



Homer City Hall
491 E. Pioneer Avenue
Homer, Alaska 99603
www.cityofhomer-ak.gov

City of Homer Agenda

Economic Development Advisory Commission Special Meeting

Tuesday, August 23, 2022 at 6:00 PM

Cowles Council Chambers In-Person & via Zoom Webinar

Webinar ID: 990 0366 1092 Password: 725933

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

CALL TO ORDER, PLEDGE OF ALLEGIANCE, 6:00 P.M.

AGENDA APPROVAL

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

RECONSIDERATION

CONSENT AGENDA (Items listed below are considered routine and non-controversial by the Commission and are approved in one motion. If a separate discussion is desired on an item, a Commissioner may request that item be removed from the Consent Agenda and placed on the Regular Agenda under New Business.)

A. June 14, 2022 Regular Meeting Minutes **Page 3**

VISITORS/PRESENTATIONS

STAFF & COUNCIL REPORT/COMMITTEE REPORTS

A. EDC Staff Report **Page 9**

B. Homer Chamber of Commerce Report

C. Homer Marine Trades Association (HMTA) Report **Page 10**

D. Kenai Peninsula Economic Development District (KPEDD) Report

PUBLIC HEARING

PENDING BUSINESS

A. Housing Staff Report **Page 16**

B. Balance of Quality of Life, Change, & Community Growth Discussion **Page 17**

i. Draft SWOT Plan & Graphic **Page 18**

NEW BUSINESS

- A.** City of Homer Draft 2023-28 Capital Improvement Plan (CIP) **Page 26**
 - i. DRAFT 2023-2028 CIP **Page 28**
 - ii. Everything You Always Wanted to Know About the CIP Info Sheet **Page 103**
 - iii. CIP Project Nomination Form **Page 106**

- B.** Funding Request for the Alaska Small Business Development Center (AK SBDC) Homer Office **Page 107**
 - i. July 12, 2022 Letter from Jon Bittner, Executive Director AK SBDC **Page 108**
 - ii. AK SBDC Presentation from Fall 2021 **Page 109**

INFORMATIONAL MATERIALS

- A.** EDC 2021-2022 Strategic Plan/Goals **Page 116**

- B.** City Manager’s Report for August 8, 2022 **Page 118**

- C.** EDC 2022 Calendar **Page 123**

COMMENTS OF THE AUDIENCE (3 minute time limit)

COMMENTS OF THE CITY STAFF

COMMENTS OF THE COMMISSION

ADJOURNMENT

Next Regular Meeting is **TUESDAY, SEPTEMBER 13, 2022 at 6:00 p.m.** All meetings are scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

Session 22-06 a Regular Meeting of the Economic Development Advisory Commission was called to order by Chair Karin Marks at 6:04 p.m. on June 14, 2022 at the Cowles Council Chambers, City Hall located at 491 E. Pioneer Avenue, Homer, Alaska, via Zoom Webinar and opened with the Pledge of Allegiance.

PRESENT: COMMISSIONERS PEREZ, MARKS, AREVALO, CHEROK, PERSON, STUDENT REPRESENTATIVE PEARSON

ABSENT: COMMISSIONERS BROWN AND GAMBLE (EXCUSED)

STAFF: ECONOMIC DEVELOPMENT MANAGER ENGBRETSSEN
DEPUTY CITY CLERK KRAUSE

Chair Marks welcomed newly appointed Commissioner Perez to the Commission and noted that they finally have a full commission.

AGENDA APPROVAL

AREVALO/PERSON MOVED TO APPROVE THE AGENDA.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENTS ON MATTERS ALREADY ON THE AGENDA

RECONSIDERATION

CONSENT AGENDA (Items listed below are considered routine and non-controversial by the Commission and are approved in one motion. If a separate discussion is desired on an item, a Commissioner may request that item be removed from the Consent Agenda and placed on the Regular Agenda under New Business.)

A. May 10, 2022 Regular Meeting Minutes

Chair Marks read the Consent Agenda and requested a motion.

CHEROK/PERSON MOVED TO APPROVE THE CONSENT AGENDA.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

VISITORS/PRESENTATIONS

A. Update on Non-Motorized Transportation from Homer Draw Down & Homer Trails Alliance – Commissioner Person

Adele Person, member of the Homer Draw Down Group and the Homer Trails Alliance provided a report on these two groups and their participation and or involvement in projects related to non-motorized

transportation. She responded to questions from the Commission related to how one would join and expansion and use of multi-use trails and creation of such infrastructure.

Chair Marks explained the use of guest speakers and presentations at the Commission meetings on topics and items of interest to the Commission.

STAFF & COUNCIL REPORT/COMMITTEE REPORTS

A. EDC Staff Report

Economic Development Manager Engebretsen spoke to her written staff report included in the packet. She noted that Council will be addressing the ordinance on proposed Zoning changes at the June 27, 2022 meeting; Council has approved a resolution to have the City Manager develop a plan for demolition of the smaller building on the HERC Campus currently used for the city maintenance department.

Ms. Engebretsen and Commissioners discussed the following topics:

- Projects being done by the Homer Draw Down Group and the City's involvement
 - o Hands on trail work by volunteers
 - o Trails Symposium scheduled for Fall of 2022
 - to identify how people want to get around and those connection points
 - o Having an neighborhood meeting regarding sidewalks and other improvements for Bunnell/Old Town area
- Suggested ways that the Wayfinding and Streetscape Plan could be used and distributed to developers, groups and interested businesses
- Updates on the City organizational structure changes, duties and new positions to address upcoming workloads and projects.
- Outcomes from the Trails Symposium, stated that Homer Drawdown is focusing on public advocacy and community input, being proactive and liaison with Borough and State.
 - o Homer Drawdown would report directly to Council and it is a more organic than structured
- Updated Campground Brochure

B. Homer Chamber of Commerce Report

Economic Development Manager Engebretsen reported that the Chamber has hired a new consultant to work on the Visitor's Guide. They are very familiar with Alaska and produce Soldotna's and Seward's Visitor Guide. The Chamber is interested in having some type of event in June to draw people to Homer as currently certain businesses are super busy but there is not a lot of traffic on Pioneer Avenue.

C. Kenai Peninsula Economic Development District (KPEDD) Report

Chair Mark reported that she will be attending this meeting on Thursday, June 16, 2022 and will provide a report at the August meeting.

D. Homer Marine Trades

Chair Marks noted that the minutes were included in the packet.

PUBLIC HEARING

PENDING BUSINESS

A. Housing Staff Report

Chair Marks introduced the agenda item by reading the title. She deferred to Economic Development Manager Engebretsen.

Economic Development Manager Engebretsen reported new employee start dates and reviewed the project going in off of Adams Drive which contained 18 units single family, 2 bedrooms, 700 square feet units. Aspen was constructing employee housing units

Deputy City Clerk Krause was able to provide some details of the project when questioned by the Commission.

B. Balance of Quality of Life, Change, & Community Growth Discussion

- i. SWOT Graphic
- ii. Opportunities Table Generated from Last Meeting

Chair Marks introduced the agenda item by reading the title and deferred to Economic Development Manager Engebretsen to begin discussion.

Ms. Engebretsen shared screen and facilitated feedback from commissioners on identifying three to five words that make Homer “Homer” The following was noted by Ms. Engebretsen and shared by the commission:

- Formatting can be changed to make it user friendly and more appealing
- The words would be used to create a graphic for the cover page of the diagram or word art cloud
- Commissioner Person offered the following: Fishing, art, home, kachemak bay, tugeht, Dena’ina sugpiaq, eclectic
- Commissioner Arevalo offered The Bench, the sea, community, intact nature and not ruined yet
- Commissioner Cherok offered eclectic, community, serene, free spirited, natural, majestic, quaint
- Commissioner Perez offered heritage, heart, hope and home
- Student Commissioner Pearson offered Fishing, Nature, picturesque and harbor

Chair Marks reported that at an earlier meeting Commissioner Arevalo suggested having a broader viewpoint in the Commission discussions and believed that this would be the first step and encouraged to gather words from others, noting that the statement of keeping Homer “Homer” the Commission needs to define what that means to the community. She continued by stating they can have a fuller discussion at the August meeting, noting that it was also important on how they present to City Council suggesting a similar presentation like the wayfinding and streetscape plan.

Commissioner Perez inquired about creation of a survey to distribute to the community so they can receive the input.

Economic Development Manager Engebretsen responded that there are plans to have a much larger community input project and she questioned her ability to use the information that they would receive from a survey so did not recommend that action at this time.

Commissioner Person stated that the SWOT analysis needed to formatting adjustments as follows:
- she liked the word cloud graphic and added the word Bishop's Beach to be included

- the formatting of the bullet points under Weaknesses need to be lined up
- second bullet point should be re-worded to reflect the following:
 - o Difficult for early to mid-career residents to grow in place and thrive
- under Threats
 - o Risk of becoming empty second homes
- including the individual comments table requires verbiage changes
 - o specifically noted under her comments the following changes:
 - housing: subsidize ADU (accessory Dwelling Units) this should reflect Encourage ADU
 - Combine PARCAC points into one
 - Sales Tax Cap – she was referring to simplifying the Sales Tax Cap
- Review of items under each Commissioner and clarify any misinterpreted statements, condense repeated items for the next meeting
- Marine Trades is missing from category 1 and other maritime culture or fisheries items reflected
- Under Threat – the “loss of town and nature” but it should be more defined to provide clarification on the connections to wildlife
- Defining and clarifications to a one page documents
- Staff will distribute mid-July upon return and then have on the August meeting agenda
- Under weakness – Serious improvement in the areas of infrastructure and indicating that they are in the works but not removed so at a later date they can be shown as completed.
- Changing verbiage so it does not be taken as a stab to the persons making those repairs
- Leaving the conditions as stated so it shows the urgency on the requirement to repair
- Staff will send the previous staff reports to Commissioner Perez so that he can submit a SWOT

Chair Marks with Staff input clarified that the Commission can submit during the annual report to Council in late August or early September.

NEW BUSINESS

- A. Recommendation to Sell City Owned Property at 3713 Main Street
 - i. Land Allocation Plan Excerpt for 3713 Main Street

Chair Marks introduced the item and provided information from the recent City Council meeting regarding the city owned parcel on Main Street. She stated that the revenue from the sale of the parcel would not be used for the Community Center as it was designated for the Library. She further advocated for the land to be used for parking noting that there is a strong push for a walkable Homer but where are people going to park their vehicles once they arrive in Homer.

Economic Development Manager Engebretsen provided input on the possible additional uses for this parcel such as low income housing that would provide a greater Community benefit. There is a \$73,000 assessment on the property as well. If the Commission wants to take this issue to Council that would be the decision of the Commission.

The Commission discussed the possible sale of the parcel and each expressed that they did not support the idea of the city selling that land but holding onto it for another use and to maintain as green space, pedestrian and wildlife corridor, if sold could an easement be included to protect these needs,

preventing the loss of large mature trees in the Central Business District, making a broader assessment of how to accommodate for a more walkability, acknowledging that a central parking lot would be needed and review of the strategic plan at the next meeting to consider what the commission can recommend on parking for vehicles.

Economic Development Manager Engebretsen noted that there were two actions that the Commission could employ one review and make a recommendation during the Land Allocation Plan review in December and revisiting this issue when they have more staff and what is done can be in concert with the work of others.

Chair Marks recommended that they postpone this topic to an agenda closer to the Land Allocation Review.

Chair Marks and Economic Development Manager clarified that no recommendation or motion was required since Council did not direct the Commission to consider the item. They further noted that if asked by a member of Council as response can be provided that while the Commission reviewed and considered the sale of the parcel, they did not believe that sale of the property at this time was beneficial and wanted to review items before making a recommendation along those lines.

INFORMATIONAL MATERIALS

- A. Commissioner Speakman Recognition Letter dated May 18, 2022
- B. EDC 2021-2022 Strategic Plan/Goals
- C. City Manager's Report for May 9, 2022
- D. City Manager's Report for May 23, 2022
- E. EDC 2022 Calendar
- F. Memo 22-096 Tulio Perez Appointment to EDC w/ Backup Info

Chair Marks noted and facilitated discussion on the informational materials provided. She noted that Commissioner Cherok was scheduled to report Council.

Economic Development Manager Engebretsen explained in response to Commissioner Cherok the typical process and noted benefit of Commissioner Perez as the newest Commissioner what reporting is conducted at Council meetings and when.

Commissioner Arevalo questioned the offering of free services noted in the City Manager's Report for Local Hazard Mitigation.

Economic Development Manager Engebretsen provided clarification on the free services.

COMMENTS OF THE AUDIENCE

COMMENTS OF THE CITY STAFF

Deputy City Clerk Krause reported receiving an email at approximately 7:20 p.m. He was unable to locate the link to the meeting. She then expressed her appreciation of the interesting topics and work being performed by the Commission now and thanked the Commission for their efforts and time.

Economic Development Manager Engebretsen commented that she did not see the Woodville Report online and that there is a fair amount of work and updates being done on the city website currently so

she will get back to her on that when she can get a copy of the document. She then notified the Commission that she will be out on vacation starting tomorrow for three weeks so follow up on many of these items will happen when she comes back. Ms. Engebretsen encouraged the Commission to get out, enjoy the season and it was nice to see all the greenery.

COMMENTS OF THE COMMISSION

Chair Marks thanked Deputy City Clerk Krause for filing in on this meeting. She welcomed Commissioner Perez and that he came to the commission with a sharp mind, commented that he has a great background to share with the Commission and appreciated that he wanted to step forward to join the Commission and look forward to him being able to attend in person.

Commissioner Person reported that if you wanted to meet the drawdown group, I think the next Community meeting is June 23, 2022, Wednesday at 6:00 p.m. I think it's usually by zoom although they're starting to speak about hybrid meetings and again that website is www.homerdrawdown.info

Commissioner Perez inquired about the next Trails Alliance meeting and provided his email address to Commissioner Person.

Commissioner Person provided information regarding an incredible show at the Pratt Museum regarding protection adaptation resistance it is the work of 54 indigenous artist about the cultural revival and resurgence and is available until September when it leave for a national tour.

Commissioner Cherok welcomed Commissioner Perez and expressed looking forward to working with him on the Commission. He stated that it was really awesome to have people from different viewpoints come together on common ground like the topic of the property sale. he noted that it was fun to work with everyone on the Commission.

Commissioner Perez expressed his appreciation for the warm welcome and looking forward to learning and very excited about working with the Commission.

Chair Marks noted that she provided each Commissioner present a copy of the Peony Celebration Brochure and for those Commissioners not present or are absent there will be copies available in the cabinet for them to pick up. She noted that she was excited about all the things happening and that a walking map is in development and looking forward to including the ADA Accessible trail. She further encouraged the Commissioners to attend and participate. Ms. Marks expressed her appreciation for staff.

Student Commissioner Pearson expressed her appreciation not being the newest person on the Commission.

ADJOURN

There being no further business to come before the Commission, Chair Marks adjourned the meeting at 7:45 p.m. Their next special meeting is Tuesday, August 23, 2022 at 6:00 p.m. All meetings are scheduled to be held in the City Hall Cowles Council Chambers and via Zoom Webinar.

RENEE KRAUSE, MMC, DEPUTY CITY CLERK II

Approved: _____



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Planning

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TO: Economic Development Advisory Commission
FROM: Julie Engebretsen, Economic Development Manager
DATE: August 16, 2022
SUBJECT: August Staff Report

City Manager Updates: See the August 4th, 2022 City Manager's report for highlights on the Large Vessel Harbor Expansion, Main Street Sidewalks, Bunnell Sidewalks, Building Code, Comprehensive Plan and Zoning Code updates. (End of the EDC packet under informational items).

Homer drawdown/trails/walkable Homer: You may recall Adele Person gave a presentation at our last meeting about the Homer Trails Alliance and the Homer Drawdown group. Over the summer, I have begun working with Homer Drawdown, with an eye toward their fall Trail Symposium and the City's update to the Transportation Plan. The Trail Symposium (name may change) is slated for Saturday, October 1st, 1-4 pm. Location to be determined. I also met with the City team on the Transportation plan – the contract has been awarded and work will begin shortly. I expect public participation activities will start in October.

Planning Commission: The Commission is reviewing the land uses and structures that require Conditional Use Permits (CUPs), with the goal of reducing how often this permit process is used. The Commission will also be reviewing new code that would require sidewalks. If you are interested in either topic, I can provide upcoming meeting information to you. Reducing the number of CUP's will reduce permitting time and costs.

Council Updates: Ordinance 22-45 provides funding to DEMOLISH the smaller HERC building on the corner of Pioneer and the Sterling Highway! The city has not done much demolition so it's likely to be 'an adventure.' Stay tuned!

New Staff: Ryan Foster has been hired as a Special Project Coordinator and is the lead for the new Comprehensive Plan project. He was previously the City Planner in Kenai and also brings several years of private sector experience to the city. He is currently drafting documents to move forward with a new comprehensive plan... no timeline yet but its in the works. Long term he will also be working on development regulations and building codes. I will work with Karin to include relevant items on the EDC agendas (October?).

**Homer Marine Trades Association
July 13, 2022
Northern Enterprises Boat Yard**

The meeting was called to order by President, Aaron Fleenor at 6:13 p.m.

Officers/Directors Present: Aaron Fleenor, Mark Zieset, Jen Hakala, Cinda Martin, Kate Mitchell, Josh Hankins-Foley and Bruce Friend. Eric Engebretsen, Claire Neaton and Matt Alward were absent and excused. A quorum was established.

Guests: none

Approve Agenda: Motion by Mark Zieset to approve the agenda as presented, 2nd and carried.

Minutes of the May Meeting: Motion by Mark Zieset to approve the minutes of the May 24th, 2002 meeting as written, 2nd and carried.

Treasurer's Report: Jen Hakala presented the Trial Balance and A/R reports through July 13th, copies attached for the record. Jen mentioned that she is having difficulty figuring out new members when application and payments are made online; business names and email addresses are not coming through on the stripe report. Josh and Aaron will ask Grady to add suggested required fields. The A/R report is inaccurate to the extent of \$2,037 showing in undeposited funds. Cinda will take a look and see if she can reconcile the Undeposited Funds account and clear it out. Jen will amend NEBY's Fish '22 Expo invoice to ½ a booth space down from a full booth space per Aaron's request (looking for another member or two to take the other ½).

Committee Reports:

- Advertising – Kate reported that the Tide Book renewal will be coming up and to expect the cost to increase at least 10%; Kate recommends increasing advertising rates to \$385. Kate also proposed printing new business cards this year with the new logo.
- Website/Social Media
 - Adding New Members – Jen reported that we have several new members; AC/DC Electric, Alaska Marine Field Services, Ocean Wise Alaska, Mitsubishi Engine Sales and Coop's Coffee. She would like to highlight each on social media. New members and member updates are taking a while to get posted on the website. Aaron suggested having a meeting with Grady to address information flow and get it directed properly. Jen will draft a list of issues to be discussed and email to Josh and Grady.
- Workforce Development –
 - FOLs – Aaron will connect with Walter before school starts.
 - KPC Courses – Aaron reported that we have not been able to connect with KPC to donate for the welding program; he will reach out to Jill in August.
- Scholarship – no report

Old Business:

- PME – advertiser contact ideas; see Membership Drive under new business for discussion
- Future Round Haul – NOMAR

New Business:

- Membership Drive: Aaron suggested that we hold Membership Drive in conjunction with the new Bay Weld boat launch happening on the afternoon of August 26th or 27th; HMTA could have an information booth promoting new members, take applications, highlight upcoming advertising opportunities and annual meeting information. Suggestion to mail out invitations in addition to email notices to all HMTA members and prospective members. Josh stated that labels can be created through Mail Chimp. Jen suggested that we have postcards printed through Vista Print, they also offer mail service for an additional cost – just send the mailing list to them. Suggestion to offer some give aways, use up the old logo screen prints on t-shirts and give away left over hoodies; perhaps collect some swag from other members. Aaron will confirm that date of the launch. Will need to have the advertising menu set for the new year and the annual meeting date.
- Annual Meeting: Consensus to hold the Annual Meeting on Thursday, September 29th at 6:00, venue to be determined. Josh will speak with Grady to see if Odin Meadery would be interested in hosting. Once plans solidified, create/order meeting notices to send out in the mail along with a Newsletter.
- Motion by Kate to authorize the purchase of postcards through Vista Print for the upcoming Membership Drive and Annual Meeting to include mailing service, approximate cost of \$200 for both meetings, 2nd and carried. Cinda and Jen will order and see if a batch of each can be sent to us to send out to prospective members.

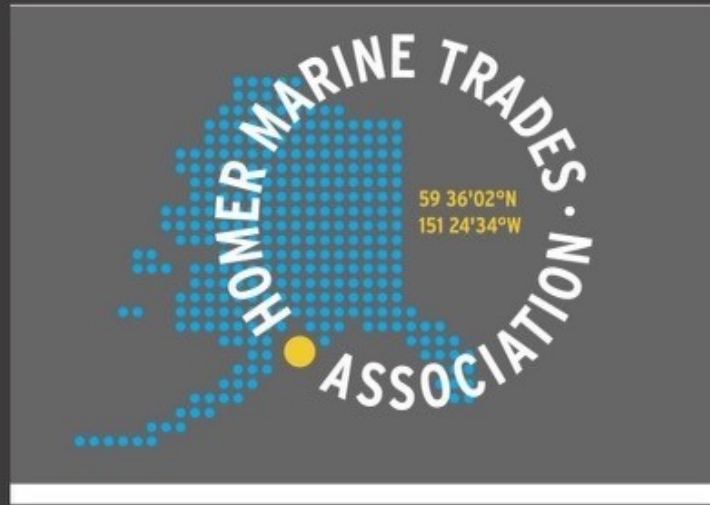
Next Meeting: Wednesday, August 10th at 6pm at NEBY

Adjourn: There being no further business to come before the board members, the meeting was adjourned at 8:00 p.m.

Respectfully submitted,

Cinda Martin, Secretary

MEMBERSHIP DRIVE 2023



Join us to watch Northern Enterprises new 220 Ton Travel Lift launch Baywelds 85' whale watching boat!

Join or Renew your membership

Refreshments & Door prizes

Friday
August 26th
2:30

Northern
Enterprises
Boat Launch



Homer Marine Trades Association
PO Box 2864
Homer, AK 99603
www.homermarinetrades.com

Advertising Opportunities

October 1, 2022 – September 30, 2023

Business Name:	
Contact Name:	
Address:	
Phone:	
Email:	

Advertising Deadline 10/15/2022

Please circle your options and complete the total at the bottom!

Website: www.homermarinetrades.com (your listing is included on our webpage, membership brochure and tide book with standard membership)		
Tide Book: 18 spaces available; Camera Ready Art due by 9/15	\$375	Payable: Now/Bill
Trade Shows: <ul style="list-style-type: none"> Anchorage Boat Show, February TBD at Den’aina Center, Anchorage. 40’ x 60’ booth in the “Homer” section. (8 - 8’ x 10’ spaces available) Basic membership includes distribution of Association brochures, business cards and tide books at these shows. 	\$800	Payable: Now/Bill
Individual Business Advertising Available at Trade Shows: <ul style="list-style-type: none"> Banner Space – include your logo on a large banner – <i>must provide camera ready artwork</i>; includes rack card display at respective show <ul style="list-style-type: none"> ○ Anchorage Boat Show ○ Pacific Fish Expo Rack card/brochure display (if not a banner advertiser) Video presentation looped; contact Mark Brinster at mark.brinster@gmail.com to build/modify your ad at your own expense 	\$325	Payable: Now/Bill
	\$75	Now/Bill
	\$150 for new ads; n/c for existing ads	Now/Bill
Advertising Subtotal	\$	Total

Billing is a courtesy; payment is expected within 30 days of billing. Thank you!

Credit Card Billing: Name as it appears on your card: _____
Card #: _____ CV Code: _____
Mailing Address for card: _____
Card Holder Signature: _____



Homer Marine Trades Association
PO Box 2864
Homer, AK 99603
www.homermarinetrades.com

MEMBERSHIP FORM

Business Name:					
Owner/Contact:					
Physical Address:					
City, State, Zip:					
Mailing Address (if different):					
Phone:		Cell:		Fax:	
Email:			Website:		
Describe your business and services:					
Brand names you represent or specialize in servicing:					
Primary Category for Listing: Additional Categories @ \$20 each (please see list categories; maximum of 4)					
<i>YES, I am interested in being on the Board of Directors!</i>				(check here)	
One year membership (Oct. 1 to Sept 30 th of following year) Includes logo and hotlink to your website; please email logo to homermarinetrades@gmail.com \$25 of every membership supports HMTA Workforce Development Fund				\$150	
Additional Categories _____ @ \$20/each				\$	
Membership Fee Sub Total				\$	
Advertising Opportunities Total from page 3				\$	
Total Amount Due				\$	
Amount to be Billed Out				\$	

Checks Payable to: Homer Marine Trades Association PO Box 2864 Homer, AK 99603
VISA/Mastercard #: _____
Exp Date: _____ CCV: _____

Membership Types:

Full Member: for businesses located in the Homer Area

- Voting rights on Homer Marine Trades Association business issues
- Listing on Website www.homermarinetrades.com
- Listing in Homer Marine Trades Brochure and yearly tide books (distributed locally and at Pacific Marine Expo in Seattle)
- Quarterly Newsletter with email updates
- Marketing opportunities at Pacific Marine Expo, the Anchorage Boat Show and in local, state-wide and national publications. This year's advertising: KBBI, Homer News, WorkBoat Magazine, Pacific Fishing

Associate Member: for businesses located outside the Homer Area providing services to our community

- Non-voting member
- All other benefits as listed above under Full Member

Industry Support Member: for individuals and businesses within the Homer area who support the marine trades industry but have otherwise no need for advertising through the association

- Voting rights on association business issues
- Membership fee is earmarked especially for the scholarship program and any other vocational training programs sponsored by HMTA

Category List:

Boat Building/Repair	Financial	Marine Parts/Supplies/Repairs
Boat Building Supplies	Fish Buyers & Processors	Marine Support Agencies
Boat Canvas, Covers & Tarps	Fishing Bait	Maritime Law
Boat Hauling & Storage	Freight Forwarders	Metalwork/Fabricators/Welding
Boat Lettering & Graphics	Fuels/Lubricants	Miscellaneous Supporters
Boat Surveys	Gear Builders	Organizations/Associations
Boats for Hire IFQ/Charter	Glassworks	Photography
Brokers (Permits/Boats/IFQ)	Homer Port & Harbor Facilities	Propellers
Carpeting/Interior/Upholstery	Hydraulics	Refrigeration
Cold Storage and Bait	Insurance	Safety Equipment/Supplies
Diving/Savage	Lodging	Shrink-wrap Services
Engine Sales/Service	Machine Shops	Storage – Boats and Gear
Electronics & Communications	Marine Electric	

Other Category not listed:



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TO: Economic Development Advisory Commission
FROM: Julie Engebretsen, Economic Development Manager
DATE: August 15, 2022
SUBJECT: Housing Staff Report

Chair Marks requested this item remain on the agenda as a standing item.

Staff UPDATE:

No action needed.

- David Parker has been hired as a part time, remote employee to work on this issue. More information will be forthcoming (next month or two?)
- Construction is slowing down for the season.



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TO: Economic Development Advisory Commission
FROM: Julie Engebretsen, Economic Development Manager
DATE: August 23, 2022
SUBJECT: Balance of Quality of Life, Change & Community Growth Discussion

Home stretch! At this meeting, I'd like your edits for the four quality of life themes –Business Climate, Built Environment, Natural Environment, and Social Climate. It's a lot to go through – so I am asking Commissioners to work on the pages as follows. You can email me changes or we can go over things at the meeting. I'd really like each theme to fit on one page. There were a lot of duplicate comments and ideas, so once I looked closely at everything, one page seemed reasonable.

Business Climate: Deborah, Jay
Built Environment: Karin, Adele
Natural Environment: Nicole, Hazel
Social Climate: Luke, Tulio

At the September meeting I will have the final doc for your motion... consistent color, theme, font, etc.

Next Steps: After the Commission adopts the document, the EDC (or a member or two) is scheduled to speak to the planning commission on September 21st.

Think about making a presentation to other Commissions - PARCAC, Port, ADA, Planning. The Planning Commission is probably the most in depth conversation, the rest would be a 5-10 minute presentation with some Q&A. Part of the goal here is to increase communication between Commissions, the other is to increase awareness of the EDC and the issues you see. These presentations could happen anytime, October – December. I'd like to gauge your interest!

Staff recommendation:

1. Make final wording edits (bring your suggests to the meeting or email staff ahead of time)
2. Consider if there are one or two other Commissions you would consider making a presentation to.

Background

The City of Homer Economic Development Advisory Commission has an ongoing goal of defining what is positive economic growth for Homer, and how it leads to the quality of life and growth outcomes desired by the community. The Commission has begun working on this goal by conducting a SWOT analysis - strengths, weakness, opportunities and threats- for Homer's quality of life. There are four board categories included in this document: Business Climate, Built Environment, Natural Environment and Social Climate. This analysis is offered as a gateway to a larger community conversation about Homer's future as a place to live, work and thrive.

Acknowledgments

Economic Development Commission

Karin Marks, Chair

Nicole Arevalo

Deborah Brown

Jay Cherek

Luke Gamble

Hazel Pearson

Adele Person

Tulio Perez

Debbie Speakman

Staff

Julie Engebretsen, Economic Development Manager

Rachel Tussey, CMC, Deputy City Clerk II

Homer Quality of Life

Strength

- Small town feel and scale
- Eclectic businesses, buildings and people
- Wide variety of locally owned small businesses
- Integration of town with the outdoor environment
- Connected community with vibrant cultural and business groups

S

Weakness

- Lack of worker support: Housing, Childcare, Training
- Difficulty for early to mid-career residents to thrive in Homer
 - Some is in Infrastructure poor repair (roads) or in need of expansion - stormwater system + green infrastructure
 - Local regulation is not resulting in the patterns and kinds of development the community would like to see

W

SWOT Analysis

- Encourage multi-family housing construction
- Increase ease of walking and biking
- Collaborate with community partners on habitat, climate, erosion and other natural environment issues that impact quality of life
- Find ways to keep young or returning residents in the community

O

T

- Difficult to recruit new talent
- Poor retention of workers
- Loss of town/nature/wildlife interface
- New residents may not become involved in the community; slow loss of volunteer run organizations, events and services
- Risk of gentrification; becoming a community of empty households

Opportunity

Threat

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Business Climate

Strengths	Variety of businesses and activities	Working town with rich history	Lots of jobs for High School students	Small, locally owned business are the majority; few chains	Vibrant cultural community that has rich opportunities for arts, sports, music, getting together, education, entertainment	Community that is growing and maturing, that is developing opportunities for families, businesses, visitors, but at a pace that does not create change so quickly that what is here is lost or displaced.
Threats + Weaknesses	Low availability of vocational training	Not enough homes available for sale or rent to meet the demand. Affects the work force and tax paying residents.	Lack of year round affordable housing. Problem for entry level and low income workers, and also potential future middle income workers. Losing the potential to build up the work force due to entry/early hurdles.	Cost of living here is increasing. Harder to live and move here. (food, housing, development costs)	How to entice mid career small business owners to move here?	
Opportunities	Tax breaks could encourage growth by certain groups that could improve commerce. A tax break to encourage certain business activities, such as construction of multi family homes.	Solicit developers (could be from outside of Homer) to build multifamily housing.	Keeping youth in the community and providing skills training to grow the local work force. Kachemak Bay Campus, voc tech training/apprenticeship programs , and partnerships with existing businesses such as NOMAR, Bayweld and other small manufacturing operations are all opportunities.			

Built Environment - Town Buildings and Infrastructure

Strengths	Eclectic feel to the town. Human scale buildings.	Integrated town with the out of doors - can observe wildlife (moose, eagles) and play in nature.	Small town (feel, size,)	Homer Spit, spit trail and boardwalks and businesses.	Wild spaces - less manicured yards, trails in town, remote access opportunities to the back country and across the bay.	Unique houses, not cookie cutter.
Threats + Weaknesses	Lack of mechanisms to pay for growth or balance the pace of change.	Infrastructure - road system in poor repair, limited access options. Storm water system and maintenance is a growing problem.	Not allowing multi family housing and creative ideas for seasonal housing.	Housing. Allow greater investment for worker/affordable housing.	Density is too low - people spaced out too far, causing sprawl. Cost of utilities and infrastructure increases as a result.	Cookie cutter buildings/strip mall.
Opportunities	Increase density to allow for population growth, reduced commute. Housing: subsidize ADU (Accessory Dwelling Units).	Use the City HART Fund wisely to address roads maintenance + trails.	Increase walkability/biking. Promote an easy flow of traffic within businesses and the community, with wayfinding. Planning for all transportation modes keeps the small town feel and the opportunity to meet on the street.	Manage growth wisely, such as road and infrastructure planning with new subdivisions, planning for pedestrian and storm water drainage, and rezoning to allow more housing and tiny homes.	Divert chamber marketing? Stop marketing the community in an aggressive way. Need to manage the tourism we have.	Aesthetics: Use some natural living landscape to break up box store type look. Blend built environment with nature.

Natural Environment

Strengths	Natural beauty	Community connection to outdoors, nature, skiing and beaches in the same day.	Coastal living - maritime culture of sport and commercial fishing and water based activities.	Abundance of natural resources.	
Threats + Weaknesses	Human affect on natural environment. Pollution, overfishing, lack of crab in K Bay, warming climate.	Development of lands without consideration of wildlife/habitat corridors, wetlands (salmon habitat, water connectivity) + groundwater + storm water flow channels.	Destruction of built and natural environment. Storm drains and roads based on 1970's planning and engineering ideas.	Oil + gas lease sale potential in lower cook inlet.	Fisheries: closure of lowed CI salmon fishery, other declining or poorly managed fisheries. Large vessel trawl fleets. (threat to marine economy, wealth + culture).
Opportunities	Local potential for use of alternervative enrgy sources from Tidal energy to houshold heat pumps.	Study groundwater to increased understanding of this local resource and the ability to plan for the natural environment.	Collaborate with partnerships to create connected greenspace for trails, water management, and wildlife. Purchase or preserve key habitat locations.	Identify wildlife and habitat corridors, and take steps to maintain the health of local fish and wildlife withi these corridors.	Fisheries: City could be participating more in partnerships that aim to identify solutions to bycatch issues.

Social Climate

Strengths	Eclectic nature of the town and people.	Safety - low crime.	Community feeling: People are here by choice at the end of the road.	small business and small non-profit, integrated nature of the community (fundraising, meeting community needs).	Community has many social connections between residents, and also with the natural environment.		
Threats + Weaknesses	Risk of losing the full character of Homer. Not talking to enough people about Homer's future.	How to have new residents embrace Homer culture.	Addiction education need for resources, outreach, networking.	Explosive growth (outside wealth outpacing local population) second homes, short term rentals, rapid change.	Housing is super expensive in town, or people have to live out of town, spaced out.	Not a very diverse population.	Sustainable affordable housing - rent. Lack of housing for lower income workers.
Opportunities	Provide education on what government does.	Educate the community on how decisions will impact taxes, utility rates, and cost of living as Homer grows.	Partner w NTC or SVT on community health+well being. They have other funding streams not available to the City.	Art/murals as a draw for downtown, in a thoughtful way. Could encourage more businesses participation, cost sharing.	Provide a spectrum of housing for all residents: housing first.	Revisit the Parks, Art Rec+ Culture needs assessment, and potential city partnerships with other organizations.	Keeping taxes and utility rates down.



Memorandum

TO: City of Homer Economic Development Advisory Commission
FROM: Jenny Carroll, Special Projects & Communications Coordinator
THROUGH: Rob Dumouchel, City Manager
DATE: August 18, 2022
SUBJECT: City of Homer Draft 2023-28 Capital Improvement Plan (CIP)

- I. **Issue:** The purpose of this Memorandum is to request input from the ADA Compliance Committee on the City's 2023-28 CIP.
- II. **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) that result in a fixed asset with an anticipated life of at least three years.

The CIP contains written descriptions of City prioritized projects and is submitted to our State and Federal Legislators and appropriate agencies so they have the information necessary to make funding decisions. The CIP also positions capital projects for potential grant funding and for consideration in the City's biennial budget process.

Projects in the CIP are organized in four sections:

- 1) 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. Last year the State of Alaska funded several capital projects around the State, including funds to complete the local match for the Large Vessel Harbor Expansion General Investigation.
- 2) Mid-range projects which may be initiated within the next six years;
- 3) Long range projects; and
- 4) A section for State and local non-profit projects that benefit the Homer community.

The CIP is updated annually. This memo requests Port and Harbor Advisory Commission input and your recommendations to City Council on which projects should be included in the Legislative Priority section. Ultimately, after considering public input, City Council will adopt a final version of the CIP in October 2022.

III. Requested Actions:

- **Review the draft 2023-2028 CIP in your packet.** Substantive updates and/or recommended changes from last year's CIP to date are indicated in red font.
- **Discuss projects of particular interest to your Committee and provide input on specific changes or updates you would recommend for current projects.**

- If you choose, the Commission can support or oppose project's proposed to be added or removed from the CIP. **Pass a motion recommending City Council add or remove specific project(s) and explain the reasons why.** A project nomination form is provided in your packet should the Commission want to propose a new project.
- **Pass a motion recommending three projects for Council to consider for inclusion in the Legislative Priority section, and of those three indicate the Committee's #1 and #2 Federal Legislative Priority projects.** I will share your recommendations with City Council at their September worksession.
 - Any *City* project in the CIP is eligible.
 - Reminder, Legislative Priority projects will be submitted to the State and Federal Government for funding.
 - The EDC's selections last year, if helpful, were the Large Vessel Harbor Expansion and the Barge Mooring-Large Vessel Haul Out Repair Facility.

IV. **Synopsis of Recommended Changes to CIP to Assist You in Your Review:**

- **Barge Mooring/Large Vessel Haul Out Repair Facility** - move to Mid-Range section. The uplands repair area is currently functional and other Port & Harbor projects have higher priority funding needs. Once Large Vessel Harbor is designed, we'll know better the industry needs and how/if this facility fits in.
- **Deep Water/Cruise Ship Dock Expansion, Phase 1** – move to Long-Range section. At this point, there has been no change in the market to justify anything more than maintaining the current facility. Moving it back to Mid-Range makes sense once there is market demand.
- **Old Main Dock Removal and Disposal** – combine with Wood Grid project, rename *Removal of Derelict Structures* and move to Long-Range section.
- Five projects have been recommended for removal from the CIP: **Public Restroom Accessibility Barrier Removal** – by the ADA Compliance Committee because these barriers have been and are being addressed by Public Works **Large Vessel Sling Lift**, because planning for a large vessel haul out will be considered during the Large Vessel Harbor Expansion General Investigation. Three State projects: **Sterling Highway Milepost 172 Drainage Improvements** in the State project section because the City wishes to work with the State on drainage in this area through the Slope Stability Program. **Homer Intersection Improvements** and **Sterling Highway Reconstruction** as these have been completed or are programmed in the Statewide Transportation Improvement Plan.
- Four new projects have been proposed for the CIP; descriptions are included in the CIP draft. New projects are added only with City Council approval.

Thank you for participating in this planning process. I will incorporate your comments into the draft CIP and share your recommendations with City Council at their CIP worksession. The CIP will remain a draft document until after public hearings in September and City Council formally adopts the CIP via Resolution.



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Funded Projects from the 2022-2027 Capital Improvement Plan

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

- **Homer Harbor Cathodic Protection**
City secured an FY23 State of Alaska Municipal Harbor Facility Program matching grant to complete this project.
- **Parks, Play Areas & Campgrounds Transition Plan**
ADA Committee members and City staff completed this project in-house.
- **Homer Volunteer Fire Department Fleet Management, partial completion with purchase of a Pierce Enforcer 2500 gallon tender to replace Tanker 2.**
City of Homer funds approved in the FY22-23 Capital Budget.



Introduction: The Capital Improvement Program

A capital improvement plan (CIP) is a long-term guide for capital project expenditures. A capital expenditure is a major, nonrecurring budget item that results in a fixed asset with an anticipated life of at least three years.

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.
- 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 funding capital projects as part of the biennial budget process.
- Understand the impact of new capital projects on maintenance and operating costs so expenses are budgeted in advance to help avoid projects that the community cannot afford.

The City of Homer CIP contains a list of capital projects the community envisions for the future, identifies ways projects will benefit the community, highlights Legislative priority projects and presents a very general target construction schedule. 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. 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.

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 six-year plan is updated annually in accordance with a planning schedule approved 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.

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. The City of Homer solicits input from City advisory bodies, advertises for public input during the CIP public hearings, and invites the public to participate throughout the entire planning process, including the nomination and adoption stages of the 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?
- Is the project specifically recommended in other City of Homer long-range plans?
- Will the project significantly enhance City revenues or prevent significant financial loss?
- Is the project widely supported within the community?
- Is the project strongly supported by one or more City advisory bodies?
- 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?

Once the overall CIP list is finalized, the City Council names a subset of projects that will be the focus of efforts to obtain state and/or federal funding in the coming year. The overall CIP and the legislative priority list are approved by resolution.



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.



Legislative Request FY2024

City of Homer FY2024 State & Federal Legislative Priorities
approved by
Homer City Council Resolution 22-XXX

1. **Port of Homer: New Large Vessel Harbor**
2. **Multi-Use Community Center, Phase 1**
3. **Slope Stability Program**
4. **Barge Mooring & Large Vessel Haul Out Repair Facility**
5. **Homer Spit Erosion Mitigation**
- 6.
- 7.
- 8.
- 9.
- 10.



1. Port of Homer: New Large Vessel Harbor

FY 2024 - DRAFT Document

Project Description & Benefit: This project will construct a new multi-modal large vessel harbor to the north of Homer’s existing Port and Harbor. The new large vessel port will support economic development in Alaska by meeting demands of the marine industrial transportation sector and creating jobs. It also addresses navigational safety hazards and advances national security interests by accommodating the layover and repair needs of US Coast Guard ships deployed under the Arctic Security mission.

- Currently, large vessels are moored at System 4 and System 5 transient floats in Homer’s Small Boat Harbor. Due to shortage of moorage space, large vessels are rafted two and three abreast constricting passage lanes, creating navigational hazards and overstressing the harbor float system.
- The new facility will fill the unmet mooring needs of 60-100 large vessels that would home port in Alaska, but have been turned away due to their overall size, draft, or that we simply lack the space. These large vessels work in the commercial fishing, oil and gas, research, marine transportation and cargo industries. Port expansion will capture an estimated \$3.5 million in economic activity Alaska loses annually due to lack of moorage space and create Alaskan jobs by an estimated \$2.75 annually. Over a 50-year period, the cost to Alaska’s economy of doing nothing carries a present day value of \$93 million.
- The project will also meet the US Coast Guard’s long-term mooring needs for the Arctic Security and Search & Rescue missions. The large vessel harbor will be built to USCG specifications for layover and repair of fast cutters and other assets deployed to the Arctic.

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.

Plans & Progress: The City, State of Alaska DOT, and Army Corps of Engineers (USACE) partnered on a 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 USACE to reexamine feasibility utilizing a Section 22 Planning Assistance to States Program grant in 2019. Positive results led the USACE to recommend resuming work on the General Investigation (GI).

Federal funds for the GI have been secured through an FY23 appropriation and the City and State of Alaska have committed the 50% local match required to initiate the three-year study. The GI is scheduled to begin in Federal FY23.

Estimated Project Cost:	\$153,000,000	
General Investigation:	\$ 3,000,000	(Federal funds and local match completed FY23)
Construction Estimate:	\$150,000,000	
FY2024 Federal Request:	\$ 97,500,000	
FY2024 State Request:	\$ 32,500,000	
City of Homer:	\$ 20,000,000	



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. Pioneer Avenue Gateway Redevelopment: Multi-Use Community Center

FY 2024 - DRAFT Document

Project Description & Benefit: The Pioneer Gateway Redevelopment project completes a comprehensive revitalization plan and initiates cleanup on a 4.3-acre Brownfield site located in the heart of Homer’s commercial district at the corner of the Sterling Highway and Pioneer Avenue. This project would create an economically viable reuse program that can catalyze site cleanup and construction of a multi-use community center to meet Southern Kenai Peninsula community needs, while contributing to the overall economic development of Homer’s central business district. 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.

The community has long prioritized re-developing the site to better serve recreation needs and as a welcoming gateway for visitors to Homer. A 2015 City of Homer Parks, Art, Recreation and Culture (PARC) Needs Assessment validated this perceived need; a 2022 follow up assessment showed increased public demand for recreation space, reflecting the community’s high priority on access to public recreation and educational spaces. Public input describes the community center as a comprehensive multi-generational facility that offers something for people of all ages and identified a general-purpose gymnasium, multi-purpose space for safe walking/running, meeting and convention or events space, dedicated space for youth and emergency shelter as priority features.

Over the years, the City has performed a variety of structural and feasibility analyses, but contamination in the two former school buildings (asbestos, PCBs, mercury and lead-containing materials) requiring controlled removal and disposal has thwarted all efforts. The next steps to accomplishing the community goal of a new facility is twofold: finalizing design and site cleanup.

Plans & Progress: In 2018, a Council appointed Task Force completed several months of study and recommended building a new community facility, rather than trying to rehabilitate the current building. The retrofits needed to bring the building into modern code compliance exceeded the cost of new construction. In September 2021, City Council appropriated \$75,000 for professional services for public process, conceptual design and construction cost estimate for a new multi-use center, a big step towards refining the scope of the project and moving it forward. The next step is finalizing design, a feasibility study for ongoing operations and maintenance and a cleanup plan.

In spring of 2022, the City determined the smaller of the two former school buildings was unsafe for occupancy, and began planning demolition of that building. The City will proceed with demolition of the smaller building while planning for a new community facility.

Total Project Cost: \$15,795,666

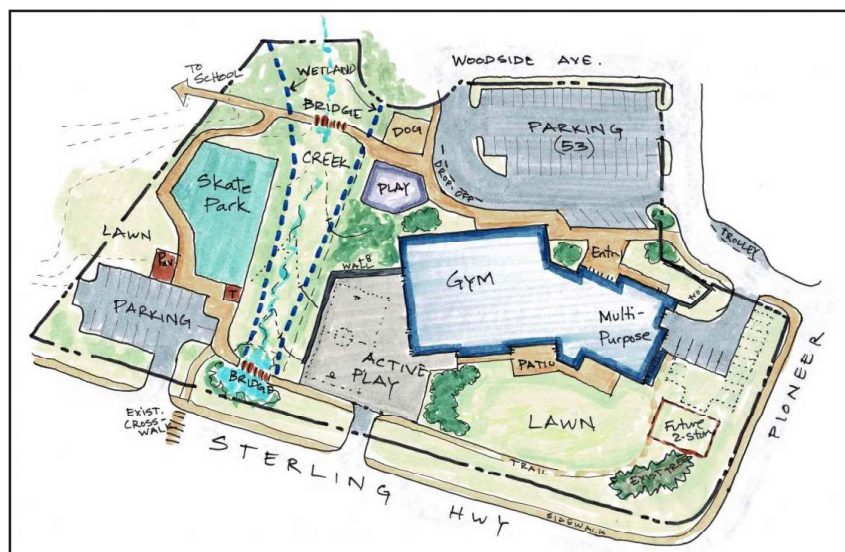
FY24

- Phase 1: Abate HazMat in both HERC Buildings: \$ 176,377
- Phase 2: Demolish HERC2 \$ 78,094
- Final Design & Feasibility Study \$ 350,000

FY25

- Phase 3: Demolish HERC1 \$ 191,195
- Construction \$15,000,000

FY2024 State Request: \$15,000,000
(City of Homer Match: \$795,666)



Conceptual design for a new community recreation facility to revitalize a Brownsfields site at the gateway to Homer.



3. Slope Stability Green Infrastructure Storm Water Management & Erosion Mitigation Program System

Project Description & Benefit: One of the greatest risks to Homer’s natural and built environment is the stability of the steep slopes and coastal bluffs upon which much of Homer is built. These slopes are prone to sudden losses in stability, due in large part to the movement of water, whether it’s surface water that flows over the ground, storm water that falls from the sky or ground water that flows under the surface. When these waters combine, they saturate the soil, which makes the soil particles “slippery” and creates potential for slumping. The annual freeze-thaw cycle further exacerbates erosional loss.

Another major factor in Homer’s coastal erosion is an increase in impervious surfaces due to recent commercial and residential development booms. When stormwater quickly exits developed areas, discharge events downgradient result in extreme coastal erosion and loss of beach sediments critical for maintaining coastal stability.

Homes and businesses in the area have been impacted; homes have slid down steep slopes, forcing residents to abandon their homes. Roads have failed, and with them water/sewer, electrical and natural gas distribution line infrastructure, requiring emergency repairs to restore access. This is a problem affecting both the City and the State of Alaska, as multiple state highways have been, and are continuing to be, adversely affected by slope instability – including the Sterling Highway, Homer’s only road connection to the rest of mainland Alaska and Kachemak Drive, a tsunami evacuation route and connector road for commuter, recreational and commercial traffic to Homer’s Port & Harbor facility on the Homer Spit.

The City has been researching how these waters collectively affect steep slopes and coastline erosion and developing innovative mitigation measures. Conceptual plans for four specific projects have emerged from the research and together form the City’s Green Infrastructure Storm Water Management System. They include (1) the Kachemak Sponge Wetland Treatment System, a nature-based infrastructure project that would protect private and public properties as well as state-owned Kachemak Drive by acquiring using natural wetlands to collect and treat storm water. The project mitigates flooding and coastal erosion as well as recharges valuable peatlands. (2) The Baycrest Storm Drain Conveyance and Treatment System would protect the state-owned Sterling Highway and adjacent, downhill properties by mitigating flooding and coastal erosion. This project features a micro-hydro energy generating unit. (3) The Beluga Lake and (4) Beluga Slough Wetland Treatment Systems would also use natural wetlands to manage storm water, protecting two state-owned roads, Main Street and the Sterling Highway. They would also protect the water quality of Beluga Slough and Beluga Lake, important habitat for shorebirds.

These projects will protect and recharge valuable peatlands, protect water quality, conserve critical moose and waterfowl habitat and mitigate coastal erosion for the long term.

Plans & Progress: The City has invested \$180,000 in field work to collect data on water quality, flow rates and the depth of the peatland’s active layers. Further, the City has commissioned appraisals of the peatlands to be acquired and is working with Kachemak Bay Estuarine Research Reserve to apply for Federal grant funds to acquire properties for the Kachemak Drive Wetland Treatment System.

Total Project Cost: \$8,140,000

- Kachemak Drive Wetland Treatment System \$4,400,000
- Baycrest Storm Drain Conveyance System \$2,300,000
- Beluga Lake Wetland Treatment System \$ 750,000
- Beluga Slough Wetland Treatment System \$ 690,000

FY2024 State Request: \$5,262,820

(City of Homer leveraged Match: \$2,877,180)



The Slope Stability Program utilizes nature based and low impact development techniques to mitigate erosional damage and protect water quality.



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

Habormaster recommends moving this project to the Mid-Range Section because the uplands repair area is currently functional and other Port & Harbor projects have higher priority funding needs.

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 six work sites with water, electrical pedestals, lighting, and security fencing and cameras. This site has accommodated approximately six to eight vessels (depending on size) with ample workspace; it will offer large vessels 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 completed design and permitting utilizing \$255,000 in State Legislative Grant funds and \$42,626 in additional City of Homer funds. The project is shovel-ready and the design is bid-ready. Phase 3 will complete construction project construction.



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

Total Project Cost: \$5,297,626

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

2025: Phase 3 Construction: \$5,000,000 (Project is shovel ready.)

FY2024 State Request for Phase 2: \$4,841,933 (City of Homer Match: \$158,067)



5. Homer Spit Coastal Erosion Mitigation

Project Description and Benefit: The City of Homer requests that the Alaska Department of Transportation and Public Facilities (AK DOTPF) work cooperatively with the Army Corps of Engineers (USACE) and the City of Homer to design, permit and implement a long term erosion mitigation and maintenance plan to mitigate and stabilize erosion conditions on the Homer Spit. This project is needed to protect critical infrastructure on the Homer Spit.

The Homer Spit is a 4.5 mile long glacial spit composed of sands and gravel that offers recreational, commercial, industrial, and residential use. It is a valuable asset to the City of Homer and the State of Alaska due to its economic and recreational opportunities. It is also a unique, coastal feature and a valuable environmental resource with its extensive bird and marine habitat.

While typically in equilibrium, the Spit is undergoing a long period of erosion. Changes in storm patterns the past few years with milder summers and fewer strong southeasterly events may be affecting the sediment movement along the spit, allowing greater erosion and less seasonal accretion. The USACE addressed erosion concerns in 1992 with 1,000 feet of rock revetment in 1992, which they extended an additional 3,700 feet in 1998. This caused beach lowering adjacent to and further south of the rock revetment along the Spit. In that area, AK DOT & PF armored the highway in two emergency projects. These areas are subject to periodic overtopping, damaging the asphalt on the roadway shoulder

Erosional damage on the Spit, if left unchecked, will undermine the State-owned Sterling Highway that connects the Kenai Peninsula mainland to organizations like the United States Coast Guard and Alaska Marine Highway, and ultimately diminish the role the Homer Spit plays as a regional commerce center and transportation hub for Southcentral Alaska. Many private businesses located on the Homer Spit depend on the Sterling Highway as their gateway to conduct business; the Sterling Highway also accesses the City of Homer Port and Harbor critical infrastructure that supports United State Coast Guard facilities, the Alaska Marine Highway system, regional commercial marine transportation, the commercial fishing industry and the marine trades. The road is also an essential tsunami evacuation route. A coordinated, long-term maintenance plan is needed.

Plans & Progress: The USACE conducted two extensive studies with detailed erosion management information: a 2017 Dredged Material Management Guidance Manual and a 1989 investigation report, Storm Damage Reduction Final Interim Feasibility Report with Engineering Design and Environmental Assessment. More recently, in 2019, HDR analyzed environmental conditions and sediment transport and produced a Coastal Erosion Assessment of the Sterling Highway Termini on the Homer Spit which also considered concept alternatives (perched bench, groin field, offshore breakwater, sediment management and rock revetment) for improving resilience of existing roadway embankment. A rough order of magnitude for revetment is \$1.5 M per 100-foot station.

Due to the importance of road access on Homer Spit, a traditional revetment was recommended; however it strongly encouraged coupling any rock project with a beach renourishment program and sediment management plan for long term viability of the Spit. Dredging operations for the construction of Homer's new large vessel harbor will provide sufficient material to renourish the beach.

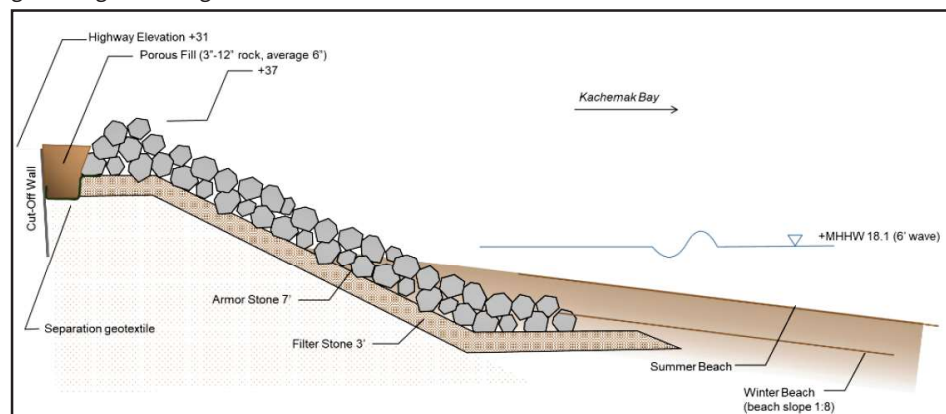
The project should progress in phases. Phase 1 is for the USACE to authorize beach renourishment on the Spit and implement the Dredged Material Management Plan to immediately mitigate erosional damage impacting the Spit Road and property while concurrently, initiating revetment engineering and design. Phase 2 is construction.

Total Project Cost: \$18,000,000

Phase 1: USACE Authorization for Beach Renourishment

Phase 2: Revetment Engineering & Design
\$ 3,000,000

Construction Estimate
\$15,000,000



Armor stone revetment schematic.



Mid-Range Projects

Part 2: Mid-Range Projects

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ADA Transition Projects

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FY 2024 - DRAFT Document



City Hall Access Barrier Removal

FY 2024 - 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 helped develop solutions and remedies which are included in the Transition Plan. City Council approved the Transition Plan in Resolution 19-024. This project would ideally be addressed in conjunction with local paving and asphalt repair projects in 2023-24 to take advantage of the paving equipment and contractors that will be mobilized locally.

Total Project Cost: \$400,000

Schedule: 2023-2024

Priority Level: 1

ADA Compliance Committee feedback:
Ask Jan what has been completed from project list; can she add some of the ADA paving projects in Transition Plan to PW small works paving program?



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 & Fishing Platform

FY 2024 - DRAFT Document

Project Description & Benefit: The Nick Dudiak Fishing Lagoon located on the Homer Spit is a man-made marine basin that the Alaska Department of Fish and Game annually stocks with king and silver salmon smolts to provide an easily accessible recreational sport fishing opportunity. This road accessible, shore based salmon fishing site attracts a wide array of sport anglers. When salmon return to the terminal fishery from May through September, over 250 anglers line the bank at any one time.

Due to its popularity, the City of Homer enlarged the lagoon to five acres (twice its original size) in 1994, and in 1999 added accessibility features (handicapped parking and a series of ramps and landings inside the fishing lagoon) to expand recreational sport fishing opportunities to anglers with mobility challenges. The City also maintains fish cleaning tables, restroom facilities, a small picnic area and adjacent campground to serve fishermen’s needs.

The existing twenty-year old ADA platform is subject to damage from tidal action, gravel build-up and ice scouring. Over the years, despite annual maintenance, it has succumbed to these forces and no longer serves its purpose of providing ADA access to the fishing waters. Parts of it have detached from the main body and are a safety hazard. A new access ramp and fishing platform, designed and located to resist these forces, is needed to restore accessibility to the Fishing Lagoon, improve the fishing experience, and if possible, reduce maintenance.

Once a final design and Fishing Hole location is determined, Phase 2 of the project will be to make improvements necessary to connect the ramp to uplands amenities such as accessible parking spaces, restrooms, the Fishing Hole campground and fish cleaning tables.

Plans & Progress: The City has been working in concert with Alaska Department of Fish and Game to design and seek funding to replace the ramp. In 2022, the City and State prepared conceptual design options for consideration. Initially, the preferred option is for floating access (similar to a dock) that provides over-water fishing opportunities. The floats will allow the dock to move up and down during tidal swings to provide ADA access to fishing for the entire tidal fluctuation. A gangway to the dock would be affixed to a fixed pier above the highwater level. The floating portion of the dock and the gangway should be designed to be removable to avoid seasonal ice damage and to perform maintenance as necessary.

Total Project Cost: \$ 770,000

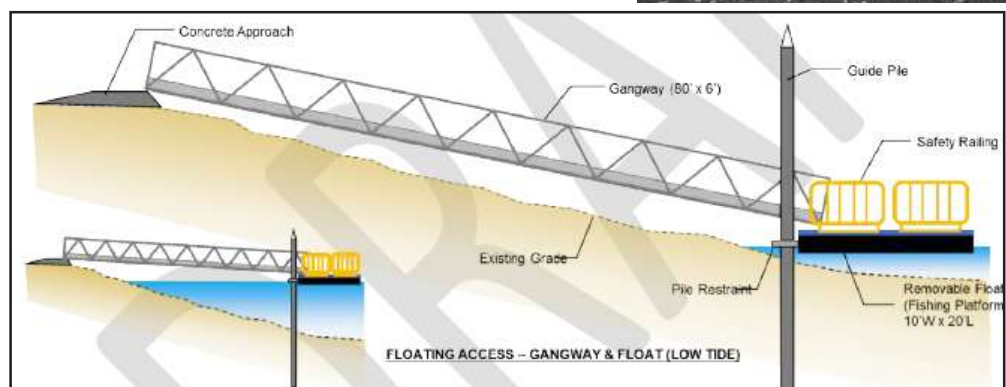
Concept Design \$ 30,000 Completed 2022;
City of Homer funds

Final Design \$70,000

Construction \$ 700,000

Schedule: Final Design 2023
Construction 2024

Priority Level: 1



A concept design of a removable gangway and floating fishing platform to restore ADA angler access to the Nick Dudiak Fishing Lagoon.



Staff recommends removing this from the CIP as City Public Works staff has **Public Restroom Accessibility Barrier Removal** been correcting these issues over time and many are completed. The ADA Committee requests annual updates from Public Works on items completed in the ADA Transition Plan.

FY 2024 - 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:

- relocating 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.

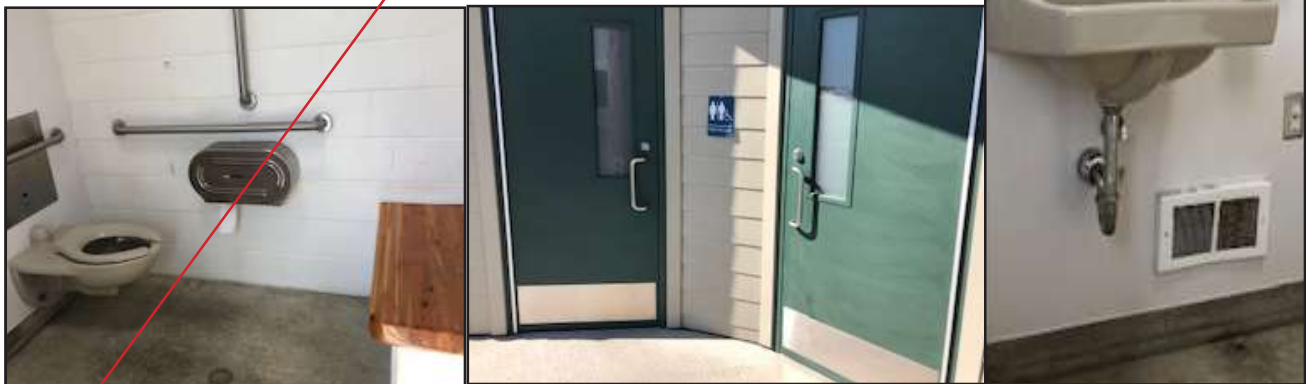
Total Project Cost: \$75,000

Airport Restroom & Water Fountain \$14,400 (funded in FY22 with City of Homer Capital Funds)

Schedule:

2024 Continuation of barrier removal in existing bathrooms \$60,600

Priority Level: 1



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 2024 - 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, 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: City staff assisted the ADA Compliance Committee during the self-evaluation process and together developed solutions and remedies that were included in the Transition Plan. City Council approved the Transition Plan in Resolution 19-024. This project is expected to proceed incrementally. In 2021, accessible vehicle and van parking spaces were paved at Harbor Ramps 3, 4 and 5, and at public restrooms and compliant signage and pavement markings were completed.

Total Project Cost: \$385,600

Phase 1: Harbor Accessible Parking, completed \$49,100

Schedule:

2024: Facility Parking Lot Cross Slopes & Signage \$336,500

Priority Level: 1



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.



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

FY 2024 - 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. 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
- 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

Staff & ADA Committee recommend moving this project to the 'Completed' list. The transition Plan for parks, play areas and campgrounds was done in-house and is close to complete. When complete it will be transmitted to Public Works for cost estimating.

Due to the number parks, playgrounds and campgrounds in the City, the ADA Committee determined that it would be a better use of time and effort to perform a separate transition plan for city trails after the Parks, Playgrounds and Campgrounds transition plan is complete.



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



Parks, Art, Recreation & Culture

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FY 2024 - DRAFT Document



Bayview Park Restoration

Project Description & Benefit: Bayview Park is a neighborhood park at the top of Main Street. This project seeks to improve accessibility and safety of the Park and its playground elements so that the park is more user-friendly for preschool age children and for children with disabilities or mobility issues.

In 2011, volunteers with Homer’s Early Childhood Coalition adopted Bayview Park and coordinated with Corvus Design to create a park master plan. While some elements of the plan have been implemented, much more work needs to be done to transform the park into a fun, safe and accessible destination for young families. Project goals include:

- Replacing the existing high-maintenance, and rickety white picket fence with with a wood frame-chain link fence to improve the stability and durability of the fence. The fence also provides a level of safety for young children around the busy roads and deep water-filled ditches surrounding the park.

- Procuring and installing inclusive playground equipment and safety surfacing to reduce risk of injuries new playground equipment to ADA standards, and extending ADA trail to the new elements.

Plans & Progress: . In 2022, the City will be installing an ADA accessible sidewalk to the park from Main Street as part of the new Main Street Sidewalk project. The design replaces the existing open ditch on the east side of Bayview Park with a closed storm drain system and creates accessible parking and access to that side of the park. The Kachemak Bay Rotary Club committed \$10,000 in 2022 to help procure new playground equipment, which the City plans to install with the help of community volunteers.

Total Project Cost: \$190,000

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.

FY 2024 - DRAFT Document



Homer Spit Campground Renovations

FY 2024 - DRAFT Document

Project Description and Benefit: The Mariner Park and Fishing Hole campgrounds are situated on the Homer Spit. Their waterfront locations and close proximity to recreational activities and visitor support services make the campgrounds very popular with both Alaskans and out-of-state visitors. City campgrounds are heavily used in the summer and shoulder seasons, hosting over roughly 20,000 campers annually and generating up to \$200,000 in revenue through camping fees.

The campgrounds are primitive. Campers use porta potties and have no means of hand washing. Campsites are potholed, poorly marked and without tent pads. Many lack picnic tables and fire rings.

This renovation project greatly improves the camping experience and makes it easier to maintain the campgrounds to a higher standard of cleanliness and safety. Renovations include installing hand wash stations, grading campgrounds, delineating and labeling campsites, developing tent pads in tent camping areas and installing picnic tables and fire rings at sites that currently lack these basic amenities.

Completing these renovations bring the campgrounds to a minimum standard to keep them healthy, attractive and competitive. Visitors have a choice of where to stay on the Kenai Peninsula. We anticipate these upgrades will attract new visitors and motivate existing visitors to extend their stays or come back. Summer and shoulder season visitors contribute significantly to Homer’s overall economy through their patronage of local businesses throughout their stay.

Plans and Progress: This project is 80% shovel ready.

Staff recommends adding elements from Mariner Park Improvements project in the long range section.

Total Project Cost: \$90,000

Mariner Park Campground	\$45,000
Fishing Hole Campground	\$45,000

Schedule: 2023-2024

Priority Level: 1



Mariner Campground at the base of the Homer Spit.



Homer Spit Trailhead Restroom

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: \$400,000

Schedule: 2025

Priority Level: 2



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

FY 2024 - DRAFT Document



Jack Gist Park Improvements, Phase 2

FY 2024 - DRAFT Document

Project Description & Benefit: Jack Gist Park has been founded in 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. Phase 3 will provide potable water (water main extension) and construct a plumbed restroom.

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. In 2022, the City will install a bike path connecting Jack Gist Park to two new nearby residential developments and to East End Road.

Phase 2 Project Cost: \$60,000

Schedule: 2024-2025

Priority Level: 2



One of the softball fields at Jack Gist Park.



Karen Hornaday Park Improvements

FY 2024 - DRAFT Document

Project Description & Benefit: Karen Hornaday Park is Homer’s largest, most diverse public recreation space. At 40 acres in size, it offers a wide variety of activities, including camping, ballfields, playgrounds and two public pavilions with picnic facilities, barbecue grills and campfire circles. For those looking to relax, the park offers benches to view Kachemak Bay and the surrounding mountains and glaciers, as well as access to a more intimate, natural area along Woodard Creek on the park’s eastern boundary. The park hosts an estimated 100,000 user days each year. This includes 18,000 campers, 2,000 Little League participants and spectators, plus general use park visitors and attendees of approximately 1,000 small gatherings and large events reserved in the park annually such as the Scottish Highland Games festival and concerts.

The Karen Hornaday Park Master Plan, first approved in 2009, sets forth goals and objectives to be accomplished over a 10-year period. While several aspects of the plan have been accomplished, two major projects are still outstanding: safe and accessible park entry for vehicles and pedestrians and an accessible public restroom facility. This project accomplishes Design B-2 from the Park’s Master Plan to provide accessible and safe entry to the park for both cars and pedestrians and constructs an ADA accessible public restroom. The design, shown below, realigns the park entrance road eastward and provides all parking on the west side of the road to prevent people from having to cross road traffic to access the park. It also provides an adjacent accessible pedestrian entry path, which the park currently lacks.

The plan also constructs a new ADA accessible public restroom facility. At present, the park only offers portable toilets; the former restroom facility was demolished in 2020 due to safety concerns. Over the years the physical structure had deteriorated and its advanced age combined with high use resulted in worn interior finishes, making cleaning difficult; aged bathroom fixtures and dilapidated stalls made it nearly impossible for City maintenance personnel to provide a safe, sanitary facility. The portable toilets currently provided are inadequate to support the needs of the many visitors and groups who utilize this public recreation space.

This project significantly improves safety for pedestrians and accommodates a variety of park users with varying abilities, facilitating access to the park and ensuring inclusive recreational opportunities for all to enjoy.

Plans & Progress: Phase 1 of park improvements (including ballfields, drainage, a new playground) were accomplished through an Alaska Legislature appropriation of \$250,000 in FY 2011 and community grassroots efforts of HoPP. A Land and Water Conservation Fund (LWCF) grant in 2103 completed campground improvements and developed a new day use area between the two ball fields. Significant volunteer efforts and HART Program funding in 2017 constructed two new footpaths providing pedestrian access to the park along Fairview Avenue on the southern border of the park and from Danview Avenue. Neither of these trails are ADA accessible and they do not address safety issues of children running across the road from the parking lot to access the park.

In 2021, a field survey confirmed that Concept Design B-2 could be accommodated over the existing conditions. A design and cost estimate for the accessible pedestrian entry trail have also been completed.

Total Project Cost: \$784,500

- Pedestrian Trail: \$164,500 (FY22 Rec Trails Program grant received)
- Road Realignment: \$120,000 (City of Homer FY22 Capital funds)
- Parking Area: \$75,000
- Restroom Utilities & Construction: \$425,0000

Schedule: 2023 -2025

Priority Level: 1



Concept Design B-2 from the Karen Hornaday Park Master Plan



Port and Harbor

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FY 2024 - DRAFT Document



Deep Water/Cruise Ship Dock Expansion, Phase 1

FY 2024 - DRAFT Document

Staff recommend moving this project to the Long-Term section. At this point there has been no change in the market to justify anything more than maintaining the current facility. Moving it to Long-term makes sense until such time as there is market demand.

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.

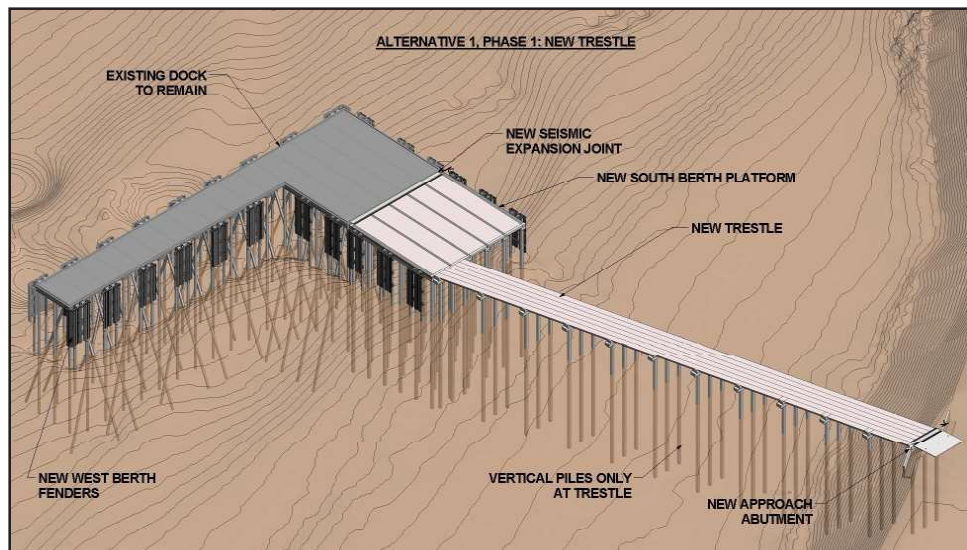
Total Project Cost: \$35,000,000

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

Design: \$1,750,000

Construction: \$32,000,000

Priority: 2



Deep Water/Cruise Ship Dock Expansion proposed design.



Harbor Ramp 8 Public Restroom

FY 2024 - DRAFT Document

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: \$400,000

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

This project received FY23 AK Municipal Harbor Grant funding and has been moved to the completed project list.

FY 2024 - 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 pilings. 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. Another \$200,000 in reserve funds was requested in the FY21 budget as 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: (139 pilings completed with City of Homer Port & Harbor Reserve funds)	\$200,000
Cathodic Protection 2021 (protect remaining pilings)	\$200,000
Project funding needed:	\$680,000



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: 2023
Priority Level: 1



Homer Harbor Security Cameras: Ramp 1-5 Access Points

FY 2024 - DRAFT Document

Project Description and Benefit: This project will expand and enhance coverage capabilities of Homer Harbor’s current security camera system. The Port and Harbor Advisory Commission and staff have a long term goal of installing cameras on the west side of the basin at the access points to Ramp 1 through Ramp 5. Expanding the current camera system allows harbor officers to keep a monitored eye on these heavily trafficked areas.

Over the years, security cameras have come to play an ever increasing role in assisting staff to monitor harbor and vessel security because of the advantages they provide. Cameras allow harbor officers to monitor situations while completing other tasks the field or while on the radio helping other customers. Quick review of a recorded incident will also help an officer verify vessel status while not having to actually dedicate time to watching and waiting on scene. Cameras also provided an element of safety by allowing responding officers to view a situation before arrival; they can also be used to assist in monitoring evacuations from the Spit in the case of a tsunami or other natural disaster without putting officers in harms way.

Plans & Progress: City Council approved a capital budget request of \$20,000 for the design of the Ramp 1 through 5 camera system in the 2022/2023 budget. Once the design is completed, an accurate cost estimate will be available for installation and implementation of this important security systems upgrade.

Total Project Cost: \$120,000 (estimated)
System Design: \$20,000
Equipment Purchase and Installation: \$100,000 (TBD after system design)

Schedule: 2022-2023

Priority Level: 1



Security cameras, pictured here, center, allow harbor officers to gain situational awareness before responding to an event, to verify details of recorded events and monitor progress of evacuations or check on inundation during tsunami events.



Ice Plant Upgrade (Project Update Pending)

FY 2024 - DRAFT Document

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 consisted of contracting with Coffman Engineering from Anchorage to assess Homer's Ice Plant and provide a list of 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. Two recommendations from the study to optimize energy savings comprise Phase 2 and Phase 3 of the project: upgrading the evaporator fans and condensers with variable frequency drives.

Total Project Cost:

Phase 1: \$40,000 (Design and engineering study)

Phase 2: ?? (Evaporator fan upgrades)

Phase 3: ?? (Condenser upgrades)

Schedule:

2019-2020: Phase 1 study completed

2021: Design and engineering for upgrades

2022: Phase 2

Priority: 1



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



City of Homer Capital Improvement Plan • 2023-2028 **Large Vessel Sling Lift, Phase 1**

Staff recommend removing this project from the CIP as a large vessel lift will be considered in the design of the new Large Vessel Harbor Expansion project.

FY 2024 - DRAFT Document

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.

Key to the success of the project is to select a location that has space for an on-site repair yard, and to select a sustainable owner-operator model. Possible locations are the old chip pad or in the new large vessel harbor; owner-operator scenarios include 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.

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 consider location 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. It will also work on completing regulatory requirements such as a Stormwater Pollution Prevention Plan (SWPPP) with the Alaska Department of Environmental Conservation.

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

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

Staff recommend moving this project to the long range section and combining it with the Wood Grid as a derelict structure removal project, until there's a plan for a transformative element and cost estimates.



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.

FY 2024 - DRAFT Document



Steel Grid Repair

FY 2024 - DRAFT Document

Project Description and Benefit: The Steel Grid is a series of benches (steel 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 Steel 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 Steel Grid was originally built 42 years ago and accommodates vessels from 60 feet to 120 feet with a 200 ton limit. The grid was originally rated for vessels up to 400 tons but was downgraded to 200 ton max limit as it aged due to the condition of the supporting piles and benches. Maintenance and repairs of bents and fenders have kept this grid patched up and going for a good long while, but we’re now at a point when we need a larger project replacement. More may be revealed after an engineering inspection during Phase 1, but as of now, staff believe that the piers and wooden fenders are still serviceable. It is anticipated that only the grid itself would 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 or repair.

Total Project Cost:

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

Phase 2: Construction: (TBD after engineering and design phase.)

Schedule: 2024

Priority Level: 2



A marine vessel utilizing Homer Harbor’s steel grid for repairs.



System 4 Vessel Mooring Float System

Project Update Pending -- condition report and updated cost estimates expected by August 22.

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 replaces CC, DD, EE and GG floats and the remainder of AAA that wasn't upgraded in 2014. We also plan to extend AAA towards the LL ramp so that we can open up the fairways between the floats to give the vessels a little more room to navigate between the float systems.

Total Project Cost: \$5,600,000

Schedule:

2022 Design: \$600,000

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

Priority Level: 3



System 4 floats to be replaced.



Detail of aging Float DD.

FY 2024 - DRAFT Document



Wood Grid Repair

FY 2024 - DRAFT Document

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 50 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 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.

The wood grid is in such disrepair, that Staff recommend moving this project to the long range section and combining it with the old Main Dock as a derelict structure removal project.

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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Radio Communications System Upgrade.....32**
- **Fire Department Fleet Managment33**
- **Fire Hall Expansion, Phase 1.....34**

FY 2024 - DRAFT Document



City of Homer Radio Communication System Upgrades

Project Update Pending -- will either be moved to completed, or updated to reflect PW comms needs and any new FCC/ALMR requirements.

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 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: 2019-2024

Priority: 1



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

FY 2024 - DRAFT Document



Fire Department Fleet Management

FY 2024 - DRAFT Document

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 fifteen years, including fully enclosed cabs, modern seat belt configurations, improved roll-over stability and braking systems. 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 Department has developed a strategic, cost saving approach to meeting Homer’s fire protection needs with the following top-prioritized replacements:

Brush-1. Brush-1 is HVFD’s single front-line wildland firefighting apparatus. It is a 1990 Ford F-350 Crew Cab Pickup with a forestry firefighting slip-in unit and is 16 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-1 is overloaded when carrying 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. Replacing Brush-1 with a quick attack pumper truck will allow access to areas that will not support the weight or dimensions of larger fire trucks and can be used as a backup brush unit. \$185,000

Engine-4, at over 30-years old has well exceeded its functional lifespan and lacks modern safety and capability features that cause concern for operational ability and the safety of our first responders and the public. \$785,000

Ladder-1. Ladder-1. Adding an aerial truck to HVFD’s fleet will greatly enhance the City of Homer’s firefighting capability. Over time, as Homer’s population has grown, so has the size and complexity of its buildings making fighting fire from the ground no longer safe or practical. Currently, HVFD is only able to provide elevated hose streams from ground ladders, which severely limits the application of water and endangers the lives of firefighters. Aerial apparatus allow for application of water to the interior of a building without placing firefighters in immediate danger. They also allow for the rescue of people trapped in upper stories or on rooftops by fire or other incidents that impede the use of interior stairways.

Plans and Progress: HVFD developed a fleet replacement plan that places apparatus on standard replacement cycles consistent with NFPA requirements and community needs. Replacing Brush-1 and Engine-4 are the highest priority.

Total Project Cost: \$2,570,000
Quick Attack/Brush Truck: \$185,000
Engine 4 Replacement: \$785,000
Quint/Ladder Truck \$1,600,000

Schedule: 2023-2025

Priority Level: 1



HVFD’s Brush-1 is a converted 1990 Ford truck which is NFPA non-complaint and has aged out of its functional life by 16 years.



Fire Hall Expansion, Phase 1

FY 2024 - DRAFT Document

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 called for co-locating 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 plans for the Fire Department.

In 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, but nothing was done to address inadequate facility space.

The current fire station was built in the early 1980’s. It has five bays to hold four fire trucks and two ambulances. The bays are double-stacked with barely with enough room for a person to move between the trucks, much less accommodate new, modern fire apparatus which are longer and wider than the vehicles the bays were designed for. Storage, training, parking and apron space are also very limited. 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.

This project resumes the planning/conceptual design process for an adequate fire station facility that meets the community’s current need for well-prepared, safe, and timely emergency response. It (1) updates the needs assessment to reflect current departmental conditions and needs for a stand-alone Fire Station facility; (2) conducts site feasibility analysis, including the potential to incorporate the former Police Station property into a design at the current site, either through expansion or rebuilding; and (3) conceptual designs and cost estimates.

Plans & Progress: This project can progress in phases. Phase 1 is pre-development work.

Total Project Cost: \$20,000,000

Design: \$1,500,000

Construction: \$18,500,000

Schedule: 2023

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

- **Ben Walters Lane Sidewalk Facility.....36**
- **New Public Works Facility.....37**
- **Raw Water Transmission Main Replacement.....38**
- **Water Storage/Distribution Improvements.....39**

FY 2024 - DRAFT Document



Ben Walters Lane Sidewalk Facility

FY 2024 - DRAFT Document

Project Description and Benefit: This project will provide approximately 6,150 feet of ADA-compliant sidewalk, curb and gutter on Ben Walters Lane from Lake Street to East End Road. The need for a sidewalk on Ben Walters Lane was first articulated in Homer’s 2004 Non-Motorized Transportation and Trail Plan and has been included in the 2021 update. This project also aligns with transportation goals articulated in the City’s Comprehensive Plan.

Ben Walters Lane is a busy mixed-use collector street, collecting traffic from adjacent neighborhoods and connecting it to two of Homer’s main thoroughfares: East End Road and Lake Street. Ben Walters Lane supports both residential and commercial traffic. For example, the street is home to many single family residences, some multi-family residences, two City parks, multiple businesses and health care facilities. Further, Ben Walters provides access to two schools located on East End Road and numerous businesses located on Lake Street.

Ben Walters traffic is not just leisure neighborhood traffic; motorists travel Ben Walters at times to bypass the East End Road and Lake Street intersection, hoping to move more quickly to the Sterling Highway, and on their way to and from work places located on Ben Walters Lane. Because Ben Walters Lane has no sidewalks, pedestrians travel along the side of the road, which is hazardous. The road is narrow and side drainage ditches are deep and often flowing with water.

A sidewalk facility will create a safe environment for pedestrians as well as young children biking to school and will fill a missing gap in connectivity between East Road and lower Lake Street sidewalks and connect to the East End Road bicycle and pedestrian path.

Plans & Progress: The overall project is conceived as one ADA accessible sidewalk located within the vehicular right of way on one side of Ben Walters Lane from East End Road to Lake Street. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches. The City has commissioned the design of the facility. The project will be fully shovel ready in fall 2022. An engineer’s conceptual cost estimate for the project has been developed.

Total Project Cost: \$1,773,436

Design & Survey: \$ 73,436 (City of Homer FY22 Capital funding)

Schedule: 2023

Priority Level: 1





New Public Works Facility

FY 2024 - DRAFT Document

Project Description & Benefit: The Public Works Department, located at the bottom of Heath Street, has outgrown its facilities. The current mechanic shops are too small to accommodate the city's large equipment and are out of space to house any new machinery. Due to lack of space the building maintenance shop was relocated to a derelict building offsite will soon need a new location. Additionally, Homer's new Tsunami Inundation Map shows the potential for a 30' high wave moving through the Public Works complex. Public Works and associated heavy equipment are critical infrastructure for response and recovery activities before, during and after a disaster.

To help evaluate the risks to Public Works of personal injury and property damage from a tsunami and recommend possible mitigation options, Homer City Council appointed a Public Works Campus Task Force in 2020. The Task Force confirmed risks to the public works campus and additionally identified that the facility is suffering from obsolescence due to growth and technological changes over time. After evaluating different mitigation strategies (including creating tsunami resistant seawalls or perimeter mounds and constructing tsunami resistant buildings in same location), the Task Force advised relocating the mission critical portions of the Public Works campus (administration, building maintenance, City fueling station, rolling stock, piping, culverts, mechanics shop, motor pool shop and other essential equipment and materials) to a new location to mitigate loss and damage during a tsunami event and to provide for long-term stainability.

Based on an needs assessment, the new facility would require a 4.6 acre site. Ideally, the site would be located 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

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 followed by full design and construction. The proposed time frame is to purchase property in 2023; design the facility in 2023-24; begin construction in 2025, with a new facility ready for occupancy in 2026. Availability of funding would change these time periods.

Total Project Cost: \$12,027,750

Schedule:

2023: Property Acquisition	\$1,150,000
2023-2024: Facility Design	\$ 828,500
2025-26: Construction	\$9,949,250

Priority Level: 1



City of Homer existing Public Works facility.



Raw Water Transmission Main Replacement

FY 2024 - DRAFT Document

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. **In summer 2022, the City responded to FEMA's request for information and the project is likely to move forward to grant award by the end of 2022.** In FY20 and FY21 Homer City Council approved a total of \$247,585 for design of the raw water main transmission project

Total Project Cost:	\$2,179,445
Design:	\$ 235,385 (Completed with City of Homer FY20 & FY21 Capital funding)
Construction:	\$1,944,060

Schedule: 2023
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

FY 2024 - DRAFT Document

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.

The project also builds drinking water resilience. The storage tank on the water supply system’s west trunk will alleviate a drinking water storage deficiency. Current storage capacity gives Homer only a two-day supply of stored drinking water, making us vulnerable to critical water shortages. A 500-foot trunk line from the new tank will provide domestic water and firefighting capabilities to an unserved area in the city, and the pressure-reducing vault on this line will add system resiliency. The pressure-reducing vault will interconnect the two lines, allowing either trunk to distribute water to the other in the event one is damaged or out-of-service.

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 stations 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 should be completed in 2024 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
2023-2024 Phase 2 Construction: \$1,600,000
2024 Phase 3 Construction: \$5,974,000

Priority Level: 1



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 .. 41
- East Hill Road Bike Lane 42
- ~~Homer Intersection Improvements..... 43~~
- Kachemak Drive Rehabilitation/Pathway 44
- Main Street Reconstruction..... 45
- ~~Sterling Highway Milepost 172:~~
~~— Drainage Improvements 46~~
- West Hill Road Bike Lane..... 47

Transportation projects outside City limits:

- ~~Sterling Highway Reconstruction;~~
~~— Anchor Point to Baycrest Hill..... 48~~

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Baycrest Overlook Gateway Improvements Phase 3

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 entailed 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 accessibility barriers cited in the ADA Transition plan.



FY 2024 - DRAFT Document



East Hill Road Bike Lane

FY 2024 - DRAFT Document

Project Description and Benefit: This project would create a bike lane, in conjunction with an Alaska Department of Transportation project to repave East Hill Road.

The need for a non-motorized transportation element on East End Road was identified in the 2021 Updated to Homer's Non-Motorized Transportation and Trail Plan. This project also aligns with transportation goals articulated in the City's Comprehensive Plan.

East Hill Road is one of Homer's key arterials, connecting scores of residential properties to downtown Homer. There is currently no safe provision for non-motorized traffic; pedestrians and bicyclist must take their lives into their hands by riding on the road. The AK Department of Transportation is planning to repave East Hill Road. It should be feasible to add an adjacent bike path to this project.

Plans & Progress: The subject project is conceived as one lane for non-motorized traffic on one side of East Hill Road as far off the traveled way as the existing right of way allows. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches. An engineer's conceptual cost estimate of \$2,000,000 for the project has been developed by the City of Homer.





Homer Intersection Improvements

Staff recommends removing this project and proposing new one after Transportation Planning..

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. Resolution 18-034 asked DOT&PF to install a pedestrian crosswalk across Lake Street at Grubstake when DOT&PF installs sidewalks and repaves Lake Street. Resolution 19-029 requests DOT&PF include crosswalks with lighting features across Pioneer Avenue at intersections in the Pioneer Avenue Pavement Preservation Project.

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.

FY 2024 - DRAFT Document



Kachemak Drive Non-Motorized Pathway

FY 2024 - DRAFT Document

Project Description & Benefit: This project constructs a separated non-motorized pathway along Kachemak Drive from East End Road to Ocean Drive. Kachemak Drive, a State-owned/operated road in the City of Homer, is a primary east-west transportation corridor. It is a 35-miles per hour, narrow, widening road with essentially no shoulders, only side-slopes and drainage ditches along most of its length.

It provides access to a state airport with general aviation businesses, light industrial businesses, private residents and it connects the Homer Spit to several marine storage and repair businesses, most notably Northern Enterprises, the largest industrial marine storage, repair and boat launch complex on the southern Kenai Peninsula. As a major truck route and commuter route for residents in Kachemak City and other communities further out East End Road, traffic is often heavy, with over 1,500 vehicles daily. Kachemak Drive is also a tsunami evacuation route and is the only alternate route connecting Homer to East End Road should emergencies close the primary west to east Pioneer Avenue route.

Kachemak Drive is also heavily used by pedestrians and cyclists. Bicycle traffic has increased over the years due to the advent of wide-tire winter bicycles and Homer's increasing popularity as a bicycle-friendly town. Recreational and commuter bicyclists and pedestrians use Kachemak Drive to connect to non-motorized paths along the Homer Spit, Ocean Drive, and East End Road. However Kachemak Drive is inherently unsafe for non-motorized users due to narrow lane width, the lack of shoulders, traffic levels and design speed. Cyclists are forced 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 condition is dangerous to motorists and cyclists, especially on curves and the hill leading up from the base of the Spit to the airport, where visibility is low -- creating the perfect storm for conflict between motorized and non-motorized users at best, and injury or fatalities at worst.

The benefit of constructing a two-lane, unpaved separated path that runs parallel to Kachemak Drive is two-fold. Foremost, it will significantly improve safety for non-motorized users, provide greater accessibility and pedestrian path connectivity, as well as a higher quality of life for residents and visitors alike. The project, if coupled with the Green Infrastructure Erosion Mitigation project will aid in road longevity by mitigating significant frost heaving caused by ground water.

Plans & Progress: The City has long identified this route as a high priority safety issue. In 2012, the City invested \$20,000 to develop a conceptual design for the first half-mile of a Kachemak Drive Path, from the intersection of Kachemak Drive and Ocean Drive to a parking area at the crest of a hill on Kachemak Drive. This work resulted in a recommended trail cross-section for an 8-foot wide path to be built on the south side of Kachemak Drive.

When Alaska DOT/PF began scoping a "1R" road project for Kachemak Drive, Homer City Council passed Resolution 21-065 requesting that DOT include accommodations for non-motorized users in the 1R project plan and evaluate a future project to create safe and sustainable pedestrian amenities along Kachemak Drive. The AK DOT/PF Preconstruction Manual states, "Expect bicycle traffic along most roads and streets. Where bicyclists are allowed, all new construction and reconstruction must provide for use by bicyclists and pedestrians."

The City proposes to partner with the State to accomplish this goal.

Estimated Project Cost: \$2,000,000



Bicyclists riding in the right-of-way after turning onto Kachemak Drive from the Homer Spit bicycle path..



Main Street Sidewalk Facility: Pioneer Avenue South to Ohlson Lane

FY 2024 - DRAFT Document

Project Description & Benefit: This project will provide curb and gutter, sidewalks and storm drainage for the state-owned portion of Main Street from Pioneer Avenue south to Ohlson Lane.

Homer’s Main Street is a primary north-south corridor running from Bayview Avenue (near the hospital) to Ohlson Lane (near Bishop’s Beach). As such, it is a busy mixed-use collector street, collecting traffic from adjacent neighborhoods and connecting it to Homer’s main thoroughfare – the Sterling Highway, which is part of the state’s highway system. It also supports residential traffic as the street is home to many single family residences, some multi-family residences, and leads to trails systems and one of the City’s most popular parks.

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 city-owned 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. Further, City Council passed Resolution 06-70 in June 2006 requesting DOT & PF upgrade Main Street with a sidewalk facility.

In 2022, the City of Homer completed a \$1.1M project to install sidewalks on the city-owned portion of Main Street, from Pioneer Avenue North. Over the last several years, State of Alaska DOT & PF 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 then installed a traffic signal at the Sterling Highway and Main Street intersection. However, this work did not address pedestrian safety improvements on Main Street itself.

The City strongly supports development of a continuous pedestrian facility along the whole of Main Street, leveraging its funding to help secure State funding for the construction of an ADA accessible sidewalk located within the vehicular right-of-way on the west side of Main Street from Pioneer Avenue to its southern terminus. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches.

The City has already commissioned the design and survey of the corridor and is seeking to partner with AK DOT&PF for construction funding.

Estimated Project Cost:
\$500,000

Cost includes a WAG of \$100,000 for storm drain improvements.



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

Staff recommends removing this project from the CIP. Addressed in Slope Stability Program in Legislative Priorities section.

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.

FY 2024 - DRAFT Document



West Hill Road Bike Lane

Project Description and Benefit: This project creates a bike lane on West Hill Road.

West Hill Road is one of Homer's key arterials, connecting scores of residential properties to downtown Homer. There is currently no safe provision for non-motorized traffic; pedestrians and bicyclist must take their lives into their hands by riding on the road. Traffic on West Hill Road is growing as several new residential subdivisions are being developed, compounding the risks.

The subject project is conceived as one lane for non-motorized traffic on both sides of West Hill Road as far off the traveled way as the existing right of way allows. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches.

Plans & Progress: The need for a non-motorized transportation element on West Hill Road was identified in the 2021 Update to Homer's Non-Motorized Transportation and Trail Plan. This project also aligns with transportation goals articulated in the City's Comprehensive Plan. An engineer's conceptual cost estimate of \$2,300,000 for the project has been developed by the City of Homer.





Sterling Highway Reconstruction Anchor Point to Baycrest Hill

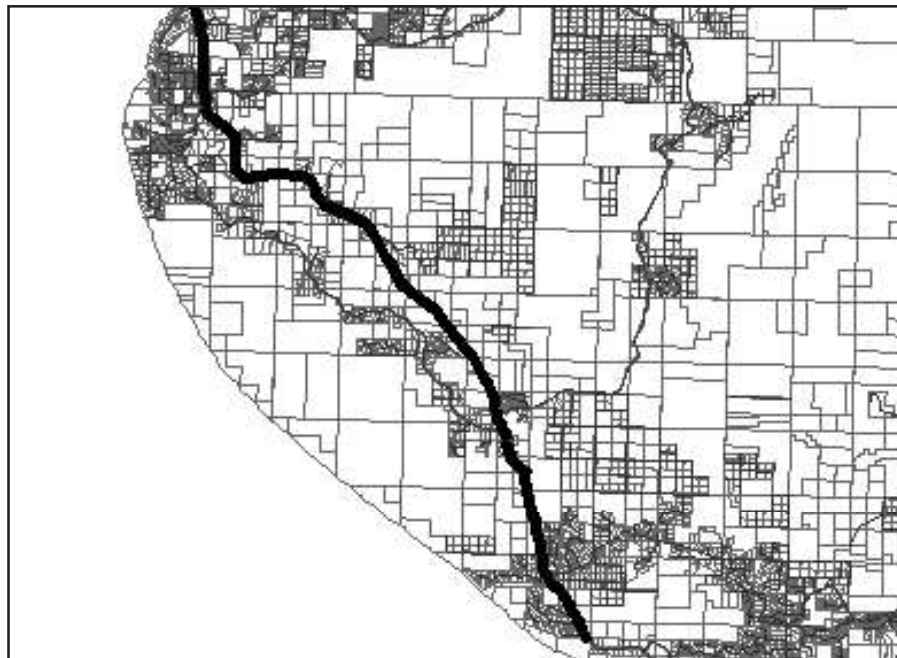
Staff recommends removing this project from the CIP. Project in STIP and planned for implementation..

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 a 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. \$1.7 million dollars was in the FY19 budget for Right of Way funding. DOT&PF's Statewide Transportation Improvement Plan indicates the project may go to construction phase in 2023. \$80.8 is currently budgeted..



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

FY 2024 - DRAFT Document



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 Extension 50**
- **Homer Hockey Association:
Kevin Bell Ice Arena Acquisition..... 51**
- **Homer Senior Citizens Inc.:
Alzheimer’s Unit 52**
- **Kachemak Shellfish Growers Association:
Kachemak Shellfish Hatchery 53**
- **Kachemak Ski Club:
Homer Rope Tow Access & Equipment Upgrades 54**
- **South Peninsula Behavioral Health Services
The Annex Upgrade 55**
- **SPARC: Flooring Replacement 56**

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Beluga Slough Trail Extension

FY 2024 - DRAFT Document

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

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. KBA is home ice for the Mariner-High School Co-Op Team with includes players from all of the secondary schools on the southern Kenai Peninsula.

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 and allow for major building maintenance. 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: \$1, 954,300



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

FY 2024 - DRAFT Document



Homer Senior Citizens Inc. Alzheimer's Unit

FY 2024 - DRAFT Document

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 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. Most of our seniors have families remaining in the Homer community.

To maintain the health of a senior, a full continuum of care is required. Maintaining physical, mental, and social capacity supports the dignity of our most vulnerable adults. HSC Alzheimer's Unit has been a strategic priority for the Board of Directors to keep our seniors' home in the community. We will not need a certificate of need for this project.

The Alzheimer's Unit will include fifteen beds and 24/7 care. Additionally, we will include a memory care program to maintain the existing cognitive capacity. Specific features for therapy pool and activities room which will be open to all seniors 55 and older. The activities room will be stage 2 of the project and will incorporate low-impact exercise equipment to maintain senior's 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.

We will be holding many fundraising events to secure the match for foundation grants. We have identified three foundations which funds for this type of project are acceptable. One of the priorities for scoring of the grants is Capital Improvement Plan designation.

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 stage 2 has been completed); and fees for contracted space for equipment and pool.

Plans & Progress: HSC has met with Hydro Worx to incorporate the Therapy Pool with the Alzheimer's Unit. Projected 5-year profit will be approximately \$1,508,600. This does not include contractual arrangements with third party vendors.

We have been activity fundraising for the Unit for the past five years. Fundraising activities include our Annual Alzheimer's Fundraiser at the Second Star Mansion with a live concert by a Chicago Jazz Band led by Tim Fitzgerald. To date we have accumulated total of \$99,550 in fundraising for this valuable project.

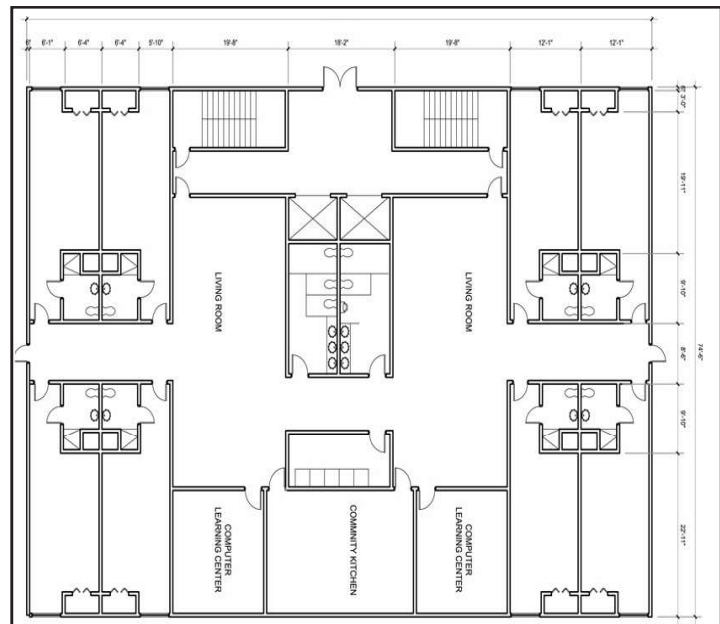
Due to COVID-19, we postponed plans with our architect to design the facility. We will begin discussions with the architect again this fall.

Total Project Cost: \$3,000,000

Funding Received as of date: \$99,950



Example of a HydroWorx Therapy Pool Room .





Kachemak Shellfish Mariculture Association Kachemak Shellfish Hatchery

FY 2024 - DRAFT Document

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 eight 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.

KSGC farms have been recently impacted by oyster seed shortages affecting the entire Pacific Coast. The farmers wrestled with the financial realities of unpredictable seed shortages. KSMA farmers decided to be in charge of their own seed production. Therefore the farmers 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 fulfil 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 continues to pursue grant funds to assist with the construction phase. Should funds be secured from other sources, 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 2024 - 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 the skier access to and experience on the slopes, making it more welcoming for youngsters and newcomers. It relocates and refurbishes the hill's aging electric bullwheel at the top of the slopes and grades the upper towpath to lower the rope's haul angle to diminish the physical strain on skiers riding to the top of the hill. It also allows purchase of a portable rope tow device that can be positioned on the lower, more gently sloping part of the hill to increase the number of skiers who can be accommodated on busy days and improve access and skill development for new riders. It will also be used for snowsport instructional classes and special events, leaving the main rope tow open for other riders.

To augment natural features and offer entertaining challenges for more advanced skiers and snowboarders the project seeks to acquire terrain park features.

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, Kachemak Ski Club is developing a shared parking area with Homer's Snowmade snow machine organization, directly across Ohlson Mountain Road from the Section Line entrance point. This new parking area will minimize the safety risks of double parking on Ohlson Mountain Road and dispersed pedestrian traffic in the roadway that now occurs during crowded weekends. While alternative grant funds will be pursued to fund the majority of the parking areas construction, it is anticipated that additional funds will be needed to complete the project: new signage and security features such as fencing and gates.

Total Project Cost: \$90,000

Relocation of Bull Wheel & Slope Grading: \$40,000

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

Parking/access improvements: \$15,000



Youth enjoying Homer's own downhill ski area.



SPBHS recommends removing this project from the CIP due to shifting budget priorities..

SPBHS: The Annex Upgrade

FY 2024 - DRAFT Document

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.



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.



SPARC: Flooring Replacement

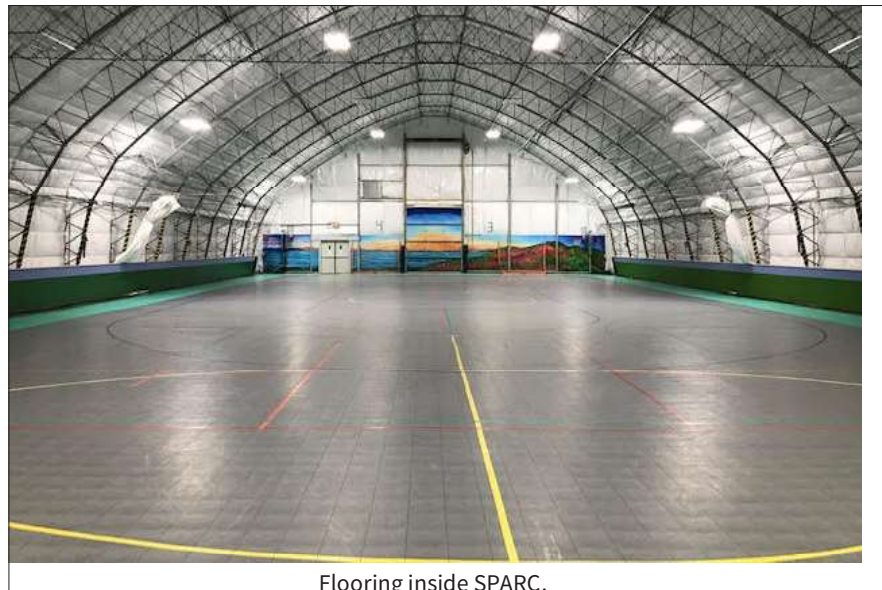
FY 2024 - DRAFT Document

Project Description and Benefit: South Peninsula Athletic and Recreational Committee owns and manages the SPARC building on land abutting the Homer Middle School campus, leased for \$1/year from the Kenai Peninsula Borough, per a 20 year lease. This facility is a non-governmental recreational facility available for community use on a daily basis. A wide variety of activities occur there including pickleball, walking, soccer, roller-skating, and basketball. It also hosts large community events such as performances, celebrations of life, youth dances, and even a recent car/motorcycle show with food trucks and a vendor fair.

The SPARC flooring is plastic sport court tile over compacted NFS select fill, but there is a need for an improved floor to better accommodate the wide variety of activities in the building and allow for more regular and thorough cleaning. The long-term plan has always been to replace the inexpensive first floor, which was already well used when installed in 2017. The first step in replacing the floor will be the installation of a concrete slab to support whatever new flooring is selected. Currently the building has a layer of sand below the floor. The sand will be utilized for the base of the concrete for any replacement floor.

Plans & Progress: Since 2017, SPARC has been setting aside funds in a capital account to be applied to the costs of a floor upgrade. Currently the account is funded at \$45,000. In 2020, SPARC formed a Flooring Committee which was tasked with selecting the specific flooring by winter of 2021. The Flooring Committee was composed of representatives of various sports to provide input on the design and choice of flooring. The SPARC Board of Directors and committee members consulted with Alaskan Industries, Inc., an Alaskan firm that has installed dozens of gym floors around the state. Based on consultations with this firm, including a site visit from their founder, the SPARC chose a “Mondo Advanced” Flooring package, which meets all our unique uses and circumstances. A Letter of Interest to the Murdock Charitable Trust requesting funding for half the cost in the winter of 2021 resulted in an invitation to submit a full application for project funding. The application is pending.

Total Project Cost: \$478,681
Preconstruction and Administration: \$155,917
Construction: \$322,764



Flooring inside SPARC.



Capital Improvement Long-Range Projects

FY 2024 - DRAFT Document

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 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

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

Parks And Recreation

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



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 constructed of 10-inch cast iron pipe. 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 versus replacing the line will reduce cost while ensuring an uninterrupted water supply for public health, fire/life and safety needs, and protecting economic activities on the Spit. Grant funds from the EPA allowed the City to complete project design in 2014.

Staff recommends deleting this project and creating a new project to address the Spit's long range water improvement needs and the potential for a new large vessel harbor.
Cost: \$400,000

Bridge Creek Watershed Acquisition: Bridge Creek Reservoir is Homer's sole water source; land in this area owned by the City is protected by a watershed protection district. The City seeks to acquire additional land for the district to protect the watershed from development that could threaten the water supply, and to ensure the availability of land for future water supply. Conservation easements may also be utilized to restrict development that is incompatible with clean water.

Cost: \$1,000,000

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 has reduced surface water availability. These factors demonstrate 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

West Hill Water Transmission Main and Water Storage Tank: Currently, water from the Skyline water 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

STATE PROJECTS

Ocean Drive Reconstruction with Turn Lane: Ocean Drive is a segment of the Sterling Highway connecting Lake Street with the Homer Spit Road. It sees a great deal of traffic, particularly in the summer, and has become a safety concern. Currently, a bicycle lane runs on the south side of Ocean Drive. However, it is common for vehicles to use the bicycle lane to get around vehicles which have stopped in the east-bound traffic lane to make a left turn, presenting a significant risk to bicyclists and pedestrians using the bike lane. Attendance at the Homer Farmers Market during the summer season contributes significantly to traffic congestion in the area. In addition, Following complete streets design, this project creates a center turn lane, well-marked crosswalks, and a separated bike path to improve traffic flow on Ocean Drive and reduce risks to drivers, bicyclists, and pedestrians by creating. The project will also enhance the appearance of the Ocean Drive corridor by moving utilities underground and providing some landscaping and other amenities.

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Capital Improvement Appendices

**CITY OF HOMER
2023-2028 CAPITAL IMPROVEMENT PLANNING PROCESS
FY 2024 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE**

FY 2024 - DRAFT Document

ACTION	TIME FRAME
City Council Approval of CIP Planning Schedule	May 23, 2022
Solicit new/revised project information from City Departments, local agencies and non-profits	May 24, 2022
Input for New Draft Requested By	June 30, 2022
Prepare and Distribute Draft CIP to City Advisory Groups for Review and Input:	
Planning Commission	August 3
Park, Arts, Recreation and Culture Advisory Commission	August 18
Port and Harbor Advisory Commission	August 24
Economic Development Advisory Commission	August 23
ADA Committee	August 15
Administrative Review and Compilation	August 29 - September 6
City Council Worksession to Review Proposed Projects	September 12
Resolution on CIP - Legislative Request Public Hearing for CIP - Legislative Request	September 26
Adoption of Resolution by City Council	September 13
Administration Forwards Requests for Governor's Budget	October 8
Distribution of CIP and State Legislative Request	October 8
Compilation/Distribution of Federal Legislative Request	October 2022 & January 2023



Capital Improvement Appendices

Resolution page 1 placeholder

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Capital Improvement Appendices

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Resolution page 2 placeholder



Capital Improvement Appendices

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 ¾ percent 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.



Proposed New Projects Table of Contents

City of Homer Projects

1. Beluga Sewage Lift Station
2. A-Frame Water Transmission Line Replacement
3. Fish Grinding Building Replacement
4. Homer Airport Terminal Improvements

Other Organizations

- 1.

State Projects

- 1.
- 2.

FY24 PROPOSED NEW PROJECTS - DRAFT



Beluga Sewage Lift Station

Project Description and Benefit: This project replaces aging sewer collection components. A dependable sewage collection and treatment system ensures public safety and contributes to Homer's growth and economic vitality.

The Beluga Sewer Lift Station consists of a concrete control vault and an 8' diameter concrete wet well. All the waste water from the Homer Spit, as well as many residential and commercial neighborhoods, flows into the wet well on its way to the Waste Water Treatment Plant. The septic waste water contains hydrogen sulfide gas, which oxidizes in the presence of moisture, producing sulfuric acid. The acid eats concrete and metal, damaging the piping, mechanical controls and concrete structure itself. A breach of the concrete structure would cause raw, septic sewage to flow into Beluga Slough, part of Kachemak Bay's Critical Habitat, home to, among other creatures, nesting sand hill cranes. Failure of the mechanical equipment could cause the pumps to fail and the wet well to overflow.

The need to renovate this critical infrastructure was first identified during the formation of the 2006-2025 Homer Water & Sewer Master Plan. The City invested in the development of a conceptual engineering design, which has been completed. The Conceptual Engineering Report evaluated various options for renovating the lift station and developed a cost effective solution, which includes:

- Installing a fiberglass wet well into the existing concrete structural
- Replacing the valves and piping with stainless steel or plastic components;
- Installing more energy efficient and durable pumps; and
- Upgrading the instrumentation and control systems.

Plans & Progress: . Conceptual project design was completed in 2020, funded by the City's Capital Asset Repair and Maintenance Account (CARMA).

Total Project Cost: \$1,200,000

Schedule: 2023-2024

Priority Level: 1

FY24 PROPOSED NEW PROJECTS - DRAFT



A-Frame Water Transmission Line Replacement

Project Description and Benefit: This project replaces an 800-foot section of cast iron water supply line in Homer’s water utility system. The pipe, at 57-years-old, is brittle, corroded and on a 52-degree slope, making it extremely susceptible to catastrophic damage during seismic events.

This supply line is only line transmitting water to the west side of Homer, serving hundreds of customers, South Peninsula Hospital and two schools. Loss of this line our sole drinking water utility would have a devastating impact to public health and safety, and fire protection capability. Even short-term water supply disruption (due to serious but repairable seismic damage to the supply line) has serious consequences, including the impacts to hospital/ medical care facilities, the availability of machinery and spare parts for timely repair during a major disaster and the need to provide emergency drinking water.

Replacing the cast iron pipes with HPDE pipes protects this critical water utility infrastructure from seismic damage, significantly mitigating potential life, health and public safety losses associated with a major earthquake event. Loss of supply in the area’s sole drinking water utility would have a devastating impact on public health and safety, fire protection capability and the economy. To mitigate the likelihood of a catastrophic break that would disrupt water supply and smaller ruptures that could compromise water quality, the cast iron pipe will be replaced with earthquake resilient High Density Polyethylene pipe.

The water main is critical infrastructure for the life, health and safety of Homer’s 5,522 residents and additional residents in surrounding unincorporated areas who rely on the system for delivery of residential and commercial potable water and fire protection services. Demand for water distribution doubles during the summer (June to August), compared to the height of winter (December and January) due to the influx of seasonal residents and a burgeoning tourism industry.

Plans & Progress: .

Total Project Cost: \$804,092

Design: \$90,000

Construction: \$750,000

Schedule: 2023

Priority Level: 1

FY24 PROPOSED NEW PROJECTS - DRAFT



Fish Grinding Building Replacement

Project Description and Benefit: This project replaces the Fish Grinding Building located on the uplands within the Homer Small Boat Harbor, and completes site drainage improvements to meet DEC permitting requirements.

The building requiring replacement secures and protects a DEC-permitted industrial fish waste grinding system. They system processes a large volume of fish carcasses (on average 304,600 pounds annually) generated by non-commercial sport fishing activity and collected from the City's public fish cleaning tables for environmentally sound disposal. This sport-caught fish waste is transported to the Fish Grinding Building in totes where it is mixed with salt water and ground, and then pumped to an underwater outfall located in Kachemak Bay adjacent to Homer's Pioneer Dock.

The current building is a twenty-one year old, 600 square foot metal clad building. Over time, the humid, salty sea air and the saltwater slurry used in the fish grinding process have taken a corrosive toll on the building. The building is rusting out in several areas, compromising its structural integrity and degrading electrical fixtures. The new proposed building will be constructed on the same concrete footprint, utilize existing utility hook ups and designed with corrosion-resistant materials to protect the fish grinder and associated equipment from the elements, saving on costly equipment maintenance and repairs.

The project also completes site work to correct a site drainage/water quality issue cited in the recent EPA permit review. When totes are delivered to the Fish Grinding Building and awaiting processing, fish slurry inevitably leaks onto the ground and enters a storm drain rather than the outfall line. Site work will create a drainage system in the tote storage area to insure leakage is channeled into the outfall line. These two improvements insure that this important facility can continue to meet sport angler need while remaining compliant with EPA regulations.

Plans & Progress:

Total Project Cost: \$275,000

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

Phase 2: Construction: \$250,000

Schedule: 2024

Priority Level: 1



A new building made of corrosion-resistant materials is compromising the Fish Grinding building's structural integrity and degrading

FY24 PROPOSED NEW PROJECTS - DRAFT



Homer Airport Terminal Improvements

FY24 PROPOSED NEW PROJECTS - DRAFT

Project Description and Benefit: The Homer Airport Terminal, built in 1994, suffers from obsolescence and deferred maintenance of its major systems such as the antiquated fire system, obsolete air handling system and failing exterior doors. While the interior lobby space offers an attractive welcome, some of the public features do not comply with the ADA, including the restrooms. The interior also needs renovation and refreshing to improve the desirability and function of its leased spaces. The exterior is showing its age – peeling paint is allowing the weather to penetrate the building’s protective siding. Broken and uneven sidewalks compromise ADA accessibility to the building, as does poorly delineated ADA accessible parking.

This project will complete repairs and renovations needed for ADA-compliance, energy efficiency, security and resilience. Improvements will benefit the Homer Airport, a Regional Airport that provides access to the intrastate air transportation system for all of the Southern Kenai Peninsula and Kachemak Bay region and supports light plane service to several small communities on the south shore of Kachemak Bay which otherwise are only accessed by boat. Aviation plays a critical role in the everyday life of rural Alaska towns; our economy, citizens, businesses, industries, and government agencies depend on aviation, often as a primary mode of transportation for travel, medical services, shipment of goods, and tourism. At times when highways are shut down, the airport facility is a lifeline. Addition of an emergency backup power generator will keep the terminal operational in times of emergency and power outages.

The project additionally benefits visitors. The City has developed a cohesive, City-wide plan for consistent and attractive wayfinding. Directional and informational signs at Homer’s gateways are the highest priority in Homer’s Wayfinding Plan. This project implements wayfinding designed for the Airport Terminal to help people get where they want to go and improve the visitor experience.

The AK Department of Transportation and Public Facilities owns the airport and leases space upon which the Homer Airport Terminal sits, to the City of Homer. The City is responsible for building maintenance, repair and renovations. The Terminal is a joint use passenger/cargo terminal comprised of a 8,673 SF, single-story building, including 1,200 SF of cargo terminal. The functional areas in the building include departure lounge/security, lobby/waiting area, airline space, baggage claim/bag car unloading, concessions, circulation, and administration/mechanical.

Total Project Cost: \$930,000

Interior Renovations \$550,000

- Bring public restrooms to ADA standards and address other remaining ADA compliance issues
- Replace HVAC and Fire, Life, Safety systems
- Replace automatic entry doors for security and to improve energy efficiency

Exterior Renovations \$275,000

- Provide ADA-compliant parking and access to terminal building
- Paint exterior siding
- Install wayfinding signage/kiosk and mural on building

Resilience Measure: \$105,000

- Install backup generator for emergency power

Schedule: 2024

Priority Level: 2



Svedlund/Herndon Street Sidewalk

FY24 PROPOSED NEW PROJECTS - DRAFT

Project Description and Benefit: This project constructs an ADA-compliant sidewalk connecting the Senior Center to Pioneer Avenue via Svedlund Street and to Main Street via Herndon Street. The Senior Center, an Assisted Living center and two independent senior housing developments are located on Svedlund and Herndon Streets, just one block from Pioneer Avenue and from Main Street. The construction of a safe, accessible route for residents to travel to Homer's Central Business District and Medical District is a relatively small project with great impact.

Seniors and disabled citizens face challenges with regard to mobility and independence in an automobile oriented society. For those who do not drive, maintaining a high quality of life depends upon the proximity and accessibility of the non-motorized transportation system. Being able to move about the community without having to rely on others is vital for maintaining physical and emotional wellbeing, and reduces the risk of isolation.

Plans & Progress: The plan is for installing a sidewalk, curb and gutter on the west side of Svedlund to Pioneer Avenue and on Herndon Street to Lee Street.

Total Project Cost: \$1,700,000

Svedlund from Senior Center to Pioneer Avenue: \$500,000 (Design and construction)

Lee Street to Main Street: \$1,200,000 (Design and construction)

Schedule: 2024

Priority Level: 2



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.

There are several reasons to maintain a CIP. It 1) helps focus attention on community needs; 2) helps leverage funding if the project has been identified as a community priority in the CIP; and 3) highlights community priorities for our state/federal legislative representatives.

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?”

A: Though projects can stay a long time on the CIP, it is not a wish list. Funding sources are not always readily available, and aligning partners and funders for large capital projects like the Large Vessel Harbor Expansion takes time. 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.

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 October.

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 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. 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.)

Staff, lobbyists and City Council promote these projects to State and Federal legislators, Commissioners, etc. Five legislative priority projects are submitted to our State Legislators for prioritization among all projects submitted from the District for funding through the State’s Capital budget.

Members of the Alaska congressional delegation also invite local governments and other groups to submit Congressionally Designated Spending requests (or Appropriation requests) each year. Typically the City of Homer will select 3-6 projects for which we seek federal funding.

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

A: Yes. The City applies for grants to fund capital projects; grant programs almost always require projects be identified in a CIP or other major Plan and that the City provides local matching funds.

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:

- Project title (Suggested heading in CIP):
- 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.
- 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.
- Project cost:
 - TOTAL COST (including funds already secured) = \$ _____
 - For construction projects, break out preconstruction costs (feasibility/design/permitting):
Preconstruction costs = \$ _____ Construction costs = \$ _____
- 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.
 - For projects that consist of land or equipment purchase only, state when the purchase would be made:
_____For construction projects:
 - Preconstruction phase to be completed by _____.
 - Construction phase to be completed by _____.
- Provide a quality digitized photo, drawing, map, or other graphic image of your project if possible.



City of Homer

www.cityofhomer-ak.gov

Planning

491 East Pioneer Avenue
Homer, Alaska 99603

Planning@ci.homer.ak.us

(p) 907-235-3106

(f) 907-235-3118

TO: Economic Development Advisory Commission
FROM: Julie Engebretsen, Deputy City Planner
DATE: August 16, 2022
SUBJECT: Funding Request for the Alaska Small Business Development Center (AK SBDC)
Homer Office

Requested Action: Make a recommendation to the City Council on the funding request for \$10,000 to support a half time employee in Homer for the Alaska Small Business Development Center. This is for FY 23, July '22 through June '23.

Background

“The Alaska SBDC is a statewide program hosted by the University of Alaska Anchorage (UAA) through the Business Enterprise Institute (BEI). The Alaska SBDC helps small businesses grow throughout Alaska via its expanding online resources and business management expertise.”

<https://aksbdc.org/about/>

Jon Bittner, Kenai Peninsula Center of the AK SBDC, contacted the City, requesting funding to support the continued presence of an employee in Homer. The City provided funding in the amount of \$25,000, for FY 22, which has ended. Mr. Bittner had expected to request \$25,000 from the City for FY 23, however the Kenai Peninsula Borough increased their funding to the AKSBDC, reducing the need for City funding to \$10,000.

I have also worked with Mr. Bittner on future year funding. In my budget request to the City Manager for the next two budget cycles, I have requested \$15,000 a year. Mr. Bittner agreed this is a likely amount as inflation also drives wages costs.

Requested Action: Make a recommendation to the City Council on the request for \$10,000 to fund the part time position in Homer.

Attachment

July 12, 2022 Letter from Jon Bittner, Executive Director AK SBDC
AK SBDC presentation, fall 2021



July 12, 2022

City of Homer
491 E. Pioneer Ave
Homer, AK 99603

Dear Mayor Castner, City Council, and City Staff,

This letter serves as our quarterly report for the period April 1 to June 30, 2022. The Homer Business Advisor, Robert Green, has been busy this quarter working with clients preparing for summer tourist season. In May, the Kenai Peninsula Borough increased SBDC funding, which reduced the requirement from the City of Homer from \$25,000 to \$10,000 for the next fiscal year. There is strong demand for SBDC services in Homer, with 29% of our active peninsula clients in the area, so local support to retain the Homer Business Advisor position is crucial for the local economy. We are doing our best to keep the financial burden low for the City of Homer, so we can continue to provide excellent local support to business owners and entrepreneurs in the area. Here is a summary of deliverables to the Homer community during the quarter (year):

Client Hours: 132.1 (328.5)	Jobs Supported: 152 (266)
Total Clients: 34 (77)	Capital Infusion: \$933,400 (\$1,116,900)
New Businesses Started or Bought: 3 (8)	Client Surveys: 80% positive (88% positive)

The contract rate for a business advisor is \$55 per hour, which includes salary, benefits, fixed, and administrative expenses. In addition to local expertise, the Alaska SBDC provides IBISWorld industry reports, retailing for \$925 each, and ProfitCents financial analyses, valued at \$2,750 each, to clients free of charge. Here is a summary of value provided to the Homer community during the quarter (year):

Business Advisor: \$13,860 (\$27,555)
IBISWorld Industry Reports: \$10,175 (\$19,425)
ProfitCents Financial Analyses: \$8,250 (\$24,750)
Total: \$32,285 (\$71,730)

We would like to thank the City of Homer for their support of the Homer Business Advisor position. Not only has Robert excelled in Homer, but he has become a valued part of the Alaska SBDC staff. We greatly appreciate the knowledge, experience, and consistency he brings to our team. Please do not hesitate to contact us if you have any questions.

Sincerely,

DocuSigned by:

Jon Bittner

F3E1FE8A6ADF4BD...

Jon Bittner

Executive Director
Alaska SBDC



Alaska Small Business
Development Center
UNIVERSITY of ALASKA ANCHORAGE



HOMER BUSINESS ADVISOR FUNDING

CLIFF COCHRAN, MBA
KENAI PENINSULA CENTER DIRECTOR



ALASKA SBDC

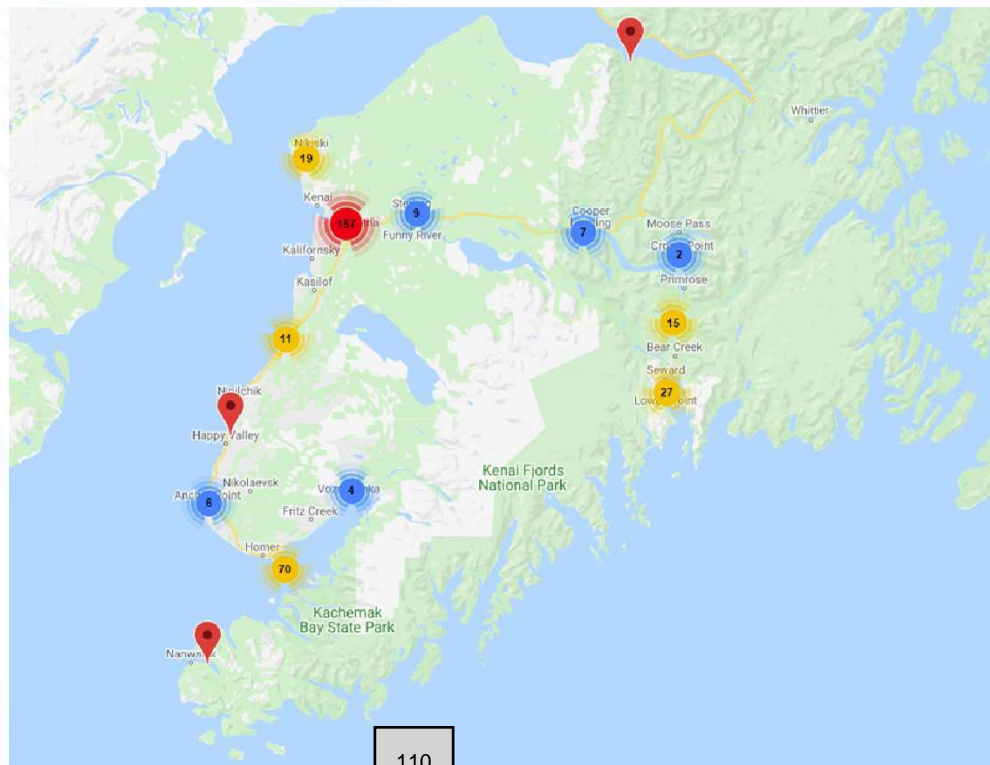
- What We Provide
 - No-cost, confidential business advising
 - Low-cost business workshops and webinars
 - Online resources and business tools



BUSINESS ADVISING

■ Top 10 Topics	Hours	%
1) Disaster Assistance	367.9	27.0
2) Startup Assistance	312.1	22.9
3) Financing/Capital	212.2	15.6
4) Managing a Business	182.8	13.4
5) Buy/Sell Business	114.0	8.4
6) Business Planning	89.8	6.6
7) Legal Issues	18.7	1.4
8) Marketing/Sales	12.1	0.9
9) Financial Planning	11.5	0.8
10) Accounting/Budgeting	9.0	0.7

BUSINESS ADVISING



WORKSHOPS

- Over 50 Topics Include
 - LLCs in Alaska
 - Business Insurance
 - Creating Financial Projections



ON-DEMAND

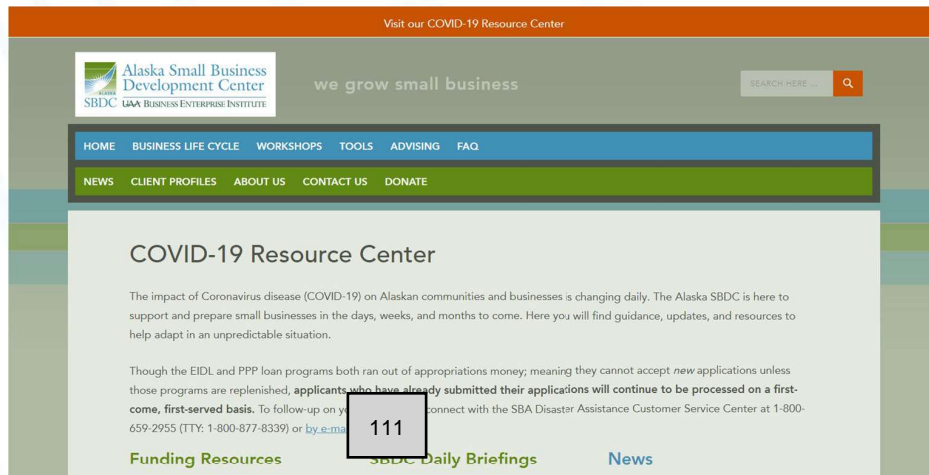
How to Get a Business License in Alaska

PRESENTED BY



RESOURCES

- Website: aksbdc.org
 - Excel financial projection model
 - Business planning checklists
 - COVID-19 Resource Center



Visit our COVID-19 Resource Center

Alaska Small Business Development Center
SBDC GAA BUSINESS ENTERPRISE INSTITUTE

we grow small business

SEARCH HERE ...

HOME BUSINESS LIFE CYCLE WORKSHOPS TOOLS ADVISING FAQ

NEWS CLIENT PROFILES ABOUT US CONTACT US DONATE

COVID-19 Resource Center

The impact of Coronavirus disease (COVID-19) on Alaskan communities and businesses is changing daily. The Alaska SBDC is here to support and prepare small businesses in the days, weeks, and months to come. Here you will find guidance, updates, and resources to help adapt in an unpredictable situation.

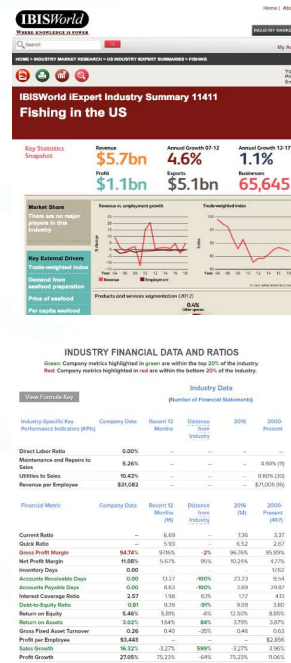
Though the EIDL and PPP loan programs both ran out of appropriations money, meaning they cannot accept new applications unless those programs are replenished, applicants who have already submitted their applications will continue to be processed on a first-come, first-served basis. To follow-up on your application, please contact the SBA Disaster Assistance Customer Service Center at 1-800-659-2955 (TTY: 1-800-877-8339) or [by email](mailto:disaster@sbdc.org).

Funding Resources SBDC Daily Briefings News

RESOURCES

- IBISWorld Subscription
 - 700+ industry reports
 - Updated 6-12 months
 - \$925 value each

- ProfitCents Subscription
 - 1,400+ industry benchmarks
 - Ratio analysis and business valuation capabilities
 - \$2,400 value each



SUCCESS STORY

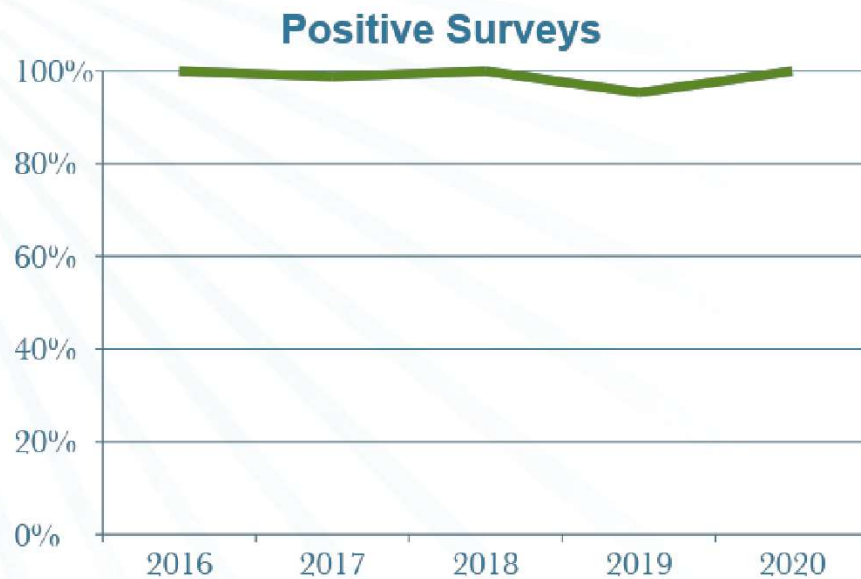
“We’re so grateful for the guidance SBDC has offered our small business. We’ve had them review our financials regularly to help us see where we’re meeting industry standards, where we can cut back and improve our systems for long-term success. We’re so grateful for the SBDC team and the resources they offer to our state’s small business community.”

- Emma Teal Laukitis
 Salmon Sisters



RESULTS

Five-year trend for level of new client satisfaction



RESULTS

- Alaska SBDC in Homer
 - Without local business advisor (2019/20)
 - 165 hours advising
 - 53 clients served
 - 5 new businesses started
 - \$645,388 capital infusion
 - With current Homer Advisor (2020/21)
 - 513 hours advising
 - 89 clients served
 - 10 new businesses started
 - \$4,468,041 capital infusion





SBDC BUDGET

- **Sources of Funding**
 - Small Business Administration
 - University of Alaska
 - Private Donations
 - Local Governments
- **Urban Centers**
 - Anchorage Metro, Fairbanks supported by SBA and the University
- **Rural Centers**
 - Juneau, Soldotna, Ketchikan, Seward supported by local governments



SBDC BUDGET

- **Current Contracts**
 - City and Borough of Juneau (5 years)
 - Seward City/Chamber of Commerce (3 years)
 - City of Ketchikan (3rd year)
 - Kenai Peninsula Borough (20+ years)
- **Kenai Peninsula**
 - Center Director position (Central Peninsula)
 - \$100,000 in support from KPB
 - Seward Business Advisor position (FTE)
 - \$50,000 in support from city/chamber
 - Homer Business Advisor position (PTE)
 - \$25,000 in support from local organizations



THANK YOU

Cliff Cochran, MBA
Kenai Peninsula Center Director
cliff.cochran@aksbdc.org
(907) 260-5643

**ECONOMIC DEVELOPMENT ADVISORY COMMISSION
2021-2022 STRATEGIC PLAN/GOALS**

<p>Ongoing Goals</p>	<p>1. Define what is positive economic development for Homer, and how it leads to the quality of life and growth outcomes desired in the Comprehensive Plan.</p> <p>2. Keep our ears to the ground and seek out areas of "lack." Confer with Julie about communicating with City Council and advising them on ways to overcome barriers- "the nexus of economic goals."</p>
<p>Near Term Goals < 6 Months</p>	<p>1. Familiarize with smart growth principles and best practices, and also green infrastructure concepts. Have these in our toolbox when development decisions come our way for consideration.</p> <p><i>Task:</i> Staff to provide smart growth resources.</p> <p><i>Task:</i> Invite a member of the KPB Resiliency and Security Commission make a presentation to the EDC about what the Commission does.</p> <p>2. View economic development through the lens of balancing growth with quality of life.</p> <p><i>Task:</i> Create an EDC Mission statement as a guiding principle for what the EDC does.</p> <p><i>Task:</i> Define positive economic development, and what is the role of the EDC is in balancing growth and quality of life.</p> <p>3. Housing: affordable short and long term housing. Seasonal workers, general work force, seniors, etc affordable year round housing.</p> <p><i>Task:</i> Define one or two housing types/populations of people to focus on.</p> <p>4. Assess jobs training needs and workforce development. Communicate to KPC.</p> <p><i>Opportunity:</i> Invite KBC Director Reid Brewer as speaker, how does the college make course offering decisions? How is work force development part of the planning? What does the KBC Advisory Board do?</p> <p><i>Opportunity:</i> KPEDD/Chamber to host in Homer will be hosting a jobs meeting for employers to help them learn how to attract workers, and a job fair for job seekers.</p> <p>5. Do some outreach to local businesses to take the pulse of the business community in pandemic recovery.</p> <p>6. Present an annual report of EDC accomplishments to the City Council</p> <p><i>Task:</i> approve memo to Council, read accomplishments to Council</p>
<p>Mid Term Goals 1 - 3 Years (2020 – 2023)</p>	<p>1. Multipurpose community center (HERC) <i>Status:</i> Scoping study has been funded</p> <p>2. Downtown vitalization momentum and wayfinding/streetscape plan <i>Status:</i> Wayfinding and Streetscape work ongoing through 21 and implementation activities in 2022 <i>Longer term:</i> Consider storefront/Downtown and landscaping improvement program</p>

	<p>3. Economic resiliency planning. <i>Opportunity:</i> EDC provide suggestions to KPEDD on the business tool box. EDC promote tool box to community.</p>
<p>Long Term Goals 5 Years or More (2025+)</p>	<p>1. BR&E – review annually and plan for a new report (5 year mark is 2022-2023) <i>Opportunity:</i> consider a funding request for the FY 2024-2025 budget</p>

OVERALL EDC DUTIES AND RESPONSIBILITIES

The Economic Development Advisory Commission will act in an advisory capacity to the City Manager and the City Council on the overall economic development planning for the City of Homer in accordance with Homer City Code Chapter 2.76; www.codepublishing.com/AK/Homer. The EDC also assists with official City planning documents including the following:

- Kenai Peninsula Economic Development District (KPEDD) – Regional Comprehensive Economic Development Strategy (link will bring you to all KPEDD reports): <https://kpedd.org/reports>
- Homer’s Comprehensive Economic Development Strategy (CEDS): www.cityofhomer-ak.gov/economicdevelopment/comprehensive-economic-development-strategy
- Business Retention and Expansion Survey Report (BR&E): <https://www.cityofhomer-ak.gov/economicdevelopment/2017-business-retention-expansion-survey-report>
- Homer Comprehensive Plan: <https://www.cityofhomer-ak.gov/planning/comprehensive-plan>

DUTIES OF COMMISSION/STAFF

Commissioners

- Attend City Council meetings as assigned.
- Attend work sessions and training opportunities.
- Come prepared to make a motion for action at meetings, or ask staff before the meeting for more information.
- Communicate with City Council members to gain support on EDC-related projects that need sponsorship at the Council level.

Staff (Julie Engebretsen)

- Aid the Chair in setting the agenda.
- Compile packet material from commissioners, write backup memos, and submit to Clerk.
- Provide information on items the commission needs to review annually.
- Inform the Commission of City Council actions and discussion of economic development related issues.

Clerk’s Office

- Aid Staff in compiling packet materials and print/distribute them to the Commission.
- Aid Staff and Chair in setting the agenda.
- Tracking yearly items such as reappointments and elections.
- Help the Commission learn to be more efficient and effective in their meetings.
- Support the Commission’s ability to communicate with the Mayor and City Council (through Memorandums, Resolutions, and Ordinances).



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

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: August 4, 2022
SUBJECT: City Manager's Report for August 8, 2022 Council Meeting

Federal Funding for the Large Vessel Harbor Expansion General Investigation

I am happy to report that the City's Congressionally Designated Spending request to Senator Lisa Murkowski for Federal matching funds for the Homer Large Vessel Harbor Expansion General Investigation have successfully moved out of the U.S. Senate Appropriations Committee. Currently, \$300,000 is budgeted, the amount the US Army Corps of Engineers (USACE) anticipates expending in FY23 to initiate the 3-year, \$3M million study (funding is split \$1.5M federal, \$1.5M local sources which we have split 50/50 between the State of Alaska and the City of Homer). While funding is not guaranteed, approval by the Senate Appropriations Committee is a significant step in the process. The Federal budget will now move forward for consideration by the full Senate and then needs to be finalized by the full Congress. We hope to know definitively in December before the holiday recess.

Thanks to Senator Murkowski's strong project support, Senator Sullivan's advocacy for the project, State matching funds, and the continued coordinated efforts by Council and staff, we are cautiously optimistic that we will secure funding and be able to start the General Investigation in FY23.

The General Investigation will accomplish the necessary front-end planning for the project. Planning will involve the City and stakeholders and will be done cooperatively with the USACE. It will define and quantify Federal and non-Federal harbor conditions and needs, solicit input from stakeholders, develop alternative approaches and designs to solve the problems and determine whether the benefits of the project merit Federal investment in construction. We look forward to seeing this item in Congress' final budget for FY2023. Staff will continue to work with the USACE and Senator Murkowski's office to assist as needed.

Main Street Sidewalk Construction on a Short Pause

The Main Street Sidewalk project is on a brief hiatus as the contractor awaits delivery of some materials for the next stage of the project. It is expected that the hiatus should be approximately two weeks and we remain on track to finish the project this season. While there has been a break in the action, Public Works took advantage of the excavation for the sidewalk to replace two obsolete fire hydrants and upgraded a pressure reducing station on the Main Street water line.

Weed-Free Gravel and Sand Program

The City contracted with the Homer Soil & Water Conservation District to help Public Works address invasive species as part of the Department's normal operations. So far, the District has certified the three contractors

who have provided the City with most of its gravel and sand, as Weed-Free: East Road Services, Inc., Dibble Creek and R/C Land Development. This was just in time to ensure that the gravel/sand used on Main Street Sidewalk Project, the Frost Boil Dig-out projects and the City's stockpile of winter sand would be certified weed-free.

Bunnell Sidewalk Discussion

On Tuesday July 26th, Public Works Director Jan Keiser and Economic Development Manager Julie Engebretsen met with Old Town business owners and residents to discuss future road and sidewalk improvements. Engineers from Kinney and Associates were there to present some choices and listen to the conversation. Bunnell Street Arts Center graciously hosted the event, and participants appreciated talking about the traffic and parking issues, while watching large trucks delivering freight navigate the uniquely narrow streets. The quest for traffic calming and better pedestrian access began in Old Town in 2014 and culminated in improvements such as lower speed limits, speed humps and striped pedestrian walkways. The neighborhood looks forward to working with the City on the next stage of improvements for this vibrant neighborhood. Councilwoman Aderhold has expressed interested on working on policy changes and staying well-informed on developments in Old Town.



Jail Funding Update

The City of Homer is tentatively set to receive a 46% increase in community jail funding. An increase in jail contract funding is something that Homer and many other cities with community jails lobbied for this past year in Juneau. Our annual amount has remained the same for quite some time at \$424,080. Beginning in FY23 (effective July 1, 2022), the annual disbursement to the City is projected to increase to \$619,938 (increase of \$195,858). As stated these numbers are tentative and there is still the matter of updating our jail contract to contend with before this topic comes to a close. I will report back as the situation develops.

Building Code Update

Special Project Coordinator Ryan Foster has gotten to work on the Council priority of moving forward on the implementation of a building code for Homer. The first step is to address permitting of dirt work (i.e., grading).

As part of this change, we have identified three sections of Homer City Code (HCC) Title 21 which should be considered for transfer to a new title set up specifically for building regulations. The following are likely to be moved: HCC 21.44 Slopes; HCC 21.50 Site Development Standards and Miscellaneous Regulations; and HCC 21.75 Stormwater Plan. This project is currently under review by the Development Work Group and will need to make a trip to the Planning Commission before it gets up to the Council table. We're also planning on conducting some stakeholder outreach with the development community. Work related to building code adoption and implementation for structures is also underway, however, that is a larger topic which will take more time to develop.

Comprehensive Plan and Zoning Code Update

City Planner Rick Abboud, Economic Development Manager Julie Engebretsen, Special Projects Coordinator Ryan Foster, and I have been meeting to formulate a first draft RFP for the Council priority of updating the comprehensive plan and zoning code. We have some more work to do before we start to bring in other stakeholders, but I wanted Council to be aware that this is now moving ahead thanks to the added capacity of the new special project coordinator positions.

Agenda Management Upgrade

The Clerk's office is excited to announce a change in agenda management software from Municode Meetings to iCompass. iCompass provides for improved internal routing capabilities to assist staff in preparation for Council and Board/Commission packets. There will be an app on Council's tablets for quick access to agenda packets that provides quick links to agenda items, and it has an easy to use public facing portal for citizens to stay informed on meeting schedules and agendas. We don't have a date to go live yet, but we're close to having the agenda packet formatting completed and will be scheduling staff and council training on using the program soon. If you'd like a quick peek at what's to come, visit the City of Wasilla's page at <https://cityofwasilla.civicweb.net/Portal/> or the Village of Lisle at <https://villageoflisle.civicweb.net/portal/> to see what the iCompass public portal offers.

Running for Local Office Open House

The first Running for Local Office Open House was held Saturday, July 23rd from 10 to 11 am in the Council Chambers. The City Clerk was available for the hour to meet with folks interested in running for local office. One person stopped by, asked questions, and took copies of the materials that were available. The Clerk's Office will look at ways to improve on the event for next year. As a reminder, the Candidacy Filing Period is open until Monday, August 15th at 4:30 p.m. and filing packets are available on the City Clerk's webpage and at the City Clerk's Office.

Disaster Relief Funding from the 2018 Pacific Cod Federal Fishery Disaster

The City received disaster relief funds in the amount of \$2,106 related to the Gulf of Alaska Pacific Cod Disaster of 2018. Communities must use the funds to improve or maintain infrastructure or services that support Pacific cod commercial fisheries. The City will utilize the funds to help complete necessary maintenance on the Fish Dock cranes. Thanks to the Pacific States Marine Fisheries Commission for administering the funds for affected communities.

Attachment- August Employee Anniversaries



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

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 CITY COUNCIL
FROM: Andrea Browning
DATE: August 8, 2022
SUBJECT: August Employee Anniversaries

I would like to take the time to thank the following employees for the dedication, commitment and service they have provided the City and taxpayers of Homer over the years.

Joe Inglis	Public Works	11	Years
Shawn Krause	Public Works	3	Years
Kellen Stock	Police	3	Years
Rob Dumouchel	Admin	2	Years
Nate Brown	Public Works	1	Year

ECONOMIC DEVELOPMENT ADVISORY COMMISSION 2022 Calendar

	AGENDA DEADLINE	MEETING	CITY COUNCIL MEETING FOR REPORT*	ANNUAL TOPICS/EVENTS
JANUARY	Wednesday 1/5 5:00 p.m.	Tuesday 1/11 6:00 p.m.	Monday 1/24 6:00 p.m. [Arevalo]	<ul style="list-style-type: none"> • City Budget Review/Develop Requests *may not be applicable during non-budget years
FEBRUARY	Wednesday 2/2 5:00 p.m.	Tuesday 2/8 6:00 p.m.	Monday 2/14 6:00 p.m. [Person]	
MARCH	Wednesday 3/2 5:00 p.m.	Tuesday 3/8 6:00 p.m.	Monday 3/14 6:00 p.m. [Gamble]	<ul style="list-style-type: none"> • Clerk Reappointment Notices Sent Out • Update from Public Works Director • KPEDD CEDS Review
APRIL	Wednesday 4/6 5:00 p.m.	Tuesday 4/12 6:00 p.m.	Monday 4/25 6:00 p.m. [Speakman]	<ul style="list-style-type: none"> • Terms Expire April 1st • Advisory Body Training Worksession • Election of EDC Officers
MAY	Wednesday 5/4 5:00 p.m.	Tuesday 5/10 6:00 p.m.	Monday 5/23 6:00 p.m. [Brown]	<ul style="list-style-type: none"> • Comprehensive Plan Review
JUNE	Wednesday 6/8 5:00 p.m.	Tuesday 6/14 6:00 p.m.	Monday 6/27 6:00 p.m. [Cherok]	
JULY		Regular Meeting Cancelled		
AUGUST	Wednesday 8/17 5:00 p.m.	Special Meeting Tuesday 8/23 6:00 p.m.	Monday 9/12 6:00 p.m.	<ul style="list-style-type: none"> • Update from Public Works Director • Capital Improvement Plan Review
SEPTEMBER	Wednesday 9/7 5:00 p.m.	Tuesday 9/13 6:00 p.m.	Monday 9/26 6:00 p.m.	<ul style="list-style-type: none"> • Annual Review of Strategic Plan/Goals/BR&E • Workforce Development Speaker
OCTOBER	Wednesday 10/5 5:00 p.m.	Tuesday 10/11 6:00 p.m.	Monday 10/24 6:00 p.m.	
NOVEMBER	Wednesday 11/2 5:00 p.m.	Tuesday 11/8 6:00 p.m.	Monday 11/28 6:00 p.m.	<ul style="list-style-type: none"> • Chamber's Annual Presentation to City Council *usually occurs 1st Council Meeting in Nov. • Approve Meeting Schedule for Upcoming Year
DECEMBER	Wednesday 12/7 5:00 p.m.	Tuesday 12/13 6:00 p.m.	Monday 1/9/23 6:00 p.m.	<ul style="list-style-type: none"> • Upcoming Year Schedule Review • Land Allocation Plan Review

*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.