbor Ramps 3, 4 and 5, at public restrooms and resolving non-compliant signage and pavement marking will be completed in 2021. Phase 2 includes resolving non-compliant parking lot cross slopes and non-compliant signage and pavement marking identified at other city facilities.

Total Project Cost: \$400,000

Phase 1 Harbor Accessible Parking, completed, \$50,000

Schedule:

2022-2024: Phase 2 City Facility Parking Lot Cross Slopes & Signage, \$350,000

Priority Level: 1

Plans & Progress/Project Cost will be updated after bid is awarded for paving Harbor Accessible parking places.



Accessible parking spaces at Ramp 4 in the Port & Harbor provide an example of where spaces need to be paved and a path of travel provided to the sidewalk.



Self-Evaluation and Transition Plan for City Parks, Trails & Campgrounds

Project Description & Benefit: Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by, people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. The Self-Evaluation is a comprehensive report that outlines the barriers for people with disabilities as they seek to use local government services and programs. It is drafted by the state or local government in collaboration with and review by a sample user group of people with disabilities. It includes a transition plan of architectural and administrative barriers to programs that need to be removed in order to make the program accessible. Completion of this project will be a significant step meeting the requirements of Title II of the ADA, by having a full Self-Evaluation and Transition Plan for the City of Homer.

A completed Self Evaluation and Transition Plan will:

- Acknowledge the City's obligation to comply with ADA Title 2 Subpart D- Program Accessibility § 35.149 Discrimination prohibited;
- meet the requirement of ADA Title 2 Subpart D- Program Accessibility § 35.150 Existing Facilities, (d) Transition Plan;
- identify barriers to be resolved and establish a timeline for completion; and
- bring the City of Homer closer to its goal of being a Universally Accessible City as identified in Resolution 17-075(A).

Plans & Progress: In 2017, the City of Homer ADA Compliance Committee and City Staff began evaluating City facilities to identify accessibility barriers and prepared a Transition Plan, which City Council approved in 2019. Evaluating and preparing a plan for City Parks, Trails and Campgrounds exceeds the ability and time allowance of City staff and ADA Compliance Committee members. This project entails hiring a consulting firm that specializes in preparing ADA Transition Plans to evaluate City parks, trails and campground facilities for inclusion in the City's Transition Plan.

Total Project Cost: \$60,000

Schedule: 2021-22

Priority Level: 1



Accessibility improvements to trails, parks and campgrounds allows everyone to receive full benefits of Homer's park & recreation amenities.

FY 2023 - DRAFT Document



Parks, Art, Recreation & Culture

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- Karen Hornaday Park Improvements, Phase 218



Bayview Park Restoration

Project Description & Benefit: Bayview Park is a small, relatively quiet fenced neighborhood park at the top of Main Street. The goal of this project is to improve the accessibility and safety of the Park and its playground elements with a focus on making the park more user-friendly to young children (infant-toddler-preschool age) and for children and parents/caregivers with disabilities or mobility issues.

A dedicated group of volunteers in Homer's Early Childhood Coalition have adopted the park, created a park Master Plan and completed some improvements to the park: an embankment slide, log steps, and an alder fort and boulders. Homer's Early Childhood Coalition continues to work to complete elements included in the Park's Master Plan. In 2014, they completed an ADA accessible pathway and made temporary repairs to the perimeter fence. They are currently working to replace the fence, add new play equipment and extend accessible pathway to all play features.

- Summer 2022: Replace existing white picket fence with a wood frame-chain link fence to improve the stability and durability of the fence (current fence is in constant need of repair). Parents and caregivers appreciate having a fence as it provides a level of safety for young children around the busy roads and ditches surrounding the park.
- Summer 2023: Upgrade ground cover to playground standards, replace jungle gym, add additional swing port, and extend ADA trail to new elements as needed. The goal is to provide new playground elements that are designed for younger/toddler age and to have some accessible for children with disabilities.

Plans & Progress: In 2011 Homer Early Childhood Coalition raised money and funded a new slide and boulders that were installed by the City of Homer. Several parents built and installed stepping logs and 2 small "bridges". In 2013 Homer Early Childhood Coalition coordinated with Corvus Design to meet with local families and children for project ideas and create a master plan with cost estimates. \$5,347.76 was raised to pay for design costs and install new play elements. ADA parking and access trail improvements were completed in 2014 utilizing in-kind donations of equipment and labor and an additional \$5,118 in fundraising dollars.

Total Project Cost: \$189,974

Schedule: 2022-2023

Priority Level: 2



Though charming, the white picket fence that surrounds Bayview Park is in need of constant repair. A more practical chain length fence is needed to keep young children out of roads and ditches.



Homer Spit Trailhead Restroom

FY 2023 - DRAFT Document

Project Description & Benefit: The parking lot at the intersection of the Ocean Drive bike path and Homer Spit Trail gets heavy use year round. The Spit trail is a popular staging area for biking, running, walking, and roller blading. Parents bring their young children to ride bikes because the trail is relatively flat and has few dangerous intersections. An ADA accessible restroom would be used by recreationalists and commuters using both trails.

Total Project Cost: \$295,000

Schedule: 2026

Priority Level: 3



The parking lot at the Spit trail head full of cars on a sunny day.



Jack Gist Park Improvements, Phase 2

Project Description & Benefit: Jack Gist Park has been in development since 1998 on 12.4 acres of land donated to the City of Homer by a private landowner. As originally envisioned by the Jack Gist Recreational Park Association, this parcel has been developed primarily for softball fields. It also features a disc golf course.

The proposed project will complete Phase 2 by improving drainage around the upper ball field, constructing a concession stand/equipment storage building adjacent to the softball fields, and developing an irrigation system utilizing a stream on the property in conjunction with a cistern. Phase 3 will provide potable water (water main extension), construct a plumbed restroom, and acquire land for soccer fields.

Plans & Progress: Phase 1 of this project was completed in 2011 after a five year period of incremental improvements. In 2005-2006, a road was constructed to Jack Gist Park from East End Road, a 70-space gravel parking area was created, and three softball fields were constructed including fencing, dugouts, and backstops. In 2008, bleachers were installed at all three softball fields. In 2009, three infields were resurfaced. In 2010, with volunteer help, topsoil was spread and seeded on two of the three fields and the parking area was improved and expanded. 2011 saw improvements to the third ball field: drainage improvements on the outside perimeter (right and left field lines), imported material to improve the infield and topsoil and seeding to improve the outfield.

Total Project Cost: \$170,000

Drainage: \$60,000

Concession Stand and Equipment Storage: \$75,000

Irrigation System: \$35,000

Schedule: 2024-2025

Priority Level: 2



One of the softball fields at Jack Gist Park.



City Manager at 235-8121



Port and Harbor

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FY 2023 - DRAFT Document



Deep Water/Cruise Ship Dock Expansion, Phase 1

Project Description & Benefit: Upgrades to the Deep Water/Cruise Ship Dock are necessary to provide a facility that can accommodate multiple industry groups and provide the greatest economic benefit to the area. A feasibility study of expanding and strengthening the dock (with later phases including a terminal building and other upland improvements) is nearing completion. Expansion increases the Port & Harbor's capability to support regional resource development initiatives with moorage and a staging area for freight service to the Lake and Peninsula Borough (via the Williamsport-Pile Bay Road) and to potential future Cook Inlet region resource development projects. There is current demand for modifications to the existing dock to accommodate long-term mooring of large resource development vessels such as timber, mining and oil and gas barges, and as designed, the dock will be able to handle icebreakers, of particular importance given Alaska's strategic arctic location.

The facility will boost cargo capability. The City has a 30-acre industrial site at the base of the dock which can support freight transfer operations and serve as a staging area for shipping to and from the Alaska Peninsula, the Aleutians, and Bristol Bay. Handling containerized freight delivery to the Kenai Peninsula would reduce the cost of delivering materials and supplies to much of the Peninsula. The dock expansion will also enhance cruise ship-based tourism in Homer by providing moorage at the dock for two ships (a cruise ship and a smaller ship) at the same time, reducing scheduling conflicts.

Finally, improvements to the dock will fulfill a contingency planning requirement under Homeland Security provisions. The Port of Anchorage, through which 90% of the cargo for the Alaska Railbelt areas and the Kenai Peninsula passes, is vulnerable. If the Port of Anchorage were to be shut down and/or incapacitated for any reason, Homer's port would become even more important as an unloading, staging, and trans-shipping port.

Plans & Progress: In 2005 the City of Homer spent \$550,000 for cathodic protection of the existing dock and conceptual design of an expanded dock. \$2 million in federal transportation earmark funds were appropriated in FY2006 to prepare preliminary design and conduct further economic analysis. The Alaska Legislature appropriated an additional \$1 million for FY2011. Homer City Council has authorized the sale of \$2 million in bonds to help fund the construction of this project. The City started on project design and feasibility with R&M consulting to begin design and feasibility. To date, the team completed an extensive conditions survey of the existing infrastructure, bottom condition survey, soils core drilling, and a very detailed tide/current profile for the dock. The feasibility study helped identify the best option for expansion to improve freight and cargo handling capabilities. Some uplands improvements have been completed to benefit cargo movement and storage on land close to the deep water dock: paving outer dock truck bypass road, removing the old wooden fence around the concrete storage yard and replacing it with a chain link fence, stormwater runoff handling, lighting and security cameras.

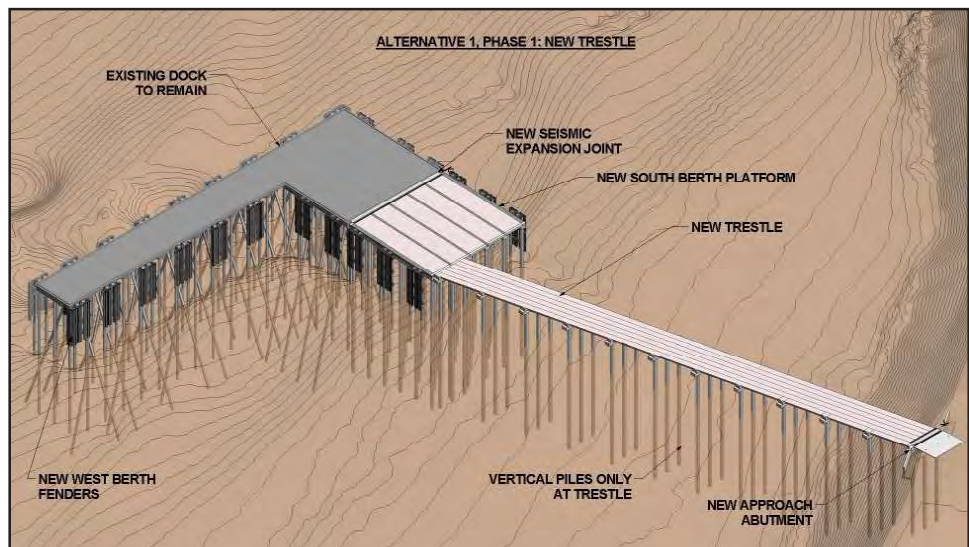
Total Project Cost: \$35,000,000

Feasibility: \$1,250,000
(Completed September 2016)

Design: \$1,750,000

Construction: \$32,000,000

Priority: 2



Deep Water Dock Expansion proposed design.



Harbor Ramp & Public Restroom

Project Description & Benefit: Ramp 8 serves System 5, the large vessel mooring system. Previously, restroom facilities for Ramp 8 consisted of an outhouse. This outdated restroom brought many complaints to the Harbormaster's office. Sanitary restroom facilities are expected in modern, competitive harbors along with potable water and adequate shore power. The Ramp 8 outhouse was removed in 2015. A new public restroom in this location is needed to serve the crew members of large vessels when they come to port.

Plans & Progress: Design costs for this project would be minimal as the City has standard public restroom plans engineered that can be easily modified for this location.

Total Project Cost: \$295,000

Schedule: 2025

Priority Level: 3



Ramp 8 sees heavy use from crews of large vessels moored in System 5. Since this outhouse was removed in 2015, crews either use a porta potty provided by the Port & Harbor, or walk 1.5 blocks to use the nearest restroom facility.



Homer Harbor Cathodic Protection

FY 2023 - DRAFT Document

Project Description & Benefit: Homer Harbor's float system is comprised of 161,000 square feet of concrete and wood floats supported by over 500 steel pilings. Steel has a number of characteristics that make it desirable for structural use in harbors, including the ability to last almost indefinitely if properly protected from the destructive effect of electrolysis. Corrosion stemming from electrolysis, however, dramatically shortens the useful life of the pilings.

Most of the float system piling in Homer Harbor predates the 1999 ownership exchange from the State to the City of Homer. When originally installed, a hot-dipped galvanized coating protected the piling. This coating is typically effective between 15 and 20 years. Harbor pilings range in age from 34 to 26 years old.

Over time, electrolysis has depleted this original protective coating to the point where it is no longer protecting the pilings. The potential readings obtained in a cathodic protection half-cell survey in 2018 were -0.60, a reading that indicates freely corroding steel according to National Association of Corrosion Engineers (NACE) Standards.

This project proposes to install a passive cathodic protection system to fully protect the saltwater and soil submerged harbor pilings from corrosion. The method selected provides zinc anodes attached externally to the pile as a "sacrificial" source of positively charged ions. The anode material oxidizes preferentially to the steel, greatly reducing or eliminating the rusting of the steel piles.

The long-term benefit is to extend the remaining safe and usable service life of the harbor float system, at least an additional 20 years and perhaps indefinitely, avoiding the high costs of limiting allowable loads on corroded load-bearing piles and eventually repairing or replacing structurally disabled piling.

Plans & Progress: The City began the process of installing cathodic protection in 2018. As part of that project, R&M Engineering designed a cathodic protection program for the entire harbor float system. The sacrificial anode system was selected as it has the advantage of being relatively simple to install, is suitable for localized protection, and less liable to cause interaction on neighboring structures.

Utilizing \$200,000 in Port and Harbor reserve funds, the City contracted a firm to install zinc anodes on 139 of the 500 harbor piles. Test results from a post-construction cathodic protection survey verified that the system is providing adequate levels of cathodic protection to the piles as defined by the applicable NACE International Standards SP0176-2007.

A cost estimate to protect the remaining pilings was completed in 2021. It is our goal to get this work done as quickly as possible to preserve the integrity of the foundation of the float system harbor-wide.

Total Project Cost: \$1,080,800

Cathodic Protection 2018: \$200,000

(139 pilings completed with City of
Homer Port & Harbor Reserve funds)

Cathodic Protection 2021 \$880,800
(protect remaining pilings)



Example of the damage electrolysis causes to harbor pilings. This broken piling in 2012 caused the R & S floats in the harbor to be condemned until it could be repaired.

Schedule: 2021



Ice Plant Upgrade

Project Description & Benefit: The ice plant at the Fish Dock is a critical component of the overall Port and Harbor enterprise, providing more than 3,500 tons of flake ice each year to preserve the quality of more than 20 million pounds of salmon, halibut, sablefish, and pacific cod landed at the Port of Homer.

Although the Ice Plant has been maintained very well since being built in 1983, efficiencies may be gained by upgrading certain key components of the plant with current technologies, which may include replacing the refrigeration compressors, integrating natural gas into the process, and/or upgrading the control systems to increase the plant's efficiency and reduce operating costs.

Plans & Progress: This project is proceeding in a three-phase approach. Phase 1 initiated in 2019 with the City contracting Coffman Engineering from Anchorage assess Homer's Ice Plant and prepare a list of recommendations/options for upgrading the facility to optimize energy savings, plant maintenance, equipment longevity and return on investment. The study also considered the possibility of creating a year-round cold storage refrigeration system as an upgrade to the original plan. The study is complete and staff are creating recommendations for how to move forward with upgrades.

Total Project Cost:

Phase 1: \$40,000

Phase 2: TBD based on consultant recommendations and upgrade plan adopted.

Schedule:

- 2019-2020: Phase 1 study completed; staff review and findings/recommendations being developed;
- 2022: Design and engineering for upgrades;
- 2023: Upgrade ice plant.

Priority: 2



Four of the Ice Plant's aging compressors are shown here.



Large Vessel Sling Lift, Phase 1

Project Description & Benefit: During the investigation conducted in 2014 by the Large Vessel Haulout Task Force, the Task Force quickly recognized a need to provide haulout services to all vessels that moor in the harbor. As a first step in filling this need, the Port & Harbor developed an airbag haul-out system on available tidelands within the harbor. This system has proved successful.

However, it works only for part of the fleet: large, flat-bottomed, shallow draft vessels. Much of the fleet in the harbor is not able to use this system because of the vessel's deep draft hull configuration.. A lift in a local commercial yard is being expanded to accommodate vessels up to 150 tons, which will accommodate most limit seiners and many of our larger boats. Homer will still lack haulout services for deep draft vessels larger than 150 tons.

A sling lift has been proposed as a possible haulout solution for vessels that are not currently being served in Homer. The lift, coupled with an on-site repair yard would provide these vessel owners the option to perform their annually required maintenance and repairs locally without having to travel, similar to how large shallow draft vessels currently utilize the airbag system. Haul outs ease the burden of travel for the vessel owners during the winter season and, as an added bonus, generate business to help sustain local marine trades.

The sling lift facility is proposed for the old chip pad to provide an on-site repair yard.

Plans & Progress: Project development will have two phases. The first phase will be a comprehensive study about how to best build and operate this new service at the Port of Homer. It will address if the proposed location is compatible, and include engineering and design options and a cost-benefit analysis. The study will also research options for operating this new service, providing an analysis of various ownership and operating models such as privately owned and operated with a lease to the Enterprise, a public private partnership, or alternatively, municipally owned and operated by the City using Enterprise employees. It will also work on regulatory requirements such as a Stormwater Pollution Prevention Plan (SWPPP) with the Alaska Department of Environmental Conservation.

Phase 2 will be acquisition of the sling lift and construction of the support infrastructure after considering the results of the phase one study.

Total Project Cost: \$65,000 (Phase 1)

Schedule: 2025

Priority Level: 3



An example of a sling lift and adjacent repair yard area.



Old Main Dock Removal and Disposal

Project Description & Benefit: This project will remove the old Main Dock from inside the Pioneer Dock facility and dispose of or salvage all associated materials. The old Main Dock was the original ocean dock in Homer, built in 1965 at the time of the first dredging for the Homer Harbor. When the Main dock was no longer safe to be used as a commercial pier in 2001, the City built the new Pioneer Dock around it, leaving the Main Dock in place.

The Main Dock has become a safety hazard and potential liability for the City. It has deteriorated to the point that it is unsafe even for an individual to walk on.

Plans & Progress: Identifying this project in the Capital Improvement Plan aids in the project's first step, which is to search and solicit sources of financial aid for the project. For instance, it is possible it would qualify under a State or Federal initiative for waterfront renewal or rehabilitation. Removal of the Main Dock can be achieved using a variety of heavy equipment and disposal methods that satisfy safety, environmental and building requirements.

Total Project Cost: Unknown. Methods for removal presented by interested contractors at a later date will help hone the scope of work and cost requirements for this project.

Priority Level: 3

Schedule: 2025



The former Main Dock in Homer's Port & Harbor is over fifty years old, defunct and deteriorated to the point that it is a hazard and a liability.

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System 4 Vessel Mooring Float System

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Project Description & Benefit: System 4 is made up mostly of floats that were relocated from the original harbor construction in 1964. In the 2002 Transfer of Responsibility Agreement (TORA) project, System 4 was completed by moving the old floats into place. Within two years it was filled to maximum capacity. System 4 floats are over 20 years beyond their engineered life expectancy and are showing their age. This project can be done in phases.

Plans & Progress: Phase 1 floats HH, JJ, and headwalk float AA between those floats were replaced in fall of 2014. Power and water was extended from ramp 7 to JJ and HH as part of the same project. A new landing float was installed for Ramp 7 in the spring of 2014. Phase 2 floats CC, DD, EE, GG will be replaced next.

Total Project Cost: \$5,600,000

Schedule:

2022 Design: \$600,000

2023-2026 Construction: \$5,000,000

Priority Level: 2



System 4 ramps to be replaced next.

Detail of aging Float DD, at right.





Truck Loading Facility Upgrades at Fish Dock

Project Description & Benefit: Approximately 22 million pounds of fish are landed at the Homer Fish Dock each year and loaded onto trucks. The resulting truck, fork lift, and human traffic creates considerable congestion as fish buyers jockey for space to set up portable loading ramps. Lack of adequate drainage in the area creates further problems as the vehicles must maneuver in soft and often muddy conditions.

This project will construct a loading dock to facilitate the loading of fish onto trucks. In addition, it will provide for paving of Lot 12-B and other improvements to address the drainage problems that impact the area.

Total Project Cost: \$300,000

Schedule: 2024

Priority: 3



Currently at the Fish Dock, fish buyers have to contend with a muddy lot and lack of a loading dock to facilitate the transfer of fish to trucks.

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Wood Grid Replacement

Project Description & Benefit: The Wood Grid is a series of benches (in this case wooden beams) laid out on intertidal land that can support a boat for hull repairs during low tides. Vessels float over the grid at high tide and then set down on the grid as the tide recedes. Vessel owners are able to do minor repairs and inspections to their vessels hulls while “dry” on the grid and refloat with the incoming tide.

The Wood Grid is one of two tidal grids that the Port and Harbor operates. Because of our large tidal exchange in Kachemak bay, Homer’s tidal grids are likely one of the most useful vessel grid systems in the world. They utilize the tides to our advantage to provide an inexpensive way for vessel owners to maintain their vessels’ hulls.

Homer’s Wood Grid was originally built 40 years ago and accommodates vessels up to 59 feet with a 50-ton limit. Other than the walkway replacement that occurred in 2001, the wood grid has seen very little in terms of upgrades since.

Three particular issues would likely be addressed in an upgrade. Gravel has migrated downhill and filled in between the benches, making it increasingly difficult for people to actually to get under the vessels on the grid to perform repairs. A second issue is with the Wood Grid’s retaining walls. Due to age, the upper wall is no longer retaining infill from the bank above and the lower submerged wall has degraded to the point that staff are not able to repair it. Another concern is that the benches and the buried pile that support them have deteriorated to the point that staff is unable to repair them. At a minimum the piles and benches will need to be replaced.

Plans & Progress: This project would consist of two phases. The first phase is preliminary engineering and design to ascertain the scope and cost of the improvement, including what permitting is required. The second phase would be construction.

Total Project Cost:

Phase 1: Engineering and design: \$25,000

Phase 2: Construction: to be determined in Phase 1.

Schedule: Phase I: 2022

Priority Level: 1



The Wood Grid in Homer’s Port and Harbor was originally built 40 years ago and accommodates vessels up to 59 feet with a 50 ton limit. Other than replacing the walkway in 2001, the wood grid has seen very little in terms of upgrades since.



Public Safety

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- **Fire Department Fleet Managment31**
- **Fire Hall Expansion, Phase 1.....32**

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City of Homer Radio Communication System Upgrades

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Project Description & Benefit: The City's radio communication system is a complex, high-tech, multi-component communication infrastructure that serves the daily needs of the Homer Police, Fire, Port & Harbor and Public Works Departments and is critical for effective emergency response to natural disasters and man-made incidents. Communication system technology has changed tremendously during the last thirty years of the digital age. It is now completely digital, can carry encrypted data in addition to voice communications and must comply with FCC bandwidth requirements.

Homer's communication system (consisting of the Public Safety Radio System, the Port and Harbor Radio System and the Public Works Radio system) needs upgrading to keep up with technological advances, comply with new FCC bandwidth requirements, maintain interoperability with all local, borough and state agencies utilizing the ALMR system and maintain software updates and other manufacturer product support.

The goal of this project is to upgrade the entire radio communication system by 2020 to stay within FCC compliance.

Plans and Progress: Progress on this project has been incremental with assistance from Alaska State Homeland Security grant funds. To date, the main dispatch consoles, two City of Homer repeaters, two emergency backup dispatch radios, all Police, Fire and Port & Harbor radio units have been upgraded. Components still needing upgrades are listed under the Total Project Cost section below.

Total Project Cost: \$850,362 - \$950,362

(\$560,362 of total project cost has been funded through State Homeland Security and Emergency Management grant awards.)

Public safety repeater relocation on Homer Spit:	\$ 35,271 (completed)
Dispatch consoles and associated equipment:	\$ 296,000 (completed)
Public Safety repeater upgrade:	\$ 63,430 (completed)
HPD Public Safety radios:	\$ 165,661 (completed)
HVFD Public Safety handheld & mobile radios	\$ 118,983 (completed)
Port & Harbor radios and repeater:	\$ 171,174 (completed)
Public Works radios:	\$ 100,000 - \$120,000
Public Works data radio system:	\$ 50,000 - \$ 80,000

Schedule: 2019-2022

Priority: 1



City-wide radio system upgrades are needed to maintain full communication operability.



Fire Department Fleet Management

Project Description & Benefit: To meet the community's fire protection needs and Insurance Services Office (ISO) requirements, Homer requires two Tankers for off-hydrant operations, three front-line Fire Engines and one Reserve Fire Engine. National Fire Protection Agency codes recommend maintaining apparatus with the latest safety features and operating capabilities to maximize firefighting capabilities while minimizing the risk of injuries. Apparatus in first-line service should not be more than 15 years old; apparatus over 25-years old and properly maintained should be placed in reserve status.

Many of the apparatus and specialized vehicles in the Homer Volunteer Fire Department fleet are 15 years to over 30 years old and at the end of their functional life. Functional capabilities and safety features of fire apparatus has greatly improved in the last 10-15 years. Current apparatus have fully enclosed cabs, modern seat belt configurations, improved roll-over stability, significantly improved braking systems, better roadability, and many other safety improvements. Apparatus over 25 years old also become unreliable. Systems fail, putting both firefighters and the public at risk. Extending the life to 30 years may be marginally acceptable with the volume of HVFD runs, but anything beyond that poses an unacceptable level of risk.

The HVFD fleet is in need of a number of vehicle replacements to safely and efficiently protect the lives and property of Homer residents. The Department has developed a strategic, cost saving approach to meeting Homer's fire protection needs with the following top-prioritized replacements:

Tanker-2 is a 31-year old Tanker/Pumper. Tanker/Pumpers combine the capabilities of a Fire Engine and a Tanker, fulfilling response vehicle requirements with four vehicles rather than six at a huge savings of two fewer apparatus and reduction of the number Fire Station Bays needed. This project replaces Homer's Tanker-2 while Kachemak City simultaneously replaces its 34-year old Tanker-1. This will require coordinating the acquisition of the two apparatus to potentially reduce the unit cost and to assure matching Apparatus for interoperability. \$650,000

Brush-1. Brush-1 is a 1990 Ford F-350 Crew Cab Pickup with a forestry firefighting slip-in unit. It is HVFD's single front-line wildland firefighting apparatus and is 15 years past its useful life. The entire City of Homer is in the Wildland-Urban Interface (with the exception of most of the Spit) and at significant risk from wildfire. The City is also often called to provide mutual aid in wildland fires in neighboring Anchor Point and KESA districts. Brush Trucks are designed to provide a rapid response to wildfires and to provide access to areas that will not support the weight or dimensions of larger fire trucks. Brush-1 is overloaded with a crew of four firefighters, a slip on firefighting unit with 200 gallons of water and the required firefighting tools and hoses. It has none of the safety systems on current vehicles, including airbags for the front seat occupants. \$95,000

Command-1, a 2006 Ford is as a rolling command post that sets up at incidents to provide for incident command especially at complex or lengthy incidents. At 15-years old, Command-1 lacks a command module used for properly providing scene control and tactical decision-making and lacks effective communication capabilities, which is a key component to incident command and a safety priority. \$75,000

Plans and Progress: HVFD developed a fleet replacement plan that places apparatus on standard replacement cycles consistent with NFPA requirements and community needs. These three pieces of equipment are the highest priority.

Total Project Cost: \$820,000

Schedule: 2021-2022

Priority Level: 1



At 31 years old, HVFD's Tanker 2 has aged out of its function life. Newer models, like the one above, have greatly improved functionality and safety features.



Fire Hall Expansion, Phase 1

Project Description & Benefit: In 2014, in response to aging and crowded conditions, the City assessed Homer's emergency services space needs. Initial plans to correct building and space inadequacies was to co-locate the Police and Fire stations within a new Public Safety facility. However, ultimately, the decision was made to build a stand-alone Police Station and defer expansion of the Fire Hall. For the interim, the City addressed much needed deferred maintenance at the Fire Hall, which included conversion to natural gas, improved air handling, fixing floor drainage issues in Bays 2 and 3, and general refurbishing of wall and floor finishes and kitchen cabinets. While the plan initially called for adding 2,000 square feet to meet minimum space needs, in the end, nothing was done to address inadequate facility space.

This project resumes the process to expand the Fire Hall, either through enlarging and extending at the current site or replacement. The current site, centrally located with access to Pioneer Avenue and Lake Street is an optimum location, but expansion is required to meet minimum space requirements for firefighting apparatus, provide an adequate number of offices and bunk rooms and sufficient storage, parking and drill training spaces.

Plans & Progress: This project can progress in phases. Phase 1 includes pre-development work: updating the needs assessment to reflect current departmental conditions/needs and a stand-alone Fire Station facility, determining site feasibility, the potential to include the old Police Station into the design and preliminary design drawings.

Total Project Cost: Design phase \$350,000

Schedule: 2021

Priority Level: 1



Two examples illustrating the department's need for additional space: parking area in the equipment bay does not meet minimum space requirements for firefighting apparatus and insufficient storage capacity .



Public Works Projects

- **New Public Works Facility.....34**
- **Raw Water Transmission Main Replacement.....35**
- **Water Storage/Distribution Improvements.....36**

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New Public Works Facility

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Project Description & Benefit: The Public Works Department, located at the bottom of Heath Street, has outgrown its facilities. Additionally, the new Tsunami Inundation map shows the potential for a 30' high wave moving through the complex. The Public Works facility and associated heavy equipment is critical infrastructure for response and recovery activities before, during and after a disaster.

To be best prepared to safeguard public health and safety, Homer City Council in 2020 appointed a Public Works Campus Task Force to help evaluate the risks of personal injury, property damage and loss of life after a tsunami, develop strategies for mitigating identified risks and make recommendations to Council on possible mitigation options.

a new site and administrative/maintenance support infrastructure for Public Works should be developed. Building maintenance (located in HERC 2) may soon need a new location as well.

Based on an evaluation of current and future needs, it is expected that a new site containing all Public Works maintenance facilities would require 4.6 acres. Ideally, this site would be located outside the tsunami inundation zone, within or close to the Central Business District, and compatible with adjacent land uses. The facility will be sized to provide for current and future administrative and customer support personnel; road, drainage, building, water, sewer, motor pool maintenance activities; and equipment/materials storage

To be updated after Public Works Campus Task Force report to Council.

The existing Public Works site could be converted into public summer use open space (adjacent to the animal shelter, Beluga Slough, and conservation land) and provide space for environmentally sensitive snow storage in the winter.

Plans & Progress: This project will most likely be completed in three phases consisting of concept design and property acquisition, full design and construction. The proposed timeframe is to prepare a concept design in 2022/2023; purchase property in 2025; design facility in 2026/2027; begin construction in 2029, with a new facility ready in 2030. Availability of funding would change these time periods.

Total Project Cost: \$12,050,000

2021-2022 (Concept Design): \$ 50,000

2022-2025 (Property Acquisition, Facility Design & Construction) \$12,000,000

Priority Level: 2



City of Homer existing Public Works facility.



Raw Water Transmission Main Replacement

Project Description & Benefit: This project replaces the two 45-year old cast iron raw water transmission mains that transfer raw water from Bridge Creek Reservoir to the treatment plant. These aging cast iron transmission mains are susceptible to earthquake damage. Multiple repairs have already been made to these mains. The last two repairs made were in response to earthquake damage. Major damage to the raw water transmission mains would make it impossible to serve the town with treated drinking water for domestic use and would reduce the City's ability to provide adequate water pressure for fire protection. Both mains will be replaced with High Density Polyethylene (HDPE) pipe, which is extremely durable and is less susceptible to damage by earthquakes or other natural disasters.

One of water mains, at 8 inches, is under-sized to meet the maximum capacity of the Water Treatment Plant. The other main, a 10-inch line, is at capacity now. The Water Treatment Plant produces 2 million gallons a day. However, the capacity of the treatment can be increased to 2.9 million gallons a day to meet increased demand in the future. The 10-inch transmission main would not be able to provide the plant with enough water to serve the City's needs at this higher rate.

Plans & Progress: The plan is to replace both lines with larger 12-inch HDPE pipe. HDPE pipe is more resilient to damage by earthquakes or other natural disasters; larger pipes provide system redundancy and will be able to transport an adequate amount of raw water to the treatment plant for plant maximum daily flow both now and for future expansion of the treatment facility.

The City applied for a FEMA FY19 Hazard Mitigation Grant. The proposal ranked fifth out of 51 eligible projects by the State and was submitted to FEMA for review and requests for information prior to funding authorization.

Total Project Cost: \$1,988,650

Schedule: 2022

Priority Level: 1



HDPE pipes do not rust, rot or corrode and are more resilient to earthquakes than the cast iron pipes currently in use.



Water Storage/Distribution Improvements, Phase 3

Project Description & Benefit: This project replaces aging water storage/distribution system components and makes other system improvements to increase water storage capabilities and drinking water quality, improve water system distribution and water transmission effectiveness and safeguard public health. A dependable water system ensures public safety and contributes to Homer's growth and economic vitality. First identified during the formation of the 2006-2025 Homer Water & Sewer Master Plan, these critical infrastructure improvements have been designed and partially completed:

- **Phase 1:** was completed in 2016. 2,600 linear feet of 10" and 12" water distribution main was installed across Shellfish Avenue and a new pressure reducing vault (PRV) was constructed to provide water supply to a new tank site; 4,500 linear feet of 12" water main was extended on Kachemak Drive, both connecting isolated sections of town and eliminating dead end mains. The City removed an old redwood tank and purchased property on which the new tank will be constructed.
- **Phase 2:** consists of installing water transmission main in support of a future new water storage tank, rehabilitation of the existing A-Frame existing storage tank, and demolition of the A-Frame pressure reducing vault (PRV).
- **Phase 3:** consists of the construction of a new 0.75 million gallon water storage tank on the east side and a 0.25 million gallon tank on the west side to provide increased capacity for domestic use, fire flow and future micro hydro power generation, modifying/replacing three PRV station and the installation of micro-hydro turbines that can efficiently produce power back onto the grid, reducing the City's electricity costs and creating green power.

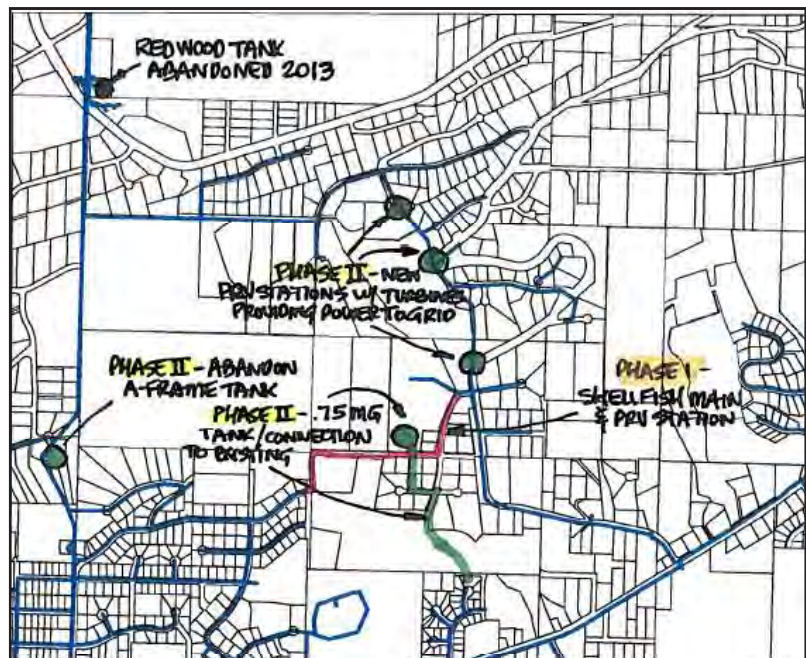
Plans & Progress: Project design was completed in 2014 utilizing \$485,000 in Special Appropriation project grant funds from the Environmental Protection Agency and \$399,214 (45%) in matching funds from the City. Phase 1 construction was completed in 2016 utilizing \$1,980,254 in FY16 State of Alaska Municipal Matching Grant program funds, \$848,680 City of Homer funds and benefitted property owner's assessments. Phase 2 construction work will be completed in 2019 using ADEC grant monies and water reserve funds using State of Alaska Municipal Matching Grant program funds and City of Homer water reserve account funds.

Phase 3 construction can be completed after phase 2 is finished and funding has been identified.

Total Project Cost: \$10,438,214
 2014 (Design, Completed): \$884,214
 2016 Phase 1 Construction (Funded, Completed): \$1,980,000
 2018-2019 Phase 2 Construction: \$1,600,000
 2020 Phase 3 Construction: \$5,974,000

FY2016 State Capital Allocation: \$1,980,254
 (City of Homer 30% Match: \$848,680)

Priority Level: 1



Phase 1, Shellfish Subdivision Main and PRV Station (indicated by red line) was completed in 2016. Phase 2 (green line) will be completed in 2018 - 2019.



State Projects

The City of Homer supports the following state projects which, if completed, will bring significant benefits to Homer residents.

Transportation projects within City limits:

- **Baycrest Overlook Gateway Improvements, Phase 3 ..38**
- **Homer Intersection Improvements.....39**
- **Kachemak Drive Rehabilitation/Pathway40**
- **Main Street Reconstruction.....41**
- **Sterling Highway Milepost 172:
Drainage Improvements42**

Transportation projects outside City limits:

- **Sterling Highway Reconstruction,
Anchor Point to Baycrest Hill.....43**

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Baycrest Overlook Gateway Improvements Phase 3

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Project Description & Benefit: When you drive to Homer on the Sterling Highway, it is hard to resist pulling over at the Baycrest Hill Overlook, even if you have been there before. The overlook (constructed in the 1990's by visionaries at Alaska Department of Transportation and Public Facilities during a Sterling Highway reconstruction project) has become the primary entrance to Homer. The first experience of that Baycrest view is cited by many residents as the primary reason for deciding to settle in Homer.

Baycrest Overlook is one of three gateways into Homer and is part of Homer's Gateway Project, which entails enhancing visitor and resident experiences at the entrances to Homer.

This project requests that the State Department of Transportation complete Phase 3 of the Baycrest Overlook Interpretive Plan -- paving the parking lot near the Welcome to Homer sign and upgrading the restroom facility -- as part of the Sterling Highway Reconstruction project Anchor Point to Baycrest Hill.

The City of Homer's ADA Transition Plan identified immediate needs to bring the site into ADA compliance, making the site accommodating for all visitors. The Van Accessible parking space needs clear demarcation with new painted lines and a "Van Accessible" sign. Public restroom improvements include relocating the grab bars to meet all location requirements, specifically addressing objects below the grab bar, and marking the restroom for the visually impaired.

Plans & Progress: The Gateway Project began in 2009 when a collaborative effort (involving the City of Homer, Alaska State Parks, National Park Service, Kachemak Research Reserve and U.S. Fish and Wildlife Service) created a beautiful diorama in Homer's airport terminal highlighting the wealth of public and private lands available to everyone who comes to Kachemak Bay.

In 2013, the City and State of Alaska DOT continued the focus on Homer's gateway sites by collaboratively producing the Baycrest Overlook Interpretive Plan which outlines three phases for improving the overlook. Many of the goals of the first two phases have been achieved, including making the site more welcoming, orienting visitors to the natural landscape and community, helping encourage commerce and allowing travelers a comfortable place to linger, rest and enjoy the spectacular setting.

To address the immediate accessibility issues, the City of Homer Public Works Department will evaluate the options of scheduling repairs in house as time and budget allow, and preparing cost estimates and requesting funds for a contractor to correct many accessibility barriers cited in the ADA Transition plan at once.



Baycrest Overlook is often the first stop and introduction to Homer for many visitors.



Homer Intersection Improvements

Project Description & Benefit: This project implements recommendations of the 2005 Homer Intersections Planning Study commissioned by the Alaska Department of Transportation and Public Facilities. The study analyzed the needs of twelve intersections according to traffic forecasts, intersection safety records, pedestrian concerns and intersection options. The benefit of the improvements will be to enhance traffic safety and quality of driving and pedestrian experiences, particularly as the community continues to grow.

The study noted six Homer intersections needing traffic controls to 1) provide gaps for turning vehicles and 2) provide safer crossings for pedestrians on Homer's main thoroughfares where traffic volumes are increasing and worsening in the summer months. DOT/PF have improved some of the intersections; the two remaining include Sterling Highway at Pioneer Avenue and Sterling Highway at Heath Street.

The intersection study also analyzed areas with poor or non-existent lane and crosswalk pavement markings, missing or inadequate crosswalk signage and heavy traffic volumes. City Council passed two resolutions formally requesting DOT&PF include additional enhanced pedestrian safety measures in two area road improvement projects: Pioneer Avenue and Lake Street.

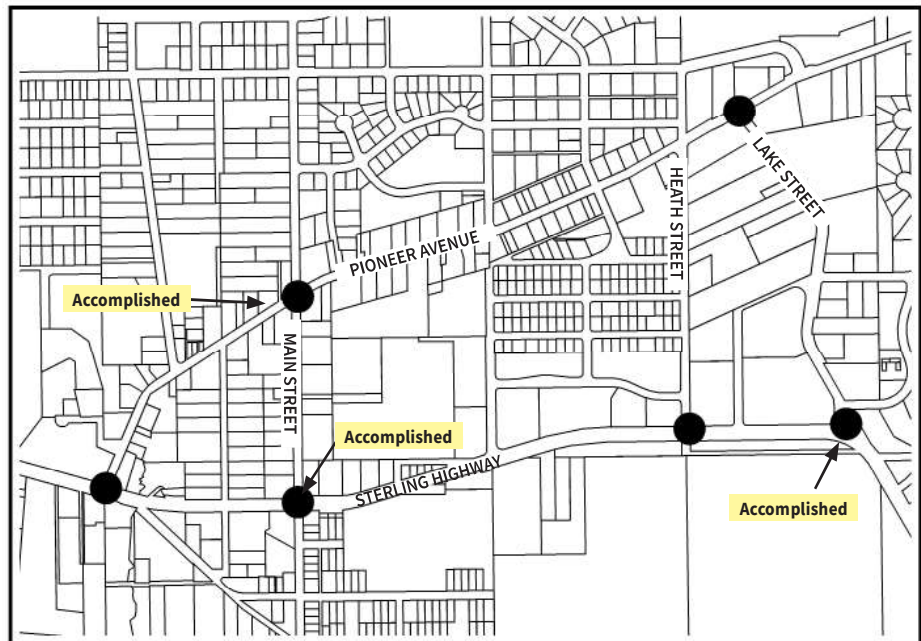
Staff recommends removing this project from the CIP as AK stake when DOT&PF installs
DOT will have completed all intersection improvements. iting features across Pioneer Avenue

The City also expects the State of Alaska to adhere to 2010 ADA standards when constructing, altering or repaving streets and intersections, including mandated curb ramps or other sloped areas at intersection having curbs or other barriers to entry from a street level pedestrian walkway. Further, while not mandated, the City's ADA Committee endorses upgrading Homer's four traffic signals to audible pedestrian signals and evaluating potential additional traffic control/pedestrian crosswalk installation in areas where there are major pedestrian traffic generators or where multi-use trails crosses the roadway.

Plans & Progress: DOT/PF installed a four-way stop with flashing overhead beacon at the Pioneer Avenue and Main Street intersection in 2016. They installed a traffic signal at the Main Street and Sterling Highway intersection in 2019.

During the 2020 Pioneer Avenue Pavement Preservation Project, all curb ramps were updated to current ADA requirements, crosswalk markings that were agreed to between DOT&PF and the City (at Bartlett, Main, Svedlund, Kachemak, and Heath) were replaced with grooved-in thermoplastic; the crosswalk at Svedlund was relocated to make pedestrians more visible to drivers; the crosswalk at Main Street was relocated to align with the path on the south side; and portions of the existing pathway which had significant cracking, making them difficult for wheelchairs to use, were replaced.

DOT/PF completed design work for Lake Street Rehabilitation in 2020. While the design does not include a pedestrian crosswalk at Grubstake, it does include curb ramps, warning signs, and electric conduits for a potential crosswalk system in a future project.



Alaska DOT/PF's traffic study recommended traffic control signals at four central Homer intersections shown above.



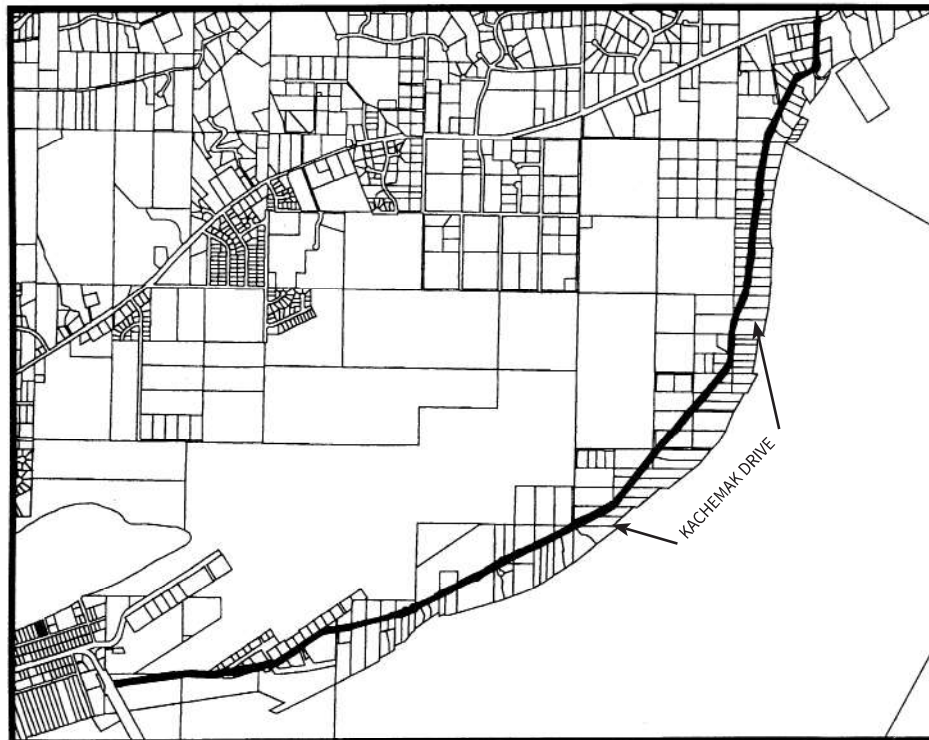
Kachemak Drive Rehabilitation/Pathway

FY 2023 - DRAFT Document

Project Description & Benefit: Kachemak Drive connects Homer Harbor with Homer's industrial boat yards, serves drivers as a connector from the Homer Spit to East End Road, has a residential community, and serves as an alternate route to the airport. Truck, boat trailer, residential and commuter traffic are often heavy, with an approximate daily traffic of 1,500 vehicles. The road needs rehabilitation including raising the embankment, resurfacing, widening the road, and drainage improvements.

Bicyclists, pedestrians and occasional moms with strollers use Kachemak Drive to connect to the Spit, Ocean Drive, and East End Road bike paths. Kachemak Drive has narrow to non-existent shoulders, forcing cyclists to the left of the fog line. Motorists typically slow down behind bicyclists, wait until there is no oncoming traffic, then pass by crossing the center line. This procedure is dangerous to motorists and cyclists, especially on the hill leading up from the base of the Spit to the airport, where visibility is low. Bicycle traffic has increased in the past couple of years due to the advent of wide-tire winter bicycles and Homer's increasing popularity as a bicycle friendly town. Construction of a separated pathway along East End Road will increase recreational and commuter bicycle and pedestrian traffic on Kachemak Drive and will improve driver, bicycle, and pedestrian safety. Because of the significant right-of-way acquisition involved, this project will likely take several years to complete.

Plans & Progress: The Kachemak Drive Path Committee has worked with the City of Homer Advisory Parks and Recreation Commission and Transportation Advisory Committee to explore potential alternatives. The City performed preliminary engineering in 2012 on a portion of the trail and found significant grade and easement challenges to the project.



Project location for Kachemak Drive pathway.



Main Street Reconstruction

Project Description & Benefit: This project will provide curb and gutter, sidewalks, storm drainage, and paving for Main Street from Pioneer Avenue to Bunnell Street.

Homer's Main Street is a primary north-south corridor running from Bayview Avenue (near the hospital) to Ohlson Lane (near Bishop's Beach). In the process, it connects Homer's primary downtown street, Pioneer Avenue, with the Sterling Highway and provides the most direct access to the Old Town district. It also provides the western border to Homer's undeveloped Town Center district.

Despite its proximity to the hospital, businesses and residential neighborhoods, Main Street has no sidewalks, making pedestrian travel unpleasant and hazardous. Sidewalks on this busy street will enhance the quality of life for residents and visitors alike and provide economic benefits to local businesses and the community as a whole.

Plans & Progress: Main Street is a City street from Pioneer Avenue northward, and a State street from Pioneer Avenue south. The Homer Non-Motorized Transportation and Trail Plan, adopted by the City Council in 2004, calls for construction of sidewalks on both sides of Main Street to provide a safe means for pedestrians to travel between Old Town and Pioneer Avenue, and stresses that this should be regarded as a "near term improvement" to be accomplished in the next two years. The Homer City Council passed Resolution 06-70 in June 2006 requesting that Alaska Department of Transportation and Public Facilities (DOT/PF) "rebuild and upgrade Main Street from Pioneer Avenue to Bunnell Avenue as soon as possible in exchange for the City assuming ultimate ownership, maintenance, and operations responsibility."

State of Alaska DOT/PF has obtained \$2.8 million to make safety improvements to Main Street Intersections. In 2016, they installed a four-way stop and flashing overhead beacon at the Pioneer and Main Street intersection. They will be moving ahead with the preferred alternative of installing a traffic signal at the Sterling Highway and Main Street intersection (2019). However, much work remains to be done to improve and reconstruct of the entire section of Main Street from Pioneer Avenue to Bunnell Street.



A mother pushes a stroller along Main Street between the Sterling Highway and Bunnell Street, while another pedestrian walks on the other side of the road.



Sterling Highway Milepost 172 Drainage Improvements

Project Description & Benefit: The Baycrest Subdivision neighborhood (downslope from a beehive collector installed at milepost 172 on the Sterling Highway by the Alaska Department of Transportation (ADOT)) is built on sloping terrain of unconsolidated soils containing blue clay with a high water table and incidental springs. Properties in this subdivision experience unusually high levels of flooding, runoff and erosion.

Some Judy Rebecca Court properties in this neighborhood in particular have suffered damage due to water saturation including cracked windows and shifting foundations. The property damage is related to the amount of water in the soil and every effort needs to be extended to control the amount of water introduced into the soil, including water runoff from the Sterling Highway. These homes are located 750 linear feet distant and 125 feet vertical downslope from the beehive collector outfall. While certainly not all the problematic water is coming from the outfall, attention to drainage in the area is important to reduce the potential for slope failure and possible loss of property and life.

Water flow volume measurements from the beehive collector over time indicate that the outfall is directing a concentrated discharge of water onto the Baycrest neighborhood slope, adding to an already precarious water saturated soil condition. The City of Homer requests that ADOT divert the beehive collector outfall off the slope and into a natural drainage similar to the one that exists below the next Sterling Highway concrete encased cross-drain some 80 paces east of the Mt. Augustine Drive intersection with the Sterling Highway.

Keeping water off this slope where possible helps mitigate the potential for catastrophic slope failure; discharging the beehive collector outfall into a naturally occurring drainage mitigates the potential for impacting other area properties with the additional runoff.

Plans & Progress: At the request of affected home owners and Homer City Council members, a local retired geologist studied and provided mitigation recommendations to the City of Homer and ADOT. Additionally, Newton Bingham, a PE with ADOT evaluated the situation in November of 2017. In recognition of the potential hazard to property and life, Homer City Council passed Resolution 17-082 in September 2017 directing the Homer Advisory Planning Commission to consider a Natural Hazards Overlay District or other appropriate zoning regulation on and around Baycrest Subdivision. In line with an Alaska Administrative Order 175 under Order item 1 which states, "To the maximum extent possible consistent with existing law, all state agencies with construction ...shall encourage a broad and united effort to lessen the risk of flood and erosion losses in connection with State lands and installations and state-financed or supported improvements..."; City Council passed Resolution 18-008 in January 2018 requesting ADOT fix Sterling Highway drainage effecting the Baycrest Subdivision.

In February 2018, a group from Homer met with ADOT Deputy Commissioner Amanda Holland and telephonically with Central Region Director Dave Kemp about Homer's request.

A February 2019 letter from ADOT refutes that the highway and culvert are altering the drainage pattern as the highway and culvert predates development of the Baycrest Subdivision by twenty years. The letter also states that no engineering analysis would suggest that moving the culvert to a new location would improve conditions in the subdivision. On the contrary, it would (rightly) result in claims that ADOT is altering drainage patterns and then would be held responsible for any and all erosion in the area downhill.



Aerial photo of the area downslope of the outfall from a Sterling Highway beehive collector.



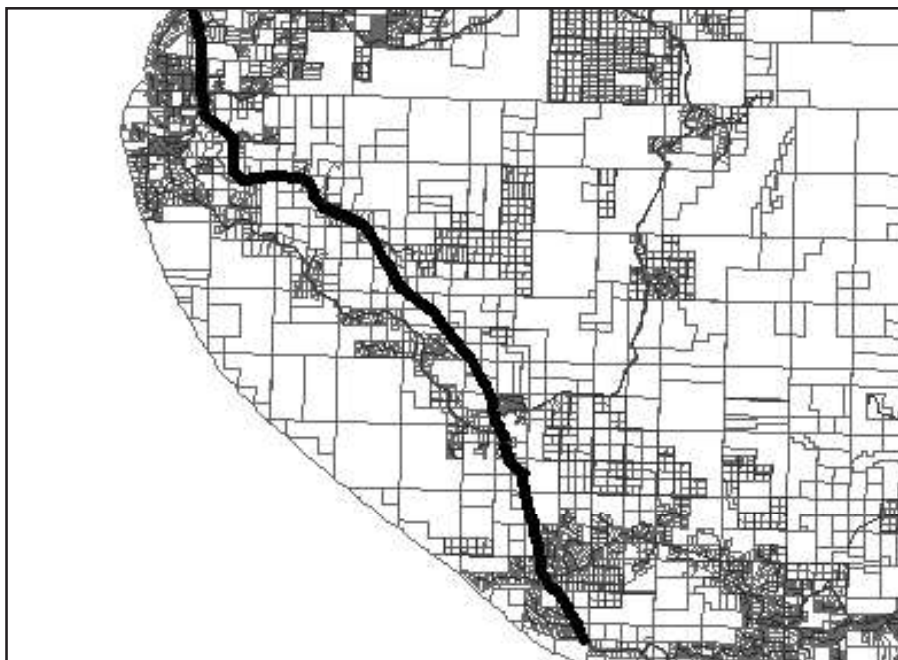
Sterling Highway Reconstruction Anchor Point to Baycrest Hill

Project Description & Benefit: This project will reconstruct 12 miles of the Sterling Highway between Anchor Point (MP 157) and the top of Baycrest Hill in Homer (MP 169) to address severe safety issues resulting from curves, hills and blind spots on the existing road. The project has been identified as a high priority of the Kenai Peninsula Borough.

Many major side road intersections, gravel hauling operations, and school bus stops contribute to dangerous conditions on the 12-mile section of highway, which has been the scene of several serious accidents, many with fatalities, over the past several years. Continued population growth has led to more subdivisions with intersecting roads and more traffic on the highway, exacerbating the problem. School buses must stop in some locations with blind corners and hills.

According to the 2018-2021 Statewide Transportation Improvement Plan, the project will provide passing lanes, widening and realignment to address safety and passing opportunities, and pavement resurfacing between Anchor Point and the top of Homer Hill. The South Fork Anchor River Bridge (deemed structurally deficient by DOT&PF) will be replaced and a new bridge is proposed to replace culverts that currently carry the North Fork Anchor River under the Sterling Highway.

Plans & Progress: \$2.5 million dollars was included in the FY2013 capital budget for design and right of way phases of this project. Preliminary engineering and environmental assessment services began in the summer of 2014. DOT&PF is still working on project plans. As a full rehabilitation project, it has a high level of environmental work. \$1.7 million dollars was in the FY19 budget for Right of Way funding. DOT does not expect to go into construction on it for several years. \$80.8 is currently budgeted after 2021.



Location of DOT&PF's Sterling Highway Reconstruction Project.



Projects Submitted by Other Organizations

The City of Homer supports the following projects for which local non-profit organizations are seeking funding and recognizes them as being of significant value to the Homer community:

- **Beluga Slough Trail Extension45**
- **Homer Hockey Association:
Kevin Bell Ice Arena Acquisition.....46**
- **Homer Senior Citizens Inc.:
Alzheimer's Unit47**
- **Kachemak Heritage Land Trust:
Poopdeck Platt Trail48**
- **Kachemak Shellfish Growers Association:
Kachemak Shellfish Hatchery49**
- **Kachemak Ski Club:
Homer Rope Tow Access & Equipment Upgrades50**
- **South Peninsula Behavioral Health Services
The Annex Upgrade51**



Beluga Slough Trail Extension

Project Description and Benefit: The goal of this project is to extend the existing Beluga Slough Trail around the northern perimeter of Beluga Slough to expand recreational and educational opportunities for the Homer community and its visitors. Beluga Slough is a unique environment which has been the focus of environmental education activities for decades. Naturalists from federal, state and non-governmental agencies bring local families and visitors to the existing trail to share the rich natural history of the slough's vegetation, wildlife and invertebrates. The 0.5 mile extension provides greater viewing opportunities for shorebirds, salt marsh habitats and intertidal flats. The extension would create a quiet, non-motorized trail away from the Sterling Highway with connections to Bishop's Beach, Homer's Old Town District and Ben Walters Park.

Plans and Progress: This trail concept is included in the 2004 Homer Non-Motorized Transportation and Trail Plan. A community-based project team has formed to honor Carmen Field, who taught so many about Beluga Slough through her work at the Kachemak Bay National Estuarine Research Reserve and Alaska Department of Fish and Game. This trail extension would allow Carmen's memory and her love for bringing people out into the natural world to live on.

The proposed trail (see map below) would be on City of Homer property. Owners of the new Aspen Suites Hotel, which opened in May 2019, anticipate re-platting their private parcel and donating the lower portion to the city (indicated by yellow star). Planning for the project and discussions with the private landowner is under way. Construction of Phase 1 is anticipated to start in fall of 2021.

Project proponents have discussed potential project sponsorship and/or trail coalition membership with The Homer Foundation and other area organizations. Discussions with City of Homer Park, Arts, Recreation & Culture Advisory Commission and City staff, yielded the following issues that will need to be addressed and budgeted for as the project moves forward:

- security vulnerability of the Public Works complex and sewer treatment facility;
- places recreational feature in floodplain, which is inconsistent with AK Department of Transportation & Public Facilities emergency response plan in the event of potential Beluga Slough Dam failure;
- mitigation of illegal use of lands newly accessed by the trail and the added security measures (landscaping/patrol time) it requires to insure public safety; and
- environmental permitting /land use authorizations.

Total Project Cost: The project will be accomplished in three phases with significant community-based labor and supplies anticipated.

Phase 1: negotiation with private land owner for donation or easement, project design work, and construction of 375 feet of the western-most part of the trail (backcountry – recreational trail design): \$25,000 - 75,000

Phase 2: construction of 1,200 feet of the eastern part of the trail (backcountry - recreational trail design): \$150,000 - 250,000

Phase 3: construction of 1,000 feet of the middle and wettest section requiring a semi-improved trail design: \$300,000 - 450,000



Proposed extension of the Beluga Slough Trail indicated by white dashed line.



Homer Hockey Association Kevin Bell Ice Arena Acquisition

FY 2023 - DRAFT Document

Project Description & Benefit: The Kevin Bell Arena was constructed in 2005, with initial funding from grants associated with the 2006 Arctic Winter Games combined with a loan from English Bay Corporation /Homer Spit Properties. Homer Hockey Association (HHA) has successfully operated the Arena since its opening. HHA has met operating and capital acquisition costs within a yearly budget of \$300,000 to \$350,000. HHA is seeking financial support to retire the remaining debt of \$2,087,000 million dollars from purchasing the Arena.

HHA's mission is to cultivate on-ice recreation of all kinds, for all ages, on the Lower Kenai Peninsula. HHA has been accomplishing this mission for more than a decade as one of the few non-profit, volunteer run ice rinks in the United States. Volunteers contribute an estimated 14,000 hours annually, representing a huge commitment of time and effort by our community. Over the years, programs have been expanded to include activities for all: figure skating, hockey at all age and skill levels, broomball, curling and numerous community and school open skate events. The public and open skate events bring up to 1000 additional users during the busiest months. These efforts earned HHA the 2012 Alaska Recreation and Parks Association Outstanding Organization award and more recent recognition from the USA Hockey Association.

The Kevin Bell Arena hosts numerous games, tournaments and events that bring commerce to the City of Homer. This is especially important during the winter when tourism and occupancy rates are low. HHA hosts several separate youth and adult hockey tournaments totaling approximately 150 games each year. In 2015-2016 these games brought over 1,160 out of town players to Homer, accompanied by family and fans that contributed an estimated \$646,187 to the local economy through lodging, transportation, dining and merchandise purchases. KBA has hosted several consecutive youth State Hockey Championship Tournaments which are widely attended by families from all over the State.

Plans and Progress: HHA has an active and committed Board of Directors and membership. The volunteer hours are leveraged by several successful fundraisers, sponsor and advertising campaigns, grant awards and donations each year. This covers approximately one third of the annual operating and capital expenses. The remaining expenses are covered by user fees.

The purchase of the building would provide HHA the opportunity to open more programs and expand existing programs to include more of the community. The high user fees are a barrier for many families but necessary just to meet annual expenses. The building purchase would allow HHA to adequately fund and plan for the replacement of the major mechanical components of the ice arena. It would also allow for major building maintenance projects to be funded. It could allow for heating and additional seating to accommodate the spectators. Major projects that could increase revenue such as permanent year-round flooring could become feasible. The building purchase would allow this important community resource to grow and prosper into the future.

Total Project Cost: \$2, 087,000



Christmas Eve public skate at Kevin Bell Arena is well attended.



Homer Senior Citizens Inc. Alzheimer's Unit

Project Description & Benefit: Seniors are the fastest growing population for the State of Alaska. Homer is projected as the second city in the State which will see the most significant growth in this demographic. Homer Senior Citizens (HSC) operates a 40 bed assisted living facility. We have sent four seniors from our community due to Alzheimer's disease in the past four years. Losing one senior a year is unacceptable as it tears away the fabric of our community. All of the seniors have families remaining in the Homer community.

In order to maintain the health of our senior population, a full continuum of care is required. Maintaining physical, mental and social capacity supports the dignity of our most vulnerable adults. An Alzheimer's Unit has been a strategic priority for the HSC's Board of Directors to keep our seniors home in the community.

The Alzheimer's Unit will include sixteen beds. Homer Senior Citizens, Inc. has contracted with an architecture firm to produce designs and engineering recommendations. The unit will include a memory care unit to help maintain residents' existing cognitive capacity. Specific features of the facility (therapy pool and activities room) will be open to all seniors 55 years of age and older. The therapy pool and activities room will be Phase 2 of the project and will incorporate low-impact exercise equipment to maintain seniors' physical capacity. This also opens the possibility to contract with South Peninsula Hospital for use of the therapy pool for other age groups, benefiting the entire population of Homer.

Operating funds will be secured from "fees for service;" room and board; billing for Physical Therapy in both the therapy pool and the exercise program in the activities room (once Phase 2 has been completed) and fees for contracted use of therapy equipment and the pool. Projected five year profit will be approximately \$1,508,600. This does not include contractual arrangements with third party vendors.

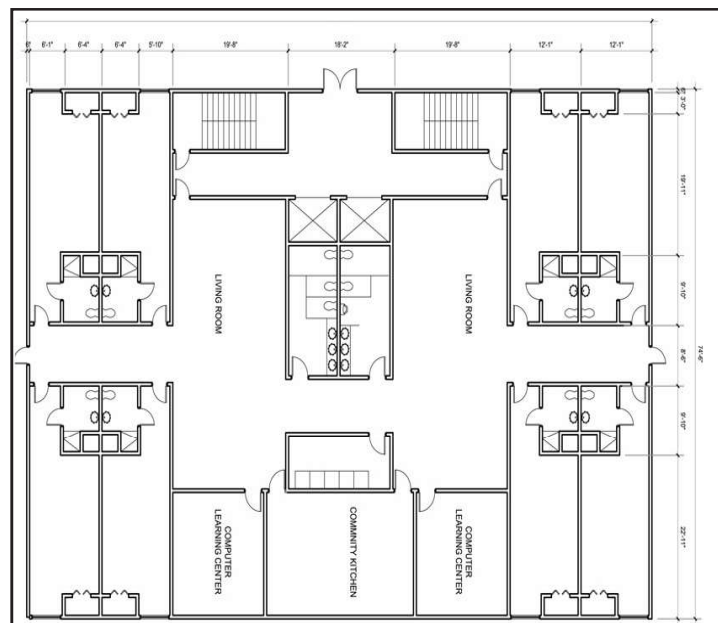
Plans & Progress: Currently HSC staff is completing the State of Alaska Certificate of Need. Design work continues; HSC has met with HydroWorx to incorporate the Therapy Pool with the Alzheimer's Unit.

HSC is in the initial stages of fundraising for the Alzheimer's Unit. Three foundations that fund this type of project have been identified. HSC sponsors annual fundraising events to secure the match for foundation grants.

Total Project Cost: \$7,000,000



Example of a HydroWorx Therapy Pool Room .





Kachemak Heritage Land Trust Poopdeck Platt Trail

FY 2023 - DRAFT Document

Project Description & Benefit: Kachemak Heritage Land Trust (KHLT) owns the 3.47-acre Poopdeck Platt property at the end of Klondike in Homer. Over the years, KHLT has worked with the National Park Service Rivers, Trails, Conservation Assistance Program, architects, Alaska State Parks, the City, the Independent Living Center (ILC) and community members to plan a community park and Americans with Disabilities Act (ADA) accessible trail on this property.

Most of the trail is on KHLT land (KPB Parcel #17719234). Part of the trail is situated on adjacent City of Homer land (KPB Parcel #17719231) to minimize the crossing of delineated wetlands in the southern portion of the property. An added advantage is to provide potential ADA connectivity between Pioneer Avenue and Bishop's Beach. This project will benefit the Homer community by providing a universally accessible trail in the town center area, open to use by all people.

Plans & Progress: KHLT, working with a design consultant, completed the trail design and cost estimate in 2018. Homer City Council expressed its support for the project by passing Resolution 18-29 and authorizing expenditure of up to \$5,200 from the Homer Accelerated Roads and Trails Program for trail design. Design was completed with \$1,200 funds donated by community businesses and individuals and \$4,000 from the City of Homer.

Phase I of the trail construction was completed in 2019 after receipt of a Recreations Trails Program grant of \$45,921 from the State of Alaska and an additional 10% (\$5,103) match from the City of Homer. The interpretative and kiosk sign design were completed in 2020. The City resurfaced the Poopdeck Trail from Grubstake Avenue to Hazel Avenue and ADA parking spaces were installed at KHLT trailhead and on the City of Homer land in 2020.

KHLT is currently coordinating with the City of Homer and local volunteers to complete Phase II of trail construction that includes trail and drainage improvements in select locations, ordering and installing interpretive signs and kiosks, ADA accessible benches, dog waste receptacles and dog leash lending stations.

Total Project Cost: \$87,673

Phase I: Trail Design & Construction: \$56,223

Phase ii: Upgrade City of Homer Trail: \$6,185

ADA Parking: \$13,395

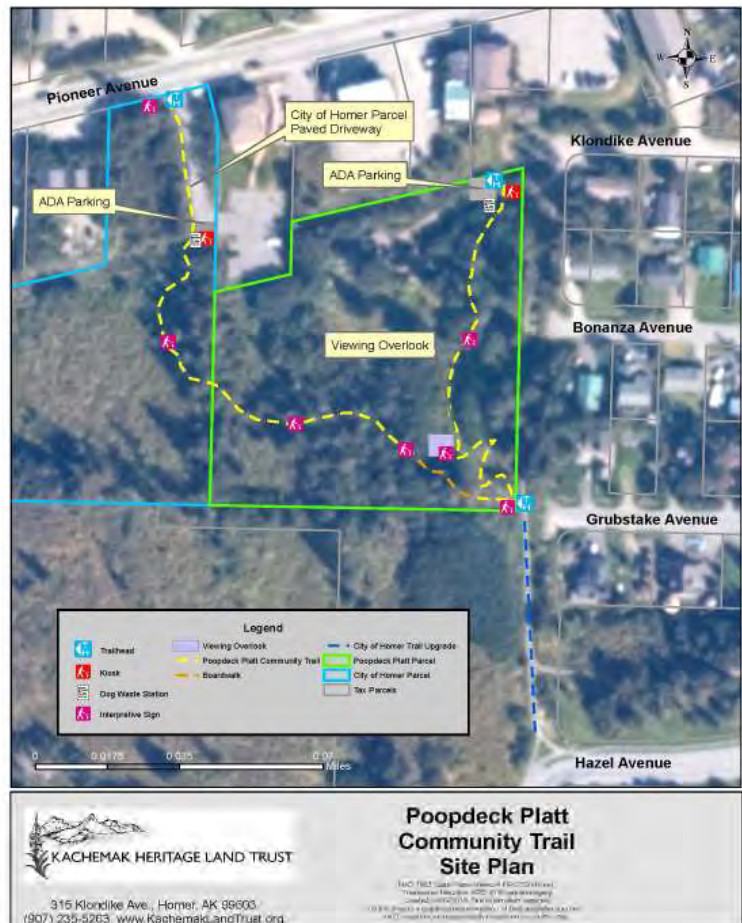
Trail & Kiosk Signs: \$8,500

Dog Waste Disposal & Leash Lending: \$1,870

ADA Benches: \$1,500



Community members and representatives of KHLT, the Homer Independent Living Center and City of Homer worked with Ptarmigan PTrails consultant to design the Poopdeck Platt trail.





Kachemak Shellfish Mariculture Association Kachemak Shellfish Hatchery

Project Description and Benefit: Since 1994 Kachemak Mariculture Association (KSMA), a 501c5 organization, has steadfastly upheld its primary mission of assisting shellfish growers in Kachemak Bay to establish an economically sustainable oyster industry. Today through its close partnership with the Kachemak Shellfish Growers' Coop (KSGC), eleven aquatic farms are providing jobs for processing, marketing, and shipping half-shell oysters. For the last seven years the processing facility on the Spit is also culturing, marketing, and shipping oyster seed to the eleven member farms and to farms outside of Kachemak Bay.

Seven years ago KSGC farms were severely impacted by an oyster seed shortage affecting the entire Pacific Coast. The farmers wrestled with the financial realities of unpredictable seed shortages. KSMA farmers had to be in charge of their own seed production. It was decided to build a small experimental seed hatchery / setting facility at the KSMA building to address the seed needs of the growers. This experimental hatchery has consistently set millions of spat seed every year thanks due to the nutrient rich waters, dedication of two KSMA employees, and the growers volunteerism. The local nursery has been undermanned and underfunded, but the resulting seed has proven to out perform all other seed—it grows faster and mortality rates are significantly better than all previous seed grown outside of Alaska. However, this past year, severe tides and storms have hastened the degeneration of a critical piece of nursery equipment.

The piece of equipment is called a FLUPSY — a FLoating UPwelling System. Microscopic spat cannot go directly from the hatchery to the farm sites. The spat must spend six months to a year in appropriately graded bins, at great labor expense of cleaning and grading, in salt water that is constantly being moved by an electrically-driven paddle wheel. At 18 years old, the FLUPSY lacks AK DEC compliant floatation, and is showing the wear-and-tear of the harsh maritime climate coupled with winter storm damage. The present FLUPSY is also unsecured making it a vandalism target. The project includes new safety equipment and covered, lockable dry storage for tools and laborer's needs.

The economic benefits of this oyster industry in Homer are great. Oysters have become a sparkling year-round addition to Homer's seafood options for locals and tourists alike. Every cooler of oysters delivered to the dock represents approximately \$150 to the grower. By the time the end user receives those oysters, the economic ripple effect becomes approximately \$725. Excess seed is sold to other growers in and out of state helping to fulfill an economic development priority in Alaska's Comprehensive Economic Development Strategy.

Our local hatchery and a new, safe state-of-the-art FLUPSY can also provide a viable educational lab for high school and university students, who currently have to travel to Seward for mariculture studies. Mariculture courses could easily be developed around aquatic farming opportunities including the raising of sea vegetables and kelp.

Plans and Progress: The new FLUPSY is being developed in two phases. The design phase is complete. With the help of the Kenai Peninsula Economic Development District, KSMA is pursuing grant funds to assist with the construction phase. Should funds be secured, KSMA will be seeking grant matching funds.

Total Project Cost: \$247,500



Left: Oyster spat ready to sell to growers. Right: FLUPSY bins taken out of the water. Spat in the right bin have been cleaned, sorted, graded and counted.



Kachemak Ski Club

Homer Rope Tow Access & Equipment Upgrades

FY 2023 - DRAFT Document

Project Description & Benefit: The Kachemak Ski Club was founded more than sixty years ago to operate a rope tow just off Ohlson Mountain Road near Homer. Our founders wanted to get Homer kids out of the house on the weekends and it is no different today. Over the years, this historic public recreational treasure has hosted thousands of downhill sports enthusiasts, family and social gatherings and also has served as a venue for snow sports safety instruction.

This project improves access to the base of the ski hill from Ohlson Mountain Road, making the lodge and slopes more welcoming for youngsters and newcomers. It relocates and refurbishes the hill's aging bullwheel at the top of the slopes and includes grade work to the upper slope's towpath to lower the rope's haul angle. It also allows purchase of a second portable rope tow device to improve access to the more gentle slopes at the base of the hill for children and beginners.

Plans and Progress: The Homer Rope Tow recreation area is separated from Ohlson Mountain Road by private land, but has legal access via a section line easement. A circuitous quarter mile long trail connects the road to the hill, avoiding several structures that encroach into the easement. To make access safer and quicker, Kachemak Ski Club plans to purchase an easement that would halve the walk-in distance from the road and construct a new Ohlson Mountain Road turnout with a widened parking area. These upgrades will make access shorter and more manageable for parents juggling both gear and young children and will minimize the safety risks of the double parking on Ohlson Mountain Road that now occurs during crowded weekends.

In addition to the above-described relocation of the electric motor bullwheel house and grade work to the upper slope, Kachemak Ski Club plans to acquire a portable rope tow device that can be positioned on the lower part of the hill for beginners and children. This would serve to increase the number of skiers who can be accommodated on busy days as well as a shorter, less physically taxing tow ride for younger and less experienced skiers. It could also be used for snowsport instructional classes and special events, leaving the main rope tow free for other riders. Some funds would also be used to acquire terrain park features to offer entertaining challenges for skiers and snowboarders.

Total Project Cost: \$95,000

Equipment (auxiliary rope tow & terrain park features): \$35,000

Parking & Right of Way Access Trail: \$30,000

Relocation of Bull Wheel & Slope Grading: \$30,000



Youth enjoying Homer's own downhill ski area.



South Peninsula Behavioral Health Services: The Annex Upgrade

Project Description & Benefit: South Peninsula Behavioral Health Services provides services at multiple sites throughout Homer. Our customers include children, adults and families that may be struggling with mental illness, development disabilities, substance use disease, or combinations of all three. One of our older facilities, 948 Hillfair Court, also known as The Annex, houses several of our important programs serving over 140 individual customers annually. Programs include:

- *Journeys* - day treatment and adult rehab.
- *Souply* - our vocational training soup delivery program.
- *Individual Placement and Support (IPS)* - our vocational training program that partners with local business to provide vocational experience for those struggling with a variety of issues including treatment and case management support for our customers in need.

The building is old and annual repairs to plumbing, painting, the Souply kitchen, and the treatment rooms often exceeds our maintenance budget for our entire agency. We are in the initial planning stages of rebuilding and redeveloping this property to better accommodate the needs of our clients, our staff and the community.

The updated building will include a revitalized commercial kitchen; treatment rooms that are private and secured; group and community rooms that are designed to meet the needs of our population; updated electric, plumbing and network services; and expanded services to meet the health needs of the community.

Plans and Progress: SPBHS has completed phase one of the project with a \$50,000 dollar grant to improve the foundation and address structural issues. This also included clearing space next to the building and addressing drainage issues created by neighboring properties. SPBHS also received a grant to assist in upgrading the Souply kitchen equipment.

The SPBHS Board of directors Facilities Committee and the Client Council have been reviewing possible next steps for updating/expanding the building. This has included developing plans to remodel the current footprint while expanding internal square footage to better meet the needs of the program. It has also included proposals to build an additional building immediately adjacent to meet the needs of the clients and the community.

Upon finalizing the next steps the agency will begin moving forward with a three-year project to remodel The Annex. This will include fundraising from foundations and other charitable organizations, determining the full scope of services to implement in the new building, and developing a three-year work plan. SPBHS has included in its budget for the coming year an effort to end the year with a \$250,000 surplus earmarked for the project.

In March of 2020, all agency-wide facilities updates were put on hold. During the past year as agency, client, and community changes have informed the way we do business, we are reviewing how those changes (telecommuting, telemedicine, etc.) impact our services. To this end, we anticipate that the updating of our Hillfair property will continue, albeit with different end goals that have not been detailed at this point. During the summer of 2021, the SPBHS is undertaking a new strategic planning session. This will inform the direction of the renovations/updates/improvements to the Hillfair Property.

Total Project Cost: \$500,000-\$750,000.



Annual maintenance to the Annex, an older, former residential building that houses several SPBHS programs, often exceeds SPBHS' entire agency maintenance budget.

Contact Mayor Ken Castner or Rob Dumoulin



The Annex's group treatment space needs remodeling to make the space more private and separate from a public entrance, public bathroom and stairway to offices..

Contact City Manager at 235-8121



Capital Improvement Long-Range Projects

The following projects have been identified as long-range capital needs but have not been included in the Capital Improvement Plan because it is not anticipated that they will be undertaken within the six-year period covered by the CIP. As existing CIP projects are funded or as other circumstances change, projects in the long-range list may be moved to the six-year CIP.

Local Roads

Fairview Avenue – Main Street to East End Road: This project provides for the design and construction of Fairview Avenue from Main Street to East End Road. The road is approximately 3,000 linear feet and the project will include paving, water and sewer mains, stub-outs, storm drains, and a sidewalk or trail. The project extends from the intersection of Main Street to the Homer High School, and finally to East End Road, and will provide an alternative to Pioneer Avenue for collector street access east/west across town. This roadway would benefit the entire community by reducing congestion on Pioneer Avenue, the major through-town road, and would provide a second means of access to the high school. It would also allow for development of areas not currently serviced by municipal water and sewer.

This improvement is recommended by the 2005 Homer Area Transportation Plan. Necessary right of way has already been dedicated by the Kenai Peninsula Borough across the High School property.

Cost: \$1.75 million Priority Level 3

Fairview Avenue – Main Street to West Hill Road: This project provides for the design and construction of Fairview Avenue from Main Street to West Hill Road. The road is approximately 4,200 linear feet and the project will include paving, water and sewer mains, stub-outs, storm drains, and a sidewalk or trail. In conjunction with the Fairview to East End Road project, this project will benefit the entire community by providing an alternative to Pioneer Avenue for collector street access east/west across town, thereby reducing congestion on Pioneer Avenue and developing alternative access for emergency vehicle response. The need for the road extension has increased markedly with the development of three major residential subdivisions in the area.

This improvement is recommended in the 2005 Homer Area Transportation Plan.

Cost: \$3 million Priority Level 3

Parks And Recreation

Beach Access from Main: This project will provide residents and visitors with coastal viewing stations and access to the beach at the southern end of Main Street, utilizing City-owned land. The project will enhance connectivity in Homer's developing trails and park system, providing additional access so that beach-goers can walk onto the beach at one point and off at another, on a loop through Old Town, Town Center, etc. For those not physically able to walk all the way to the beach, platforms near the roads will provide nice views and benches on which to relax. Interpretive signage could provide information on Homer history, beach formation, and other topics.

The Main Street beach access point is envisioned to have a small parking area, a viewing platform with a bench, and stairs with landings.

Cost: \$250,000 Priority Level 3



Capital Improvement Long-Range Projects

FY 2023 - DRAFT Document

East Trunk/Beluga Lake Trail System: This project will create two connecting trails:

- The Beluga Lake Trail will partially encircle Beluga Lake with a raised platform trail that includes a wildlife observation site. The trail will connect neighborhoods and business districts on the north and south sides of the lake.
- The East Trunk Trail will provide a wide gravel pathway from Ben Walters Park east along the City sewer easement, along the north side of Beluga Lake (connecting with the Beluga Lake Trail), and eventually reaching East End Road near Kachemak City.

The completed trail system will connect Paul Banks Elementary School, the Meadowood Subdivision, and other subdivisions and residential areas to Ben Walters Park. It will additionally provide hiking, biking, and wildlife viewing opportunities around Beluga Lake. In addition, it will provide an important non-motorized transportation route.

The Beluga Lake Trail, a trail connection to Paul Banks Elementary School and East End Road are included in the 2004 City of Homer Non-Motorized Transportation and Trail Plan.

Cost: Beluga Lake Trail—\$1.5 M East Trunk Trail—\$2 M Priority Level 3

Horizon Loop Trail, Phase 1: The Homer Horizon Loop Trail is proposed as a four to five mile route that would run clockwise from Karen Hornaday Park up around the top of Woodard Creek Canyon, traverse the bluff eastward, and then drop down to Homer High School. The parking lots of Karen Hornaday Park and Homer High School would provide trailhead parking. Those wishing to complete the loop will easily be able to walk from the high school to Karen Hornaday Park or vice versa via Fairview Avenue. A later stage of trail development will connect the Horizon Loop Trail with the Homestead Trail at Bridge Creek Reservoir.

Cost: Staff Time Priority Level 3

Jack Gist Park Improvements, Phases 3: Jack Gist Park has been in development since 1998 on 12.4 acres of land donated to the City of Homer by a private landowner. As originally envisioned by the Jack Gist Recreational Park Association, this parcel was developed primarily for softball fields. The long-term goal is to acquire adjacent properties that will provide space for soccer fields. Phase 3 development will construct a plumbed restroom at the park and develop soccer fields.

Cost: \$400,000 Priority Level 3

Karen Hornaday Park Improvements, Phase 4: Phase 4 park improvements will include building a concession stand, shed, landscaping, signage, and revegetating Woodard Creek.

Cost: \$860,000 Priority Level 2

Mariner Park Improvements: This project will provide significant improvements to Mariner Park as called for in the park's master plan: Construct a bike trail from the "Lighthouse Village" to Mariner Park (\$325,000); Construct a pavilion, additional campsites, and interpretive kiosk (\$150,000); and improve the appearance of the park with landscaping (\$75,000).

Total: \$500,000 Priority Level 3



Capital Improvement Long-Range Projects

UTILITIES

Water Storage/Distribution Improvements Phase 4 - Spit Water Line: The existing Homer Spit water line is 40 years old and is constructed of 10-inch cast iron. In recent years it has experienced an increasing number of leaks due to corrosion. The condition has been aggravated by development on the Spit resulting in increased load from fill material on an already strained system. This project consists of slip lining approximately 1,500 linear feet of water main to the end of the Spit. Slip lining the Homer Spit waterline, versus replacing, will reduce cost while ensuring an uninterrupted water supply for public health, fire/life safety needs, and expanding economic activities on the Spit. Grant funds from the EPA allowed the City to complete project design in 2014.

Cost: \$400,000

Priority Level 3

Bridge Creek Watershed Acquisition: Currently, the Bridge Creek watershed is the sole source of water for Homer. To protect the watershed from development that could threaten the water supply and to ensure the availability of land for possible future expansion of water treatment operations within the watershed, the City seeks to acquire additional acreage and/or utilize conservation easements to restrict development that is incompatible with clean water.

Cost: \$1,000,000

Priority Level 3

Alternative Water Source: Currently Bridge Creek Reservoir is Homer's sole water source. Population growth within the City, increased demands for city water from residents outside City limits, increasing numbers of tourists and summer residents, and climate change that has reduced surface water availability are all factors in the need for a new water source to augment the existing reservoir. An alternative water source also builds redundancy into this essential life/safety municipal infrastructure, making it possible to serve town with treated drinking water and adequate fire protection in the event of contamination or earthquake damage to Bridge Creek Reservoir.

Cost: \$16,750,000

Priority Level 3

West Hill Water Transmission Main and Water Storage Tank: Currently, water from the Skyline treatment plant is delivered to Homer via two transmission mains. One main (12-inch) is located along East Hill Road and delivers water to the east side of town. The other (8-inch) runs directly down to the center of town. A third transmission main is needed to deliver water to the west side of town, provide water to the upper West Hill area, and provide backup support to the two existing transmission mains. A new water storage facility is also needed to meet the demands of a rapidly growing community.

The addition of a third water transmission main has been identified in comprehensive water plans for over 20 years.

Cost: Design—\$500,000

Construction—\$4.5 M

Priority Level 2

STATE PROJECTS

Ocean Drive Reconstruction with Turn Lane: Ocean Drive, which is a segment of the Sterling Highway (a State road) connecting Lake Street with the Homer Spit Road, sees a great deal of traffic, particularly in the summer, and has become a source of concern for drivers, bicyclists, pedestrians, and tour bus operators. This project will improve traffic flow on Ocean Drive and reduce risks to drivers, bicyclists, and pedestrians by creating a center turn lane, providing well-marked crosswalks, and constructing a separated bike path. The project will also enhance the appearance of the Ocean Drive corridor by moving utilities underground and providing some landscaping and other amenities.

Currently, a bicycle lane runs on the south side of Ocean Drive. However, it is common for cars and trucks to use the bicycle lane to get around vehicles which have stopped in the east-bound traffic lane in order to make a left turn. Some frustrated drivers swing around at fairly high speeds, presenting a significant risk to bicyclists and pedestrians who may be using the bike lane. In recent years, the Homer Farmers Market has become a popular attraction on the south side of Ocean Drive during the summer season, contributing to traffic congestion in the area. In addition, Homer is seeing more cruise ship activity which also translates into more traffic on Ocean Drive. All of these factors have led to increased risk of accidents.



Capital Improvement Appendices

- CIP Development Schedule56
- Resolution 19-06157
- City of Homer Financing Assumptions58



Capital Improvement Appendices

CITY OF HOMER
2021-2026 CAPITAL IMPROVEMENT PLANNING PROCESS
FY 2022 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE

ACTION	TIME FRAME
City Council Approval of CIP Planning Schedule	May 26, 2020
Solicit new/revised project information from City Departments, local agencies and non-profits	June 1
Input for New Draft Requested By	June 12
Prepare and Distribute Draft CIP to City Advisory Groups for Review and Input:	
Planning Commission	July 15, August 19
Park, Arts, Recreation and Culture Advisory Commission	June 18, August 20
Port and Harbor Advisory Commission	July 22
Economic Development Advisory Commission	August 11
ADA Committee	August 27
Administrative Review and Compilation	August 15- August 31
City Council Worksession to Review Proposed Projects	September 14
Introduction of Resolution on CIP/Legislative Request	September 28
Public Hearing on CIP/Legislative Request	October 12
Adoption of Resolution by City Council	October 12
Administration Forwards Requests for Governor's Budget	October 16
Distribution of CIP and State Legislative Request	October 17
Compilation/Distribution of Federal Request	December 2021 & January 2022



Capital Improvement Appendices

FY 2023 - DRAFT Document

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**CITY OF HOMER
HOMER, ALASKA**

Mayor/City Council

RESOLUTION 20-084

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE 2021-2026
CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL PROJECT
LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2022.

WHEREAS, Duly published hearings were held on September 28 and October 12, 2020 to
introduce the final draft of the 2021-2026 CIP and to obtain public comments on capital
improvement projects and legislative priorities; and

WHEREAS, The Council received comments from all of the City of Homer Advisory
Commissions and held a CIP worksession on September 14, 2020; and

WHEREAS, It is the intent of the City Council to provide the Governor, the State Legislature,
State agencies, the Alaska Congressional Delegation, and other potential funding sources with
adequate information regarding the City's capital project funding needs.

NOW, THEREFORE BE IT RESOLVED by the City Council of Homer, Alaska, that the "City of
Homer Capital Improvement Plan 2021-2026" is hereby adopted as the official 6-year capital
improvement plan for the City of Homer.

BE IT FURTHER RESOLVED that the following capital improvement projects are identified
as priorities for the FY2022 State Legislative Request:

1. Port of Homer: New Large Vessel Harbor
2. Storm Water Master Plan
3. Main Street Sidewalk North
4. Multi-Use Community Center, Phase 1
5. Homer Barge Mooring & Large Vessel Haul Out Repair Facility

BE IT FURTHER RESOLVED that projects for the FY2022 Federal Legislative Request
will be:

1. Port of Homer: New Large Vessel Harbor
2. Storm Water Master Plan

BE IT FINALLY RESOLVED that the City Manager is hereby instructed to advise
appropriate State and Federal representatives and personnel of the City's FY 2022 capital
project priorities and take appropriate steps to provide necessary background
information.

PASSED AND ADOPTED by a duly constituted quorum of the City Council for the
City of Homer on this 28th day of September, 2020.

CITY OF HOMER

KEN CASTNER, MAYOR

ATTEST:

MELISSA JACOBSEN, CITY CLERK

Fiscal Note: N/A





Capital Improvement Appendices

FY 2023 - DRAFT Document

City of Homer Financing Assumptions: Capital Improvement Program

Implementation of the City of Homer Capital Improvement Plan requires utilization of various financing mechanisms. Financing mechanisms available to the City of Homer include:

- Federal grants or loans
- State grants or loans
- General obligation bonds
- Limited obligation bonds
- Revenue bonds
- Special assessment bonds
- Bank loans
- Pay as you go
- Private sector development agreements
- Property owner contributions
- Lease or lease-purchase agreements

The use of any of the financing mechanisms listed above must be based upon the financial capability of the City as well as the specific capital improvement project. In this regard, financing the CIP should take into consideration the following assumptions:

1. The property tax cap of six-mill (at which point sales tax goes away) precludes use of this revenue source for major capital improvements. Available revenue should be utilized to fund operation and maintenance activities.
2. The operating revenue of enterprise funds (Port & Harbor, Water & Sewer) will be limited and as such, currently only fund operation and maintenance activities.
3. The utilization of Federal and State grants will continue to be significant funding mechanisms. Grants will be pursued whenever possible.
4. The 1½ percent sales tax approved by voters of Homer for debt service and CIP projects is dedicated at ¾ percent to sewer treatment plant debt retirement, with the remaining balance to be used in water and sewer system improvement projects, and ¾ percent to the Homer Accelerated Roads and Trails (HART) Program for building, improving and maintaining Homer's roads and trails. The annual budget will transfer a minimum of \$550,000 of the 3/4% dedicated sales tax exclusively for road and trail capital improvements and construction. The HART Program will require property owner contributions of \$30 per front foot for road reconstruction, with an additional \$17 per front foot for paving.
5. The Accelerated Water and Sewer Program will only be considered if the fund has a debt service of 1.25 or greater.
6. The private sector will be encouraged to finance, construct, and operate certain nonessential capital improvements (e.g., overslope development).
7. The utilization of bonds will be determined on a project-by-project basis.
8. The lease and/or lease-purchase of capital improvements will be determined on a project-by-project basis.

EVERYTHING YOU ALWAYS WANTED TO KNOW ABOUT THE CITY OF HOMER CAPITAL IMPROVEMENT PLAN

Q: What is a CIP?

A: The CIP (or Capital Improvement Plan) identifies capital projects that are community priorities. The plan includes a description of proposed capital improvement projects ranked by priority, their benefits to the community, an estimate of project costs and progress to date (money raised, plans drawn up, etc.). An estimated timeline for completion is also included for City of Homer projects. The CIP is a working document and is reviewed and updated annually to reflect changing community needs, priorities and funding opportunities.

NOTE: The Capital Improvement Plan is not a funding request. From the City's standpoint, it is a plan. From the standpoint of a non-profit organization, it is a mechanism to raise awareness of a needed project and increase chances of funding from various sources. Nominating a project for inclusion in the CIP is *not* a request for City funding.

Q: What is a capital project?

A: Capital projects are the acquisition and/or development of a major, non-recurring asset such as land, buildings, public road/utility infrastructure and equipment with a useful life of at least three years. Designing and building a new library is a capital project. Planning and implementing an after-school reading program is not a capital project. Most of the projects in the City of Homer CIP are City projects, but some are community projects spearheaded by non-profit organizations and state or federal agencies (e.g., Alaska DOT).

City of Homer CIP projects must have an estimated cost of at least \$50,000. Those from non-profit organizations must have an estimated cost of at least \$25,000.

Q: Is the CIP a “wish list?” If so, what’s the point of writing up a “wish list”?

A: Projects can stay on the CIP list for a long time as funding sources are not always readily available. The CIP is segregated into sections, City of Homer legislative priority projects, mid-range projects (that *may* be undertaken in the next six years) and long range projects. This allows the CIP to be a forward thinking plan for City projects.

There are several reasons to maintain a CIP even in years like this when there is no State Capital Appropriation's budget. It 1) helps focus attention on community needs; 2) helps leverage funding if project has been identified as a community priority in the CIP; and 3) highlights community priorities for our state/federal legislative representatives.

Q: What is the process for developing the Capital Improvement Plan?

A: CIP development is a multi-step process that starts around May of each year and ends in November.

Step 1 involves the City's Special Projects & Communications Coordinator developing a plan update schedule that will be approved by the City Council in early May of each year.

Step 2 is to publicize the CIP process and invite project nominations from community organizations.

Step 3 is to send a copy of the current CIP to all the City department heads and the City Manager and ask for recommendations for new projects, projects that should be deleted, and updates to existing projects.

Step 4 is to make sure that all the City advisory bodies have a chance to weigh in. They are given the opportunity to select their top "#1 and #2" Legislative priority projects. Their recommendations are passed on to the City Council. They can also suggest new projects, changes to existing projects, or any other recommendations related to the CIP.

Throughout this time, City staff will continuously update the draft CIP. The CIP will be labeled DRAFT until it is approved by City Council.

Step 5 The City Council will hold a work session to discuss the CIP and will they take public comment as advertised at regular City Council meetings. Members of the public are encouraged to attend and testify. The City Council will view the CIP as a whole and will also work to identify legislative priorities (a subset of the CIP) for special attention during the coming year.

Step 6 is to finalize the CIP as per City Council approval, and make digital and bound copies. These should be ready to post on the website and for distribution in October.

Q: What are "legislative priorities"?

A: Legislative priorities are a special subset of the CIP. The full CIP might contain 50 projects that have gone through the public hearing process and approved by the City Council. City Council also looks over City of Homer projects and prioritizes a "short list" for the City to highlight during the upcoming legislative session. These projects, when there has been a State Capital Budget, would be considered for at least partial funding. The state budget process begins with a proposed budget submitted by the Governor in December. The legislature takes the Governor's budget and works it over starting in mid-January. The House and Senate must both agree on a budget before it is finally passed in mid-April. (NOTE: The "operating budget" is different from the "capital budget.")

In the past, the City's "short list" may have had 10-15 projects on it. More recently, the list numbers five. Given the State of Alaska's current budget shortfalls, the City will likely keep a reduced number of projects on the "short list."

It is City policy that only City of Homer projects are promoted to the Legislative Priority list (e.g., for roads, harbor improvements, water and sewer upgrades, etc.) Legislative priority projects presented to legislators and state commissioners in specially tailored packets, and typically, the Mayor and one or two City Council members, City lobbyists and staff will bring awareness to these projects and the community needs they address.

Q: Does the City seek Federal funding for CIP projects also?

A: Yes. All three members of the Alaska congressional delegation invite local governments and other groups to submit funding requests each year. Typically the City of Homer will select 3-6 projects for which we seek federal funding. The moratorium on federal “earmarks” in early 2011 greatly reduced the chances of receiving federal funding for a project; however projects like the Large Vessel Harbor Expansion can be promoted for inclusion in Federal budgets. American Rescue Plan funds and potentially funds from a Federal Infrastructure bill also make Federal capital funding possible.

The City can (and does) apply for grants to fund capital projects, but those funders almost always require the City to cover some of the costs with local funds.

Q: What advice do you have for a community member who wants to see a particular project included in the CIP?

- A:**
- The City provides a Project Nomination Form for organizations to use to nominate a project for inclusion in the CIP. Proposed projects are not automatically included in the CIP; they are first considered by Council and have to be approved by the body before it is added to the CIP. Proposals that come from a City advisory body, the Mayor or an individual City Council member, a non-profit organization or state/federal government agency are automatically forwarded to the City Council for consideration. City staff will work with you to draft a project description to include in the proposed new projects section for public comment and Council approval.
 - Take advantage of opportunities to express support for one or more projects anytime the CIP is discussed at a Commission or Council meeting. If you testify earlier in the process, Council members will have more time to consider what you say before making their final decisions. The CIP will be on the Council agenda at least three times: For introduction, public hearing, and final vote. Check with the Clerk’s Office regarding the dates. You can also communicate with City Council members individually.

If you are seeking funding for your project through the state legislature, talk to our local state representatives about that process.

Q: Once a project is approved for inclusion in the CIP, what can I do to make sure it doesn’t just languish there?

- A:**
- Keep your eyes on the prize. If you are with a community group or advisory body, develop a long-range plan and base your CIP request on that plan. Limit your request to one or two items and then keep your attention and energies focused on that goal.
 - Be realistic in your expectations. Many projects require multiple sources of funding over a period of years. Project success starts with a vision, then a well-developed funding plan followed by focused implementation of that plan.

City of Homer Capital Improvement Plan Project Nomination Form

Project eligibility

- A. Does the proposed project represent a major, nonrecurring expense (\$25,000 or more for non-profit organizations; \$50,000 or more for government organizations)? YES NO
- B. Will the proposed project result in a fixed asset (e.g., land, major equipment, building or other structure, road or trail) with an anticipated life of at least two years? YES NO
- C. Will the project provide broad community benefit? YES NO
-

If you were able to answer YES to all three questions, please provide the following additional information:

1. Project title (Suggested heading in CIP):

2. Project description and benefit. Describe the project in half a page or less, including specific features, stages of construction, etc. Explain how the project will benefit the Homer community.

3. Plans and progress. Describe in one or two paragraphs what has been accomplished so far (if anything). This may include feasibility study, conceptual design, final design/engineering/permitting, fundraising activity, and total funds raised to date.

4. Project cost:
 - A. TOTAL COST (including funds already secured) = \$ _____
 - B. For construction projects, break out preconstruction costs (feasibility/design/permitting):
Preconstruction costs = \$ _____ Construction costs = \$ _____

5. Timeline: Indicate when you hope to complete each phase of the project.
Please keep in mind that the CIP will not be published until the end of September. Legislative funding (if any) would not be available until July of next year (or later) for state funding and October of next year (or later) for federal funding.
 - A. For projects that consist of land or equipment purchase only, state when the purchase would be made:

 - For construction projects:
 - B. Preconstruction phase to be completed by _____.
 - C. Construction phase to be completed by _____.

6. Provide a quality digitized photo, drawing, map, or other graphic image of your project if possible.



City of Homer

www.cityofhomer-ak.gov

Community Recreation

HHS/600 East Fairview Avenue
Homer, Alaska 99603

communityrecreation@cityofhomer-ak.gov

(p) 907-235-6090

(f) 907-235-8933

Memorandum

TO: PARKS, ARTS, RECREATION & CULTURE ADVISORY COMMITTEE
FROM: MIKE ILLG, RECREATION MANAGER
DATE: JUNE 17, 2021
SUBJECT: DIAMOND CREEK AREA PLAN

The Diamond Creek Area Plan is part of our PARACAC annual calendar so the Commission and staff can refresh themselves on what this asset is all about. This plan was adopted by the State as part of the Forest Legacy Program, which provided the funding for the land acquisition. Please keep in mind that this is not just a City plan and that any specific changes to this plan must also be adopted by the State. If there is interest in changing this plan there are a few extra steps for actual change.

Consulting with Deputy Planner Julie Engebretsen, she shared that there is no need to amend the plan to add any new non-motorized activities such as disc golf or snow shoe trails. But if a motorized activity is proposed, such as a new dirt bike track, then it would require State approval.

This plan does not require any immediate action from PARACAC; it is simply up for review. If there is interest in obtaining PARACAC support/approval for example: installing a disc golf course, that could happen through a motion of support with a recommendation to the City Manager, there could be a stand-alone budget request funding the proposed project or a combination of both.

Recommendation

For review

Diamond Creek Recreation Area

Multi-Resource Management Plan

Prepared by:



Approved Plan
May 2013



Diamond Creek Recreation Area

Multi-Resource Management Plan

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Introduction

The Diamond Creek Recreation Area (DCRA) encompasses two parcels of land totaling 273 acres northwest of Homer, Alaska. Located within the Diamond Creek watershed, DCRA offers varied landforms and ecosystems—including Diamond Creek and its floodplain, diverse scenery, ecologically significant features like “tree islands” and wetlands, and numerous opportunities for viewing wildlife (including moose, black and brown bears, eagles, spruce grouse, and many others, including the occasional wolf).

The DCRA lies directly west of the Homer Demonstration Forest (HDF) (see map below). Because many DCRA activities and projects will be coordinated with those occurring in the HDF, the management structure of the HDF is briefly outlined in the box at right. The 360-acre, state-owned HDF was established in 1986 after a collaborative effort spearheaded by Homer Soil and Water. The HDF is managed for education, research, forestry demonstrations, recreation, and environmental quality. North of the DCRA lies a 77-acre parcel protected by a conservation easement. Across the Sterling Highway to the west is the 220-ac state-owned Diamond Gulch recreational parcel, which provides non-motorized access along Diamond Creek to Cook Inlet (see www.evostc.state.ak.us/Universal/Documents/Habitat/CI_KENAI

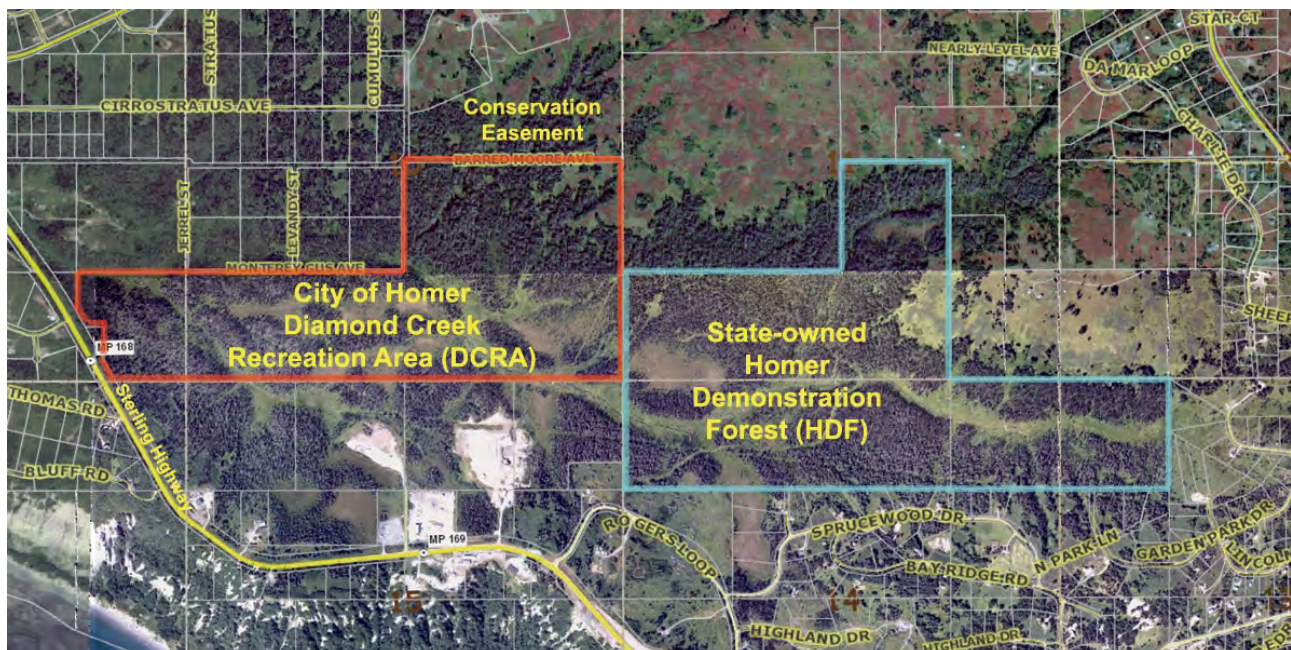
Management of the Homer Demonstration Forest

HDF management responsibility is laid out in an Interagency Land Management Assignment (ILMA ADL 218963), which transfers responsibility for the HDF from the Department of Natural Resources (DNR) Division of Mining, Land and Water Management to DNR's Division of Forestry (DOF). The ILMA, which was renewed for a second 25-year term in 2011, ensures that the HDF is managed for “...developing, operating, and maintaining a demonstration forest for educational purposes,” along with recreational and other uses compatible with that purpose. The plan for the HDF was developed by the HDF Steering Committee, led by Homer Soil and Water. The committee includes representatives from DOF, the Kachemak Nordic Ski Club, the University of Alaska, Cook Inletkeeper, Homer High School, and other groups and individuals with interests in the Demonstration Forest.

[SMPARCELS.pdf](#)). DCRA provides a critical link joining these parcels, complementing in essential ways the watershed functions they provide and the public uses they support.

History of the Diamond Creek Recreation Area

The DCRA is an outgrowth of the “Diamond Creek Project” initiated by Kachemak Heritage Land Trust



Diamond Creek Recreation Area Management Plan

May 2013

3 of 14

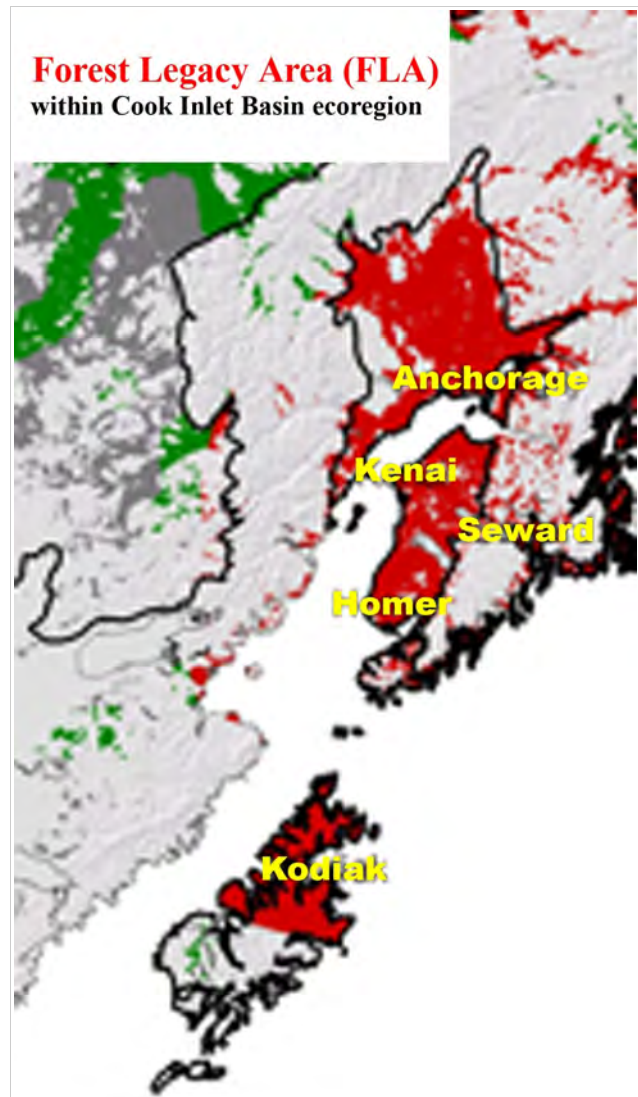
in 2000. This effort focused on protecting forestlands, wildlife habitats, recreational opportunities, and watershed functions in lands within the Diamond Creek watershed. Over the next few years, a coalition of interested groups and individuals joined a community-wide effort led by KHLT to purchase lands in the Diamond Creek watershed threatened with conversion to other uses.

Among lands considered for purchase were two parcels west of the HDF and owned by the University of Alaska (UAA). These encompass forestlands and extensive wetland areas and support ski trails connected to the HDF trail system, which is used by hundreds of skiers each year—including members of school ski teams. The UAA parcels were identified as suitable candidates for acquisition through the Forest Legacy Program.

The USDA Forest Legacy Program (FLP) provides state, regional, and other governments with help in identifying and protecting environmentally important forestlands likely to be converted to non-forest uses. As stated in its Implementation Guidelines (http://www.fs.fed.us/spf/coop/library/flp_guidelines.pdf), the FLP ... *seeks to promote forestland protection and other conservation opportunities. Such purposes shall include the protection of important scenic, cultural, fish, wildlife and recreational resources, riparian areas and other ecological values. Traditional forest uses, including timber management, as well as hunting, fishing, hiking, and similar recreational uses are consistent with purposes of the FLP. Both purchased and donated lands and interests in lands through the use of conservation easements and fee-simple purchase are used to acquire forested land meeting Forest Legacy purposes from willing sellers or donors.*

Each state receives funding and administers its own program in accordance with a statewide Assessment of Need that identifies Forest Legacy Areas (FLAs), see **map at right** for Cook Inlet FLAs. Up to 75% of the costs related to acquiring land or easements can be covered by the FLP, with the remaining 25% provided by match.

The Diamond Creek Project took a significant step forward in 2004 when DNR Division of Parks and Outdoor Recreation (DPOR)—partnering with KHLT—was awarded a match grant from FLP to use towards purchase of FLA lands within the Diamond Creek watershed. KHLT completed purchase of the two UAA parcels in July 2007 using FLP funds and match provided by numerous entities, including The Conservation Fund, Pacific Coast Joint Venture, the Rasmuson Foundation, Kachemak Bay Conservation Society, Kachemak Bay Rotary Club, Kachemak Nordic Ski Club, and many individual donors.



KHLT immediately transferred title of the UAA land to the City of Homer. The city accepted title through an ordinance and a resolution:

ORDINANCE 07-03 of the City Council accepting ownership of property conveyed by the University of Alaska, consisting of two parcels identified by the Kenai Peninsula Borough parcel numbers 173-022-01 and 173-032-29 and designating the use as public purpose for park.

RESOLUTION 10-48: A Resolution of the City Council of Homer, Alaska, approving a conservation easement between the City, as Grantor, and the State of Alaska, for the City-owned land commonly referred to as the Diamond Creek Property.

Resolution 10-48 approved an attached conservation easement, which the city granted to the state Department of Natural Resources (DNR). (The easement is recorded with the state recorder's office, Homer Recording District, document 2010-003220-0.)

The conservation easement outlines both the purposes for acquiring the property and for granting the conservation easement. As stated in the easement, the purposes for acquiring the property “...include protecting environmentally important forest areas that are threatened by conversion to non-forest uses and for promoting forest land protection and other conservation opportunities as well as the protection of important scenic, cultural, fish, wildlife, and recreational resources, riparian areas and other ecological values.” The easement also specifies that the property “...must be used and maintained in accordance with the requirements of the Forest Legacy Program... and in the event the Property is not so used and maintained the Forest Service may require the State to restore the Property.”

The purpose of the conservation easement itself is “...to assure that the Property will be used, maintained, and disposed of in accordance with the requirements of the Forest Legacy Program and other applicable federal laws and regulations and the Grant Agreement... It is further the purpose of the Easement to provide for reimbursement to the State by the City in the event that the Property is not used, maintained and disposed of in accordance with the requirements of the Forest Legacy Program...”

The city retained ownership of the property, including all responsibilities, costs, and liabilities related to its operation and maintenance.

Management of the Diamond Creek Recreation Area

As is clear from the documents referenced above, management responsibility for the DCRA rests with the City of Homer. However, because FLP funds were used in purchasing the land, and a related conservation easement was granted to the state, a plan for the DCRA was needed that would satisfy both FLP and DNR requirements. Homer Soil and Water, in cooperation with the city, arranged for funding from the Natural Resources Conservation Service to conduct a resource inventory and develop an appropriate management plan for the DCRA. (The city is a “cooperator” with Homer Soil and Water.) Because of its role in developing the HDF management plan, as well as in coordinating and conducting various management activities outlined in that plan, Homer Soil and Water understood the value of developing a plan for the DCRA that would be fully integrated with that of the HDF.

This plan is being submitted to the City of Homer for its review and adoption. It is expected that the city will solicit public review of this draft plan before its adoption (as well as later community involvement and support in implementing recommendations). The city is responsible for coordinating approval of this plan with DNR in accordance with conditions of the conservation easement granted by the city to the state—outlined above.

Forest Legacy Program guidelines for the DCRA management plan

APPENDIX F of the FLP Implementation Guidelines cited above provides a *Sample Content of a Forest Stewardship [or Multi-Resource Management] Plan*. Homer Soil and Water referenced this material during development of this DCRA Multi-Resource Management Plan. FLP guidelines specify that plans must:

- be prepared, or verified as meeting the minimum standards of a forest stewardship plan, by a professional resource manager.
- identify and describe actions to protect, manage, maintain and enhance relevant resources listed in the law (soil, water, range, aesthetic quality, recreation, timber, water, and fish and wildlife) in a manner compatible with landowner objectives.
- be approved by the State Forester or a representative of the State Forester.
- involve landowners in plan development by setting clear objectives; landowners should clearly understand the completed plan.

The DCRA plan should also:

- promote the purposes for which the land was acquired, that is: protecting environmentally important forest areas, as well as important scenic, cultural, fish, wildlife, and recreational resources, riparian areas, and other ecological values.
- accommodating a broad array of compatible uses and activities.

Compatibility between management goals for DCRA

and HDF lands is important because the value of the DCRA to the community in part derives from its relationship to HDF environmental processes and recreational resources (as well as its connections to Diamond Gulch property across the Sterling Highway).

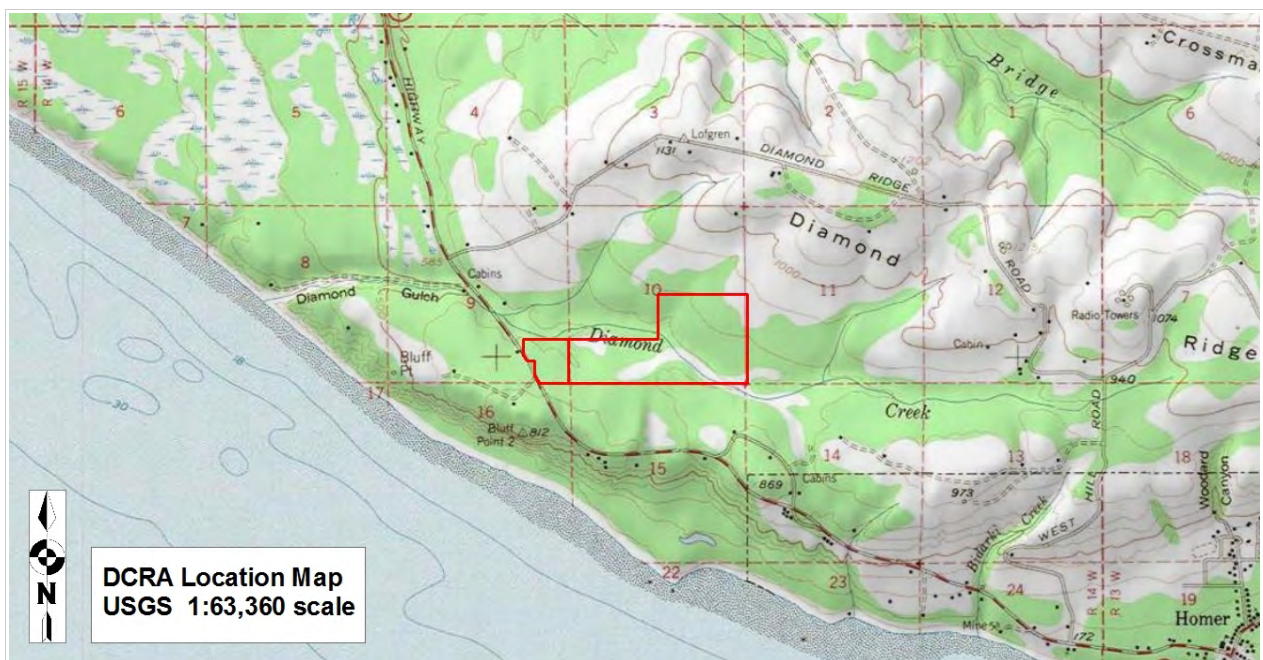
During development of this plan, input was solicited from the Homer Demonstration Forest Steering Committee. Equally important, input was obtained from the State of Alaska, Division of Forestry, and from the Homer Parks and Recreation Advisory Commission.

This document describes the DCRA area and its resources. It also identifies objectives that can guide future decisions related to how the DCRA is used and managed and suggests opportunities for enhancing community benefits from this area.

Site Description

Location and access

The DCRA is located ¼ mile north of the northwest boundary of Homer city limits, in the area known locally as Baycrest Hill. It is composed of a 33-acre parcel on the west and a 240-acre parcel on the east (see map below). The western parcel includes Sterling Highway frontage at several locations on either side of Milepost 168.



The legal description for DCRA lands is:

SE ¼ EXCLUDING THE W ½ SW ¼ SE ¼ SE ¼
SEC09 T06S, R14W – S.M. and

SE ¼ & S ½ SW ¼ SEC10 T06S, R14W – S.M.

The larger (eastern) parcel's southern boundary corresponds to the entire section line on the southern border of Section 10, Range 14 West, Township 6 South, Seward Meridian.

The Kenai Peninsula Borough has assigned Assessor's Parcel Number 17303229 to the western parcel (within Section 9) and APN 17302201 to the eastern parcel (located in Section 10).

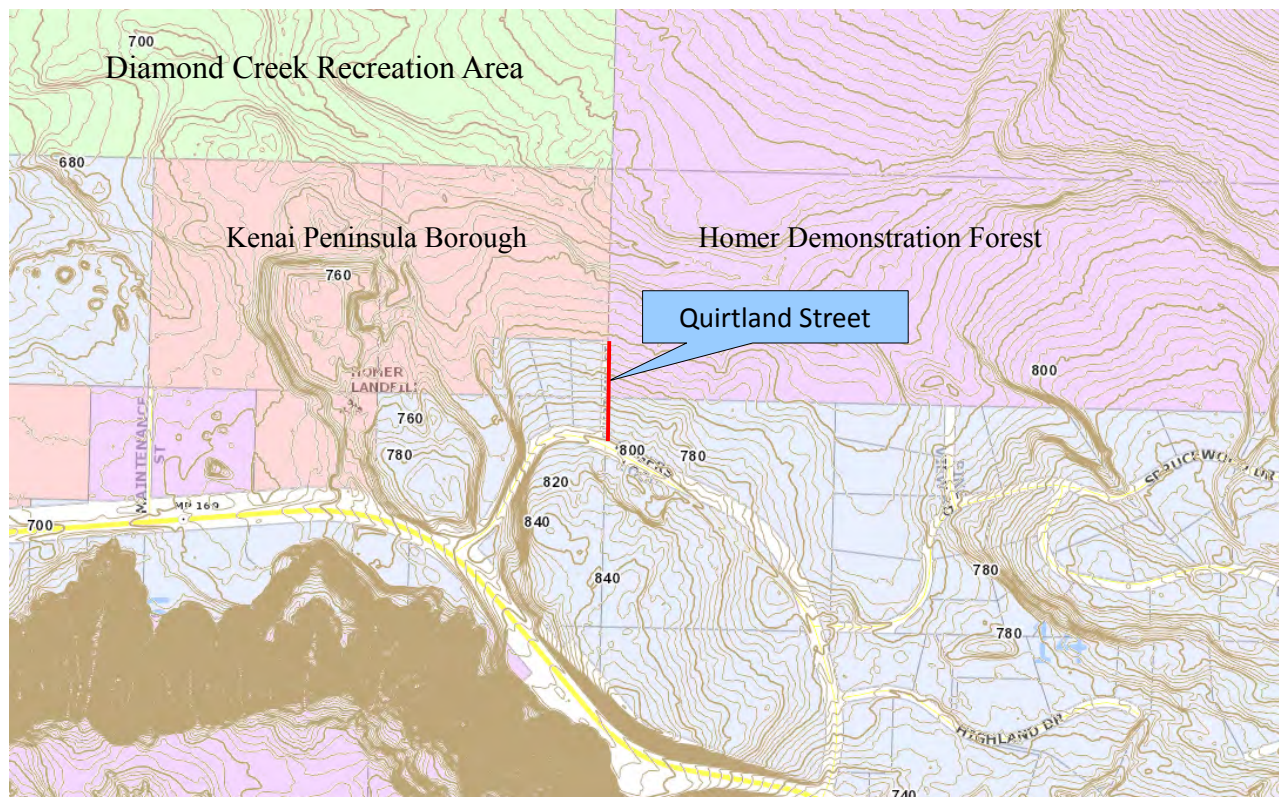
All points within the DCRA are less than 2 miles from Kachemak Bay.

Located near the top of Baycrest Hill, Rogers Loop Road—an old loop of the Sterling Highway—is a road from which the DCRA is frequently accessed. Access off Rogers Loop Road is via a platted but unimproved road about 540 ft long called Quirtland Street and then via a section line between a borough-owned parcel in Section 15 (salmon-colored in the

map below) and Section 14 (the HDF, shown in light purple-color below; blue indicates privately owned land, and green indicates city-owned land).

The Rogers Loop trailhead provides the most popular access to trails within the HDF; it receives moderate-to-heavy use during the winter months (after snow accumulation permits cross country skiing) and light-to-moderate use the rest of the year. Parking at this trailhead is limited to a widened road shoulder with a capacity of 15-20 cars. This is often inadequate during heavy winter use, when overflow parking spills out along the edge of Rogers Loop. The Kachemak Nordic Ski Club (KNSC), in its 2009 Baycrest Trails Strategic Plan, identified expansion of the Rogers Loop parking area as a goal. Signage and nearby restrooms are maintained by the HDF Steering Committee and KHLT, largely with volunteer labor. KNSC grooms cross country ski trails and packs snowshoe trails in the DCRA and HDF.

Further east and off the Sterling Highway, a second trailhead is provided from land managed by the Alaska Department of Transportation (DOT) (the light purple parcel below transected by Maintenance Street). Access from the DOT trailhead involves



crossing borough-owned parcels (again, salmon-colored parcels). KNSC holds a temporary winter-use agreement with the borough for use of ski trails in this area, and while occasional summer use occurs, there are no formal agreements in place regulating non-winter access. Public ownership and ample parking make the DOT trailhead particularly attractive as a year-round access point, although access across wetlands would require careful planning, design, and installation to prevent trail deterioration and wetland damage. Currently, public access via the DOT trailhead is less common than from Rogers Loop, especially during summer and fall when ground conditions are wet. KNSC owns a storage shed at this location and provides trail signage at the site.

Possible access improvements into the DCRA include the expansion of the parking area at the Rogers Loop trailhead (mentioned above), development and expansion of year-round trails through the property, and construction of a new trailhead on the western boundary of the DCRA where it fronts the Sterling Highway.

A new trailhead on the eastern side of the Sterling Highway, on the western edge of the DCRA, offers a unique opportunity to create a highly attractive recreational linkage between the DCRA and the Diamond Gulch trail. As mentioned earlier, the Diamond Gulch trail runs from the west side of the Sterling Highway, along Diamond Creek, and down to Cook Inlet. Many recreationalists time their hike down the Diamond Gulch trail so as to reach the beach as the tide is receding. This allows them to hike south along the coast while the tide is out, with their destination being Bishop's Beach in downtown Homer, a hike along the beach of about 7 miles. Linking the Diamond Gulch trail to the DCRA would provide recreationalists with an extended journey encompassing a greater variety of sights and experiences, combining the rolling terrain, varied plant communities, and wetland habitats of the DCRA with the steep coastal bluffs and tidelands of the Diamond Gulch to Bishop's Beach trail. Diamond Creek already passes under the Sterling Highway through a culvert, and when the Baycrest Hill stretch

of the highway is improved, an enlarged culvert could be installed to permit pedestrian (and wildlife) travel under the Sterling Highway along the creek.

While each of these access improvements poses unique challenges (a more detailed discussion is found under Goals and Objectives), they also present ways to enhance social, economic, and recreational opportunities in the Homer community by improving access to and throughout an extensive system of scenic landscapes and open space.

Motorized recreation conflicts with the forest stewardship goals of the DCRA, and motorized vehicles should be limited to construction and maintenance activities. Motorized vehicle use can damage wetlands, cause erosion, disturb wildlife, and render-groomed ski trails unusable.

Climate

The Homer area experiences a maritime climate—with relatively warm temperatures and high precipitation (see the table below). With the Kenai Mountains to the east and north, Homer is shielded from many storms moving out of the Gulf of Alaska. Proximity to the warm waters of the Pacific helps to moderate temperatures and reduce variations between highs and lows characteristic of areas further inland. Summers are generally cool and moist, and winters are comparatively mild compared to other areas of Southcentral Alaska. The following table shows climatic data recorded at the Homer Airport weather station from 9/01/1932 to 8/22/2012:

	Avg. max. temp. °F	Avg. min. temp. °F	Avg. total precip. (inches)	Avg. total snow (inches)	Avg. snow depth (inches)
Jan	29.1	16.5	2.22	9.6	4
Feb	32.3	18.9	1.81	11.3	5
Mar	35.5	21.3	1.52	9.2	5
Apr	43.1	28.9	1.20	2.9	2
May	50.7	35.7	0.97	0.3	0
Jun	57.1	42.1	0.96	0.0	0
Jul	60.8	46.3	1.56	0.0	0
Aug	60.5	46.0	2.47	0.0	0
Sep	54.9	40.2	3.03	0.0	0
Oct	44.5	31.3	3.13	2.1	0
Nov	35.0	22.8	2.74	7.4	1
Dec	30.1	18.1	2.83	12.1	4
Annual	44.5	30.7	24.45	54.9	2

Given the DCRA's average elevation of more than 600 feet above sea level, data from the weather station (situated about 63 feet above sea level) should be adjusted to reflect higher snowfall and cooler average temperatures. Snow depth and snow water equivalent have been measured at a snow survey site in the Homer Demonstration Forest for over 30 years.

Geology

(See Map 2, Contours)

Glacial processes are primarily responsible for the landscape of the Kenai Lowlands, with glacial deposits overlaying Tertiary bedrock from the Beluga Formation of the Kenai Group. When the glaciers covering the region retreated approximately 17,000 years ago, glaciated landforms were created as moraines, glacial lakebeds and drainageways, and other deposits were left behind. Numerous glacial events occurred within larger glacial periods, the most recent of which is the Wisconsin period. While earlier periods covered the entire Kenai Peninsula, the latest periods did not cover higher elevations. During the Wisconsin period, several major glaciations formed many of the landforms now visible within the region, including kettle ponds and relict glacial lakebeds. One of the Wisconsin period glaciations, known as the Naptowne, is further divided into separate, smaller glacial advances. Of these, the Moosehorn advance was the most influential in shaping the Diamond Creek watershed. Geological evidence suggests that Diamond Creek was once an ice marginal drainageway between moraines, flowing north to the Anchor River. Upon retreat of the Moosehorn glacier, Diamond Creek cut westward through the moraine to empty directly into Cook Inlet (Berg, E.E.-2006).

Soils

(See Map Group 3, NRCS Soil Survey, and Map 4, Soil Drainage)

The Western Kenai Peninsula soil survey was published online in 2005 by the Natural Resources Conservation Service (NRCS) and can be downloaded at: http://soildatamart.nrcs.usda.gov/Manuscripts/AK652/0/WesternKenai_manu.pdf. The survey indicates that the dominant soil types within the DCRA are Spenard peat and Starichkof peat, both categorized as very poorly-drained soils with high acidity (low pH). Properties, features, limitations, and suitabilities of all soils in the survey area are provided in the online manuscript cited

above, as well as from NRCS offices. Appendix ** provides a soil survey report generated for the DCRA area using Web Soil Survey (<http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>). This report lists acreages of all soil types in the DCRA along with their selected properties and interpretations.

Hydrologic Features and Wetlands

(See Map 5, Wetlands)

The Diamond Creek watershed covers an area totaling 5.35 square miles, with Diamond Creek itself extending over 5 miles from its headwaters to its outlet in Cook Inlet. The DCRA's eastern half is bisected from southeast to northwest by Diamond Creek, and the stream also meanders inside the northern border of its western parcel.

Diamond Creek is an underfit stream, meaning that its current flow regime is insufficient to have created the valley within which the creek now flows. The stream valley was created by much larger flows fed by melting glaciers.

Ten types of wetland ecosystems (plus Wetland-Upland complexes and Disturbed wetland areas) have been identified and mapped in the Kenai Lowlands by the Kenai Watershed Forum (see <http://www.kenaiwetlands.net/>). The riparian corridor created by Diamond Creek is one of four wetland ecosystem types found in the DCR, the other three being Drainageways (these are “relict” drainageways created by glacial meltwater), Kettles, and Discharge Slopes (see Map 5).

Riparian wetlands occur along streams and rivers, and are fed by groundwater, surface runoff, precipitation, and snowmelt. (Many riparian corridors on the Kenai Peninsula are also fed by glacial meltwater.) The Diamond Creek riparian corridor encompasses broad fringe wetlands, with bluejoint grass (*Calamagrostis canadensis*) and Barclay's willow (*Salix barclayi*) meadows. Spruce forests generally cover adjacent slopes.

Discharge slopes are the most abundant wetland ecosystem within the DCRA, occurring over mineral

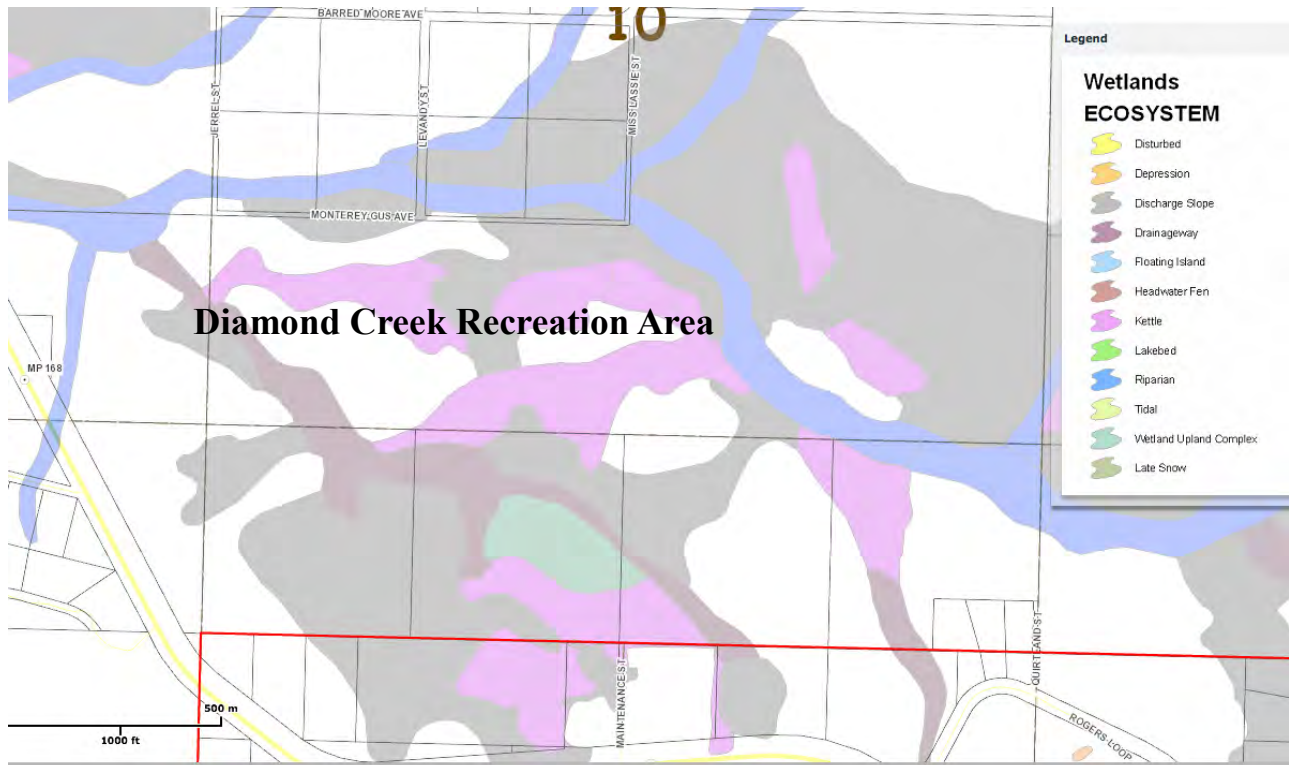
soils in areas of transition from wetlands to uplands and at slope breaks on terraces. These wetlands occupy locations where upslope groundwater is discharged, or where water tables are perched near the surface. Discharge slopes on the lower Peninsula usually feature forested hillsides of Lutz spruce (*Picea x lutzii*), especially at toe-slope transitional areas. The eastern half of the DCRA encompasses large areas mapped as discharge slopes.

Kettle wetlands are found in depressions resulting from blocks of ice being left behind by retreating glaciers. Meltwater streams flowing on top of ice deposit sediments which become broad outwash plains of glacial till. Ice blocks buried within the outwash then melted, leaving depressions known as “kettle holes” in the surrounding sediments. “Kettle and kame” topography refers to a landscape of mounds and basins formed by retreating glaciers. Kames are formed when glacial streams carry sediments into cracks or depressions on surface ice. As the glacier retreats, the buildup of sediments is eventually released, and deposited as hills or ridges. Kettles are usually described as peatlands that form over flat silty plains between kames. Unlike similar “ice-block” wetland formations, kettles are linked to Cook Inlet by a stream or wetland connection. The water table can vary between stable (open water or bogs) and highly variable (up-slope), with grasses and shrubs typically showing dominance. The central portion of the DCRA displays a kettle and kame landscape, with extensive peatlands surrounded by forested ridges.

Relict glacial drainageway wetlands occupy areas where glacial meltwater accumulated and flowed outward. They sometimes support modern, underfit streams that flow through previous glacial deposits. Relict glacial drainageways are differentiated between their hydrologic components and the surrounding landscape. Five types have been identified for the Kenai Lowlands, all generally classified as peatlands with a stable, high water table. The DCRA contains a Type 3 stream fringe drainageway, identified as hummocky or shrubby, and possessing a slightly more variable water table than other glacial drainageways. Plant species found in

this area include: thinleaf alder (*Alnus incana* ssp. *tenuifolia*), dwarf birch (*Betula nana*), sweetgale (*Myrica gale*), water horsetail (*Equisetum fluviatile*), water sedge (*Carex aquatilis*), and bluejoint grass (*Calamagrostis canadensis*). In this case, the relict glacial drainageway sits upon a layer of Starichkof soil between spruce forest uplands.

growth stands of spruce. Consequently, much of the DCRA upland is covered with deadfall. Adequate regeneration is occurring, however, and while varying widely within the immediate area, a good portion (over 50%) of the DCRA has shown moderate to high levels of forest productivity. Stands are uneven aged. Extensive monitoring of the forest within the HDF



Severe flooding occurred in 2002 significantly impacting Diamond Creek and destroying habitats that had supported a population of resident Dolly Varden (*Salvelinus malma* Walbaum). The floods also had a disastrous impact on local beaver populations, destroying the dams that protect them from predation and provide access to food sources.

since the beetle outbreak has shown high regeneration rates as well, although bluejoint grass (*Calamagrostis canadensis*) appears to be increasing in areas where the forest canopy has been opened up by die off and blowdown of trees. Increased bluejoint cover limits survival of small tree seedlings, and can also substantially increase spring wildfire hazard.

Flora and Fauna

(See Map Group 6, Forest Productivity and Map 7, Spruce Bark Beetle Infestation)

Ridges and hillsides in the DCRA support Lutz spruce (*Picea x lutzii*), with black spruce (*Picea mariana*) in forested wetland areas. An extensive spruce bark beetle infestation occurred in the late 1980s and early 1990s, killing many of the old-

The following shrub and groundcover species are common in the area. For detailed descriptions of plant communities associated with each mapped wetland, see http://www.kenaiwetlands.net/plant_community_classification_i.htm.

Shrubs:

alder, *Alnus* spp.
bog blueberry, *Vaccinium uliginosum*
cloudberry, *Rubus chamaemorus*
crowberry, *Empetrum nigrum*

five leaf bramble, *Rubus pedatus*
lowbush cranberry, *Vaccinium vitis-idaea*
northern black currant, *Ribes hudsonianum*
rusty menziesia, *Menziesia ferruginea*
Steven's spirea, *Spiraea beauverdiana*
willow, *Salix spp.*

Forbs, ferns, clubmosses, and grasses:

bluejoint grass, *Calamagrostis canadensis*
elderberry, *Sambucus racemosa*
fireweed, *Epilobium angustifolium*
geranium, *Geranium spp.*
horsetail, *Equisetum*
Labrador tea, *Ledum palustre*
oak fern, *Gymnocarpium dryopteris*
one-sided wintergreen, *Pyrola asarifolia*
shield fern, *Dryopteris dilatata*
Sitka burnet, *Sanguisorba stipulata*
tall Jacob's-ladder, *Polemonium acutiflorum*
watermelon berry, *Stretopus amplexifolius*

Wildlife sightings are a frequent occurrence in the DCRA, which contains critical moose wintering habitat, and also provides a migration corridor for many species. Bears, wolves, lynx, ermines, and other carnivores prey upon the ample number of hares and rodents in the vicinity. The area also hosts a tremendous variety of birds, including eagles, hawks, harriers, grouse, cranes, ducks, owls, woodpeckers, thrushes, corvids, owls, wrens, and finches.

Unofficial sightings of trout fingerlings within Diamond Creek have been reported in recent years, but as previously discussed, no beavers have been observed in the area since the 2002 flood events.

Cultural Resources

The Baycrest ski trails are an extremely valuable resource for the Homer community, providing approximately 35 kilometers of interconnected pathways for skiers and snowshoers to enjoy. The ski trails are also utilized by local schools for practices and events, and often draw visitors from around the region. KNSC, a volunteer organization, has developed and maintained the trails for over three decades. Some of the maintained trails are adjoined to private neighborhood trails, creating an extensive network of recreational access. Continual efforts by

KNSC to improve and expand the Baycrest ski trail system have helped to ensure permanent public access within these surrounding private lands. Trails in the Baycrest area are also frequented by summer-time hiking, mountain-bike, and equestrian enthusiasts.

Goals and Objectives

The Forest Legacy Program requires that lands acquired with FLP funds be used for “recreation, conservation, and forestry uses.” With the adoption of Homer City Council Resolution 07-03, the City designated the Diamond Creek Recreation Area for “public purpose as park land in perpetuity.” In addition, the City of Homer Comprehensive Plan (COH-2009) states that the City will “...strive to identify, acquire, dispose of, or exchange lands to satisfy public recreation needs, acquire land, plan and construct facilities, and identify, protect and preserve scenic and natural areas, such as greenbelts, for recreation enjoyment.”

The conservation easement granted by the City to the Department of Natural Resources ensures that the land's natural resources will be protected and sustainably managed. The State is authorized to take action should any portion of the DCRA be used in ways that do not comply with the Forest Legacy Program. These designations and requirements provide the basis for the general management goals and specific objectives outlined in this section.

Conservation

As described earlier, the DCRA encompasses forested hillsides, riparian zones, and wetlands. Use and management of these resources will be conducted in accordance with FLP and City of Homer guidance. The objectives listed below are consistent with this guidance.

Conservation Objective 1:

Preserve and protect forested areas within the DCRA.

Strategies

Monitor forest health, in partnership with the Kenai Peninsula Borough and the DNR, Division of Forestry. Include the DCRA within any local wildfire risk assessments.

Where appropriate, route non-motorized public access through forested areas so as to promote strategic firebreaks (motorized vehicles are restricted except for maintenance and grooming unless approved by the City).

Conservation Objective 2:

Preserve and protect wetlands and riparian zones within the DCRA.

Strategies:

Plan new routes for public access through the DCRA in a manner and location that minimizes impact(s) to wetlands.

Seek funding for bridge upgrades and maintenance at trail-stream crossings, and for proper trail-hardening through wet areas.

Regulate and minimize non-winter motorized travel through the DCRA except for city-approved management activities.

Conservation Objective 3:

Preserve the natural scenic qualities of the DCRA.

Strategies:

Design and install signage so as not to detract from local scenery with sign height, color, material, or placement.

Provide maps of the area near trailheads, so they are not necessary along public-access routes. Use as few trail markers as necessary.

Encourage users to pack out trash.

Prohibit overnight camping.

Identify and maintain functional landscape and ecological linkages between the DCRA, the HDF, and surrounding lands that have been protected through conservation easements or other mechanisms.

Ensure that the DCRA remains a viable wildlife corridor by protecting important habitat features and avoiding obstructions to wildlife movement.

Recreation

Recreational development within the DCRA should be focused primarily on summer use at this time, since winter access is already well-established. However, certain recreational objectives detailed here will benefit users on a year-round basis. Care should be exercised during all phases of recreational development to protect the environmental attributes of the DCRA, as well as the interests of surrounding landowners.

Recreational Objective 1:

Improve controlled, non-motorized recreational access to the DCRA.

Strategies:

Support efforts to enlarge the parking area at the Rogers Loop trailhead.

Work with the Kenai Peninsula Borough's Land Management Division to formalize year-round access from the DOT trailhead to the DCRA.

Provide a parking area and trailhead facilities at the western border of the DCRA.

Develop a preliminary plan with the AK-DOT, and seek funding, for a non-motorized route across the Sterling Highway near MP 168, in order to extend the recreational corridor to the Diamond Creek State Recreation Site on the south side of the Sterling Highway. (A pedestrian underpass at this location associated with an improved road-stream crossing should be investigated.)

Recreational Objective 2:

Construct summer-use trails within the DCRA.

Strategies:

Develop a summer trail system through and connecting upland areas (“forest islands”) within the DCRA, including a route paralleling Diamond Creek (Map 1). Extend DCRA trails to the Sterling Highway and current HDF trails as shown on Map 1.

Develop summer access from the Sterling Highway-DOT trailhead to the DCRA, with trail-hardening through wet areas.

Plan and develop multi-use “loops” or trails, to include bicycling and equestrian users, where soils and slopes are suitable.

Education

Educational Objective 1:

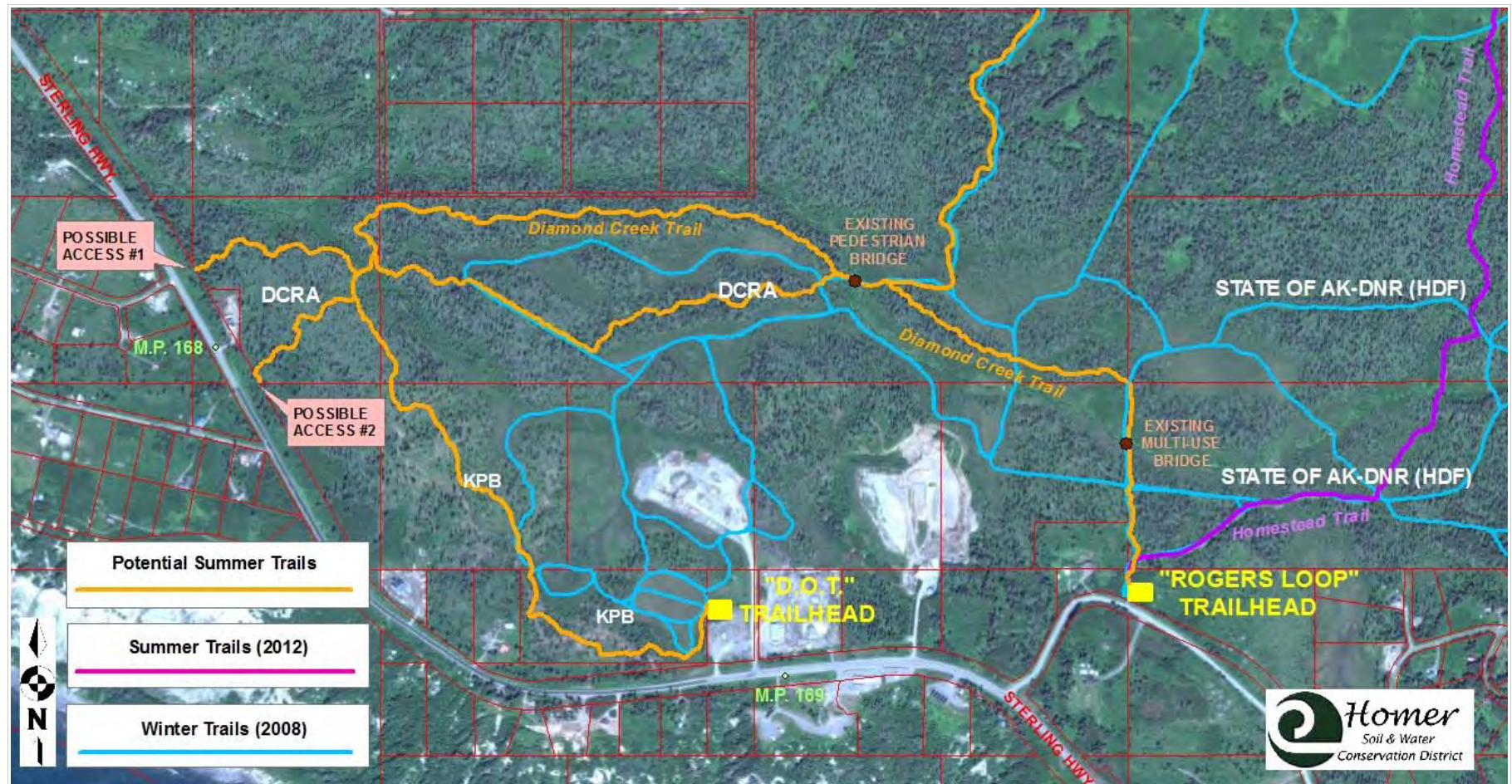
Encourage area schools, local organizations, and area visitors to use the DCRA in sustainable ways that promote education.

Strategies:

Identify areas for observing scenery and wildlife and provide minimal-disturbance facilities (such as widened trail segments, lookouts, benches, or informational signage) to enhance visitor experiences.

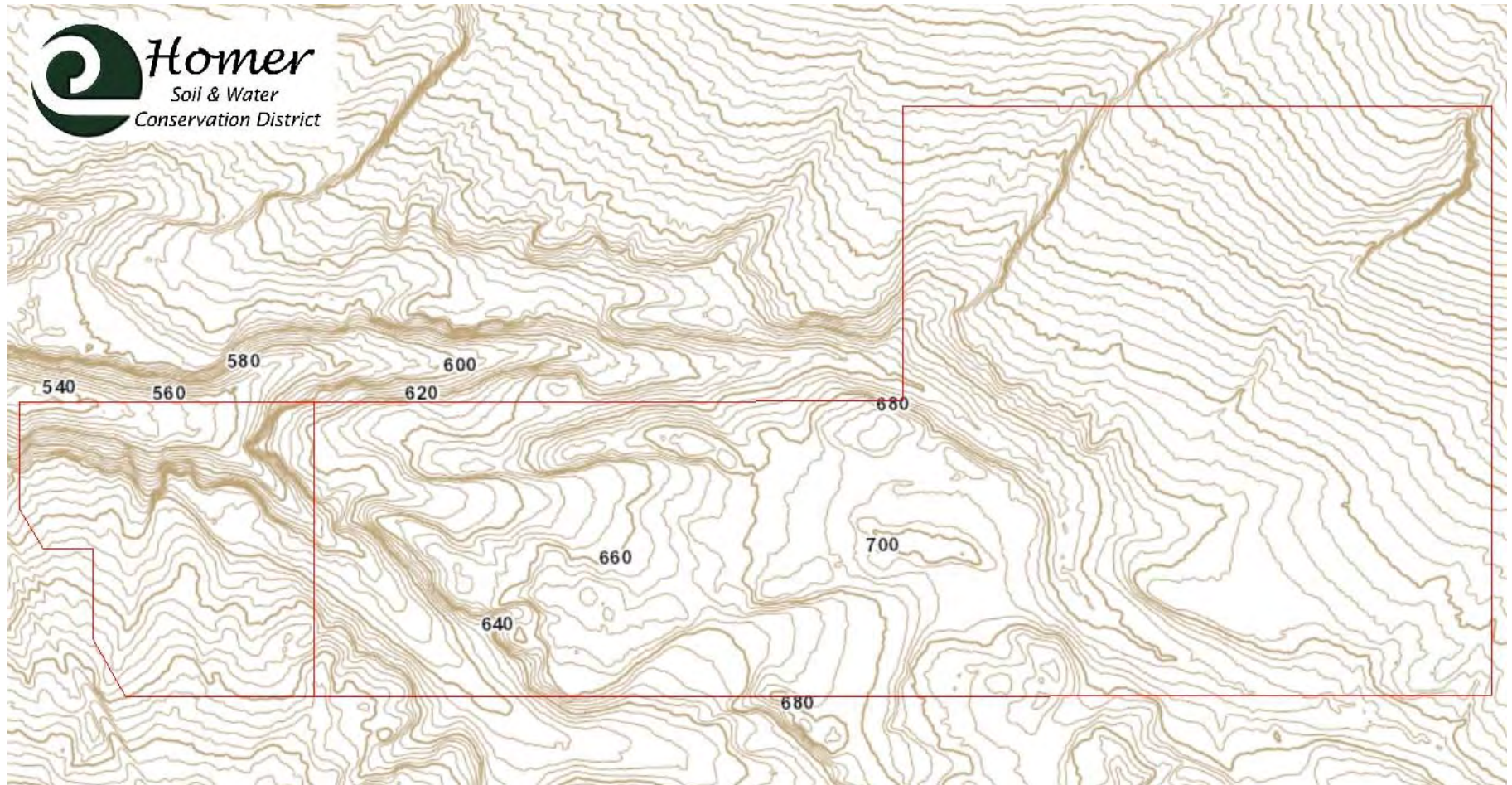
Help to organize and promote educational events on significant dates, or during appropriate community events, to enhance public knowledge of forest and wetland ecology.

Map 1 - Diamond Creek Recreation Area Access and Development



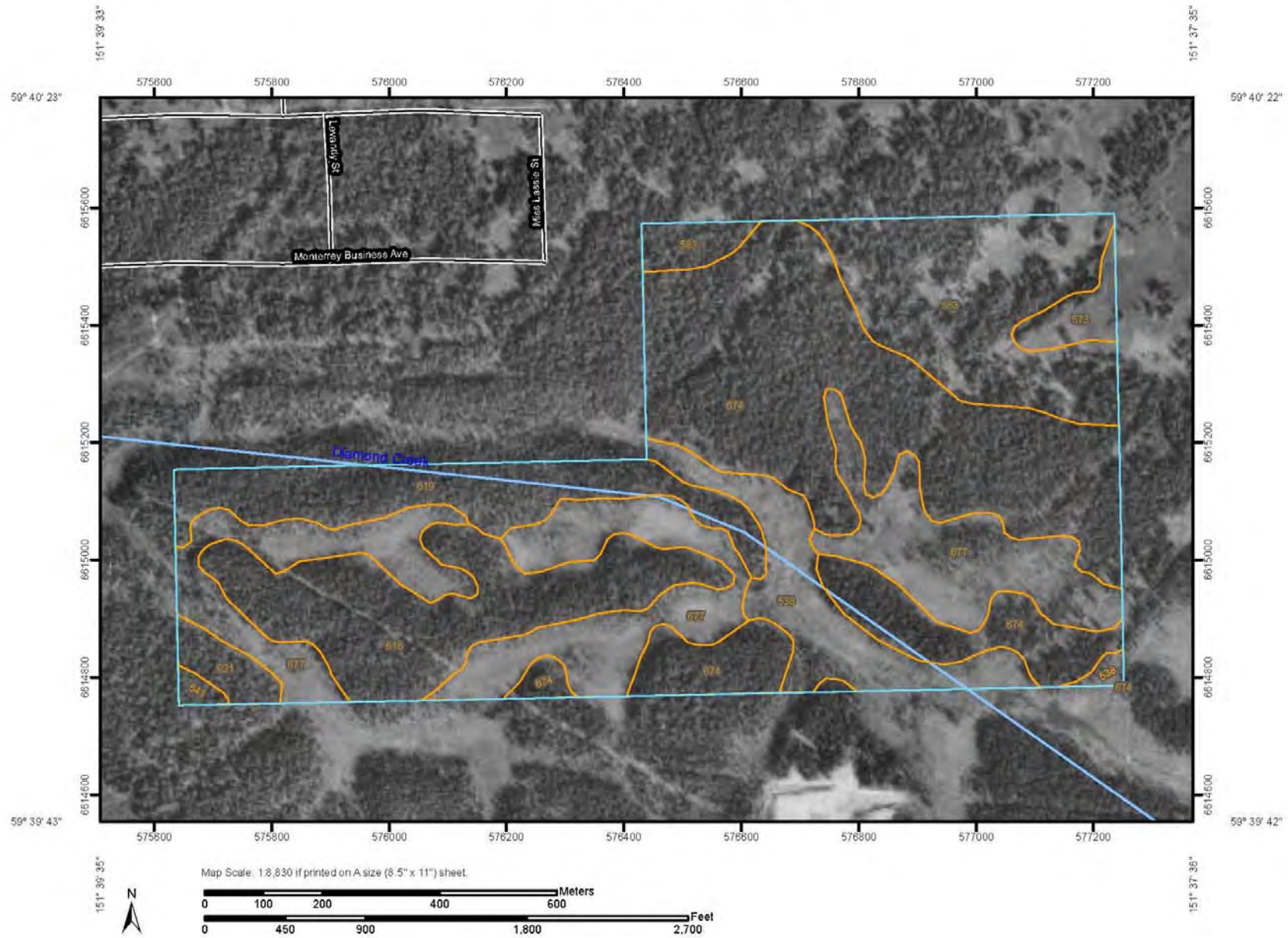
Map 2 – Diamond Creek Recreation Area Contours

4-ft. Contours Data Courtesy of KPB-GIS



Map Group 3 - Diamond Creek Recreation Area Soils

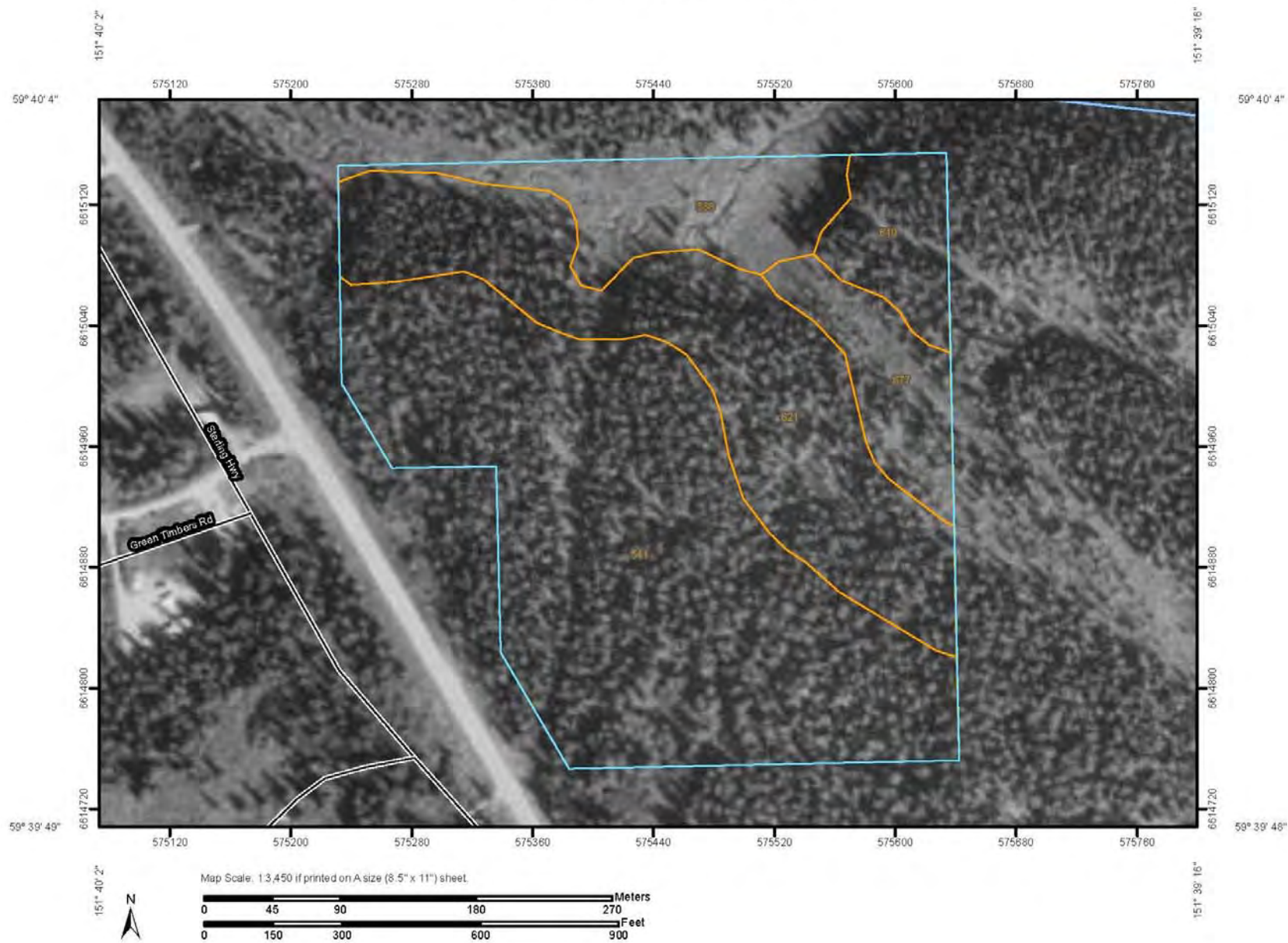
Soil Map—Western Kenai Peninsula Area, Alaska



Map Unit Legend

Western Kenai Peninsula Area, Alaska (AK652)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
538	Coal Creek silt loam, 8 to 15 percent slopes	17.1	7.1%
541	Cohoe silt loam, 8 to 15 percent slopes	0.9	0.4%
573	Kachemak silt loam, 4 to 8 percent slopes	3.7	1.5%
583	Kachemak silt loam, forested, 4 to 8 percent slopes	33.9	14.1%
618	Mutnala silt loam, 4 to 8 percent slopes	30.5	12.7%
619	Mutnala silt loam, 8 to 15 percent slopes	20.8	8.7%
621	Mutnala silt loam, 25 to 45 percent slopes	3.5	1.5%
674	Spenard peat, 4 to 8 percent slopes	77.2	32.1%
677	Starichkof peat, 0 to 4 percent slopes	52.6	21.9%
Totals for Area of Interest		240.2	100.0%

Soil Map—Western Kenai Peninsula Area, Alaska

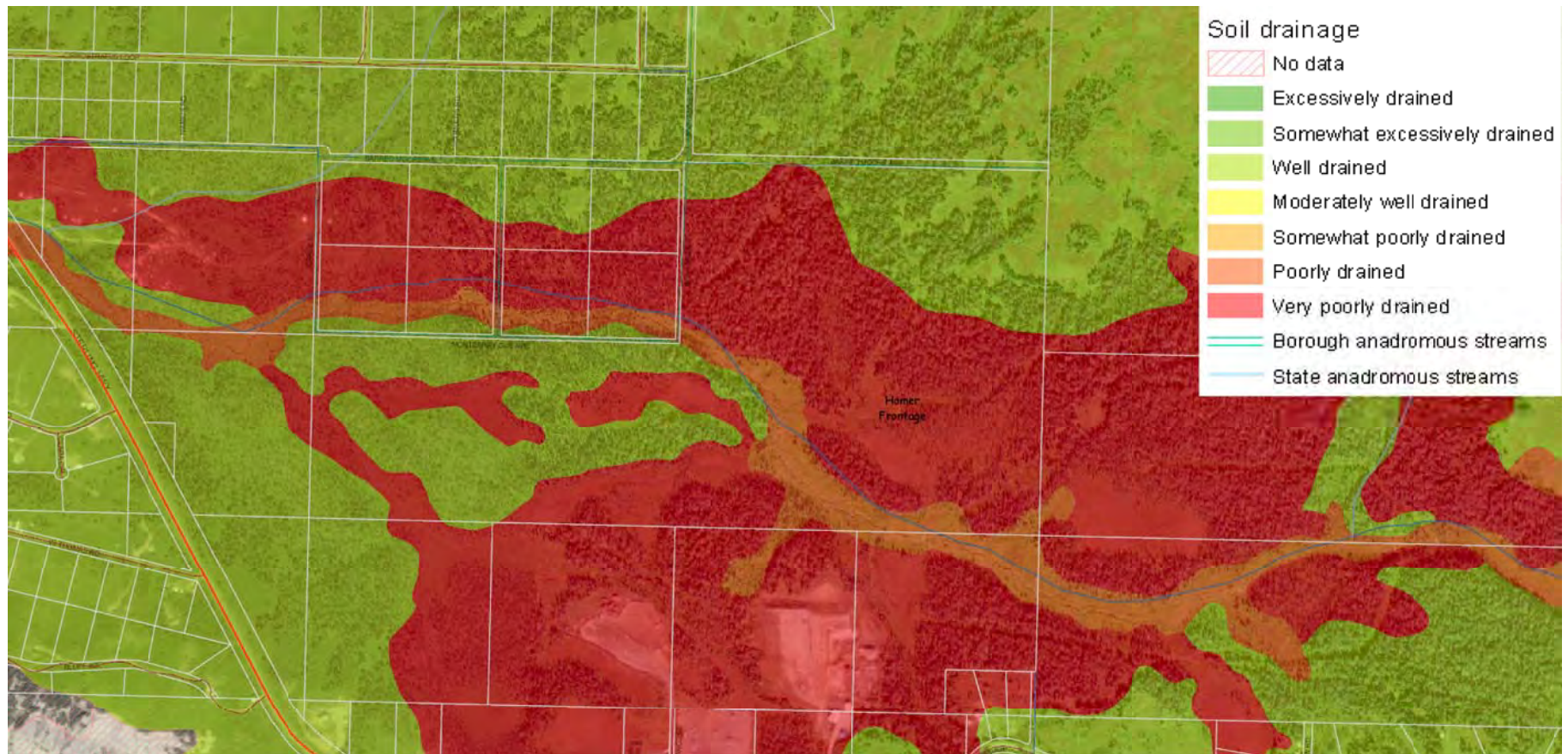


Map Unit Legend

Western Kenai Peninsula Area, Alaska (AK652)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
538	Coal Creek silt loam, 8 to 15 percent slopes	3.5	10.0%
541	Cohoe silt loam, 8 to 15 percent slopes	17.5	51.0%
619	Mutnala silt loam, 8 to 15 percent slopes	1.9	5.6%
621	Mutnala silt loam, 25 to 45 percent slopes	9.2	26.7%
677	Starichkof peat, 0 to 4 percent slopes	2.3	6.7%
Totals for Area of Interest		34.4	100.0%

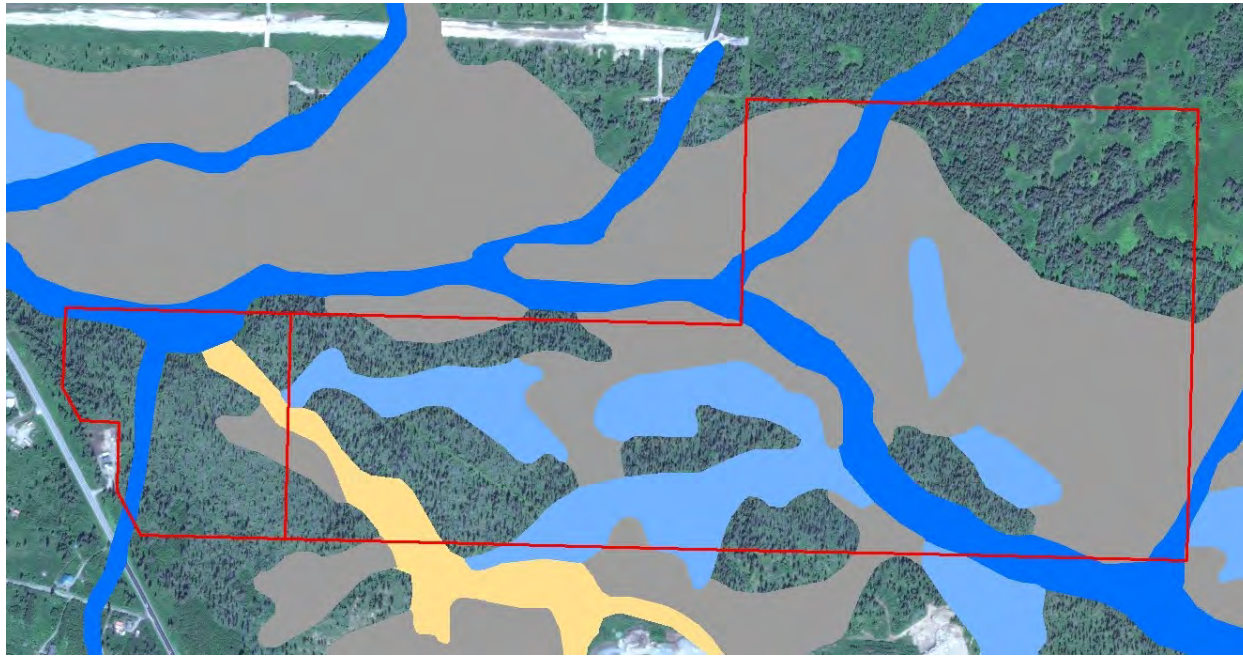
Map 4 – Diamond Creek Recreation Area Soil Drainage

Map and Legend Courtesy of Kenai Watershed Forum



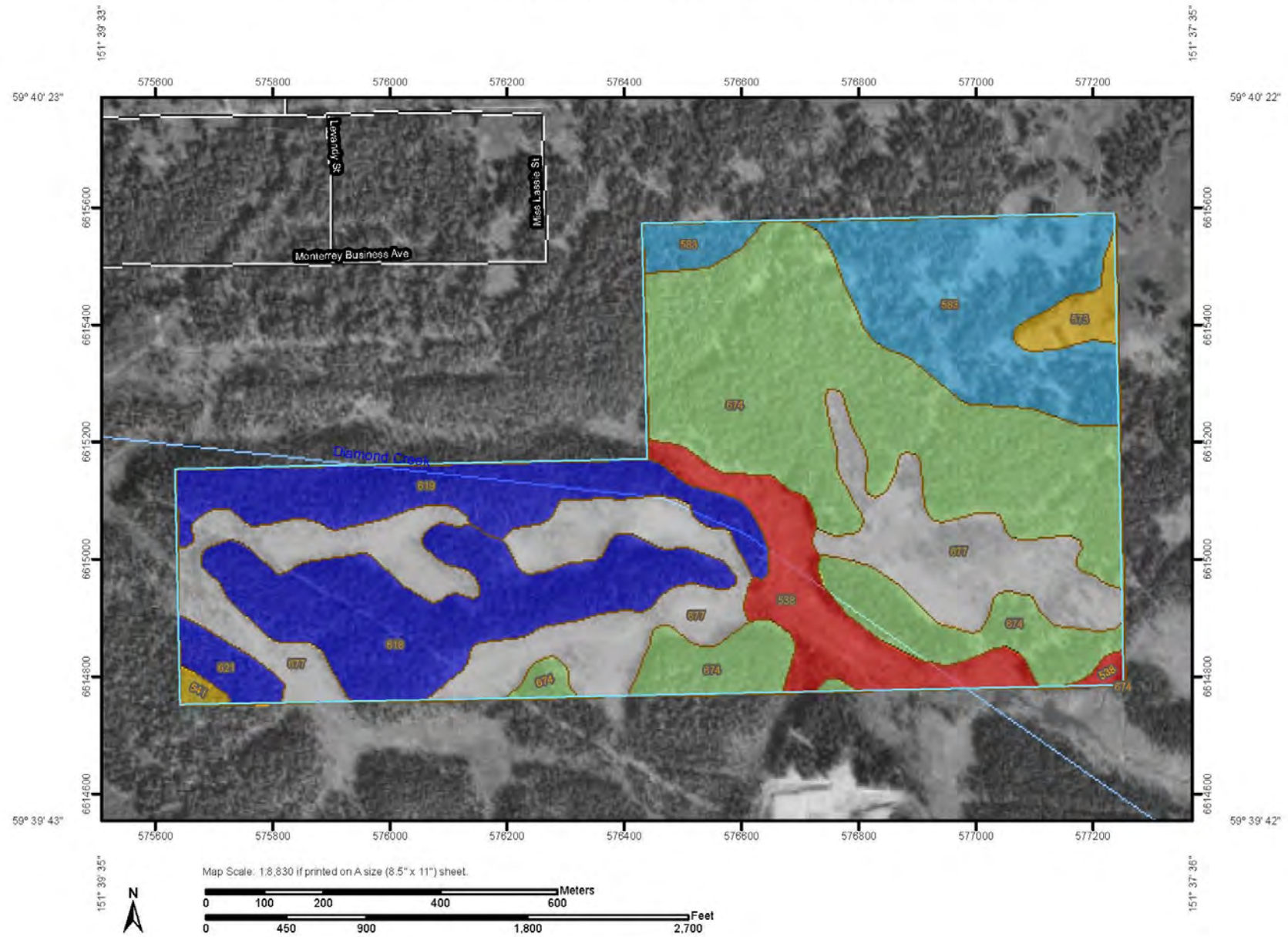
Map 5 - Diamond Creek Recreation Area Wetlands

Legend and Wetlands Data Courtesy of Kenai Watershed Forum




Map Group 6 - Diamond Creek Recreation Area Forest Productivity

Forest Productivity (Cubic Feet per Acre per Year): white spruce (Farr 1967 (440))—Western Kenai Peninsula Area, Alaska




MAP LEGEND

Area of Interest (AOI)


 Area of Interest (AOI)


Soils


 Soil Map Units


Soil Ratings


 ≤ 8

 $> 8 \text{ AND } \leq 11$


 $> 11 \text{ AND } \leq 12$

 $> 12 \text{ AND } \leq 13$


 $> 13 \text{ AND } \leq 14$

 Not rated or not available

Political Features

 Cities

Water Features

 Streams and Canals

Transportation

 Rails

 Interstate Highways

 US Routes

 Major Roads

 Local Roads

MAP INFORMATION

Map Scale: 1:8,830 if printed on A size (8.5" x 11") sheet.

The soil surveys that comprise your AOI were mapped at 1:25,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for accurate map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>

Coordinate System: UTM Zone 5N NAD83

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Western Kenai Peninsula Area, Alaska

Survey Area Data: Version 11, Feb 3, 2011

Date(s) aerial images were photographed: 9/2/1996

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Forest Productivity (Cubic Feet per Acre per Year): white spruce (Farr 1967 (440))

Forest Productivity (Cubic Feet per Acre per Year): white spruce (Farr 1967 (440))— Summary by Map Unit — Western Kenai Peninsula Area, Alaska (AK652)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
536	Coal Creek silt loam, 8 to 15 percent slopes	8.00	17.1	7.1%
541	Cohoe silt loam, 8 to 15 percent slopes	11.00	0.9	0.4%
573	Kachemak silt loam, 4 to 8 percent slopes	11.00	3.7	1.5%
583	Kachemak silt loam, forested, 4 to 8 percent slopes	13.00	33.9	14.1%
618	Mutnala silt loam, 4 to 8 percent slopes	14.00	30.5	12.7%
619	Mutnala silt loam, 8 to 15 percent slopes	14.00	20.8	8.7%
621	Mutnala silt loam, 25 to 45 percent slopes	14.00	3.5	1.5%
674	Spenard peat, 4 to 8 percent slopes	12.00	77.2	32.1%
677	Starichkof peat, 0 to 4 percent slopes		52.6	21.9%
Totals for Area of Interest			240.2	100.0%

Description

Forest productivity is the volume of wood fiber that is the yield likely to be produced by the most important tree species. This number, expressed as cubic feet per acre per year and calculated at the age of culmination of the mean annual increment (CMAI), indicates the amount of fiber produced in a fully stocked, even-aged, unmanaged stand.

This attribute is actually recorded as three separate values in the database. A low value and a high value indicate the range of this attribute for the soil component. A "representative" value indicates the expected value of this attribute for the component. For this attribute, only the representative value is used.

Rating Options

Tree: white spruce

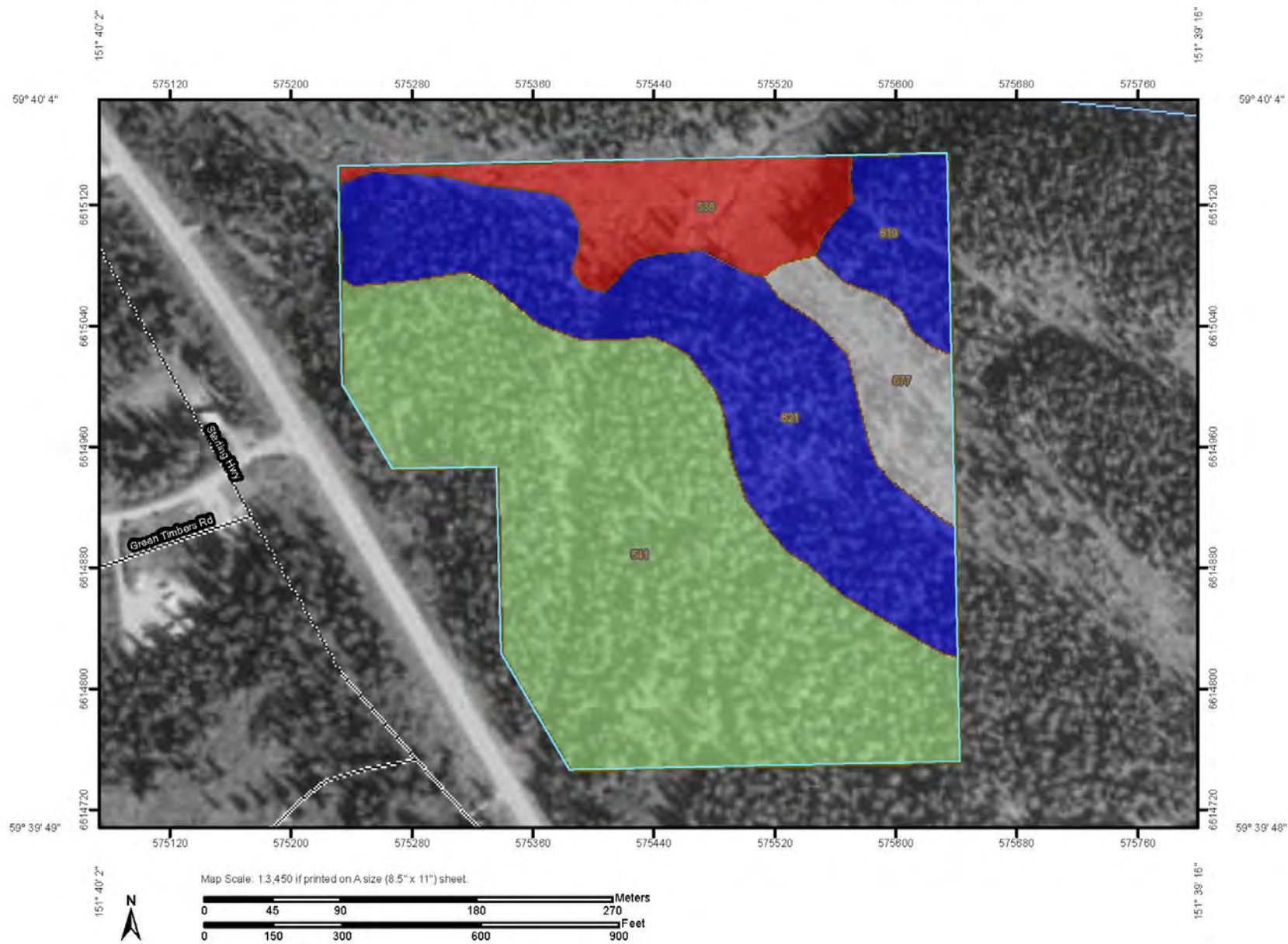
Site Index Base: Farr 1967 (440)

Aggregation Method: Dominant Component

Component Percent Cutoff: None Specified


Tie-break Rule: Higher

Forest Productivity (Cubic Feet per Acre per Year): white spruce (Farr 1967 (440))—Western Kenai Peninsula Area, Alaska




MAP LEGEND

Area of Interest (AOI)


 Area of Interest (AOI)


Soils


 Soil Map Units

Soil Ratings

 ≤ 8

 $> 8 \text{ AND } \leq 11$


 $> 11 \text{ AND } \leq 14$

 Not rated or not available

Political Features

 Cities

Water Features

 Streams and Canals

Transportation

 Rails

 Interstate Highways

 US Routes

 Major Roads

 Local Roads

MAP INFORMATION

Map Scale: 1:3,450 if printed on A size (8.5" x 11") sheet.

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Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>

Coordinate System: UTM Zone 5N NAD83

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Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
536	Coal Creek silt loam, 8 to 15 percent slopes	8.00	3.5	10.0%
541	Cohoe silt loam, 8 to 15 percent slopes	11.00	17.5	51.0%
619	Mutnala silt loam, 8 to 15 percent slopes	14.00	1.9	5.6%
621	Mutnala silt loam, 25 to 45 percent slopes	14.00	9.2	26.7%
677	Starichkof peat, 0 to 4 percent slopes		2.3	6.7%
Totals for Area of Interest			34.4	100.0%

Description

Forest productivity is the volume of wood fiber that is the yield likely to be produced by the most important tree species. This number, expressed as cubic feet per acre per year and calculated at the age of culmination of the mean annual increment (CMAI), indicates the amount of fiber produced in a fully stocked, even-aged, unmanaged stand.

This attribute is actually recorded as three separate values in the database. A low value and a high value indicate the range of this attribute for the soil component. A "representative" value indicates the expected value of this attribute for the component. For this attribute, only the representative value is used.

Rating Options

Tree: white spruce

Site Index Base: Farr 1967 (440)

Aggregation Method: Dominant Component

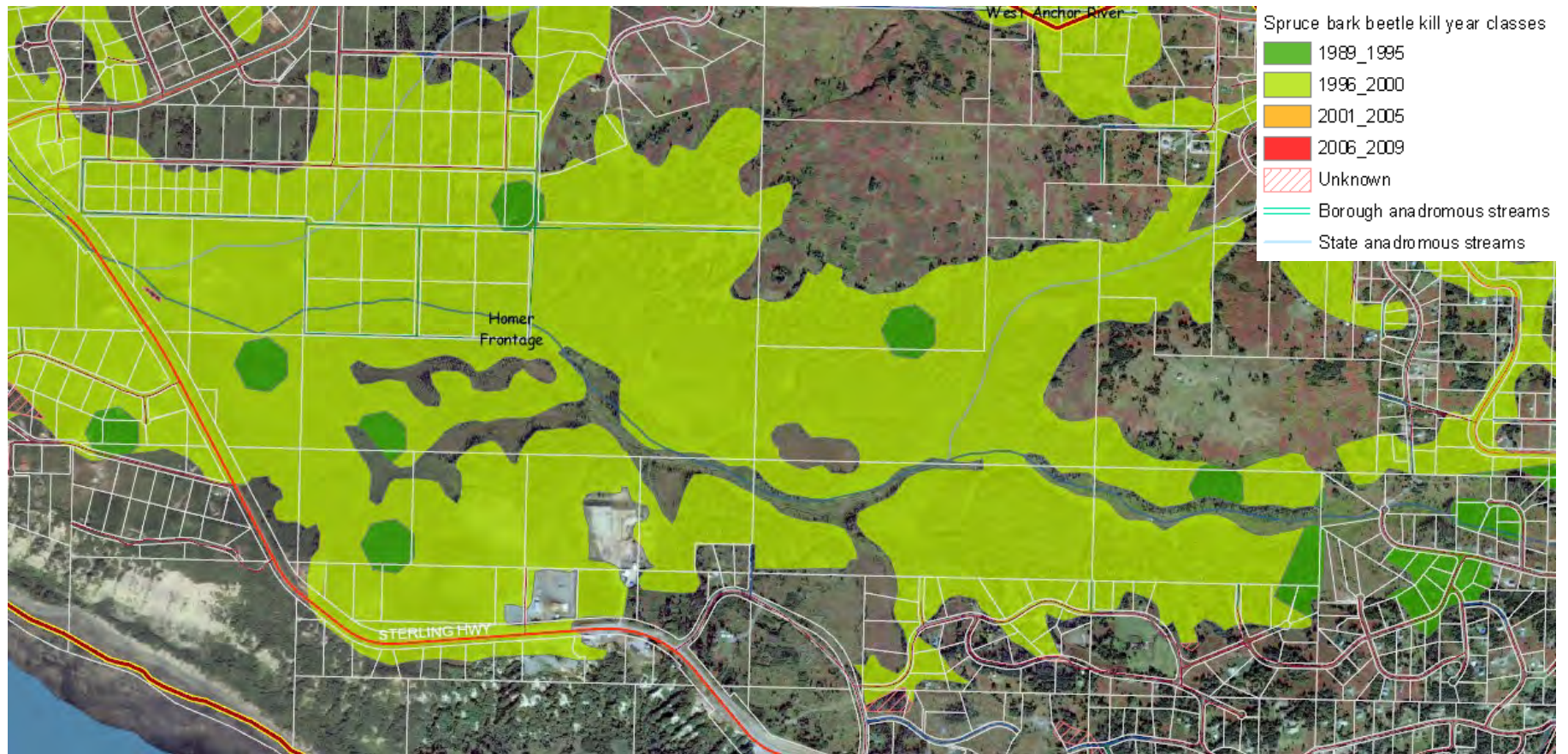
Component Percent Cutoff: None Specified

Tie-break Rule: Higher

Interpret Nulls as Zero: No

Map 7 – Spruce Bark Beetle Infestation

Legend and Map Courtesy of Kenai Watershed Forum





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Office of the City Clerk

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Homer, Alaska 99603

clerk@cityofhomer-ak.gov

(p) 907-235-3130

(f) 907-235-3143

Memorandum

TO: PARKS, ART, RECREATION AND CULTURE ADVISORY COMMISSION

FROM: RACHEL TUSSEY, CMC, DEPUTY CITY CLERK

DATE: JUNE 9, 2021

SUBJECT: LETTER TO THE EDITOR

The Letter to the Editor is a quarterly submission from the Commission to keep the parks, art, recreation and cultural aspects of Homer in the readers' minds.

While the PARCAC calendar marks the June meeting to review the upcoming Letter to the Editor submittal, one was not provided to the Clerk's Office in time for this packet. I ask the commission to determine the letter topic and who will write it.

Recommendation

Discuss; make a motion approving the Letter to the Editor topic, and request Staff submit it to the Homer News for publication.



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Memorandum

TO: MAYOR CASTNER AND HOMER CITY COUNCIL

FROM: PARKS, ART, RECREATION AND CULTURE ADVISORY COMMISSION

THRU: RENEE KRAUSE, MMC, DEPUTY CITY CLERK

DATE: JUNE 1, 2021

SUBJECT: PARCAC'S RECOMMENDATION OF SUPPORT FOR ORDINANCE 21-26

Background:

The Parks, Art, Recreation & Culture Advisory Commission considered Ordinance 21-26 at their May 20, 2021 regular meeting under New Business. A motion to recommend adoption as presented was made and carried with no objection.

Following is an excerpt of those minutes reflecting the Commission's action.

NEW BUSINESS

C. Ordinance 21-26, Amending Homer City Code Extending the No Wake Zone throughout City Tidelands and Closing Louie's Lagoon and the Entrance of Beluga Slough to Motorized Vessels.

Chair Lewis introduced the item by reading of the title and opened the floor for discussion.

ROEDL/HARRALD MOVED TO APPROVE AS WRITTEN.

Discussion ensued on this ordinance covering a lot of points with some Commissioners expressing concerns on enforcement abilities and the opinion that there is not going to be a lot of people wanting to use jet skis in the bay but that time will tell.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Homer Wayfinding and Streetscape

Project Website: www.homerwayfinding.blogger.com

Date: June 1, 2021

Discovery Days

Prior to any of the events and meetings below, please go to the project website. The website will be updated if there are any changes.

Wednesday, June 9th

The client and planning team will be moving throughout Homer for the day. The intent is to meet at various locations per the schedule below. We will discuss various topics at each site, and our goal will be to get input from those who can attend. We invite you to join us at any of the times and places below. This is a day for learning and listening, and we need to hear your thoughts on the opportunities and challenges for this project. Please go to the project website for additional information.

- 9:00-9:30am: Baycrest/Homer Overlook Rest Stop
- 9:45-10:15am: Airport
- 10:30-11:15pm: Homer Boathouse
- 1:00-1:15pm Pioneer Street (Meet at City Hall)
- 1:15-2:15pm: Central Business District Walk (City Hall to Main Street)
- 3:30-4:00pm Getting Cars from the Sterling to Homer Destinations, and Old Town (Chamber of Commerce)
- 4:30 to 6:00pm: Bishop's Beach Pop-up (General Discussion)

Thursday, June 10th

- 10:00-11:00am: Streetscape Drop-In (at City Hall)
- 11:30-2:30pm: Open Drop-In Work Session (at City Hall)
- 6:00-7:30pm Online Open House
- Please go to the project website to find the meeting link, and go back to the website to use the link to enter the meeting. This is to ensure that the link is correct and up to date.



Project Description

The City of Homer is developing a Homer Wayfinding and Streetscape Plan. The goal is to develop a thoughtful wayfinding plan and an inviting streetscape improvement plan that supports a vibrant Pioneer Avenue corridor, Central Business District, and connections to the Homer Spit. This will provide a strategic plan for using landmarks, city signage, pathways and streetscape elements to help visitors and residents more easily navigate and more fully experience Homer - and be a catalyst for economic activity. It will also include designs for the elements of this plan including typical streetscape designs, site furnishings, and vehicular and pedestrian-focused signs.

Contact: Julie Engebretsen,
jengebretsen@ci.homer.ak.us
907-299-9354



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491 East Pioneer Avenue
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: Mayor Castner and Homer City Council
FROM: Rob Dumouchel, City Manager
DATE: May 19, 2021
SUBJECT: City Manager's Report for May 24, 2021 Council Meeting

FY22/23 Budget

The operating budget ordinance is being introduced at this Council meeting, draft capital budget information is being released as well. Both budgets remain on track for approval before the end of the 2021 fiscal year on June 30th.

New EMS Inbound Patient Loading Zone at Ramp 7

There is a new dedicated inbound patient loading zone in the Homer Harbor on JJ Float (pictured below). This location is closer to the harbor entrance and will facilitate a faster patient transfer from vessel to responding emergency services personnel. See the attached flyer¹ for more information.



2021-26 Comprehensive Economic Development Strategy Draft Available for Comment

The Kenai Peninsula Economic Development District (KPEDD), in conjunction with the University of Alaska Center for Economic Development, has been working on the 2021-26 draft of the Kenai Peninsula Comprehensive Economic Development Strategy (CEDS). The draft can be viewed at <https://kpedd.org/wp-content/uploads/2021/05/KPEDD-CEDS-Plan-2021-2026-Full-Report.pdf>, and comments directed to KPEDD Program Manager Caitlin Coreson at caitlin@kpedd.org.

Update: Poopdeck Trail ADA Ramp

The Poopdeck trail's ADA ramp has been successfully installed. Here's a note from Parks Superintendent Matt Steffy regarding the project:

KHLT staff, COH staff, ILC staff, and an army of volunteers completed Phase III of the new trail project. This consisted of spreading and compacting more gravel, adjusting drainage, and installing the new ADA ramp on the City's end of the trail next to the ILC. The manufacturer of the ramp was on site to oversee installation. We anticipate a lot of positive feedback on an amenity that has been much anticipated.



Safe and Healthy Kids Fair

The Safe and Healthy Kids Fair and Bike Rodeo took place May 15th at Homer High School's parking lot. Here is an update from Community Recreation Manager Mike Illg:

We were happy to report that the Annual Safe and Healthy Kids Fair and Bike Rodeo was recently at the Homer High parking lot on Saturday, May 15th. This outdoor event had a detailed mitigation plan and required masking and screening for all participants that allowed us to have the event on school grounds. We had at least 20 different community organizations involved and the number of estimated participants was approximately 200 people. Some of the primary organizers included City Staff from the Fire Department and Community Recreation. There were many smiles, lots of fun and we even gave away 5 brand new bicycles! We are looking forward to possibly continue to offer an outdoor event in the future as there were so many positive responses from the public.



Community Assistance Program Funding for 2022

The Finance Department will be filing paperwork shortly to request Homer's portion of the State of Alaska's Community Assistance Program (CAP) funds. We will be including an intent to put CAP funds towards ADA improvements around the City. That said, upon receipt, the Council may direct the funds in any direction they wish as long as they meet the criteria of the program. The disbursement in 2021 was directed to assist in the acquisition of SCBA equipment for the Volunteer Fire Department (Ord 21-25).

Alaska Municipal League Summer Conference

The Alaska Municipal League Summer Conference is being held in Fairbanks from August 3rd to 6th. Interested Councilmembers are encouraged to read the attached memo² from City Clerk Jacobsen for more details.

Employee Updates

Taylor Crowder joined the Homer Police Department on May 14th as a Police Officer II. He came to us as a lateral from North Carolina and has ten years of experience as a police officer. Accompanying Officer Crowder in the move to Homer are his wife and four children.



COVID-Related Updates

COVID Risk Status

On March 30th I moved the City from the “Orange” to “Yellow” level on our COVID risk framework. The City remains in yellow status after the most recent review completed on April 19th. On April 26th, I directed a limited opening of City Hall and the Library. On May 13th the Center for Disease Control (CDC) released new guidance which allows for fully vaccinated individuals to stop masking both outdoors and indoors. Working with staff, we created new guidelines for City staff based on the CDC guidance. Masks are still required for the public in City facilities. Staff is still required to be masked when interfacing with the public. Staff will, however, be able to relax masking standards in their work spaces.

Enclosures:

1. Flyer – New EMS Inbound Patient Loading Zone
2. Memo – AML Summer Conference

PARKS ART RECREATION & CULTURE ADVISORY COMMISSION

2021 Calendar

	AGENDA DEADLINE	MEETING	CITY COUNCIL MEETING FOR REPORT*	ANNUAL TOPICS/EVENTS
JANUARY		No Regular Meeting		
FEBRUARY	Wednesday 2/10 5:00 p.m.	Thursday 2/18 5:30 p.m.	Monday 2/22 6:00 p.m. [Archibald]	<ul style="list-style-type: none"> • Beach Policy Review • Letter to the Editor Subject & Draft Approval
MARCH	Wednesday 3/10 5:00 p.m.	Thursday 3/18 5:30 p.m.	Monday 3/22 6:00 p.m. [Galbraith]	<ul style="list-style-type: none"> • Strategic Plan Review & Amendments • Beach Policy Review
APRIL	Wednesday 4/7 5:00 p.m.	Thursday 4/15 5:30 p.m.	Monday 4/26 6:00 p.m. [Archibald]	<ul style="list-style-type: none"> • Budget & Financial Goals Review • Beach Policy Public Hearing • Beach Park Walk Through
MAY	Wednesday 5/12 5:00 p.m.	Thursday 5/20 5:30 p.m.	Monday 5/24 6:00 p.m. [Harrauld]	<ul style="list-style-type: none"> • Diamond Creek Plan Review • Recreation & Parks Fee Schedule Review • Budget FY22/23
JUNE	Wednesday 6/9 5:00 p.m.	Thursday 6/17 5:30 p.m.	Monday 6/28 6:00 p.m.	<ul style="list-style-type: none"> • Capital Improvement Plan Review: Recommendations for Any New Parks & Rec-Related Projects • Letter to the Editor Topics
JULY		No Regular Meeting		
AUGUST	Wednesday 8/11 5:00 p.m.	Thursday 8/19 5:30 p.m.	Monday 8/23 6:00 p.m.	<ul style="list-style-type: none"> • Letter to the Editor Draft Submitted for Review & Approval • Commission Fund Expenditure Review • Art Policy Review and Amendments
SEPTEMBER	Wednesday 9/18 5:00 p.m.	Thursday 9/16 5:30 p.m.	Monday 9/27 6:00 p.m.	<ul style="list-style-type: none"> • Fall Park/Beach Walk-Thru • Schedule Park Clean Up Day • Reappointment Notices & Applications
OCTOBER	Wednesday 10/13 5:00 p.m.	Thursday 10/21 5:30 p.m.	Monday 10/25 6:00 p.m.	<ul style="list-style-type: none"> • Terms Expire October 31st • Advisory Body Training Worksession • Beach Policy Review
NOVEMBER	Wednesday 11/10 5:00 p.m.	Thursday 11/18 5:30 p.m.	Monday 11/22 6:00 p.m.	<ul style="list-style-type: none"> • Approve 2022 Meeting Schedule • Election of Chair & Vice Chair
DECEMBER		No Regular Meeting		

*The Commission's opportunity to give their report to City Council is scheduled for the Council's regular meeting following the Commission's regular meeting, under Agenda Item 8 – Announcements/ Presentations/ Borough Report/Commission Reports. Reports are the Commission's opportunity to give Council a brief update on their work.