



Homer City Hall

491 E. Pioneer Avenue

Homer, Alaska 99603

www.cityofhomer-ak.gov

City of Homer Agenda

Parks, Art, Recreation & Culture Advisory Commission Regular Meeting

Thursday, August 18, 2022 at 5:30 PM

Cowles Council Chambers and via Zoom Webinar

<https://cityofhomer.zoom.us/j/99067010473?pwd=Qk9xSEFMamRlSmNyMDN5RDZpWkgyZz09>

Webinar ID: 990 6701 0473 Passcode: 295088

Dial: 1 253 215 8782 or 1 929 205 6099 or Toll Free 1 888 788 0099 or 1 877 853 5247

CALL TO ORDER 5:30 P.M.

AGENDA APPROVAL

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

VISITORS/PRESENTATIONS (10 minute time limit)

- A. Memorandum from Special Projects & Communications Coordinator re: Draft City of Homer 2023-2028 Capital Improvement Plan & Legislative Requests

RECONSIDERATION

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

- [A.](#) Unapproved Regular Meeting Minutes for June 16, 2022

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

- A. Chair's Report on Meeting with the Mayor
- B. Homer Drawdown Meeting Report - Commissioner Lowney
- [C.](#) Public Works Director's Report - Jan Keiser
- [D.](#) Recreation & Staff Report from Recreation Manager Illg

PUBLIC HEARING

PENDING BUSINESS (15 minute time limit)

- [A.](#) Memorandum from Special Projects & Communication Coordinator re: 2023 - 2028 Capital Improvement Plan and Legislative Requests
- [B.](#) Memorandum from Deputy City Clerk re: Amending City Code to Address Restraint of Animals in Specific Areas and Applicable Fees
- [C.](#) Memorandum from Public Works Director re: Ben Walters Lane Sidewalk Status Report
- [D.](#) Memorandum from Deputy City Clerk re: Donation of a Mural for Display at the Skate Park

NEW BUSINESS (15-20 minute time limit)

- [A.](#) Memorandum from Deputy City Clerk re: Donation of Artwork for Inclusion in the City of Homer Municipal Art Collection
- [B.](#) Memorandum from Public Works Director re: Sidewalk and Trail Maintenance
- [C.](#) Memorandum from Public Works Director re: Karen Hornaday Park's Proposed New Entrance Road and ADA Trail
- [D.](#) Memorandum from City Planner re: Ordinance 22-42, Sidewalks

INFORMATIONAL MATERIALS

- [A.](#) Creating Parks & Public Spaces for People of All Ages
- [B.](#) PARC Annual Calendar 2022
- [C.](#) City Manager's Report for the August 8, 2022 Council Meeting

COMMENTS OF THE AUDIENCE (3 minute time limit)

COMMENTS OF THE CITY STAFF

COMMENTS OF THE COMMISSION

ADJOURNMENT

Next Regular Meeting is **THURSDAY, SEPTEMBER 15, 2022, at 5:30 p.m.** All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

Session 22-05, a Regular Meeting of the Parks, Art, Recreation and Culture Advisory Commission was called to order by Acting Chair Robert Archibald at 5:32 p.m. on June 16, 2022 from the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

PRESENT: COMMISSIONERS FAIR, ROEDL, HARRALD, ARCHIBALD

ABSENT: COMMISSIONERS LEWIS, LOWNEY, STUDENT COMMISSION FLORA (EXCUSED) AND
COMMISSIONER GALBRAITH (UNEXCUSED)

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

AGENDA APPROVAL

FAIR/HARRALD MOVED TO APPROVE THE AGENDA AS AMENDED.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA

Roberta Highland, city resident, commented in support of changes to make stronger language regarding dogs in sensitive areas such as Beluga Slough.

VISITORS/PRESENTATIONS

RECONSIDERATION

CONSENT AGENDA

A. Regular Meeting Minutes for May 19, 2022

Acting Chair Archibald requested a motion to approve the Consent Agenda.

FAIR/HARRALD MOVED TO APPROVE THE CONSENT AGENDA AS PRESENTED.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

STAFF & COUNCIL REPORT/COMMITTEE REPORTS

A. Chair's Report - Mayor's Roundtable Meeting with Advisory Bodies

Acting Chair Archibald noted that the Chair was absent and they will re-schedule his report for the August meeting.

B. Homer Drawdown - Trails Symposium Report, Commissioner Lowney

Acting Chair Archibald noted that Commissioner Lowney was not present to provide a report and deferred to Parks Superintendent Steffy who also attends the meetings.

Parks Superintendent Steffy provided a brief report on history of previous trails symposiums and what was discussed in deliverables from those Trails Symposiums, city involvement and the Homer Drawdown group involvement. He then announced the next meeting date and time and that it will be conducted via Zoom.

Acting Chair Archibald commented that he believed they had a good team involved.

Parks Superintendent Steffy stated that he believed that they had a good tried and true method to follow from the previous symposiums conducted. He noted that the Homer Trails Alliance (HTA) would probably have the conversation regarding the outside city limits conversations. He noted that HTA is a very strong Member when it comes to draw down adopting non-motorized transportation because there's a lot of overlap there with members of the group, and both are getting some really strong support right now, and trails outside city limits is dependent on HTA interests and maybe what they want to contribute to the conference, through their funding, staff and time.

C. June Parks Report – Parks Superintendent Steffy

Acting Chair Archibald apologized for skipping over this report item and deferred to Parks Superintendent Steffy.

Parks Superintendent Steffy provided a synopsis of his report, commenting further on the following points in the response to questions from the Commission:

- removal of specific persons from the campgrounds with the assistance of Homer Police Department and local agencies to offer assistance in the early stages before issues arise
- hiring of parks employees has been difficult and slow with scheduling but managed to hire a few very qualified and talented persons
- peony celebration planning
- turf cutting started after the Memorial Day holiday
- Non-motorized Trails 7 Transportation is on everyone's mind
 - o HTA received funding
 - o Homer Drawdown performed first project trail clearing. Different projects will be addressed on a bi-weekly basis. Projects are announced through their website for www.homerdrawdown.info
- Lend a Leash program went through 250 leashes and the Homer Animal Friends has placed an order for 500 more.
 - o These are available in 5 locations around town

- They are being used as they are not coming back
- ADA Compliance Committee meeting was canceled due to lack of a quorum.
 - There is a vacancy on this committee if anyone is interested.
- Little Libraries are very popular.
- Poopdeck Trail from the Independent Living Center entrance will have audio recordings done and placed at the end of summer, access will be via QR codes. This will be recorded at the HCOA studio with possible musical background.

Parks Superintendent Steffy facilitated questions and responses on the following:

- funding
- reserving close parking spaces near the launch for the Water Trail as these were taken by campers
- Uptick in camping was mostly due to locals versus the expected visitors from outside the state
- camping areas are poorly marked
- Administrative Assistant for future if a Community Center is constructed so this position should be configured into any revenue/cost such as the third fulltime janitorial position when the Police Station was constructed.
- Overhaul of the Parks & Recreation webpages of the City website

D. Public Works Director Report

Acting Chair Archibald introduced the item and invited Public Works Director Keiser to provide her report

Public Works Director Keiser provided information and facilitated questions from the Commission on the following:

- Main Street Sidewalk project is ready to start with the exception of missing concrete storm drain parts. These items were ordered months ago but as with most things there are delivery chain issues. Notices will be going out to residents and businesses.
 - This will be the first project under the certified weed free gravel program.
- Homer Soil and Water will be assisting with the Weed Free Gravel program to inspect the gravel pits that will be used for the Main Street Sidewalk project and for future projects.

Parks Superintendent Steffy stated that remediation of a gravel pit will depend on the invasive plant that is found in the gravel pit. There are some standard techniques that will be implemented.

- Non-motorized Transportation program – Bishops Engineering given a task order to design a pedestrian/bike pathway for the Eric Lane to West Fairview Avenue connection.
 - PW has developed some process and forms to provide accounting.
 - There is funding to extend the shoulder 10 feet.
 - Dressage or finish work will need to occur at a future time when funding is available.

Public Works Director Keiser approached the aerial maps that depicted the area where the Eric Lane to Fairview Avenue West project was, in response to questions from the Commission. She also indicated the following task orders were given for the following projects to contracted engineering firms:

- West Hill Bike Path Connection – surveyed and marked noting this was a state road but explained how it could be incorporated when the state addressed that project
- Tietjen Pedestrian Easement - survey and mark
- Reber Trail will be surveyed and then reconfigured so they can address the steepness of the trail.
- Old Nelson Bike Trail – connecting to New Nelson then east to the Homer High School
 - Goal is to make this a Category 3 trail.
 - Nice walking path for that neighborhood and will be surveyed and marked.
- South Slope Trail – after finishing up the water and sewer project there will be additional gravel placed, boulders will be relocated back into position.
- The Fire Department has requested a gate for the future for ease of access.
- Adams Drive Bike Path which will connect Jack Gist Park
 - Beauregard Court access to Jack Gist Park
- Ohlson Lane and Bunnell Avenue – sidewalk on the south side of the road from the ELKS Property to the RV Park. There will be a neighborhood meeting to get input and visioning to make that neighborhood pedestrian friendly. Consensus will be required from property owners.
- Heath Street – address storm drain issues and ADA compliance for sidewalk ramps, design slated for 2023

Commissioner Archibald asked if it was ever considered making Ohlson Lane a one way to Main Street to provide enough space to create a sidewalk.

Commissioner Fair related an incident that he witnessed recently with a big truck and trailer and the driver trying to turn his whole rig around in the area down by Bishop's Beach.

Public Works Director Keiser continued her report:

- Contract to HDR for design on ADA compliance for the Nick Dudiak Fishing Lagoon and will be finishing the cost estimates for the recommended designs.
- HERC building – City Council has directed City Manager to develop a plan for demolition of the smaller building. She reported on a partial plan that would be a cost savings for this project. This smaller building currently houses the City Maintenance and Janitorial Staff so they are being relocated to the Main HERC building

Commissioner Harrauld expressed her appreciation for the successful strategy and trails for addressing the City's walkability.

Acting Chair Archibald expressed his appreciation for the progress on all the work that Public Works Director Keiser has accomplished in the two years since her arrival back to the city

E. June Recreation and Staff Report – Mike Illg

Acting Chair Archibald noted the reports included in the packet and opened the floor for comments of the Commission.

There was no discussion.

PUBLIC HEARING

PENDING BUSINESS

NEW BUSINESS

- A. Memorandum from Parks Superintendent re: Using 2021-2022 Budget Funds and Designating Uses for the 2022-2023 Budget

Acting Chair Archibald introduced the item and deferred to Parks Superintendent Steffy.

Parks Superintendent Steffy reported the fiscal budget year ends on June 30th and the balance remaining in the Commission fund remained at 1175.00 and the funds spent were used for the “Lend a Leash” program. He confirmed that if the monies are not spent they will return to the general fund. He noted that Deputy City Clerk Krause suggested that the Commission should discuss where they would like to allocate the funds for the FY2023 budgeted funding.

Discussion ensued on possible uses for the remaining FY2022 funds with the Commission covering such expenses as allocating funds to be used at the discretion of the Parks Superintendent for additional Little Libraries; additional trash cans; donating to an organization; trash can lids that would prohibit the depositing of household trash; formerly parks celebration bar-b-que; adding this item to the Annual Calendar as a quarterly subject to address; additional signage to prohibit loose dogs in the berm area on Bishops Beach; supporting additional doggie stations, purchases of books for the little libraries, candy for the 4th of July Parade with a wacky waving arm flailing; purchase of a PA system for use during special events.

Deputy City Clerk Krause clarified that the Commission can designate the funds for Public Works personnel to spend as they need.

HARRALD/FAIR MOVED THAT THE REMAINING \$1175.00 FY2022 PARKS BUDGET FUNDS BE DESIGNATED TO THE PARKS STAFF AS THEY BEST SEE FIT AND THAT THIS ITEM IS ADDED TO THE COMMISSION ANNUAL CALENDAR FOR QUARTERLY REVIEW.

There was a brief discussion on the following:

- origination of the parks commission budget
- previous expenditures done in the past by the commission compared to now where the staff accommodates the Commission requests
- the need to have a budget line item

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- B. Memorandum from Chair re: Trash Cans on the Homer Spit Trail

Acting Chair Archibald introduced the item and deferred to Deputy City Clerk Krause for a brief explanation since Commissioner Lewis was not in attendance.

Deputy City Clerk Krause explained that Commissioner Lewis expressed that he desired to see additional trash cans on the Spit Trail since in his opinion there was not enough receptacles and a person would have to carry the trash with them for quite a distance.

Discussion ensued on the location of trash cans, where it would be appropriate to place trash cans for proper and convenient maintenance, if they were full which would indicate high usage.

Parks Superintendent Steffy would appreciate further input from Commissioner Lewis on his request for additional trash cans and specific locations.

- C. Memorandum from Recreation Manager re: Discussion on Selecting New Project(s) for the Capital Improvement Plan Recommendation.

Acting Chair Archibald introduced the item and opened the floor for general discussion.

Public Works Director Keiser provided a brief explanation on the difference between the Capital Improvement Plan (CIP) that is usually presented by Special Projects & Communications Coordinator Carroll and the Public Works Capital Improvement Program.

Deputy City Clerk Krause stated this item was on the agenda at the request of Recreation Manager Illg and provided clarification on the standard process, noting that the Commissioners typically submitted two of their top priority projects from the CIP and then voted on the top two majority recommended projects of the Commission were submitted to City Council for consideration of being included in the City's top five projects and hopefully selected as one of the top two legislative requests. Typically the Commission has selected one of the projects to continuously advocate for funding similar to the Main Street Sidewalk Project.

The Commission reviewed the projects as shown in the CIP document from last year with input from Public Works Director and Parks Superintendent Steffy and decided to rank them in the following order. They designated Karen Hornaday Project as number one priority project of the Commission since it was a highly used park and fell into the larger project cost. The projects were ranked in the following order of priority:

1. Karen Hornaday Park – Priority Level 1
2. Jack Gist Park Improvements – Priority Level 2
3. Bayview Park – Priority Level 1
4. Spit Trailhead Restroom – Priority Level 1

The Commission did not submit any new projects at this meeting.

Public Works Director Keiser and Deputy City Clerk Krause provided clarification that the Commission still has time to make edits to their recommendation and this will be on a later agenda for final recommendation. This was a preliminary discussion since it was on the annual calendar.

- D. Memorandum from Deputy City Clerk re: Donation of A Mural for Placement at the Skate Park

Acting Chair Archibald introduced the item by reading of the title and deferred to Deputy City Clerk Krause.

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

Commissioner Roedl moved to accept the donation of art.

The motion died for lack of a second.

Acting Chair Archibald opened the floor for discussion stating that he did not appreciate the red splatters in the art as it reminded him too much of recent events and was wondering if they could request a color change from the artist.

Several Commissioners agreed with Commissioner Archibald's assessment.

Commissioner Harrauld questioned the cost reflected in the application and requested clarification if this was informational or if the artist was requesting the amount and if that was the case did that change this from a donation or gift to a commission for art since the City would essentially be paying for the artwork.

Additional discussion was facilitated by the Parks Superintendent and Deputy City Clerk on process and clarification was provided to the Commission that they could request staff to obtain additional information from the artist and postpone decision until the August meeting. There was also questions regarding ownership and recognition costs, etc. that needed to be answered.

FAIR/ROEDL MOVED THAT THE COMMISSION DOES NOT ACCEPT THE PROPOSAL AS PRESENTED AND REQUESTS THAT STAFF CONTACT THE ARTIST TO EXPRESS THE COMMISSION'S CONCERNS REGARDING THE COSTS LISTED IN THE APPLICATION, SIZE AND ARTISTIC ELEMENTS WITHIN THE ARTWORK AND THAT THIS ITEM BE POSTPONED TO THE AUGUST 18, 2022 MEETING TO ALLOW STAFF TIME TO ADDRESS THE COMMISSION'S CONCERNS WITH THE ARTIST AND ARTIST'S REPRESENTATIVES.

There was no further discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

E. Memorandum from Parks Superintendent re: Amending City Code and Leash Laws in Parks

Acting Chair Archibald introduced item and deferred to Parks Superintendent Steffy.

Parks Superintendent Steffy provided the background leading up to the request to require dogs being leashed within city parks, parking lots and sensitive wildlife habitat areas. He noted that current city code does not require a dog to be on leash and defines a dog that is at large is one who is off the property of its owner and not under the direct control of a competent person. He noted that the Deputy City Clerk has provided in the supplemental packet a draft of amended code language to start the discussion. He noted that Public Works would like the Commission to require dogs to be on leash in these areas and make that recommendation to City Council. Mr. Steffy further stated that legally by implying voice

control there is no preventative law regarding restraint of an animal there is only punitive law once an animal has bitten, attacked before action can be taken to address the animal. Lieutenant Browning with the Police Department has expressed that they would not oppose the changes.

Discussion on the following topics and issues with relevant questions ensued between the Commission, Public Works Director Keiser and Parks Superintendent Steffy:

- Enforcement if a leash law is put into effect
- Attitude change for the community
- it may take time but if a person is vigilant and reports incidents by reporting a plate number
- Signage reflecting that dogs must be on lease in accordance with HCC and the fine for the first offense
- remove voice control as that does not work
- This will be a cultural change for the city and surrounding community, address the immediate areas of campgrounds, parks, parking lots and sensitive wildlife habitat i.e. Beluga Slough.
- Clarification that dogs would be allowed to be off leash in the area near the water but should remain on leash from the vehicle to the beach where people would tend to congregate.
- Add new section 20.08.015 that states dogs must be restrained when in campgrounds, parking lots, parks and designated protected wildlife habitat
- Clarification on why it states “direct control” instead of “voice control”
- The City Attorney will be reviewing any proposed amendments to City Code, further the Commission would have a Public Hearing on the proposed changes before going to City Council otherwise if submitted to Council they will just refer it back to the Commission.
- Preference for specific areas where leashes will be required
- Add a definition on what restrained by leash and what exactly a leash is can also be defined
- Direct Control is very ambiguous
- Addressing other areas in the next go around

There was additional dialogue on getting some teeth into controlling these issues due to the increase in the number of contacts and incidents and the following clarification was determined:

Remove the proposed amendments in the supplemental packet and add the following new Section 20.08.015 On Leash Requirements

a. All dogs are required to be on leash in these specific areas identified as Beluga Slough, sensitive habitat area, city campgrounds, parking lots and parks.

Deputy City Clerk Krause requested a motion to postpone to the next meeting or to adopt and forward the proposed amendments to City Council.

Discussion ensued on whether the Commission needs to have all the code language before sending the message that the Commission wants City Council to fix the code. Public Works Director Keiser provided some language for the recommendation to City Council as follows:

The Parks Art Recreation and Culture Advisory Commission strongly urges the City Council to review and amend the existing language in Chapter 20 Animals to require dogs to be on leashes in city parks, campgrounds, parking lots, Beluga Slough and other sensitive habitat areas.

Acting Chair Archibald requested a motion to extend the meeting to 8:15 p.m.

HARRALD/ROEDL MOVED TO EXTEND THE MEETING TO 8:15 P.M.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMIOUS CONSENT.

Motion carried.

Acting Chair Archibald inquired if there was any further discussion on this matter. Hearing none he asked the Clerk if a motion was needed to forward the Commission's recommendations to City Council.

Deputy City Clerk Krause confirmed that a motion would be appropriate.

FAIR/HARRALD THE PARKS ART RECREATION AND CULTURE ADVISORY COMMISSION STRONGLY URGES THE CITY COUNCIL TO REVIEW AND AMEND THE EXISTING LANGUAGE IN CHAPTER 20 ANIMALS TO REQUIRE LEASHES AND RESTRAINT IN CITY PARKS, CAMPGROUNDS, PARKING LOTS, AND OTHER SENSITIVE HABITAT AREAS.

There was a brief discussion on specifying dogs only or animals in general clarifying that there have been complaints received regarding goats. Public Works Director Keiser advocated for keeping the focus on dogs. It was noted that there have been numerous incidents related to dogs, complaints received regarding dogs menacing people and dogs in sensitive habitat areas and they have only increased in recent time.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

INFORMATIONAL MATERIALS

A. 2022 PARC Advisory Commission Calendar

Acting Chair Archibald asked for a volunteer to speak before Council. He reported that he was unable to do so as he will be out of town.

Commissioner Harrald volunteered noting that Commissioner Archibald may be perceived to have a conflict of interest on the subject. She confirmed with the Commission on what to include in her report to Council.

B. The Economic Impact of Local Parks - An Examination of the Economic Impacts of Operations and Capital Spending by Local Park and Recreation Agencies on the US Economy

COMMENTS OF THE AUDIENCE

COMMENTS OF THE CITY STAFF

COMMENTS OF THE COMMISSION

Commissioner Harrald commented her disappointment on how poorly the tourist treat their parks as they put so much work into their parks noting a recent visit to Bishops Beach and that it was literally trashed.

ADJOURNMENT

There being no further business to come before the Commission the meeting adjourned at 8:10 p.m. p.m. The next regular meeting is Thursday, August 18, 2022 at 5:30 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

RENEE KRAUSE, MMC, DEPUTY CITY CLERK II

Approved:_____



City of Homer

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Public Works

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(f) 907-235-3145

Memorandum

TO: Parks, Art, Recreation & Culture Advisory Commission
FROM: Janette Keiser, Public Works Director
DATE: August 8, 2022
SUBJECT: Public Works Director's Report

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1. **Main Street Sidewalk.** East Road Services took a brief hiatus on the construction while they waited for pipe materials to arrive. They are back at it now, looking for completion in early September.
 2. **Non-motorized Transportation Opportunity Fund Status Report.**
 - a. West Fairview Ave Extension – The gravel road shoulder has been widened to accommodate non-motorized traffic.
 - b. Adams Drive Bike Path – Design is underway.
 - c. Ohlson Lane/Bunnell Ave – We held a meeting with neighborhood property owners who support a sidewalk as part of the pavement restoration project. The original budget did not include a sidewalk, but we will be recommending that one be provided as part of the project.
 - d. Lee Drive and Wright Streets– The paths were cleared & brushed by the Homer Drawdown Volunteer Trails crew. Public Works Operators then laid geotextile and a gravel base.
 3. **Karen Hornaday Park ADA Trail & Access Road** – I will discuss this topic as a separate action item.



City of Homer

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Community Recreation

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Memorandum

TO: Parks, Arts, Recreation & Culture Advisory Commission
FROM: Mike Illg, Recreation Manager
DATE: August 8, 2022
SUBJECT: Community Recreation Report

Recreation Specialist: The seasonal part time recreational specialist Rachael Raderman has done a fantastic job assisting the Community Recreation program this summer. Unfortunately she has ended her time with us on August 4th. I am in desperate need for this position year round as I will most likely cancel some of the programs if I cannot hire someone. My #1 budget priority is one FTE for the Community Recreation division. I am hoping to hire additional seasonal for the fall and winter.

Fall & Winter Recreation Catalog: We will be creating a Fall/Winter Recreation Activity Guide that will be available ideally early September. We are bringing back some previous programs and offering new opportunities as well. While we will be printing some, mostly this will be in a digital format. Stay tuned for this.

Community Kids Program: This partnership with the Center was incredibly popular! There was over 30 different kids involved with another 20 kids on the waiting list. I expect we will be hearing more from this demographic expressing the need and desire to have more offerings catering to local youth.

Summer Field Schedule: Part of my job requires scheduling the Homer High turf field during the summer months. It is safe to say the field was action packed and folks had lots of fun.

Dance Improvisation Workshops: We are excited to host some dance workshops for youth teens and adults on September 12-14. These will be taught by visiting, world renowned dance performer, K.J. Holmes who lives and works in New York City. The dance classes will be held in the HERC activity room.

New Multi Use Community Center Project: There is or will be an ordinance to move ahead with the demolition of the small HERC building. I will be providing an informative presentation "Community Recreation in the Local Public Schools" to the City Council at the August 22nd work session.

Pickleball Tournament: We are planning to host a 3 day Pickleball Tournament over Labor Day weekend (Sept 2-4) at the HERC building. There is a small volunteer committee. We hope to attract players (40ish) and visitors from around the state to visit Homer and stay for the long weekend. If this is successful we will try to offer this opportunity every year with the option of additional tournaments.

Community Recreation Office: I am technically moving back to the Recreation office at Homer High but will be keeping the upstairs HERC office as well. There are enough activities on both campuses

and it will be helpful to have computers, printers, forms, etc at both locations. This will be a efficient move operationally considering the amount of activities at the HERC campus.

Alaska Recreation and Parks Association Annual Conference: The Alaska Recreation and Parks Association conference will be held October 6-7 in Soldotna. I assume the Commissioners are all members and should consider attending. There will be some great sessions, opportunities for networking and an awards banquet. I will send you this information as it becomes available. As always, we are soliciting donations for the volunteer organization for their silent auction.

National Recreation and Parks Association Annual Conference: This conference will be held in Phoenix, AZ September 20-22. I will be attending as the ARPA President as well as the Recreation Manager for the City of Homer. I hope to bring back some new ideas and inspiration for the services we provide for community.

Recreation Software: I have been communicating and participating in another potential recreational software that will assist with streamlining registrations, release forms, online payment, etc. More on this to come.

HOPP (Homer Playground Project): This is the 10th year anniversary of the construction of our flagship playground. Under the direction of the City Manager, I am creating a proposal to replace/repair items and materials at the Hornaday Park Playground. The Homer Foundation has donated funds from the project leftover and would like to receive a plan on how the funds will be spent. I have reached out to the original playground company Play By Design and I am receiving quotes and estimated costs. Some items may not be coming from this company and we may be working with a playground vendor located in Alaska.



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Community Recreation

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Memorandum

TO: Parks, Arts, Recreation & Culture Advisory Commission
FROM: Mike Illg, Recreation Manager
DATE: August 8, 2022
SUBJECT: City Council Action Related to PARCAC for August 18th Meeting

The following City Council resolutions and ordinances activity relevant to the Park, Arts, Recreation and Culture Advisory Commission since the last PARCAC meeting on June 16, 2022

June 27th Regular Meeting

Nothing to report.

July 25th Regular Meeting

Ordinance 22-38, An Ordinance of the City Council of Homer, Alaska Amending the FY23 Capital Budget and Appropriating \$185,368 from the Homer Accelerated Roads and Trails Fund for the Master Transportation Plan Update. City Manager/Public Works Director. Recommended Dates Introduction July 25, 2022, Public Hearing and Second Reading August 8, 2022 **Approved Introduction**

Ordinance 22-41, An Ordinance of the City Council of Homer, Alaska Accepting the Vacation and Dedication of Parklands on Spruceview Avenue. City Manager/City Planner. Recommended Dates Introduction July 25, 2022, Public Hearing and Second Reading August 8, 2022. **Approved Introduction**

Ordinance 22-42, An Ordinance of the City Council of Homer, Alaska Amending Homer City Code 11.04.120 to Clarify that all New Streets which Serve as Public Access Corridors shall have Sidewalks. Davis/Erickson. Introduction July 25, 2022, Public Hearing and Second Reading August 8, 2022. **Approved Introduction**

August 8th Regular Meeting

Ordinance 22-38, An Ordinance of the City Council of Homer, Alaska Amending the FY23 Capital Budget and Appropriating \$185,368 from the Homer Accelerated Roads and Trails Fund for the Master Transportation Plan Update. City Manager/Public Works Director. Recommended Dates Introduction July 25, 2022, Public Hearing and Second Reading August 8, 2022. **Approved/Adopted**

Ordinance 22-41, An Ordinance of the City Council of Homer, Alaska Accepting the Vacation and Dedication of Parklands on Spruceview Avenue. City Manager/City 3 Planner. Recommended Dates Introduction July 25, 2022, Public Hearing and S and Reading August 8, 2022. **Approved/Adopted**

Ordinance 22-45, An Ordinance of the City Council of Homer, Alaska amending the FY23 Capital Budget by Appropriating \$126,917 from the Homer Education and Recreation Complex (HERC) Capital Asset Repair and Maintenance Allowance (CARMA) Fund and \$26,083 from the General Fund CARMA Fund to Demolish the Smaller Old School Building known as HERC 2. City Manager. Introduction August 8, 2022 Public Hearing and Second Reading August 22, 2022. **Approved Introduction**



City of Homer Community Recreation Schedule:

Week of June 27-July 3

Monday, June 27

6-7AM Morning Pick Up Basketball

1-2PM ZUMBA KIDS

1-4PM Community Kids Summer Program

4:30-6:30PM Pick Up Pickleball

4:30-5:30PM Cuong Nhu & Karate (Youth Classes)

5:45-6:45PM Cuong Nhu & Karate (Adult Classes)

6-7PM High School Football Skills

7-9PM Ultimate Frisbee

HHS Gym

HERC Activity Room

HERC Gym

HERC Gym

HERC Activity Room

HERC Activity Room

HHS Turf Field

HHS Turf Field

Tuesday, June 28

1-4PM Community Kids Summer Program

6-8PM Pickleball Drill Time

HERC Gym

HERC Gym (if raining) or

HHS Tennis Courts outside

7-9PM Pick Up Basketball

Cancelled

Wednesday, June 29

6-7AM Morning Pick Up Basketball

1-2PM ZUMBA KIDS

1-4PM Community Kids Summer Program

4:30-5:30PM Cuong Nhu & Karate (Youth Classes)

4:30-6:30PM Pick Up Pickleball

5:45-6:45PM Cuong Nhu & Karate (Adult Classes)

6-7PM High School Football Skills

7-9PM Pick Up Soccer

HHS Gym

HERC Activity Room

HERC Gym

HERC Activity Room

HERC Gym

HERC Activity Room

HHS Turf Field

HHS Turf Field

Thursday, June 30

1-4PM Community Kids Summer Program

3-5PM Middle School Youth Volleyball

5-7PM Cardio Dance Class

7-9PM Pick Up Basketball

7-9PM Ultimate Frisbee

HERC Gym

HHS Gym

HERC Gym

Cancelled

HHS Turf Field

Friday, July 1

6-7AM Morning Pick Up Basketball

2-4PM RESERVATION

4:30-6:30PM Pick Up Pickleball

4:30-5:30PM Cuong Nhu & Karate (Youth Classes)

5:45-6:45PM Cuong Nhu & Karate (Adult Classes)

HHS Gym

HERC Gym

HERC Gym

HERC Activity Room

HERC Activity Room

Saturday, July 2

10AM-12PM RESERVATION

HERC Gym

Sunday, July 3

9:30AM-11:30AM Pick Up Pickleball

3:30-5:30PM RESERVATION

6:30-8:30PM Pick Up Soccer

HERC Gym

HERC Gym

HHS Turf Field



City of Homer Community Recreation Schedule:

Week of July 4-10

Monday, July 4

4:30-6:30PM Pick Up Pickleball
7-9PM Ultimate Frisbee

HERC Gym
HHS Turf Field

Tuesday, July 5

1-4PM Community Kids Summer Program
6-8PM Pickleball Drill Time

HERC Gym
HERC Gym (if raining) or
HHS Tennis Courts outside
HHS Weight Room
HHS Gym

6-8PM Open Weight Room
7-9PM Pick Up Basketball

Wednesday, July 6

6-7AM Morning Pick Up Basketball
1-4PM Community Kids Summer Program
4:30-5:30PM Cuong Nhu & Karate (Youth Classes)
4:30-6:30PM Pick Up Pickleball
5:45-6:45PM Cuong Nhu & Karate (Adult Classes)
6-7PM High School Football Skills
6-8PM Open Weight Room
7-9PM Pick Up Soccer

HHS Gym
HERC Gym
HERC Activity Room
HERC Gym
HERC Activity Room
HHS Turf Field
HHS Weight Room
HHS Turf Field

Thursday, July 7

1-4PM Community Kids Summer Program
3-5PM Middle School Youth Volleyball
5-7PM Cardio Dance Class
6-8PM Open Weight Room
7-9PM Pick Up Basketball
7-9PM Ultimate Frisbee

HERC Gym
HHS Gym
HERC Gym
HHS Weight Room
HHS Gym
HHS Turf Field

Friday, July 8

6-7AM Morning Pick Up Basketball
2-4PM RESERVATION
4:30-6:30PM Pick Up Pickleball
4:30-5:30PM Cuong Nhu & Karate (Youth Classes)
5:45-6:45PM Cuong Nhu & Karate (Adult Classes)

HHS Gym
HERC Gym
HERC Gym
HERC Activity Room
HERC Activity Room

Saturday, July 9

Sunday, July 10

9:30AM-11:30AM Pick Up Pickleball
3:30-5:30PM RESERVATION
6:30-8:30PM Pick Up Soccer

HERC Gym
HERC Gym
HHS Turf Field



City of Homer Community Recreation Schedule:

Week of July 18-24

Monday, July 18

6-7AM Morning Pick Up Basketball
1-4PM Community Kids Summer Program
4:30-6:30PM Pick Up Pickleball
4:30-5:30PM Cuong Nhu & Karate (Youth Classes)
5:45-6:45PM Cuong Nhu & Karate (Adult Classes)
7-9PM Ultimate Frisbee

HHS Gym
HERC Gym
HERC Gym
HERC Activity Room
HERC Activity Room
HHS Turf or upper Field

Tuesday, July 19

9-11AM RESERVATION
1-4PM Community Kids Summer Program
6-8PM Pickleball Drill Time

6-8PM Open Weight Room
7-9PM Pick Up Basketball

HERC Gym
HERC Gym
HERC Gym (if raining) or
HHS Tennis Courts outside
HHS Weight Room
HHS Gym

Wednesday, July 20

6-7AM Morning Pick Up Basketball
1-4PM Community Kids Summer Program
4:30-5:30PM Cuong Nhu & Karate (Youth Classes)
4:30-6:30PM Pick Up Pickleball
5:45-6:45PM Cuong Nhu & Karate (Adult Classes)
6-7PM High School Football Skills
6-8PM Open Weight Room
8-10PM Pick Up Soccer

HHS Gym
HERC Gym
HERC Activity Room
HERC Gym
HERC Activity Room
HHS Turf Field
HHS Weight Room
HHS Turf Field

Thursday, July 21

9-11AM RESERVATION
1-4PM Community Kids Summer Program
3-5PM Middle School Youth Volleyball
5-7PM Cardio Dance Class
6-8PM Open Weight Room
7-9PM Pick Up Basketball
7-9PM Ultimate Frisbee

HERC Gym
HERC Gym
HHS Gym
HERC Gym
HHS Weight Room
HHS Gym
HHS Turf Field

Friday, July 22

6-7AM Morning Pick Up Basketball
3:15-4:30PM Youth Pickleball Class
4:30-6:30PM Pick Up Pickleball
4:30-5:30PM Cuong Nhu & Karate (Youth Classes)
5:45-6:45PM Cuong Nhu & Karate (Adult Classes)
7-9PM Pick Up Soccer

HHS Gym
HERC Gym
HERC Gym
HERC Activity Room
HERC Activity Room
HHS Turf Field

Saturday, July 23

9:30-11:30AM RESERVATION
11:30AM-1:30PM RESERVATION

HERC Gym
HERC Gym

Sunday, July 24

9:30AM-11:30AM Pick Up Pickleball
6:30-8:30PM Pick Up Soccer

HERC Gym
HHS Turf Field

Month of July 2022 7.22 page 1

GYM

Time Block	1-Jul FRI	2-Jul SAT	3-Jul SUN	4-Jul MON	5-Jul TUES	6-Jul WED	7-Jul THURS	8-Jul FRI	9-Jul SAT	10-Jul SUN	11-Jul MON	12-Jul TUES	13-Jul WED	14-Jul THURS	15-Jul FRI
6-6:30AM															
6:30-7AM															
7-7:30AM															
7:30-8AM															
8-8:30AM															
8:30-9AM															
9-9:30							RES	RES	RES		RES	RES		RES	
9:30-10AM			Drop In Pickleball				RES	RES	RES	Drop In Pickleball	RES	RES		RES	
10-10:30AM		RES				RES					RES	RES			
10:30-11AM															
11-11:30AM													RES		
11:30AM-12PM															
12-12:30PM															
12:30-1PM															
1-1:30PM					YOUTH Program	YOUTH Program	YOUTH Program				YOUTH Program	YOUTH Program	YOUTH Program	YOUTH Program	
1:30-2PM															
2-2:30PM	RES							RES							Youth PB Class
2:30-3PM															
3-3:30PM															
3:30-4PM			RES												
4-4:30PM															
4:30-5PM	Drop In Pickleball			Drop In Pickleball		Drop In Pickleball		Drop In Pickleball			Drop In Pickleball		Drop In Pickleball		Drop In Pickleball
5-5:30PM							Dance Class							Dance Class	
5:30-6PM															
6-6:30PM															
6:30-7PM															
7-7:30PM															
7:30-8PM															

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GYM

	16-Jul	17-Jul	18-Jul	19-Jul	20-Jul	21-Jul	22-Jul	23-Jul	24-Jul	25-Jul	26-Jul	27-Jul	28-Jul	29-Jul	30-Jul	31-Jul
Time Block	SAT	SUN	MON	TUES	WED	THURS	FRI	SAT	SUN	MON	TUES	WED	THURS	FRI	SAT	MON
6-6:30AM																
6:30-7AM																
7-7:30AM																
7:30-8AM																
8-8:30AM																
8:30-9AM																
9-9:30	RES			RES	RES	RES	RES				RES		RES		RES	
9:30-10AM		Drop In						RES	Drop In							
10-10:30AM		Pickleball							Pickleball							
10:30-11AM																
11-11:30AM																
11:30AM-12PM								RES								
12-12:30PM																
12:30-1PM																
1-1:30PM			YOUTH	YOUTH	YOUTH	YOUTH			RES	YOUTH	YOUTH	YOUTH	YOUTH			YOUTH
1:30-2PM			Program	Program	Program	Program				Program	Program	Program	Program			Program
2-2:30PM							Youth									
2:30-3PM							PB									
3-3:30PM							Class									
3:30-4PM																
4-4:30PM																
4:30-5PM			Drop In		Drop In		Drop In			Drop In		Drop In		Drop In		Drop In
5-5:30PM			Pickleball		Pickleball	Dance	Pickleball			Pickleball		Pickleball	Dance	Pickleball		Pickleball
5:30-6PM						Class							Class			
6-6:30PM				Pickleball						Pickleball		Pickleball				
6:30-7PM				Drill Time						Drill Time						
7-7:30PM																
7:30-8PM																



City of Homer Community Recreation Schedule:

Week of July 25-31

Monday, July 25

6-7AM Morning Pick Up Basketball
1-4PM Community Kids Summer Program
4:30-6:30PM Pick Up Pickleball
4:30-5:30PM Cuong Nhu & Karate (Youth Classes)
5:45-6:45PM Cuong Nhu & Karate (Adult Classes)
7-9PM Ultimate Frisbee

HHS Gym
HERC Gym
HERC Gym
HERC Activity Room
HERC Activity Room
HHS Turf or upper Field

Tuesday, July 26

9-11AM RESERVATION
1-4PM Community Kids Summer Program
6-8PM Pickleball Drill Time

6-8PM Open Weight Room
7-9PM Pick Up Basketball

HERC Gym
HERC Gym
HERC Gym (if raining) or
HHS Tennis Courts outside
HHS Weight Room
HHS Gym

Wednesday, July 27

6-7AM Morning Pick Up Basketball
1-4PM Community Kids Summer Program
4:30-5:30PM Cuong Nhu & Karate (Youth Classes)
4:30-6:30PM Pick Up Pickleball
5:45-6:45PM Cuong Nhu & Karate (Adult Classes)
6-8PM Open Weight Room
8-10PM Pick Up Soccer

HHS Gym
HERC Gym
HERC Activity Room
HERC Gym
HERC Activity Room
HHS Weight Room
HHS Turf or Upper Field

Thursday, July 28

9-11AM RESERVATION
1-4PM Community Kids Summer Program
3-5PM Middle School Youth Volleyball
5-7PM Cardio Dance Class
6-8PM Open Weight Room
7-9PM Pick Up Basketball
7-9PM Ultimate Frisbee

HERC Gym
HERC Gym
HHS Gym
HERC Gym
HHS Weight Room
HHS Gym
HHS Turf or Upper Field

Friday, July 29

6-7AM Morning Pick Up Basketball
3:15-4:30PM Youth Pickleball Class
4:30-6:30PM Pick Up Pickleball
4:30-5:30PM Cuong Nhu & Karate (Youth Classes)
5:45-6:45PM Cuong Nhu & Karate (Adult Classes)
7-9PM Pick Up Soccer

HHS Gym
HERC Gym
HERC Gym
HERC Activity Room
HERC Activity Room
HHS Turf or Upper Field

Saturday, July 30

9-11AM RESERVATION

HERC Gym

Sunday, July 31

9:30AM-11:30AM Pick Up Pickleball
6:30-8:30PM Pick Up Soccer

HERC Gym
HHS Turf Field



City of Homer Community Recreation Schedule:

Week of July 11-17

Monday, July 11

6-7AM Morning Pick Up Basketball

9-11AM RESERVATION

1-4PM Community Kids Summer Program

4:30-6:30PM Pick Up Pickleball

4:30-5:30PM Cuong Nhu & Karate (Youth Classes)

5:45-6:45PM Cuong Nhu & Karate (Adult Classes)

6-7PM High School Football Skills

7-9PM Ultimate Frisbee

HHS Gym

HERC Gym

HERC Gym

HERC Gym

HERC Activity Room

HERC Activity Room

HHS Turf Field

HHS Turf Field

Tuesday, July 12

9-11AM RESERVATION

1-4PM Community Kids Summer Program

6-8PM Pickleball Drill Time

6-8PM Open Weight Room

7-9PM Pick Up Basketball

HERC Gym

HERC Gym

HERC Gym (if raining) or

HHS Tennis Courts outside

HHS Weight Room

HHS Gym

Wednesday, July 13

6-7AM Morning Pick Up Basketball

1-4PM Community Kids Summer Program

4:30-5:30PM Cuong Nhu & Karate (Youth Classes)

4:30-6:30PM Pick Up Pickleball

5:45-6:45PM Cuong Nhu & Karate (Adult Classes)

6-7PM High School Football Skills

6-8PM Open Weight Room

7-9PM Pick Up Soccer

HHS Gym

HERC Gym

HERC Activity Room

HERC Gym

HERC Activity Room

HHS Turf Field

HHS Weight Room

HHS Turf Field

Thursday, July 14

9-11AM RESERVATION

1-4PM Community Kids Summer Program

3-5PM Middle School Youth Volleyball

5-7PM Cardio Dance Class

6-8PM Open Weight Room

7-9PM Pick Up Basketball

7-9PM Ultimate Frisbee

HERC Gym

HERC Gym

HHS Gym

HERC Gym

HHS Weight Room

HHS Gym

HHS Turf Field

Friday, July 15

6-7AM Morning Pick Up Basketball

2-4:30PM Youth Pickleball Class

4:30-6:30PM Pick Up Pickleball

4:30-5:30PM Cuong Nhu & Karate (Youth Classes)

5:45-6:45PM Cuong Nhu & Karate (Adult Classes)

HHS Gym

HERC Gym

HERC Gym

HERC Activity Room

HERC Activity Room

Saturday, July 16

9-11AM RESERVATION

HERC Gym

Sunday, July 17

9:30AM-11:30AM Pick Up Pickleball

6:30-8:30PM Pick Up Soccer

HERC Gym

HHS Turf Field

CITY OF HOMER COMMUNITY RECREATION PRESENTS:

COSMIC HAMLET OPEN

Labor Day Weekend Pickleball Tournament

HOMER, ALASKA

SEPTEMBER 2-4



WOMEN'S DOUBLES
SEPTEMBER 2



MIXED DOUBLES
SEPTEMBER 3



MEN'S DOUBLES
SEPTEMBER 4

- 🎾 **Where:** City of Homer HERC old school gym, 326 Woodside Ave
- 🎾 **Skill Levels:** 3.0 & below, 3.5, 4.0 and above
- 🎾 **Format:** Round Robin, Maximum of 10 teams per skill level, per Division
- 🎾 **Ball:** Yellow Onix Fusion
- 🎾 **Contact/Questions:** millg@ci.homer.ak.us



Register online at pickleballbrackets.com
Register by August 25th



Before August 12- \$35 for the first event; \$10 for the second
After August 12- \$40 for the first event; \$10 for the second



K.J. HOLMES
New York City renowned teacher and dance artist



DANCE IMPROVISATION WORKSHOPS

These classes will be movement and dance exploration for any skill level to connect with one's inner creative voice. Students will learn more about their bodies as instruments to tune and find new ways to play with instant composition. Through listening to the inner music of rhythms, qualities and tones, students will engage with solo movement practices, leading to partnering skills and ensemble play. We will explore movement outside the codified dance techniques and find new strengths and support for our dancing and our moving lives.

Classes for youth, teens and adults. **Min: 5; Max. 20** each class.
Please contact Breezy by **September 1** to secure your enrollment.
All classes held in the activity room at the HERC.

**CLASS #1: ADULT DANCE CLASS -MONDAY, SEPTEMBER 12,
6-8:30PM \$35**

**CLASS #2: YOUTH DANCE CLASS (GRADES 3-6) -TUESDAY,
SEPTEMBER 13, 3-4PM \$20**

**CLASS #3: TEEN DANCE CLASS (GRADES 7-12) -TUESDAY,
SEPTEMBER 13 4:15-5:45PM \$20**

**CLASS #4: YOUTH DANCE CLASS (GRADES 3-6) -WEDNESDAY,
SEPTEMBER 14, 3-4PM \$20**

**CLASS #5: TEEN DANCE CLASS (GRADES 7-12) -WEDNESDAY,
SEPTEMBER 14 4:15-5:45PM \$20**

For more information/registration, please contact
Breezy Berryman **907-299-4629** or **ebdog1976@gmail.com**.





City of Homer

www.cityofhomer-ak.gov

Administration

491 East Pioneer Avenue
Homer, Alaska 99603

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: City of Homer Parks, Art, Recreation & Culture Advisory Commission
FROM: Jenny Carroll, Special Projects & Communications Coordinator
THROUGH: Rob Dumouchel, City Manager
DATE: August 9, 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 PARC AC on the City's draft 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 PARC AC 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 Commission and provide input on specific changes or updates you would recommend for current projects.**

- If the Commission thinks a project should 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 you need one.

Currently, three projects have been recommended for removal. If it chooses, the Commission can support these recommendations or not.

- 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, Phase 1 – recommended by Harbormaster Hawkins because planning for a large vessel haul out will be considered during the Large Vessel Harbor Expansion General Investigation.
- 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.

To date, three projects have been recommended to be added to the FY24 CIP:

- Beluga Sewage Lift Station
- A-Frame Water Transmission Line Replacement
- Fish Grinding Building Replacement

Additionally, the Harbormaster recommends that the Homer Barge Mooring & Large Vessel Haul Out Repair Facility move to the mid-Range section from the Legislative Priority section because the uplands repair area is functional as is, and the Harbor now has higher priority Port & Harbor projects for funding.

- **Pass a motion recommending three projects for Council to consider for inclusion in the Legislative Priority section, and of those three indicate the Commissions #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.
- For reference, last year PARC AC recommended:
 - #1 Main Street Sidewalk Facility (which was funded in the FY22-23 budget.
 - #2 Pioneer Avenue Gateway Redevelopment: Multi-Use Community Center
 - #3 Karen Hornaday Park Public Restroom

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.



Draft CIP for Review

City of Homer Capital Improvement Plan • 2023 - 2028

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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.

Total 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

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

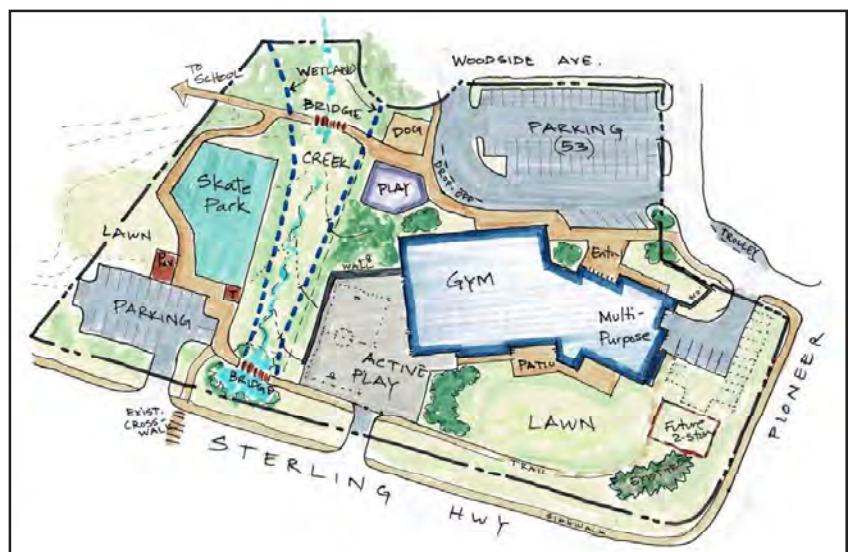
Phase 2: Demolish HERC2 \$ 78,094

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 & Erosion Mitigation Program

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; 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; and the southern portion of Main Street.

The City has been researching how these waters collectively affect steep slopes and coastline erosion and developing mitigation measures. Conceptual plans for four specific projects have emerged from the research and together form a Green Infrastructure Storm Water Management System. They include the Kachemak Drive sponge, a green infrastructure project that protects private and public properties as well as Kachemak Drive. The Baycrest Storm Drain conveyance and treatment system protects the Sterling Highway and adjacent, downhill properties and also features a micro-hydro energy generating unit. The Main Street, South and Beluga Lake/Slough projects protect two state roads, manages stormwater from East End Road, a State roadway, and insures water quality for Beluga Slough and Lake, important habitat for waterfowl and shorebirds.

Each project will acquire existing peatland wetlands to serve as stormwater collection sites, which will simultaneously recharge the peat, protect the water quality of Kachemak Bay, conserve critical moose and waterfowl habitat, and protect valuable peatlands to mitigate coastal erosion for the long term. The project will also build green infrastructure to convey stormwater to Low-Impact Development biofiltration retention infrastructure before recharging the peatlands.

Plans & Progress:

The Program is being developed in Phases.

- Phase 1: Fieldwork - geological and hydrological testing to document existing conditions: \$180,000
- Phase 2: Property Acquisition: \$2,500,000
- Phase 3: Design and final specifications: \$100,000
- Phase 4: Construction: \$2,110,000

Total Project Cost: \$4,890,000

Phase 1: \$180,000 (completed with City of Homer Funds)

FY2024 State Request, Phases 2-4: \$3,712,500

(City of Homer leveraged 25% Match: \$1,177,500)



The Slope Stability Program utilizes green infrastructure to mitigate property and infrastructure losses due to solifluction.



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 Road/AK Highway 1 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.

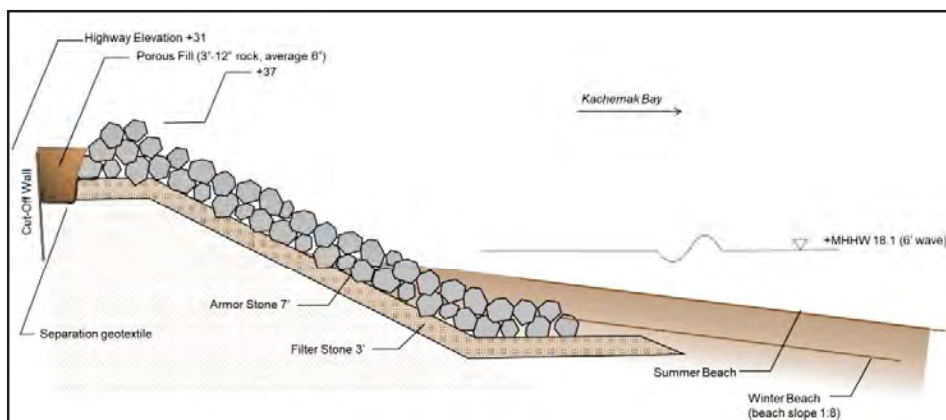
Plans & Progress: The USACE conducted two extensive studies with detailed erosion management information: a 2017 Dredged Material Management Guidance Manual and a 1989 investigation report, Storm Damage Reduction Final Interim Feasibility Report with Engineering Design and Environmental Assessment. More 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 City requests that the USACE and State develop a final design and implementation plan.

Total Project Cost: \$18,000,000
Phase 1: Engineering & Design
\$ 3,000,000

Phase 2: Construction
\$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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City Hall Access Barrier Removal

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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.

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

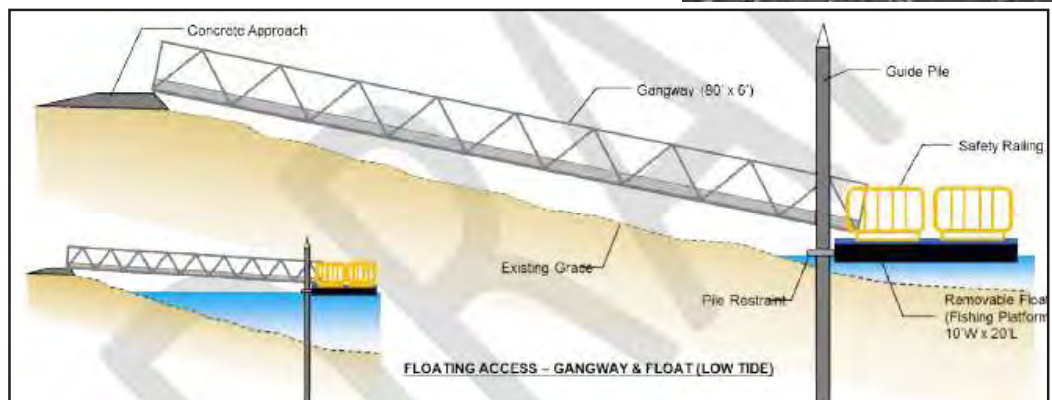
Concept Design \$ 30,000 (Completed 2022;
City of Homer funds)

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 angled access to the Nick Dudiak Fishing Lagoon.



City of Homer Capital Improvement Plan • 2023-2028

Staff recommends removing this from the CIP as City Public Works staff has been correcting these issues over time and many are completed.

Public Restroom Accessibility Barrier Removal

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.

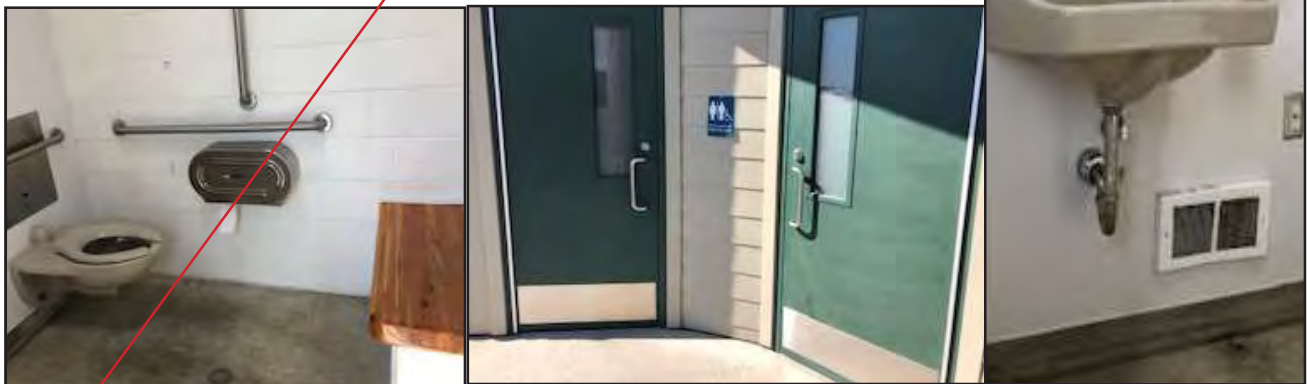
Total Project Cost: \$75,000

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

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

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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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 injuriesnew 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 quipment, 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.



Homer Spit Campground Renovations

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.



Jack Gist Park Improvements, Phase 2

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

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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Deep Water/Cruise Ship Dock Expansion, Phase 1

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

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

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

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

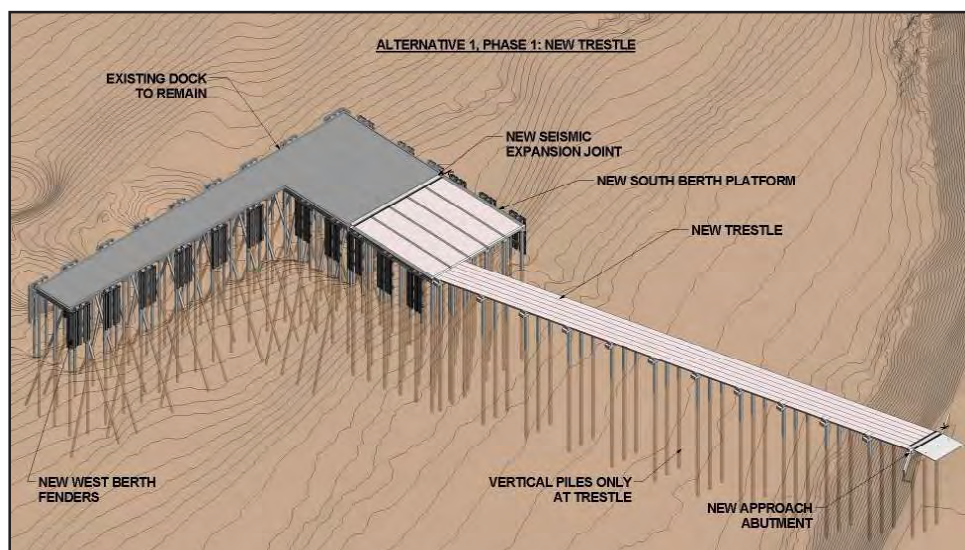
Total Project Cost: \$35,000,000

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

Design: \$1,750,000

Construction: \$32,000,000

Priority: 2



Deep Water Dock Expansion proposed design.



Harbor Ramp 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.

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

Schedule: 2023

Priority Level: 1



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.



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.

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.

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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

Pending Port & Harbor approval, staff recommend removing this 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.



Steel Grid Repair

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:

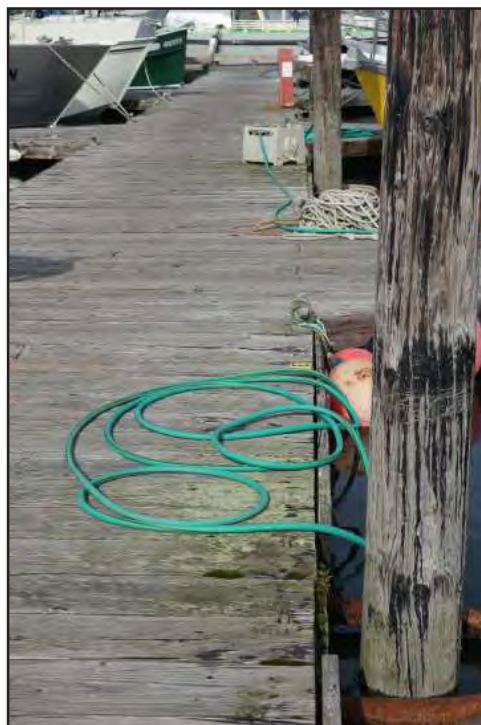
2022 Design: \$600,000

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

Priority Level: 3



System 4 floats to be replaced.



Detail of aging Float DD.

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Wood Grid Repair

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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.

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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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.



Fire Department Fleet Management

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

Many of the apparatus and specialized vehicles in the Homer Volunteer Fire Department fleet are 15 years to over 30 years old and at the end of their functional life. Functional capabilities and safety features of fire apparatus has greatly improved in the last 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

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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**

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Ben Walters Lane Sidewalk Facility

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.

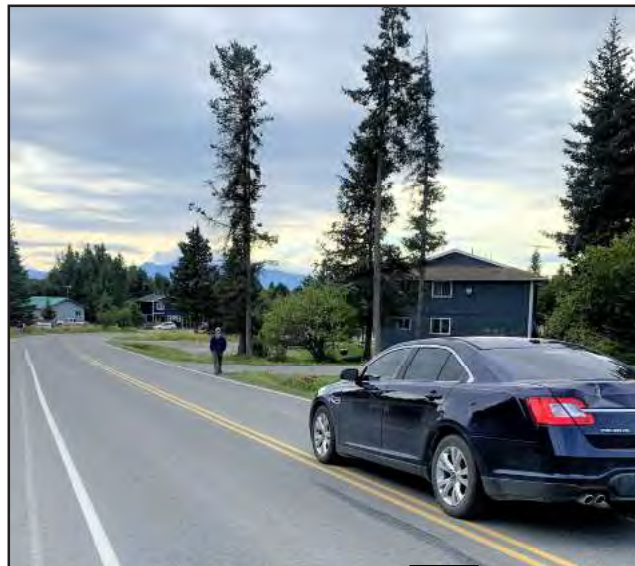
Plans & Progress: The overall project is conceived as one ADA accessible sidewalk located within the vehicular right of way on one side of Ben Walters Lane from East End Road to Lake Street. Some drainage work within the right-of-way would be required to properly direct storm water runoff to catchment basins and adjacent roadside ditches. 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

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.

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Raw Water Transmission Main Replacement

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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 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

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

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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~~



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.





East Hill Road Bike Lane

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.

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Kachemak Drive Non-Motorized Pathway

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, winding 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

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.



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

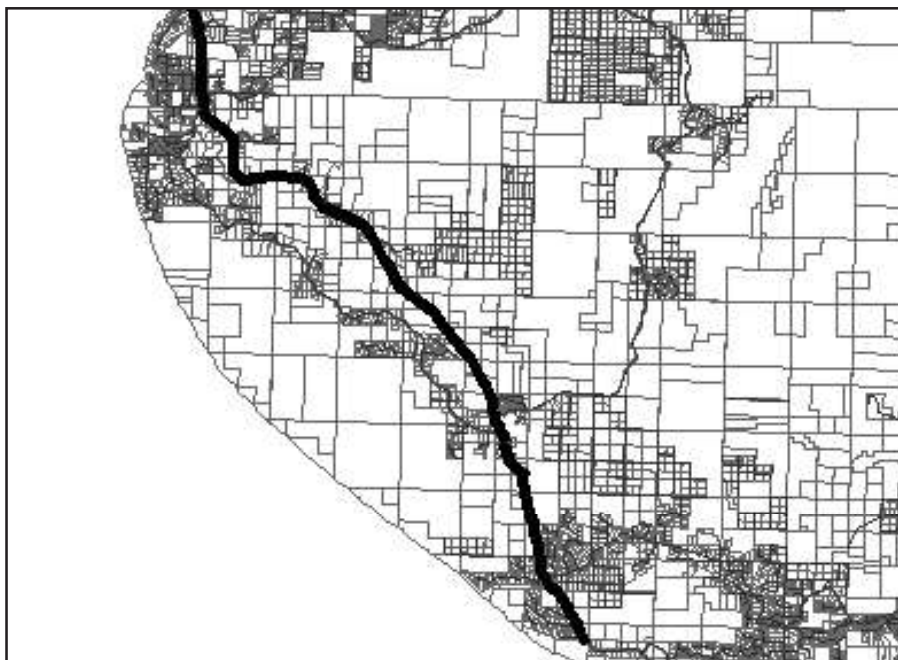
Staff recommends removing this project from the CIP. Project in STIP and planned for implementation..

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 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.

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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

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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.



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.

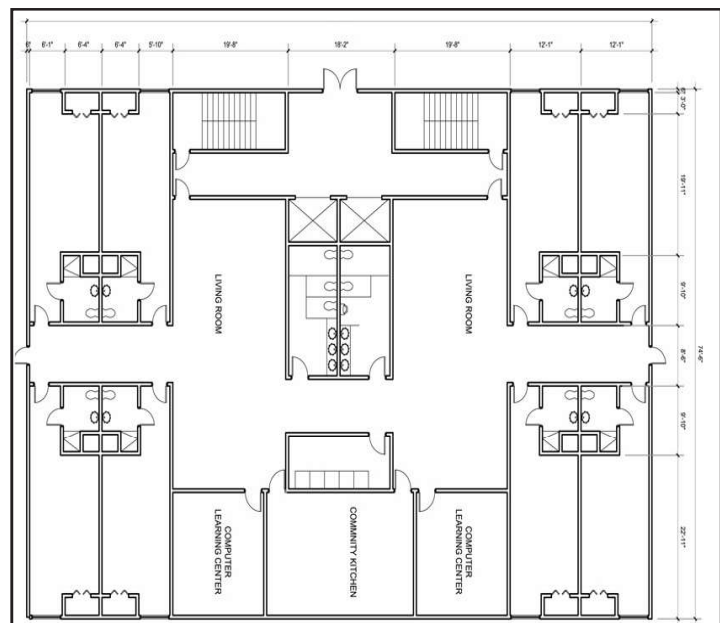
Due to COVID-19, we postponed plans with our architect to design the facility. We will begin discussions with the architect again this fall.

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

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

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

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

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.

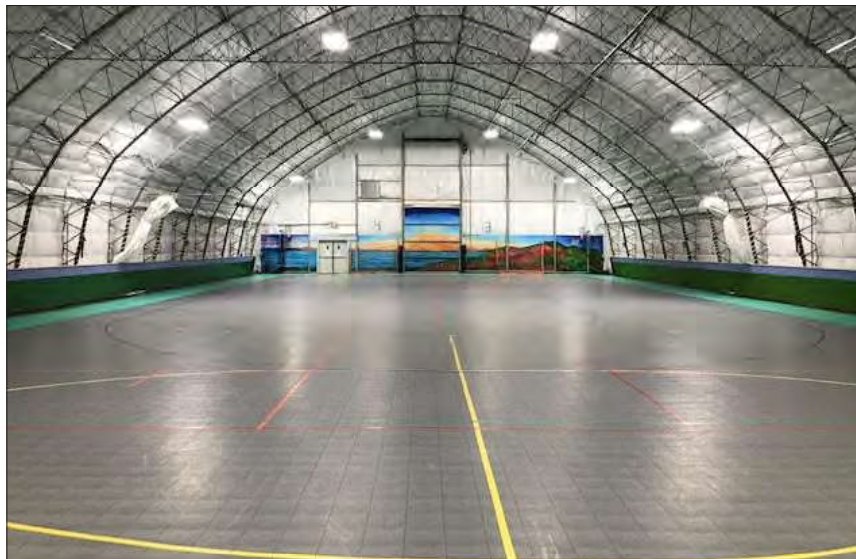
The SPARC flooring is plastic sport court tile over compacted NFS select fill, but there is a need for an improved floor to better accommodate the wide variety of activities in the building and allow for more regular and thorough cleaning. The long-term plan has always been to replace the inexpensive 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

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

FY 2024 - DRAFT Document



Capital Improvement Long-Range Projects

Staff recommends removing this project as it is not in the Non-Motorized Transportation & Trails Plan 2022 Supplement and proposing new projects that align with the plans priorities: areas affected by recent or proposed developments and routes that improve the function of existing routes by providing connectivity or accessibility.

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

Cost: Staff time.

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

Cost: \$500,000
Staff recommends combining realistic elements of this improvement with the Mariner Park campground improvement project in mid range section and deleting this project.

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 the Homer Spit waterline, versus replacing, 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.

Cost: \$400,000
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.



Capital Improvement Long-Range Projects

FY 2024 - DRAFT Document

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 source of concern for drivers, bicyclists, pedestrians and tour bus operators. This project will improve traffic flow on Ocean Drive and reduce risks to drivers, bicyclists, and pedestrians by creating a center turn lane, providing well-marked crosswalks, and constructing a separated bike path. The project will also enhance the appearance of the Ocean Drive corridor by moving utilities underground and providing some landscaping and other amenities.

Currently, a bicycle lane runs on the south side of Ocean Drive. However, it is common for 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, Homer is seeing increased cruise ship activity which also translates into more traffic on Ocean Drive. All of these factors have led to increased risk of accidents.



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Capital Improvement Appendices

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

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

City of Homer Financing Assumptions: Capital Improvement Program

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

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

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

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



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.

Other Organizations

- 1.

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- 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: \$970,000

Schedule: 2023-2024

Priority Level: 1



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

Schedule: 2023

Priority Level: 1



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. The 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



City of Homer

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Memorandum

TO: PARKS ART RECREATION & CULTURE ADVISORY COMMISSION

CC: COUNCILMEMBER VENUTI

FROM: RENEE KRAUSE, MMC, DEPUTY CITY CLERK

DATE: AUGUST 18, 2022

SUBJECT: Amending City Code to Address Restraint of Animals in Specific Areas
and Applicable Fees

Summary

The Parks Art Recreation & Culture Advisory Commission reviewed and discussed this topic at their regular meeting of June 16, 2022. The excerpt of the meeting minutes has been attached for your convenience. The Commission moved to submit their recommendations to City Council for action. City Council has remanded the item back to the Commission for further discussion and Council member Venuti has volunteered to work with the Commission on this subject.

I have included the excerpt of the approved City Council minutes related to their action on this subject and prepared a draft ordinance and memoranda for the Commission and Councilmember Venuti's review and discussion on the proposed changes that the Commission previously suggested.

Previously on items that may be very controversial such as this the Commission will hold a public hearing on the proposed changes. This will elicit public feedback and will also allow the Commission to make any necessary changes to the ordinance before submittal to City Council.

Recommendation

Review and discuss the proposed action, draft ordinance and memorandum to City Council. Please make any proposed revisions by motion.

Make a motion to have a public hearing at the next regular meeting of the Commission in order to obtain public input.

Excerpt from June 16, 2022 Regular Meeting Minutes

E. Memorandum from Parks Superintendent re: Amending City Code and Leash Laws in Parks

Acting Chair Archibald introduced item and deferred to Parks Superintendent Steffy.

Parks Superintendent Steffy provided the background leading up to the request to require dogs being leashed within city parks, parking lots and sensitive wildlife habitat areas. He noted that current city code does not require a dog to be on leash and defines a dog that is at large is one who is off the property of its owner and not under the direct control of a competent person. He noted that the Deputy City Clerk has provided in the supplemental packet a draft of amended code language to start the discussion. He noted that Public Works would like the Commission to require dogs to be on leash in these areas and make that recommendation to City Council. Mr. Steffy further stated that legally by implying voice control there is no preventative law regarding restraint of an animal there is only punitive law once an animal has bitten, attacked before action can be taken to address the animal. Lieutenant Browning with the Police Department has expressed that they would not oppose the changes.

Discussion on the following topics and issues with relevant questions ensued between the Commission, Public Works Director Keiser and Parks Superintendent Steffy:

- Enforcement if a leash law is put into effect
- Attitude change for the community
- it may take time but if a person is vigilant and reports incidents by reporting a plate number
- Signage reflecting that dogs must be on lease in accordance with HCC and the fine for the first offense
- remove voice control as that does not work
- This will be a cultural change for the city and surrounding community, address the immediate areas of campgrounds, parks, parking lots and sensitive wildlife habitat i.e. Beluga Slough.
- Clarification that dogs would be allowed to be off leash in the area near the water but should remain on leash from the vehicle to the beach where people would tend to congregate.
- Add new section 20.08.015 that states dogs must be restrained when in campgrounds, parking lots, parks and designated protected wildlife habitat
- Clarification on why it states “direct control” instead of “voice control”
- The City Attorney will be reviewing any proposed amendments to City Code, further the Commission would have a Public Hearing on the proposed changes before going to City Council otherwise if submitted to Council they will just refer it back to the Commission.
- Preference for specific areas where leashes will be required
- Add a definition on what restrained by leash and what exactly a leash is can also be defined
- Direct Control is very ambiguous
- Addressing other areas in the next go around

There was additional dialogue on getting some teeth into controlling these issues due to the increase in the number of contacts and incidents and the following clarification was determined:

Remove the proposed amendments in the supplemental packet and add the following new Section 20.08.015 On Leash Requirements

a. All dogs are required to be on leash in these specific areas identified as Beluga Slough, sensitive habitat area, city campgrounds, parking lots and parks.

Deputy City Clerk Krause requested a motion to postpone to the next meeting or to adopt and forward the proposed amendments to City Council.

Discussion ensued on whether the Commission needs to have all the code language before sending the message that the Commission wants City Council to fix the code. Public Works Director Keiser provided some language for the recommendation to City Council as follows:

The Parks Art Recreation and Culture Advisory Commission strongly urges the City Council to review and amend the existing language in Chapter 20 Animals to require dogs to be on leashes in city parks, campgrounds, parking lots, Beluga Slough and other sensitive habitat areas.

Acting Chair Archibald requested a motion to extend the meeting to 8:15 p.m.

HARRALD/ROEDL MOVED TO EXTEND THE MEETING TO 8:15 P.M.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMIOUS CONSENT.

Motion carried.

Acting Chair Archibald inquired if there was any further discussion on this matter. Hearing none he asked the Clerk if a motion was needed to forward the Commission's recommendations to City Council.

Deputy City Clerk Krause confirmed that a motion would be appropriate.

FAIR/HARRALD THE PARKS ART RECREATION AND CULTURE ADVISORY COMMISSION STRONGLY URGES THE CITY COUNCIL TO REVIEW AND AMEND THE EXISTING LANGUAGE IN CHAPTER 20 ANIMALS TO REQUIRE LEASHES AND RESTRAINT IN CITY PARKS, CAMPGROUNDS, PARKING LOTS, AND OTHER SENSITIVE HABITAT AREAS.

There was a brief discussion on specifying dogs only or animals in general clarifying that there have been complaints received regarding goats. Public Works Director Keiser advocated for keeping the focus on dogs. It was noted that there have been numerous incidents related to dogs, complaints received regarding dogs menacing people and dogs in sensitive habitat areas and they have only increased in recent time.

VOTE. NON-OBJECTION. UNANIMIOUS CONSENT.

Motion carried.

Excerpt from Approved Council Meeting Minutes for the regular Meeting of June 27, 2022

ANNOUNCEMENTS/PRESENTATIONS/REPORTS

e. Parks Art Recreation and Culture Advisory Commission

i. Memorandum from Parks Art Recreation and Culture Advisory Commission Re: Dogs on Leash in Designated Areas.

Councilmembers discussed the recommendation from the Parks Art Recreation and Culture Advisory Commission to amend code to require dogs to be on leash in city campgrounds, parks, parking lots, and sensitive wildlife habitat areas. Council expressed interest in this matter and Councilmember Venuti agreed to work with the Commission on the topic.



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Memorandum

TO: MAYOR CASTNER AND HOMER CITY COUNCIL

THRU: ROB DUMOUCHEL, CITY MANAGER

FROM: PARKS, ART, RECREATION AND CULTURE ADVISORY COMMISSION

DATE: OCTOBER 10, 2022

SUBJECT: ORDINANCE 22-XX, AMENDING CHAPTER 20, ANIMALS SECTIONS 20.04.020
DEFINITIONS, 20.08.010 ANIMALS AT LARGE, 20.08.040 NUISANCE ANIMALS AND
20.32.020 FINE SCHEDULE TO REFINE THE DEFINITION OF "AT LARGE", CLARIFY AREAS
WHERE ANIMALS ARE TO BE ON LEASH AT ALL TIMES AND AMEND RELATED FINES.

Background:

Over the years the Parks, Arts, Recreation & Culture Advisory Commission (PARC) has fielded complaints regarding unfavorable interactions between dogs, humans and wildlife in areas such as city owned campgrounds, beaches, parks, parking lots and sensitive or protected habitats such as Beluga Slough. These interactions have increased exponentially over the last few years and Staff has fielded numerous complaints and witnessed several incidents of dogs at large and not under the direct control of their owner.

The Commission has attempted to address the actions of owners who allowed their dogs to be at large by implementing non-punitive measures such as educational campaigns and they have not worked.

The Commission has reviewed and proposed amendments to City Code addressing the issue regarding restraint and amending the fine schedule to hopefully bring the public more awareness and address the fact that voice command or control is not an effective measure to controlling animals. This lack of control has been acknowledged by Public Safety both city and state.

These proposed changes are supported by Homer Police Department.

Recommendation

Approve the proposed amendments to Homer City Code presented in the Ordinance 22-xx

**CITY OF HOMER
HOMER, ALASKA**

Venuti

ORDINANCE 22-xx

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA AMENDING HOMER CITY CODE TITLE 20 ANIMALS, SECTIONS 20.04.020 DEFINITIONS, 20.08.010 ANIMALS AT LARGE, 20.08.040 NUISANCE ANIMALS AND 20.32.020 FINE SCHEDULE TO REFINE THE DEFINITION OF “AT LARGE”, CLARIFY AREAS WHERE ANIMALS ARE TO BE ON LEASH AT ALL TIMES AND AMEND RELATED FINES.

WHEREAS, There has been an increase in the number of reports of dogs off leash causing severe disruption and incidents of unfavorable interactions between dogs, humans and wildlife in our parks, campgrounds, and parking lots over the past few years; and

WHEREAS, It is especially problematic when a member of the public requests another dog owner to please restrain their animal, and the situation becomes aggressively confrontational; and

WHEREAS, Current Homer City Code does not provide enough clarity and guidelines on the restraint of animals, “voice control” has been proven not to work in many of the interactions, and what it means for an animal to be considered “at large” requires interpretation; and

WHEREAS, Informational and Lend a Leash campaigns have been employed to educate the public on the beneficial requirements to restrain animals in specific areas and while Homer City Code provides for penalties only after incidents have occurred, these measures have failed to encourage preventative behavior; and

WHEREAS, Homer Police Department has expressed support for the proposed amendments to city code; and

WHEREAS, Amendments in this ordinance provide clarification on the requirements to restrain animals, which further ensure the overall enjoyment and safety of the public in the City of Homer parks, parking lots, campgrounds, and safeguard the areas dedicated as wildlife habitat.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. Homer City Code Chapter 20.04.020 entitled, “Definitions” is hereby amended as follows:

“At large” means that an animal is off the property of its owner, **not physically restrained by leash or chain.** ~~and not under the direct control of a competent person.~~

Section 2. Homer City Code Chapter 20.08.010, entitled “Animals at large” is hereby amended as follows:

a. No person may cause or permit an animal to be at large in a public street or alley, or on other public property, **this includes city parks, campgrounds, parking lots, or designated protected wildlife habitat** or on private property without the property owner’s consent.

Section 3. Homer City Code Chapter 20.08.040 entitled “Nuisance animals” is hereby amended as follows:

20.08.040 Nuisance animals.

a. No person may cause or permit an animal that the person owns or controls to:

1. Annoy another person by interfering with the latter’s sleep, work or reasonable right to peace and privacy by making repeated or continued noise;
2. Defecate, dig upon or injure private property owned by another person or a public street or alley, **park, campground, parking lot, designated protected wildlife habitat** or other public property;
3. Frequently or habitually growl, snap at, jump upon or otherwise menace, injure or frighten another person who is not trespassing or otherwise violating the law; or
4. Chase, harass, or otherwise disturb or injure wildlife.

b. The Animal Control Officer or a peace officer may impound an animal that is engaging in behavior described in subsection (a) of this section. A person may restrain an animal from continuing to engage in behavior described in subsection (a)(4) of this section, and shall promptly surrender any animal so restrained to the Animal Control Officer for impoundment.

c. A violation of subsection (a) of this section for the first conviction shall be punishable by a fine of not less than \$50.

€ **d.** A violation of subsection (a) of this section with three or more prior convictions shall be punishable by a fine of not less than \$300.00 nor more than \$500.00, and the unsuspended portion of the fine shall not be less than \$100.00. [Ord. 16-38(S)(A) § 4, 2016].

Section 4. Homer City Code Chapter 20.32.040 entitled “Fine schedule” is hereby amended as follows:

20.32.020 Fine schedule.

Citations for offenses listed in this section may be disposed of as provided in AS 12.25.195 through 12.25.230, without a court appearance, upon payment of the fine amounts listed

below plus the State surcharge required by AS 12.55.039 and 29.25.074. Fines must be paid to the court. The Rules of Minor Offense Procedure in the Alaska Rules of Court apply to all offenses listed below. Citations charging these offenses must meet the requirements of Minor Offense Rule 3. If a person charged with one of these offenses appears in court and is found guilty, the penalty imposed for the offense may not exceed the scheduled fine amount plus any surcharge required to be imposed by AS 12.55.039 and 29.25.074. If an offense in this title is not listed in the fine schedule, the defendant must appear in court to answer the charges.

Code Section	Code Section Title	Fine per Day
HCC 20.08.010(a)	Animal at large	No prior First conviction \$50; One prior conviction \$100; Two prior convictions \$200
HCC 20.08.010(b)	Unauthorized release of animal from restraint	No prior conviction \$50; One prior conviction \$100; Two prior convictions \$200
HCC 20.08.030	Animals on harbor floats	\$25
HCC 20.08.040(a)	Nuisance animals	No prior First conviction \$50; One prior conviction \$100; Two prior convictions \$200
HCC 20.08.070	Female animals in heat	\$100
HCC 20.08.080	Abandonment of animals	\$100
HCC 20.08.090	Maintenance and sanitation	\$100
HCC 20.12.010	License required – Issuance	\$50
HCC 20.12.020	License tag to be worn and displayed	\$50
HCC 20.24.060	Furnishing false information	\$200
HCC 20.28.020	Kennel license – Required	\$100

Section 5. This ordinance is of a permanent and general character and shall be included in city code.

ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this _____th day of September, 2022.

CITY OF HOMER

KEN CASTNER, MAYOR

ATTEST:

MELISSA JACOBSEN, MMC, CITY CLERK

YES:

NO:

ABSENT:

ABSTAIN:

Introduction:

Public Hearing:

Second Reading:

Effective Date:



Memorandum

TO: Parks, Art, Recreation & Culture Advisory Commission
FROM: Janette Keiser, Public Works Director
DATE: August 18, 2022
SUBJECT: Ben Walters Sidewalk – Status Report

I. **Issue:** The purpose of this Memorandum is to provide a status report on the design of the Ben Walters Sidewalk Project. No Action is needed at this time.

II. **Background:**

The design is 35% complete, which is enough to identify key challenges, opportunities and questions, which still need to be answered. The design calls for a 10' wide sidewalk from Lake Street to East End Road.

The main challenge relates to the accommodating existing infrastructure. There are existing water and sewer lines, ROW boundaries and driveways that need to be addressed. For example, in one section of the road, the road hugs the eastern ROW boundary instead of being centered. Putting the sidewalk in the traditional location means it will be either very close to two existing buildings and require us to acquire a permanent or construction easement from up to three property owners. The alternative is to neck the sidewalk down to 8' wide in this problematic section.

There are also opportunities. For example, some of the existing water/sewer appurtenances need to be rehabilitated. This work will be done as part of the Sidewalk Project, but paid for by the CARMA Water/Sewer Funds. We also have the opportunity to comprehensively evaluate traffic control issues related to Jeffery Park.

The questions that still need to be addressed relate are:

- a. What kind of traffic control is warranted for Jeffery Park?
- b. Can one of the existing pressure reducing stations, part of the water distribution system, be abandoned?
- c. Can we get the property owner permissions we need to keep the sidewalk a consistent 10' width throughout the project?



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Memorandum

TO: PARKS, ART, RECREATION AND CULTURE ADVISORY COMMISSION
FROM: RENEE KRAUSE, MMC, DEPUTY CITY CLERK II
DATE: AUGUST 18, 2022
SUBJECT: DONATION OF A MURAL FOR DISPLAY AT THE SKATE PARK

Summary

This item was postponed from the June 16, 2022 meeting to allow Staff to contact the artist and artist's representative regarding changes to the color scheme. No update was received from Parks Superintendent before packet and he is currently out of the office until August 22, 2022.

Recommendation

Make a motion to postpone to the September regular meeting.



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Memorandum 22-0xx

TO: PARKS ART RECREATION & CULTURE ADVISORY COMMISSION

FROM: RENEE KRAUSE, MMC, DEPUTY CITY CLERK

DATE: AUGUST 18, 2022

SUBJECT: DONATION OF ARTWORK FOR INCLUSION IN THE CITY OF HOMER
MUNICIPAL ART COLLECTION

Mr. Jack Smith is donating the giclee digital print of a mother eagle and her baby on the Homer Spit in the Small Boat Harbor. This photograph was taken during a visit to Homer in 2019. He then at it printed onto canvas through the digital printing method and framed at a local homer framing business.

This was original photograph taken by Mr. Smith and was previously displayed at the Pratt Museum and Islands and Ocean Visitors Center.

Mr. Smith was in Homer this summer after not traveling during the pandemic and discovered that the Visitors Center had put the picture in storage as they did not want to display it further. Since Mr. Smith was continuing his travels throughout Alaska this summer and did not have the storage space within his vehicle and believed that the artwork should remain in Homer, he donated the artwork for inclusion in the Municipal Art Collection for display in a location to be determined.

Mr. Smith understood that the Commission was not meeting until August but hopes that the Commission will agree that the artwork should remain in Homer and be displayed in a facility for the enjoyment of the community. He was also fully aware that there was a possibility that the Commission would not accept the artwork but was agreeable to the City of Homer accepting the donation on the premise that the piece would be donated to a local organization or sold to raise funds to purchase artwork to add to the Municipal Art Collection.

Recommendation

Review and discuss the application for donation of a piece of artwork to be included in the Municipal Art Collection. Make a motion to accept the donation for inclusion and that it be displayed in a location to be determined by City Staff.



MUNICIPAL ART COLLECTION GIFT PROPOSAL APPLICATION

PLEASE TYPE OR PRINT CLEARLY AND MAKE YOUR RESPONSES COMPLETE AND THOROUGH.

DATE 6-24-2022
CONTACT PERSON Jack Smith TITLE Professional Photographer
ORGANIZATION IF APPLICABLE Smith's Uncommon Images
ADDRESS 14220 Auberry Dr. CITY Helotes STATE TX ZIP 78023
PHONE (210) 854-4632 FAX None CELL
EMAIL jacksmithsa@hotmail.com

TELL US WHY YOU WISH TO DONATE THIS ARTWORK TO THE CITY OF HOMER?

I captured this photograph in the summer of 2019 of the bald eagle and her eaglet in their nest in the Homer Small Boat Harbor. I had it made in a 24"X36" gallery wrap (photo on canvas). I donated it to Islands and Oceans. When I found it was being stored in a closet and no longer being displayed, I decided it needed a new home

PROPOSED ARTWORK

In Homer, Alaska,

TITLE OF ARTWORK

Homer, Alaska Bald Eagles In Nest

ARTIST(S) NAME

Jack Smith

YEAR COMPLETED

2019

DIMENSIONS

24"X36"X2"

MATERIALS USED TO CREATE ARTWORK

Printed Photo on Canvas

PHYSICAL DESCRIPTION OF THE PROPOSED PIECE-

Mother Bald Eagle and Her Eaglet in Their Nest

NARRATIVE DESCRIPTION OF THE PROPOSED ARTWORK - TELL US THE STORY BEHIND THE PIECE OR SIGNIFICANCE -

I waited patiently for the eaglet to sit up tall in the nest beside mother bald eagle with the perfect sunlight to capture an ideal portrait of the pair of eagles.

RESTRICTIONS

ARE THERE ANY KNOWN COVENANTS, REQUIREMENTS OR RESTRICTIONS THAT COME WITH THE PIECE? _____

DNA

WHAT EXPECTATIONS DO YOU HAVE FOR THE CITY OF HOMER IN ACCEPTING THIS ARTWORK? _____

COMMUNITY INVOLVEMENT

WAS THERE ANY COMMUNITY OR USER INVOLVEMENT IN SELECTING THE RECOMMENDED LOCATION? _____

DNA

PLEASE INCLUDE ANY LETTER(S) OF SUPPORT FOR THE PROJECT OR PROPOSED DONATION.

DNA

APPLICANT MUST SUBMIT THE FOLLOWING SUPPORTING DOCUMENTATION WITH THIS APPLICATION.

☒ AN RESUME OR BIO FROM THE ARTIST WHO CREATED OR WILL CREATE THE ARTWORK.

☒ FIVE TO TEN IMAGES OF PAST WORK FROM THE ARTIST. THESE CAN BE PHOTOGRAPHS.

____ THREE TO FIVE CLEAR IMAGES OF THE PROPOSED ARTWORK

____ SCALE DRAWING/MODEL OF THE PROPOSED ARTWORK

____ IF YOU HAVE A SITE(S) IN MIND PLEASE INCLUDE PHOTO AND DESCRIPTION OF THE SITE(S) AND A SCALED

DRAWING OF THE PROPOSED ARTWORK IN THE RECOMMENDED LOCATION.

____ A COPY OF A FORMAL APPRAISAL IF AVAILABLE

____ TECHNICAL SPECIFICATIONS, MAINTENANCE MANUAL OR DRAWINGS/RECOMMENDATION FROM STRUCTURAL ENGINEER.

APPLICATIONS ARE TO BE SUBMITTED TO:

THE CITY OF HOMER

CITY CLERKS OFFICE

491 E. PIONEER AVENUE

HOMER, AK 99603

OR YOU MAY SUBMIT VIA FAX AT 907-235-3143 TO SUBMIT VIA EMAIL PLEASE SEND TO clerk@ci.homer.ak.us

IF YOU HAVE ANY QUESTIONS PLEASE FEEL FREE TO CONTACT THE CLERK'S OFFICE AT 235-3130.



1

Large 24"W x 36"H x 2" Photo on canvas by Jack Smith, Professional photographer

Smith's Uncommon Images, Helotes, Texas

Picture: 2019 photo of parent eagle and eaglet

Homer Spit near the Homer Small Boat Harbor

Jack Smith
14220 Auberry Drive
Helotes, Texas 78023
210-854-4632
jacksmithsa@hotmail.com

Employer:

Smith's Uncommon Images
Professional Photographer

Experienced Owner with a demonstrated history of working in the photography industry. Skilled in Event Photography, Nature and Wildlife Photography, Travel Photography, Commercial Photography, and Weddings. Strong business development professional graduated from Central High School, Angelo State University, and University of Texas, San Antonio.

Education

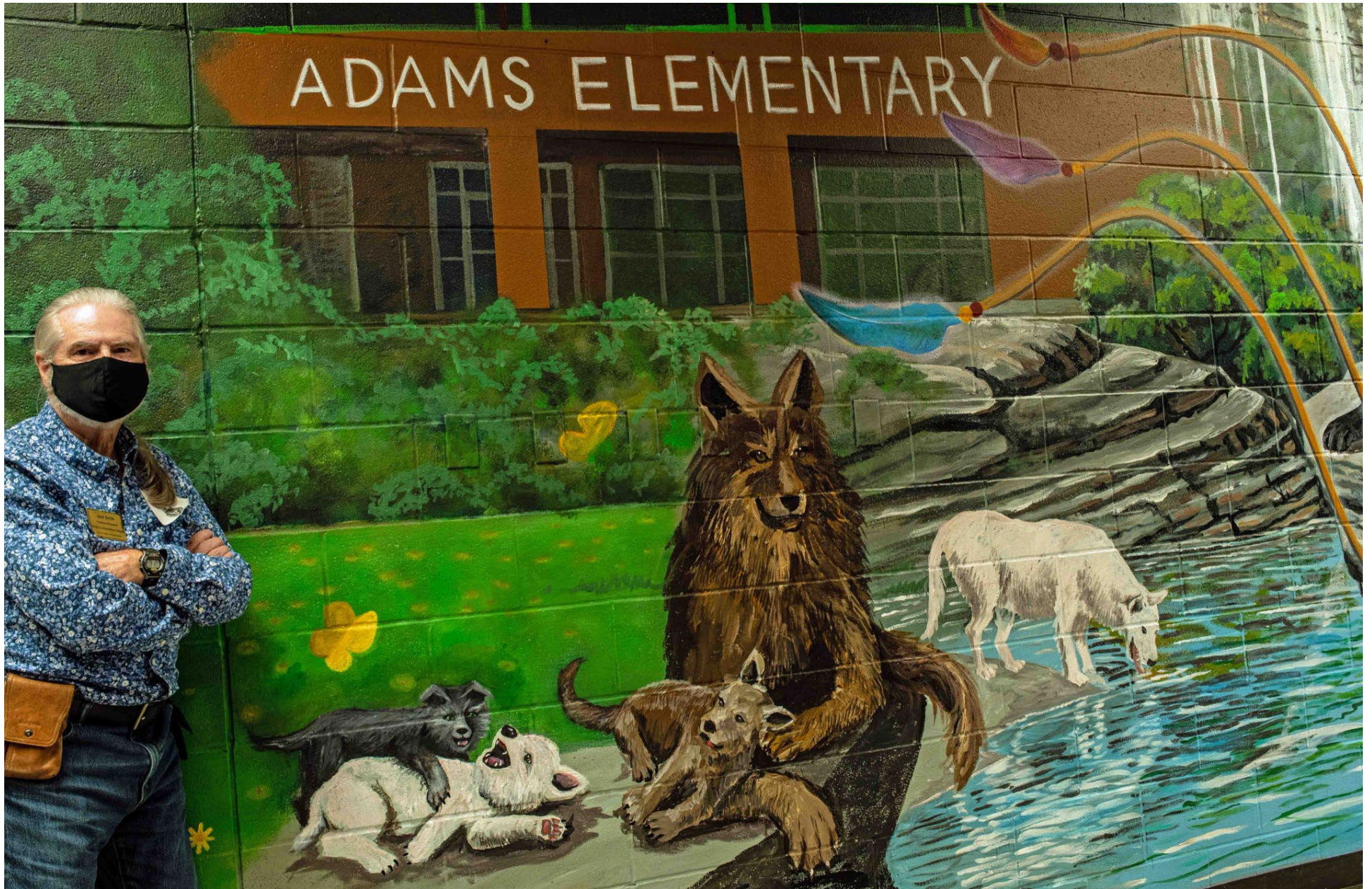
The University of Texas at San Antonio
Master of Arts - MA, Educational Psychology, Guidance and Counseling

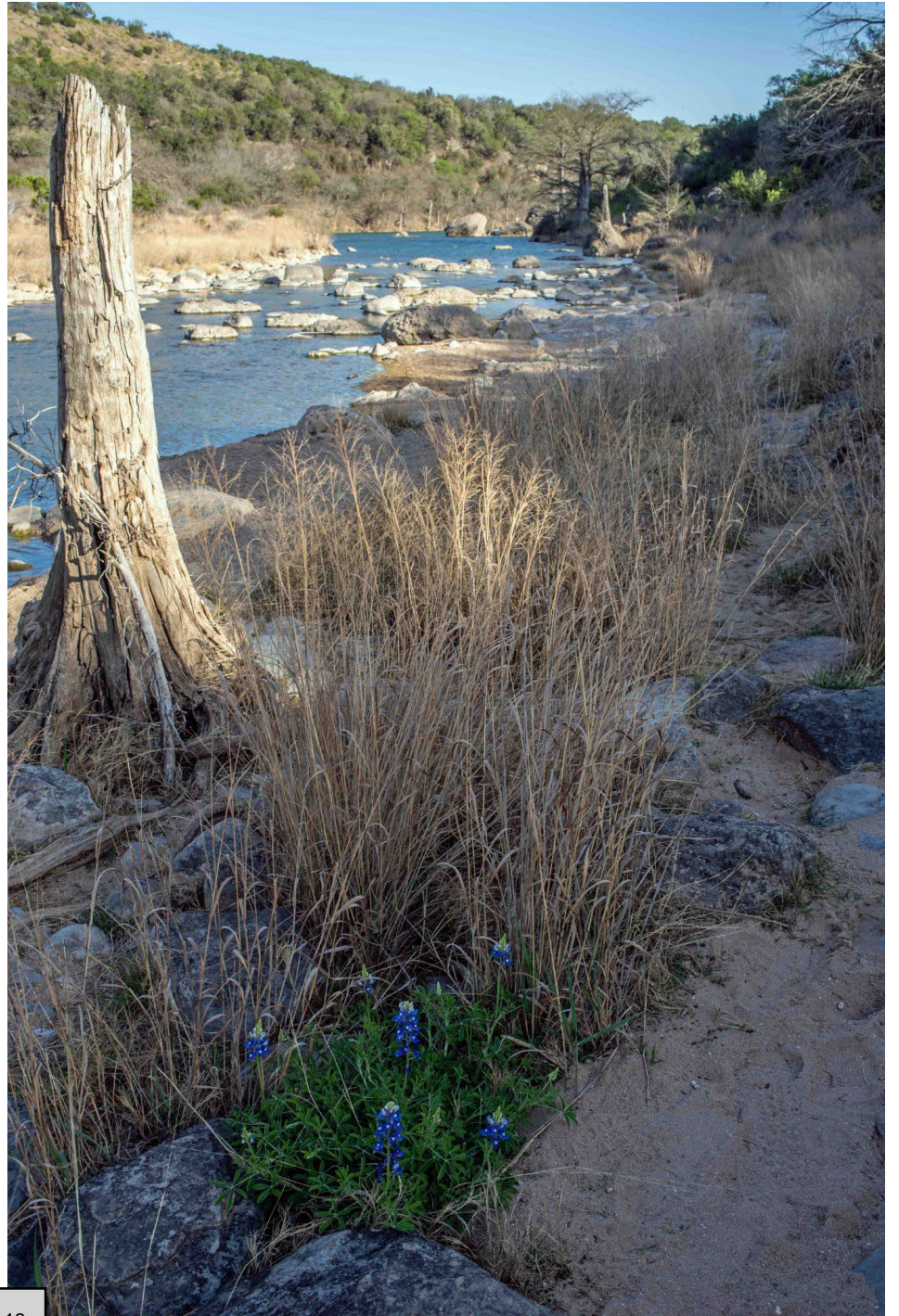
Angelo State University
Bachelor's degree, Health and Physical Education/Fitness Pre K – 12th grade

Central High School

Previous work:











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(f) 907-235-3145

Memorandum

TO: Parks, Art, Recreation & Culture Advisory Commission
FROM: Janette Keiser, Public Works Director
DATE: August 9, 2022
SUBJECT: Sidewalk /Trails Maintenance

- I. **Issue:** The purpose of this Memorandum is to present a concept for new equipment to maintain sidewalks and trails.
- II. **Background:** We will be building more trails, sidewalks and paths every year. Every time I've heard a conversation about non-motorized transportation, I hear a plea to keep these facilities available year-round. I've also heard pleas to keep the State's sidewalks, on the Sterling Highway, Lake Street and East End Road, clear. We've been challenged to do all this because of our equipment limitations. We've been using a Tool Cat to plow and sand sidewalks and paths as well as hand-operated snow blowers to shovel most trails. We're kept busy with City facilities, and while we can sometimes help the State out, we cannot commit to keeping State facilities clear, with our existing equipment. The Tool Cat is not up to the task.

We've researched what other communities do, particularly Soldotna, Kenai and Anchorage, which all have more pedestrian ways than Homer. They use a piece of equipment called a Trackless M-7, which is larger and more powerful than the Tool Cat. The Trackless units can be equipped with a snow blower with a chute long enough to blow snow into a dump truck, which the Tool Cats can't do. They can also be equipped with a sander bucket for winter use as well as a street sweeping attachment for summer use. Anchorage, with hundreds of miles of paved trails, has 20 of these units. Kenai has 2 and Soldotna has 1. If Homer had something like this, we could more efficiently clear our growing inventory of sidewalks and paths as well as do more to keep the State-owned sidewalks, in the City limits, clear.

We intend to recommend to the City Council that we use funds from the HART Trails Fund to acquire a Trackless unit. It is a long lead time item – if we ordered it tomorrow, it would take 6-7 months to get. The estimated cost is \$_____. There is currently over \$600,000 in the HART Trails Fund. While this Fund's purpose is to build more trails, the reality is that there is no point in building new trails and other non-motorized routes if we can't maintain them.

- III. **Recommendation:** That the PARCAC support the acquisition of a Trackless unit to better maintain the growing inventory of non-motorized transportation routes in the City.





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Public Works

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(f) 907-235-3145

Memorandum

TO: Parks, Art, Recreation & Culture Advisory Commission
FROM: Janette Keiser, Public Works Director
DATE: August 8, 2022
SUBJECT: Karen Hornaday Park – Action Item

I. **Issue:** The purpose of this Memorandum is to discuss the proposed new entrance road and ADA trail at Karen Hornaday Park.

II. **Background:**

The good news is that we've been notified our application for the Karen Hornaday Park Pedestrian Entrance Trail, submitted in 2020, has been approved in the amount of \$150,000. The concept was for a trail that would run parallel to a proposed new entrance road, veering to the eastern edge of the property near Woodard Creek, pursuant to the 2009 Karen Hornaday Park Master Plan.

The bad news is that since 2020, life has changed. First, there was a slope failure on the eastern edge of the parking lot, along the steep Woodard Creek canyon. This makes the idea of installing a new road and parallel trail, farther east, scary. Second, the estimated cost of the dirt work for the proposed new entrance road has increased beyond our budget, which means the estimated cost of the proposed new trail has probably increased as well. The funding agency did not give us leave to increase our grant request. Third, we have become aware of many more pressing needs for road repair money than the realignment of this road, so we are loathe to go back to the HART well for more money for the park road.

III. **Recommendations:** We recommend that, in light of these developments, we do the following:

- a. Use the grant to develop a new trail that does not veer to the east side of the park.
- b. Use the available road repair budget to dig out the frost boils in the existing road.
- c. Re-visit the Karen Hornaday Master Plan.

IV. **Action Requested:** Staff will be making a recommendation to the City Council that the trail grant be accepted with the condition that the funding agency allows us to reconfigure the alignment. We would appreciate your support.



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Planning

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Planning@ci.homer.ak.us

(p) 907-235-3106

(f) 907-235-3118

Staff Report PL 22-54

TO: HOMER PLANNING COMMISSION/PARCAC
FROM: RICK ABOUD, AICP, CITY PLANNER
DATE: AUGUST 17, 2022
SUBJECT: ORDINANCE 22-42, SIDEWALKS

Introduction

The Planning Commission and PARAC has been asked to comment on a proposed ordinance that amends Chapter 11.04 of the Homer City Code, Street Design and Construction Standards.

While there was no memo explaining the ordinance in the City Council packet, my understanding is that this is to address new subdivisions. This is separate from the conversation of adding sidewalks to our current inventory of existing City owned rights-of-way. I have attached a copy of the memo I provided for a presentation to the City Council on City Codes and Plans. This memo provides of background of how the code and adopted City plans get us to dedicating and building sidewalks.

After hearing from Council Member Davis at the Planning Commission meeting of August 3rd, I found that his intent was to require that new streets in the Urban Residential District provide sidewalks. He also stated that it was not imperative that sidewalks be required on all roads, using that example that a cul-de-sac might be excluded.

I have found some structural issues with the ordinance and have an analysis of the proposal.

We find ourselves in Chapter 11, outside of the Commissions familiarity. To familiarize ourselves with the chapter we should have a review of intent, applicability, and definitions of the terms that are being used:

11.04.010 Intent

The intent of this chapter is to:

- a. Promote the safety, convenience, comfort, and common welfare of the public by providing for minimum standards to regulate design and construction of public streets, roads, and highways within the City.
- b. Minimize public liability for publicly and privately developed improvements by ensuring that roads and streets will be built to City standards. [Ord. [87-6\(S\)](#) § 1, 1987].

11.04.020 Applicability.

The requirements of this chapter shall govern the construction or reconstruction of roads and streets within the City of Homer. [Ord. [87-6\(S\)](#) § 1, 1987].

11.04.030 Definitions.

“Street” is a general term denoting a public way or track, or any length thereof, in urban settings, used for purposes of vehicular travel.

“Public access corridor” means an easement or right-of-way providing public access through a lot, subdivision or development.

The proposed ordinance states that:

11.04.120 Sidewalks and non-motorized transportation corridors.

a. New streets to be accepted by the City and ~~identified which serve~~ as public access corridors ~~in the adopted Homer Non Motorized Transportation and Trail Plan~~ shall have easements for sidewalks, ~~bicycle paths or other non motorized transportation facilities~~ to ensure convenient mobility and convenient access to parks, recreation areas, trails, playgrounds, schools and places of public assembly.

b. New streets to be accepted by the City ~~and not identified as public access which do not serve as~~ corridors ~~in the Non Motorized Transportation and Trail Plan~~ may, at the developer’s option, have sidewalks, bicycle paths or other non-motorized transportation facilities.

c. Sidewalks, bicycle paths and other non-motorized transportation facilities shall be designed in accordance with the design criteria of the City of Homer Design Criteria Manual.

Analysis

While I am supportive of the issue of providing more sidewalks in newly platted subdivisions, I believe that this ordinance presents structural challenges.

1. This amendment is found in the Chapter of code that addresses street design. Sidewalks have to first be considered as part of the platting process. Proper space must be dedicated in response to local conditions. A standard street must have a dedication of at least 60 feet in width, which may or may not support all the road, drainage, non-motorized transportation, sidewalks, or other amenities that may be appropriate.
2. As the ordinance is written, it applies to every easement or right-of-way in any district that provides public access. This would imply that any street accepted [*the city accepts improvements as part of a development agreement to provide built or bonded infrastructure improvements, such as roads, utilities, drainage features, and etc. to be completed prior to the recording of final plat*] by the city *shall have sidewalks*. I do not

believe that it is appropriate for every street to have a sidewalk. We may want to consider the utility of a sidewalk in consideration of such things as location, street classification, and proximity public and private facilities.

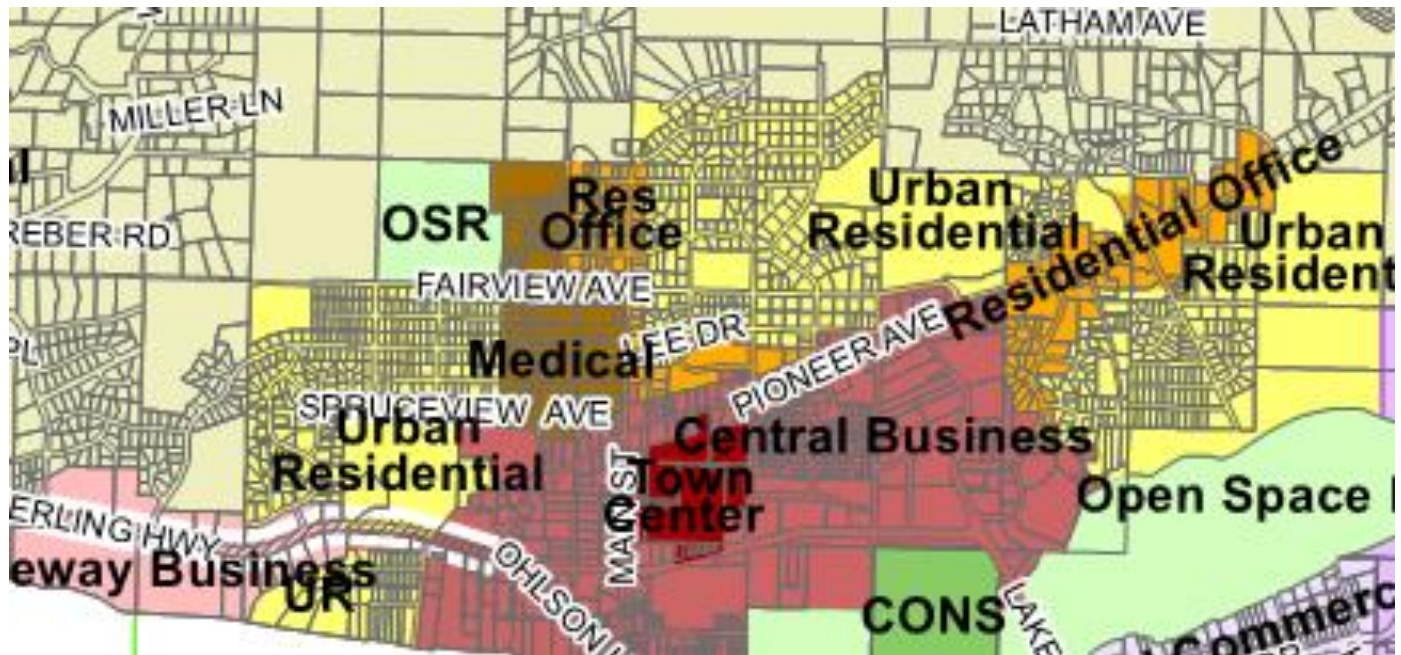
3. Streets which *do not serve as corridors* is undefined and not designated anywhere once the Non Motorized Trail and Transportation Plan element is removed.

Prior to requiring construction a proper dedication must be made. Title 22 deals with dedications and is where we have requirements for subdivision, this is where we can require easements and dedications. The use of the term 'public access corridors' is problematic in a semantic sense, as I have not found reference to the term in the Non Motorized Trail and Transportation Plan and it does not fit into the definition in code mentioned above. We have to imply that any route identified in the plan is a public access corridor.

22.10.051 Easements and rights-of-way.

- a. The subdivider shall dedicate in each lot of a new subdivision a 15-foot-wide utility easement immediately adjacent to the entire length of the boundary between the lot and each existing or proposed street right-of-way.
- b. The subdivider shall dedicate in each lot of a new subdivision any water and/or sewer easements that are needed for future water and sewer mains shown on the official Water/Sewer Master Plan approved by the Council.
- c. The subdivider shall dedicate easements or rights-of-way for sidewalks, bicycle paths or other non-motorized transportation facilities in areas identified as **public access corridors** in the Homer Non-Motorized Transportation and Trail Plan, other plans adopted by the City Council, or as required by the Kenai Peninsula Borough Code.
- d. The City Council may accept the dedication of easements or rights-of-way for non-motorized transportation facilities that are not required by subsection (c) of this section, if the City Council determines that accepting the dedication would be consistent with the adopted plans of the City.

Next, I would like to address the scope of the intent of applying the ordinance to the Urban Residential District. Below is a zoning map (with the new rezone not depicted). I would point out that possibility of subdivisions that might dedicate a right-of-way is basically limited to one lot next to the northwest corner of the high school (and so far there is no hint of this happening in the near future). All other larger parcels are already in the process of subdivision or represent school or DNR lands.



Solutions

This leads us to considerations for the recommendation of where sidewalks should be required to be provided as part of a new subdivision. I have a few concepts that I would like to forward that would be best addressed by transportation experts and legal, such as the firm that we are hiring to update our transportation plan.

Our plan and code already mention, *new streets..... shall have easements for sidewalks, bicycle paths or other non-motorized transportation facilities to ensure convenient mobility and convenient access to parks, recreation areas, trails, playgrounds, schools and places of public assembly.* I believe that we have the right to request any sidewalk which would perform in these areas and we should process this into our requirements for development agreements for subdivision. I am not prepared to address this portion of code individually without having a provision to require the proper dedications to support such facilities in the platting process (title 22), where one would need to have a plat approved prior to construction of the development agreement (basically title 11 and Design Criteria Manual).

While there are not significant opportunities to design subdivisions in the Urban Residential District, we shouldn't keep the scope of our sidewalk requests confined to the Urban Residential District. The concept forwarded above should apply to all districts where such facilities may be found. Additionally, we should look at the connectivity that a sidewalk might provide. Routes that lead to arterials, especially those on collector or collector type roads or other routes that have sidewalks leading to public and private facilities could go a long way to improve walkability.

Homer, being a small town, does not easily translate to the commonly accepted systems of road classification. Our traffic counts and physical designs mostly do not meet common standards for arterials, collectors, and such. This means that we need to consult with traffic engineers to craft a functional classification system that meets our needs. We just committed \$180,000 to an engineering firm to work on creating a new transportation plan. It would be a disservice for someone not trained in the discipline to try to create some hurried classification system prior to their work.

A properly considered road classification needs to be developed for proposed roads and standards associated with the functions tied to them. Even definitions found in title 11 rely upon designation in the Master Roads and Streets Plan for sorting out the classifications (HCC 11.04.030, “Arterial” & “Collector”). Once our classification system is revised it can be applied citywide to attain our desired sidewalk and non-motorized transportation elements when platting and constructing.

Another consideration for the development of sidewalks is the distribution of costs. Our code currently eludes to a cost share with the city for improvements in the rights-of-way beyond that of a minimum standard in place where a sidewalk or higher function road may be designated in adopted plans (HCC 11.04.050(c)). This introduces another possible conflict in code where the minimum road design standard is the requirement. Perhaps there are some places where some sort of cost share may be appropriate or is it to be cost born exclusively by a developer?

Due to the technical issues associated with the application of the proposed ordinance, I cannot recommend adoption or provide a revision that would accomplish the wishes of the sponsor of the ordinance without considerable input from other experts. My recommendation would be to consult with our contractors and City Attorney to identify our best path forward to not introduce conflicts in code. This would best address issues related to the nature of the wide array of moving parts necessary to thoughtfully address the complex array of codes, plans, and coordination necessary for adoption and implementation.

Staff Recommendation

Review staff report and make recommendation to City Council regarding (1). The proposed ordinance and (2). Recommendations for criteria to consider when requiring the dedication and construction of sidewalks.

Attachments

Memo, Trails & Sidewalks in Code and Plans
Proposed Ordinance 22-42



City of Homer

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Memorandum

TO: PARCAC
FROM: Rick Abboud, AICP, City Planner
DATE: August 8, 2022
SUBJECT: Trails & Sidewalks in Code and Plans

Introduction

There has been a great deal of interest in non-motorized transportation from the City Council, Committees, Commissions, and citizen lead groups. I am putting together some information on the state of business regarding the issue so that all may have a similar understanding to use as a basis for addressing the subject in a productive unified method. I consider this a more detailed discussion of my Comprehensive Plan item on the agenda. We get to the plans dealing with non-motorized transportation that compose the Homer Comprehensive Plan through code cited below. Newly proposed streets are subject to the criteria.

HCC 22.10 Subdivision Improvements

- Intent of code is to supplement the Kenai Peninsula Borough subdivision ordinance
- Requires rights-of way to be built to standards of Design Criterial Manual, HCC 22.10.050
- Requires utility easements and other easements such as, sidewalks, bike paths, and other non-motorized transportation facilities as identified in the Non-Motorized Transportation and Trail Plan. Other non-required easements (such as trails and path not identified on the plan) may be accepted by the City Council, HCC 22.10.051.
- Utilities to be underground, HCC 22.10.055

Title 11 Streets, Sidewalks and Driveway Construction

- This Chapter deals with construction
- Adopts classification system of the Master Roads and Street Plan map and building standards associated with the classification, HCC 11.04.050.
- Requires streets to be built to minimum requirements of the plan, “*however, that the City may, upon direction of the City Council, elect to require construction to the full standards and pay to the developer the cost difference between the required street and the proposed street.*” (HCC 11.04.050(c))
- “*The City Council shall be empowered to designate additional routes as arterials and collectors beyond those adopted on the Master Plan map.*” (HCC 11.04.050(d))

- Adopts by reference the “Design Criteria Manual for Streets and Storm Drainage,” dated April 1985 and revised February 1987 (HCC 11.04.058).
- Technical specs and references for construction and reconstruction including:

HCC 11.04.120 Sidewalks and non-motorized transportation corridors.

a. New streets to be accepted by the City and identified as public access corridors in the adopted Homer Non-Motorized Transportation and Trail Plan shall have easements for sidewalks, bicycle paths or other non-motorized transportation facilities to ensure convenient mobility and convenient access to parks, recreation areas, trails, playgrounds, schools and places of public assembly.

b. New streets to be accepted by the City and not identified as public access corridors in the Non-Motorized Transportation and Trail Plan may, at the developer’s option, have sidewalks, bicycle paths or other non-motorized transportation facilities.

c. Sidewalks, bicycle paths and other non-motorized transportation facilities shall be designed in accordance with the design criteria of the City of Homer Design Criteria Manual.

Design Criteria Manual for Streets and Storm Drainage, April 1985 Revised February, 1987

- The document is the technical design criteria and includes specifications for construction of Sidewalks (Article 5.11) and Bikeways (Article 5.12). This is basically approved technical specifications including materials and dimensions.

Master Roads & Streets Plan, 1986

- The document was created by contractors working with an appointed Road Standards Committee. It includes an inventory, classification, status and recommendations of all roads (in 1986). It documented the many issues associated with the local physical conditions and the built environment. Not surprisingly, we are still addressing many today. It proposed revision to the classification system and corrective actions to take on existing streets (including constructing a sidewalk on Main Street north of Pioneer Avenue!).
- Obviously this document could use an update, but also a review for lessons learned.

Non-Motorized Transportation and Trail Plan, 2004 (NMTTP)

- This plan was created with a grant and was created with a contractor driven public engagement process.
- With an exclusive focus on non-motorized transportation an inventory of all existing features were documented along with mapped recommendations for future paths including sidewalks, trails and bike paths.
- Included are strategies for forwarding policies including recommended actions and funding opportunities.

So how do we get more non-motorized facilities??

Right now:

- Support our Public Works Director’s plan to utilize HART funds for projects currently identified.

- Continue to lobby the state for federal funds, especially for those associated with state roads and other projects that qualify for funding.
- Find champion to future investigate funding opportunities identified in the NMTTP.

For future infrastructure:

- Update plans and codes for non-motorized requirements for future subdivision, including consideration of cost share options for routes with the greatest community benefits.
- Update Special Assessment District (SAD) policy to better encourage participation in local district for sidewalks.

How do our plans help us?

- The plans really set the stage for funding opportunities, especially through government entities.
- They could also help address future 'growing pains' by identifying infrastructure requirements.

CITY OF HOMER
HOMER, ALASKA

Davis/Erickson

ORDINANCE 22-42

AN ORDINANCE OF THE CITY OF HOMER ALASKA AMENDING
HCC.04.120 TO CLARIFY THAT ALL NEW STREETS WHICH SERVE AS
PUBLIC ACCESS CORRIDORS SHALL HAVE SIDEWALKS.

WHEREAS, The Homer Non-Motorized Trails and Transportation Plan states that “All new road construction projects will include facilities designed for non-motorized transportation,” which “may include sidewalks, safe crossings, separated/shared pathways, wide outside lanes, paved shoulders and striped, signed bikeways,”; and

WHEREAS, The City of Homer has not been consistently requiring pedestrian access when new streets are being approved, in part because city code as currently formulated does not clearly require sidewalks, but rather only easements for sidewalks, and even then only on certain streets specified in a long-outdated map; and

WHEREAS, Numerous new roads have been built in town in the past several years that lack any pedestrian access.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. HCC 11.04.120 Street construction, design and dedication requirements – General, is hereby amended to read as follows:

11.04.120 Sidewalks and non-motorized transportation corridors.

a. New streets to be accepted by the City and ~~identified~~ **which serve** as public access corridors in the adopted Homer Non-Motorized Transportation and Trail Plan shall have easements for sidewalks, bicycle paths or other non-motorized transportation facilities to ensure convenient mobility and convenient access to parks, recreation areas, trails, playgrounds, schools and places of public assembly.

b. New streets to be accepted by the City and ~~not identified as public access~~ **which do not serve as** corridors in the Non-Motorized Transportation and Trail Plan may, at the developer's option, have sidewalks, bicycle paths or other non-motorized transportation facilities.

c. Sidewalks, bicycle paths and other non-motorized transportation facilities shall be designed in accordance with the design criteria of the City of Homer Design Criteria Manual.

Section 2. This ordinance is of a permanent and general character and shall be included in the City Code.

ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this ____ day of _____, 2022.

CITY OF HOMER

KEN CASTNER, MAYOR

ATTEST:

MELISSA JACOBSEN, MMC, CITY CLERK

YES:

NO:

ABSTAIN:

ABSENT:

First Reading:

Public Reading:

Second Reading:

Effective Date:



Creating Parks and Public Spaces for People of All Ages

A Step-by-Step Guide



[AARP.org/LivableParks](https://www.aarp.org/LivableParks)





About Us

Our organizations have come together to highlight the importance of parks — and give community leaders (and park advocates from all corners) tools they can use to both create and improve green spaces and public places for people of all ages. This resource is funded by AARP.



Main Website: [AARP.org](https://www.aarp.org)
Microsite: [AARP.org/Livable](https://www.aarp.org/Livable)
Email: Livable@AARP.org
Facebook: [/AARPLivableCommunities](https://www.facebook.com/AARPLivableCommunities)
Twitter: [@AARPLivable](https://twitter.com/AARPLivable)
Free Newsletter: [AARP.org/LivableSubscribe](https://www.aarp.org/LivableSubscribe)

Founded in 1958, AARP is a nonprofit, nonpartisan social welfare organization with a membership of nearly 38 million that empowers people to choose how they live as they age. The AARP Livable Communities initiative works nationwide to support the efforts of neighborhoods, towns, cities and rural areas to provide safe, walkable streets; age-friendly housing and transportation options; access to needed services; and opportunities for residents of all ages to participate in community life.



Website: [880Cities.org](https://www.880cities.org)
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8 80 Cities, a nonprofit organization based in Toronto, Ontario, works to improve the quality of life for people living in cities. 8 80 Cities brings citizens together to enhance mobility and public spaces in order to create more vibrant, healthy and equitable communities. 8 80 Cities believes that if everything we do in our public spaces is great for an 8-year-old and an 80-year-old, then it will be great for all people. 8 80 Cities has worked on park and public space projects in more than 300 cities on five continents.



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Trust for Public Land (TPL) is a national nonprofit that works to connect everyone to the benefits and joys of the outdoors. As a leader in equitable access to the outdoors, TPL works with communities to create parks and protect public land where they are needed most. Since 1972, TPL has protected more than 3 million acres of public land, created more than 5,000 parks, trails, schoolyards, and iconic outdoor places, raised \$84 billion in public funding for parks and public lands, and connected more than 9 million people to the outdoors.

Cover (Clockwise from top left): Dallas, Texas (page 7) | Macon, Georgia (page 21) | Philadelphia, Pennsylvania (page 15) | Lancaster, Pennsylvania (page 40)

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Creating Parks and Public Spaces for People of All Ages

A Step-by-Step Guide

By AARP, 880 Cities and Trust for Public Land

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Parks Help Make Communities Livable for People of All Ages

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- Provide Activities
- Design for All
- Engage and Energize

Connect People to Parks

- Put Pedestrians First
- Remove Barriers

Create New Parks (Even in Unconventional Spaces)

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20 Part 2: The Tool Kit

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- AARP Pop-Up Placemaking Tool Kit

About This Guide

Creating Parks and Public Spaces for People of All Ages has been

produced for a broad audience — local leaders, policymakers, community advocates and neighborhood residents — for use in collecting data, evaluating opportunities, and generating ideas for how to increase the quality and quantity of parks and outdoor spaces nationwide. This free publication is available for order or download at

[AARP.org/LivableParks](https://www.aarp.org/LivableParks).

40 Creating Parks and Public Spaces That People Want to Use

INTRODUCTION

Parks Help Make Communities Livable for People of All Ages

Public parks are important places for building a sense of community and social belonging. They are spaces that belong to everyone, regardless of age, gender, ethnicity, religion or income. However, the way parks are designed, maintained and programmed doesn't always reflect the purpose and promise of such uniquely public spaces. Pinched for funds by competing priorities, many municipalities neglect their park networks or fail to invest in these vital places as their communities grow and change.

Quality Parks and Green Spaces ...

- **IMPROVE PHYSICAL HEALTH**

Parks help raise the physical activity levels of park users, reduce their obesity rates, increase vitamin D levels and improve blood pressure, bone density and cardiorespiratory fitness.

- **PROVIDE MENTAL HEALTH BENEFITS**

Access to parks and natural areas has been shown to reduce stress, anger and aggression; improve coping abilities; lessen social isolation; enhance relationship skills; and improve cognitive function. For children, learning in natural environments can boost reading, math, science and social studies skills. Time spent in quality outdoor spaces can enhance creativity and problem-solving; reduce hyperactivity; and improve focus, attention and behavior.

- **CREATE CLEANER AIR AND WATER**

Parks, green spaces and trees play a vital role in overall ecosystem health by reducing stormwater runoff and absorbing pollutants.

- **ENHANCE COMMUNITY CONNECTIONS**

Great parks and public spaces build community pride, bring people together, and increase civic engagement and the sense of belonging.

- **ADD VALUE AND SAVE MONEY**

Trust for Public Land reports that city parks provide both direct economic value and cost saving benefits to municipalities. The impact is seen and can be measured by looking at seven factors:

1. Increased property values (which bring increased tax revenue)
2. Park-related spending by tourists
3. The direct use of a park system by residents
4. The good health of residents
5. A sense of community cohesion (which, by building social bonds, can help prevent problems that would otherwise incur costs for law enforcement or fire protection)
6. Clean water
7. Clean air

- **ENABLE PEOPLE OF ALL AGES TO GET OUT AND ABOUT**

Public parks and outdoor spaces became a needed respite and sought-after destination when the global COVID-19 pandemic forced social distancing and prevented indoor gatherings.

But Many Parks and Green Spaces Aren't Benefiting People of *All* Ages

- **PUBLIC PARKS ARE FALLING SHORT FOR OLDER ADULTS**

Throughout the world and across the United States, populations are aging.

By 2050, 1 in 6 people worldwide will be age 65 or older.¹ By 2030, 1 in 5 Americans will be 65-plus. By 2034, older adults in the United States are expected to outnumber children — for the first time ever.²

Older adults represent an increasingly large share of the U.S. population, but their use of parks is disproportionately low.

A 2014 study of 174 neighborhood parks in 25 major U.S. cities found that children — representing 20 percent of the total U.S. population — made up 38 percent of park users. Although adults age 60 and older accounted for 20 percent of the general population, they represented only 4 percent of total park users.³

- **CHILDREN ARE SPENDING LESS TIME OUTDOORS**

Even though children in the aforementioned study represented the highest percentage of park users, the amount of time children spend outdoors has declined significantly over the past two generations. Limited outdoor play opportunities and a lack of nature-rich experiences have a negative impact on child development.

- **THERE IS A SOLUTION, AND A RATHER SIMPLE ONE AT THAT**

Says Gil Penalosa, the founder and chair of 80 Cities and a parks and public spaces expert: “If everything we do in our public spaces is great for an 8-year-old and an 80-year-old, then it will be great for people of all ages.”

The Goal

A PARK WITHIN A 10-MINUTE WALK

Trust for Public Land — along with the National Recreation and Park Association and the Urban Land Institute — is leading a movement to ensure that everyone in the United States has access to a quality park or green space within a 10-minute walk of his or her home.

From Portland, Maine, to Honolulu, Hawaii, more than 200 mayors endorse the 10-minute walk as a park standard for all.

While the U.S. has a vast and inspiring national parks system as well as much state-managed and protected parkland, the nation is short on community-level parks and green spaces — and there's an even greater deficit of high-quality community parks that are well-used and well-loved.

The good news is that everyone in a community can help keep local parks safe, accessible and vibrant. Some efforts may take years to show results, but any initiative of any size can start today.

Learn more at 10minutewalk.org.



MELISSA STANTON, AARP

▲ The 5.4-acre Romare Bearden Park in Charlotte, North Carolina, features gardens, an open lawn and a shaded plaza with cafe-style seating.

¹ United Nations, *Global Issues: Ageing* (2019), un.org/en/global-issues/ageing | ² United States Census, 2018 Population Estimates and 2017 National Population Projections, census.gov |

³ *An Aging Nation: The Older Population in the United States*, census.gov/prod/2014pubs/p25-1140.pdf and *American Journal of Preventive Medicine* (2016), “The First National Study of Neighborhood Parks: Implications for Physical Activity,” 51(4), p.3-5



MELISSA STANTON, AARP

▲ Formerly an asphalt parking lot, Schenley Plaza — located in Pittsburgh, Pennsylvania’s Schenley Park — features cafe-style seating that welcomes diners and non-diners alike.

▼ In Dallas, Texas, Klyde Warren Park sits atop an eight-lane freeway that cuts through the city’s downtown. Construction of the 5.2-acre deck park, which was completed in 2012, reunited two neighborhoods. The location is now a gathering place from morning to night with “rooms” and activities for toddlers on up. (Learn more on page 7.) Fun Fact: To prevent the park deck from becoming too heavy, it was built with foam blocks and a special soil.

WOODALL RODGERS PARK FOUNDATION



PART 1

Goals, Strategies and Spotlights

Good park management goes beyond routine maintenance, such as emptying trash cans and repairing broken benches. The first step for any county, city, town or neighborhood that's looking to improve its parks or build new ones is to take a holistic view of what a park is and what park workers can and should be doing. That means looking strategically at existing assets, how to connect the community to those assets and how to identify potential new resources that can create opportunities for interaction. In all of these strategies, employing a focus on creativity — paired with bringing diverse user groups together — will pay dividends.

Let's Look at How To ...

1. IMPROVE EXISTING PARKS

The typical American city has 18,000 acres of parkland within its borders. That's a lot of real estate to work with. Cities have a massive opportunity to leverage their existing parkland assets to create healthier, more connected and more vibrant communities.

2. CONNECT PEOPLE TO PARKS

What use is a park if people can't get to it? For communities to be healthy and active, residents must be able to safely walk and ride their bicycles to and within public parks.

3. CREATE NEW PARKS (EVEN IN UNCONVENTIONAL SPACES)

Building connected, active, dynamic park systems within walking distance of every home may not be achievable in the short term, especially in communities that lack parks and green spaces. In such cases, planners and advocates may need to think outside the box and look for opportunities in unconventional spaces, such as underused or abandoned public areas that can be transformed into places for gathering, playing and other types of recreation



CITY OF SUWANEE, GEORGIA

▲ In 2001, Suwanee, Georgia, had just 16 acres of parks and trails. The city's strategic plan to increase and preserve its green spaces has resulted in more than 350 acres of parks, paths, playgrounds and gardens.

▼ Benches in residential areas (like this one adjacent to Annapolis, Maryland's historic downtown) enable neighbors to sit and visit outside of their own homes and yards.



MELISSA STANTON, AARP



GOAL

Improve Existing Parks

When a town or city builds a community center, it doesn't just let the building sit there unstaffed. The municipality hires employees to organize classes and activities to ensure that the center serves the community and is a vibrant social hub. The same thinking must be applied to underperforming and underused parks and similar public places. Bringing life to green spaces requires year-round use and activities geared toward diverse ages, backgrounds and abilities. Parks and other green spaces are, in effect, outdoor community centers; they require the same level of management and investment to thrive.

STRATEGY

Provide Activities

Have you ever been to a beautiful park only to find there isn't much to do in it? Energy is the hardest quality to bring to a park because energy can't be designed or built.

A wide range of programs, events and activities are critical to creating parks that are dynamic, inclusive, accessible and welcoming to people of all ages and interests.

A consistent calendar of community-building activities will draw people to a park. Quality programming balances large-scale events such as concerts, festivals and movie nights with smaller activities along the lines of dance classes, knitting groups and book clubs.

Among the ways to create dynamic parks for people of all ages:

- **OPERATE YEAR-ROUND**
Cities and towns often invest millions of dollars to build and maintain park systems. If those parks are only used for part of the year, the community isn't getting a very good return on its investment. By developing uses and activities for all 12 months, park management can maximize the facility's value. (See an example from Anchorage, Alaska, on page 33.)
- **SCHEDULE SEASONAL ACTIVITIES**
If parks and green places are to be used year-round, park management must take advantage of the opportunities each season brings. Lighting, music, food, shade and warmth are among the key ingredients for successful seasonal programming.
- **PROGRAM FOR ALL AGES**
Parks and public spaces should — as much as possible — be for *everyone*, which means offering activities for toddlers and teens, adults and older adults. Public places with varied and dynamic programming that's responsive to the community's needs often result from building a culture of partnerships and participation.
- **OFFER VARIETY THROUGHOUT THE DAY**
Visit any park or outdoor gathering place at 7 a.m. Visit again at noon, once more at 5 p.m. and again at 8 p.m. The people who use the space differs each time. Understanding the ebb and flow of a park space and the different interests of its users can help in developing programs that engage existing users and attract new ones.

SPOTLIGHT

Klyde Warren Park

5.2 acres | Dallas, Texas

Located across from the Dallas Museum of Art and Nasher Sculpture Center, Klyde Warren Park is a popular gathering spot for city residents and a fun destination for tourists.

Built on a deck secured above the Woodall Rodgers Freeway and between two downtown streets, the park is publicly owned but privately operated and managed by the Woodall Rodgers Park Foundation. It is well-populated from 6 a.m. to 11 p.m. thanks to a rich schedule of activities that appeal to people of all abilities and ages.

The free offerings include yoga and dance classes, storytelling, lectures, and outdoor performances and movies. (See page 4.) The WiFi-equipped park has clean restrooms, including in the gated children's play area.

Dogs are welcome on leash throughout the park and off leash in the My Best Friend's Park area, which features a dog-friendly drinking and frolicking fountain. Food trucks and vendors are stationed in and alongside the park, and a park restaurant hosts weekday happy hours.

Park guests can easily plan their visits by checking the park calendar, activity guide and map

▼ The park's "Reading & Games Room" is a spot for catching up on the news or playing board games outdoors.



at KlydeWarrenPark.org. The website also provides a way for individuals and groups to reserve park spaces for weddings or other events.

Klyde Warren Park demonstrates how a prime location, community-led ideas and a multitude of activities can keep a park vibrant year-round.

RELEVANT TOOL: Programming Calender, page 36

▼ The circular structure seen to the left in the photo is a tree house for kids and adults.



STRATEGY

Design for All

Seeking to understand what draws families and children to parks, urban planners examined 50 inner-city and 50 suburban parks. The researchers found that active recreation facilities and well-designed natural features are key to capturing children's attention — getting them away from electronic devices and outside and into parks.³

We know that women, older adults and parents with young children rate park safety and comfort as high priorities. Because of that, the presence of women, children and older adults is a significant indicator of good park design. If a park doesn't have many such users, think about what elements or qualities might be deterring their visits.

Park infrastructure should enable rather than discourage inclusive and dynamic uses and activities. When that isn't happening, park management can leverage any pleasant and popular areas that do exist while improving the areas that don't feel safe or comfortable.

Among the ways to design for all:

- **CREATE COMFORTABLE PLACES**

Even the most active park user needs a place to occasionally sit. Well-placed and welcoming park seating is especially vital for older adults. Quality seating encourages people to use parks more often and for longer periods of time.

- **PROVIDE AMENITIES**

Small-ticket items — such as functioning water fountains, clean and safe restrooms, informative signage — say a lot about the quality of a park and its home community. Signage should be legible, attractive and consistent. While trash bins are a must-have park item and not an amenity per se, such receptacles should enable visitors to sort their throwaways for recycling and the bins need to be regularly emptied and kept as insect- and rodent-free as possible.

- **SUPPORT PHYSICAL ACTIVITIES FOR PEOPLE OF ALL AGES**

The structures and equipment in parks and public spaces should appeal to users of diverse ages, abilities and interests.

Playgrounds should be available and have equipment suitable for the very young, for school-age children (including teens) and even adults. Outdoor table and field games such as bocce, ping-pong, checkers and chess can be enjoyed by people of all ages.

Pedestrian paths are consistently rated by older adults as the most desired infrastructure feature to have in parks. Even in small parks, walking paths with marked distances provide users with an easy way to exercise. Paths should be wide enough to accommodate visitors who are pushing strollers or using wheelchairs.

Fitness lots are often designed to be used by a narrow age demographic. But exercise spaces can and should enable physical activities by people of all ages. Park planners need to think strategically about where to place exercise equipment and fitness lots so the spaces will attract users.

Natural design features, such as community gardens, can encourage outdoor activities, local pride and intergenerational projects.

Flexible design allows for customizing spaces for different uses. An example: a basketball court that becomes a skating rink in the winter.

Great parks provide spaces for active, passive and contemplative recreation. A mixture of sports facilities, public art, open spaces, quiet nooks, running paths and seating areas will create a park that has something for everyone.

³ "What Brings Children to the Park?" (2010), *Journal of American Planning Association*. [tandfonline.com/doi/abs/10.1080/01944360903418338](https://doi.org/10.1080/01944360903418338)

SPOTLIGHT

Zachary Reyna Memorial Playground

1 acre | LaBelle, Florida



PLAYCORE

▲ The Zachary Reyna Memorial Playground was created for the benefit of young children, teens and adults.

The Hendry LaBelle Civic Park is a 22-acre recreational compound in the rural central Florida community of LaBelle (population 4,600). The park contains several soccer fields and basketball courts, a pickleball court, a recreation center, a dog park and more.

In 2014, the park set aside an acre within its grounds for the multigenerational Zachary Reyna Memorial Playground. Named in honor of a young resident who was stricken by a rare and deadly infection, the space features an area for children ages 2 to 5, another for 5- to 12-year-olds, several exercise stations for adults, picnic tables, barbecue pits, benches and a drinking fountain.

The city positioned the playground beneath a canopy of trees and within walking distance of the area's schools and residential neighborhoods.

This sort of project is typically found in larger

cities, where tax dollars for park projects are more readily available. That's why Ramiro Rodriguez, Hendry LaBelle's recreation director, put together a board of influential community members.

"At the conception of this playground project, we recognized that the funding would not be coming from local revenue," he said.

An all-volunteer board of community members launched and ran the fundraising campaign that made the playground a reality. One of the largest donors wasn't even a LaBelle resident.

When asked why she contributed, the donor explained, "I wanted children to have a safe place to play, and I believe in paying it forward."

While donations and grants funded the playground's creation, the city provides its maintenance.

RELEVANT TOOL: Community Asset Map, page 38

STRATEGY

Engage and Energize

The first thing people typically encounter when entering a park is a large sign with an exhaustive list of restricted and forbidden activities.

Many local governments see their role in park management as regulators, with park visitors needing to be monitored and supervised.

But good park management is about facilitation. Residents, community groups and local businesses possess an often untapped capacity to bring life and energy to parks.

Among the ways to engage and energize:

- **INVITE THE COMMUNITY**

Include residents and other stakeholders before, during and after making major decisions or changes. To do this, community engagement activities can't be limited to 7 p.m. meetings at city hall. Hosting fun, innovative engagement activities at various times of the day can catch people as they go about their daily routines. When leaders, advocates and municipal staff seek out people at nearby libraries, community centers, transit hubs and schools they can gather information about and from individuals who aren't regular park users.

- **BUILD BROAD-BASED ALLIANCES**

The most successful and well-used parks require a range of committed partners, each of whom can lend a flavor and expertise to creating a vibrant park or outdoor public space. Developing partnerships between parks and local chambers of commerce, neighborhood associations, libraries, community centers, businesses, hospitals, schools, retirement homes, faith groups and other community organizations will build the kind of sustainable, inclusive community stewardship needed for parks management.

- **ENCOURAGE STEWARDSHIP**

Engaged and energized residents tend to have stronger connections to their local parks and public spaces. A common form of organized park stewardship is "Friends of ..." groups, which are typically nonprofit organizations composed of volunteers who care deeply about the park and will advocate for improvements and organize fundraisers, special events, programs and more. Creating a friends group or working closely with an existing one is an excellent way to get park improvements off to a good start and ensure that the park is cared for and enhanced for years to come.



PUBLIC ART SAINT PAUL

▲ In Saint Paul, Minnesota, Amanda Lovelee (left) of the city's Public Art Saint Paul initiative, gathered community input about issues by traveling in her Pop Up Meeting van. A sign reading "Ask me how to get a FREE St. Pop" helped start conversations.



VAN NESS MAIN STREET

▲ By organizing a plaza party, a small group of residents in Washington, D.C.'s Van Ness neighborhood got other neighbors out of their apartments to meet one another and discuss how to energize the area's barren public spaces.

SPOTLIGHT

Elm Playlot

0.5 acre | Richmond, California

▼ Planned, designed and built by neighborhood residents, the Elm Playlot hosts classes, drop-in activities, and services for children and adults.



Located in the city's Iron Triangle neighborhood, the Elm Playlot sits in an area with high levels of poverty and, at times, crime. The city's attempt to revitalize the park by installing generic off-the-shelf playground equipment failed. The play set was vandalized within the first week.

Help arrived in 2008 in the form of Pogo Park, a community development corporation that transforms blighted, neglected and little-used inner-city parks into, the firm says, "safe, green and beautiful public spaces for children to play."

The Pogo Park team understood that a successful transformation of the space depended upon residents being directly involved in the process. Pogo Park hired and trained residents to serve on the Elm Playlot Action Committee.

Members committed to planning, designing, building and managing the Elm Playlot. They adopted an iterative approach to their work by constructing prototypes of ideas collected from the community. The successful samples were fine-tuned for permanent use.

"If the community makes the changes themselves, then the change is deeper and felt more widely," said Toody Maher, executive director of Pogo Park.



Open from sunrise to sunset, the Elm Playlot has an on-site staff and offers a variety of free arts, nature and exercise programs. The space features a community center with a kitchen and bathrooms. There's a zip line, a tot lot, a community garden, a trike path, several barbecue pits, custom-made benches and more. Regular offerings include a homework club, chess club, and activities run by a performing arts center.

RELEVANT TOOLS: Intercept Survey, page 25
AARP Pop-Up Placemaking Tool Kit, page 39



GOAL

Connect People to Parks

In 2017, San Francisco became the first city in the United States to ensure that all of its residents were within a 10-minute walk of a park. People who lived within walking distance of a park during the COVID-19 pandemic, could safely get outside, gather with friends, exercise and perhaps better maintain their mental health. Alas, the 100 million Americans who don't have a park close to home were vying for the same patch of outdoor space as many of their neighbors. And as the data around access to parks shows, that was too often the case for low-income neighborhoods and communities of color, the same communities that were hit hardest by the virus.

STRATEGY

Put Pedestrians First

Walking is the most popular activity in parks.

The economic, social and health benefits of walking are well-documented, so much so that the U.S. Centers for Disease Control and Prevention describes walking as “the closest thing you can have to a wonder drug.”

Walking allows people to interact, which encourages a sense of belonging. People who interact often with others are less likely to experience dementia if they walk regularly, and research shows that children who walk to local destinations, such as school or a park, exhibit higher levels of happiness, energy and relaxation.⁴

Among the ways to put pedestrians first:

- **PUT PARKS WITHIN WALKING DISTANCE**
Can a parent or caregiver easily push a stroller to a local park? Can a teen or older person walk to a park to meet a friend? An area might have green spaces galore, but if people can't walk to those places, many in need of time outdoors won't get out and about.

- **THINK HUMAN SCALE**

If the walk to a park is difficult or unsafe, people won't make the effort. That's why streets must be designed at a human scale, which means creating an atmosphere of comfort, dynamism and safety for pedestrians, as well as a connected network of sidewalks that are maintained, properly lit, and lined with a varied and interesting streetscape.

- **SLOW DOWN THE STREETS**

Lower income neighborhoods see a disproportionately high number of pedestrian fatalities. Older adults and children account for more than 25 percent of all pedestrian deaths and more than 20 percent of all pedestrian injuries. Pedestrians struck by vehicles traveling at 40 mph die as a result 80 percent of the time. When struck by a vehicle traveling 20 mph, pedestrians *survive* 90 percent of the time.⁵ Slower speeds, safe crossings and continuous sidewalks are key ingredients for connecting parks to the people who need them the most.

⁴“Health Benefits of Walking,” America Walks (2017), americawalks.org/learning-center/benefits-of-walking-2/health/

⁵“Traffic Safety Facts 2015 Data: Pedestrians,” U.S. Department of Transportation, National Highway Traffic Safety Administration (2017), Publication: DOT-HS-812-375

SPOTLIGHT

Tattnall Square Park

16 acres | Macon, Georgia



◀ Dubbed the “peace fountain,” Tattnall Square Park’s centerpiece structure inspires splashing — and reading. The brick paths leading to and around the fountain feature inspiring words (“Trust,” “Hope,” “Justice,” “Love”) and other engraved messages. The park’s trash cans double as displays for quotations from both famous names and local residents.

Tattnall Square Park is one of the oldest parks in the United States. But over time, as the city of Macon’s fortunes declined, the park was poorly maintained and became crime-ridden.

The creation of the volunteer group Friends of Tattnall Square Park, and a grant in 2010 from the Knight Foundation, helped restore the public square into a vibrant gathering space in Macon’s College Hill neighborhood.

Numerous design changes made the park a safer, more comfortable and overall more useful place for people of all ages.

Many of the improvements were inspired by the municipality’s decision to join the AARP Network of Age-Friendly States and Communities. (Learn more about that program at [AARP.org/AgeFriendly](https://www.aarp.org/AgeFriendly).) Working with AARP Georgia and a livability consultant, local stakeholders assessed the walkability and age-friendly features of the park and its surroundings.

Among the recommended and implemented changes: Bicycle lanes and wide sidewalks were installed. A roundabout was constructed to make the nearby streets safer by slowing the fast-moving traffic around the park. Motor vehicles are now barred from the park’s interior.

Asphalt surfaces were torn up and replaced with trees and landscaping. Benches, performance spaces and drinking fountains were added. The lighting was updated, and an elegant fountain was installed to replace one removed in the 1960s. Prominent entrances welcome pedestrians into the park and define Tattnall Square’s boundaries.

“People of all ages can enjoy nature without being a consumer, without purchasing anything,” said Andrew Silver, chair of Friends of Tattnall Square Park. “Up to 1,000 people visit the park every week to enjoy the open space and trees.”

RELEVANT TOOL: AARP Walk Audit Tool Kit, page 24

STRATEGY

Remove Barriers

In 2016, the New York City Department of Parks & Recreation launched the Parks Without Borders initiative to make the city's parks more open, welcoming and beautiful by improving "entrances, edges and park-adjacent spaces." Small-scale yet high-impact design changes can make parks more inviting and accessible.

Among the ways to remove barriers:

- **PUT OUT THE WELCOME MAT**

Improving access to park spaces and upgrading entrances and perimeters are excellent ways to enhance the connectivity and accessibility of a park or other public space. For instance, an entrance can be widened, repositioned or aesthetically enhanced. Gates and fences can be lowered or removed to increase visibility between a park and the neighborhood it serves.

- **DECORATE!**

Improving a park and its perimeter can involve adding outdoor furnishings, such as benches, tables and sun umbrellas. Adjacent spaces can get a face-lift in the form of, for instance, distinctive pavement, artwork and attractive accessories. Whimsically crafted bicycle racks are dually beneficial as decorative and practical additions.

- **GO GREEN OR GREENER**

Sometimes an area that's considered to be a park or public space isn't particularly green. In such cases, greenery needs to be added with in-ground landscaping and trees or, if that's not possible, potted plants and flowers.

▼ **District Wharf (commonly The Wharf)** is a popular mixed-use development along the Washington D.C. waterfront. Public seating is playful and plentiful.



MELISSA STANTON, AARP

SPOTLIGHT

Centennial Commons

0.5 acre | Philadelphia, Pennsylvania



▲ Centennial Commons has been dubbed a “park within the park” and a “front porch” to Fairmount Park.

The Parkside neighborhood of Philadelphia lacks basic amenities, such as a recreational center or library. What it does have, directly across Parkside Avenue, is Fairmount Park, a space that was enhanced in 2018 by adopting both “borderless park” and pedestrian-friendly principles.

Launched by the Fairmount Park Conservancy, the Centennial Commons project, named for the site of the Centennial Exhibition of 1876, is part of Reimagining the Civic Commons, a national initiative that counters economic and social fragmentation in cities by revitalizing and connecting parks and other public spaces.

The two goals of the project’s “Parkside Edge” effort: make it easier for pedestrians to access the park (Parkside Avenue can be challenging to cross) and make them *want* to visit the park.

“Parks only reach their potential when people use them,” said Jamie Gauthier, executive director of the Fairmount Park Conservancy. “Through an extensive community engagement process, we

learned that Parkside residents have long used these lawns for picnics, but they wanted some proper seating. We realized that people were risking fast-moving traffic just to cross the street.”

By adding pedestrian crossings and traffic-calming measures, the project improved the safety of park-bound pedestrians.

To entice residents into the park, custom swings and benches were placed along the street to make the area more than just an accessway to a large open field.

The additions have helped to integrate the park into the streetscape and attract people of all ages and abilities to the space.

When the first phase of the improvements opened for use, Gauthier declared, “We’re seeing the beginnings of how this historic site can be remade into a welcoming community gathering place.”

RELEVANT TOOLS: AARP Walk Audit Tool Kit, page 24
Intercept Survey, page 25



GOAL

Create New Parks (Even in Unconventional Spaces)

Many publicly owned buildings, such as schools, libraries and civic centers, have outdoor spaces, be they courtyards or parking lots, lawns or open fields, that can be repurposed for passive or active recreation and other forms of programming. Other examples of unconventional places for parks, greenery and gathering places include vacant lots, laneways, highway underpasses, bus shelters and streets. For neighborhoods lacking traditional parkland, such spaces can serve as catalysts for community transformation.

STRATEGY

Take Back Space

The point of “parkifying” unconventional spaces is to turn underused and/or neglected locations into places for people.

Among the ways to take back space:

- **BE IMAGINATIVE**

When a location wasn’t originally intended to be a park or recreational space, or when items weren’t designed for such places, creativity is key. For instance, a seaside town might turn a no-longer-seaworthy boat into a playground structure for kids to climb on. In 2011, artist Candy Chang used chalkboard paint to cover the facade of an abandoned house in New Orleans, Louisiana. She then stenciled the prompt “*Before I die I want to ...*,” inviting people to complete the statement by writing their responses using colorful chalk. The wall was quickly filled with statements. After receiving worldwide attention, Chang created a guide for how other communities could do the same.

- **ADD VALUE**

Whatever is created needs to improve the area and be useful to it. For example, it might not be

▼ Located in downtown Fargo, North Dakota, Broadway Square is a self-proclaimed “Placemaking Space” created for community gathering. The half-acre park’s unique seating (see the red spool-like objects) is a practical attraction.



MELISSA STANTON, AARP

the best idea to create a pocket park (see page 19) in a vacant lot located in an area people can’t easily walk, bicycle or drive to. However, the same project might be a great addition in a walkable, bike-friendly neighborhood that has no parks.

- **BUILD IT BECAUSE IT’S WANTED**

Whatever type of park or green space is added needs to be wanted by the community. Successful examples of parkifying unusual spaces spur people to think differently about their communities and inspire others to attempt similar projects where they live.

SPOTLIGHT

Gallery Alley

Less than 0.5 acre | Wichita, Kansas



WICHITA DOWNTOWN DEVELOPMENT CORP.

▲ Like some other projects in this guide, downtown Wichita’s alleyway makeover received Knight Foundation funding.

The phrase “Meet me in the alley” has often served as a threat. That’s changing in many downtowns nationwide.

For instance, in 2017, the Wichita Downtown Development Corp. transformed an underused alley (located at 616 E. Douglas Street) into Gallery Alley, a vibrant, walkable public space filled with outdoor dining and activities and art and music by local artists and entertainers.

To make the space cozier, the alley’s brick pavement was painted in bright colors and bistro lights were strung along the entire 140-foot length.

In its prior life, the 15-foot-wide alley was used by downtown drivers as a traffic-avoiding

shortcut. Yet even drivers considered the space unsafe as well as inconvenient. (If two cars entered from opposite ends, one would have to back out. Moreover, visibility was limited for cars exiting the alley and merging into traffic on the city’s streets.)

Sometimes all it takes to transform a space is some paint and strings of lights, tables and chairs, music, and people. By “activating” the alley with simple design-and-use interventions, Wichita turned a dark, unsafe space into a safe and inviting destination for all.

RELEVANT TOOL: Programming Calendar, page 36

STRATEGY

Think Outside the Box

There are times when a great idea or project hits a dead end simply because there's no official process for getting it done. This is a common stumbling block for ideas so novel and creative that they've never been attempted before.



RYAN RUSSO, NYC DEPARTMENT OF TRANSPORTATION (2)

▲ The NYC Plaza Program is run by the New York City Department of Transportation, which transformed a chaotic parking site at the Pearl Street Triangle in Brooklyn into a sunny seating area.

Among the ways to think outside the box:

- **CREATE IDEAS AND SOLUTIONS**

It's worth taking the time to learn what might prevent a project from being implemented. Innovators need to know the rules in order to relax them. Pioneers often need to achieve their goals by simultaneously ignoring and abiding by the rules. Effective advocacy and community outreach, as well as finding loopholes in, for instance, zoning codes and permitting processes, can reveal ways to circumvent the norms in order to create people-friendlier spaces.

- **FIND CHAMPIONS IN UNLIKELY PLACES**

Parkifying unconventional spaces will likely require finding champions — municipal offices, business owners, nonprofits — that might be unaccustomed to dealing with park- and public-space-related issues. Since these stakeholders may be unfamiliar with the benefits of activating underutilized spaces for recreational use, the onus is on the placemaker to build a strong case for the project.

- **IDENTIFY SHARED GOALS**

When park advocates seek out potential partners or benefactors, the advocates need to know how their goals align with those of the individuals or groups they're hoping to work with. For instance, if the proposed project takes place on a privately owned parking lot, identify how the activities can also benefit the landowner. If the aim of the project is to reduce social isolation, try approaching the city's public health department, which may have the same goal. When a project's goals are aligned with those of others, the project's wins can also become their wins.

SPOTLIGHT

Plazas, Pocket Parks and Parklets

20 square feet and up | Lots of locations — *nationwide*

When a community has more asphalt than green acres, parks and public spaces often need to take to the streets.

The NYC Plaza Program partners with local organizations to transform underused streets into vibrant public spaces. The program is a key part of the city's effort to ensure that all New Yorkers live within a 10-minute walk of quality open space.

A similar solution is the “pocket park.” Such spaces, which sometimes consist of little more than a mowed lawn and a few tables and chairs, are an excellent way to fill vacant lots or oddly shaped parcels of land and keep them from becoming eyesores or outright hazards.

The term “parklets” describes on-street parking spaces that have been transformed into public seating areas. Municipal-transportation, planning or economic-development departments often manage parklet programs. However, the concept's origins are grassroots, going back to 2005, when the San Francisco-based design firm Rebar transformed a parking spot into a mini-park by rolling out a carpet of live grass and topping it with a bench and potted tree.

As retold by *CityLab*, after feeding the parking meter, the designers “retreated across the street to observe the results.... Within minutes, a man sat down on the bench, took off his shoes, and began to eat lunch. Another person joined soon after, and the two began having a conversation. That's when [the] collaborators knew they were on to something: ‘We created an opportunity for social interaction that wasn't there before.’ ”

The experiment inspired PARKing Day, usually celebrated on the third Friday of September.

During the height of the COVID-19 pandemic, parklets — and closed streets that were transformed into outdoor dining rooms (or “StrEateries”) — helped restaurants throughout the nation remain open to diners and stay in business.



ROSSLYN BUSINESS IMPROVEMENT DISTRICT, ROSSLYNVA.ORG

▲ Parklets, like this pre-pandemic one in the Rosslyn neighborhood of Arlington, Virginia, typically occupy a single parallel parking space, making them about 6 feet by 20 feet in size. ▼ In 2020, parklets started popping up all over (including throughout Hoboken, New Jersey) due to the pandemic-related closures of indoor gathering spaces.



AVA PARK-MATT (4)

RELEVANT TOOL: ParkServe, page 23

PART 2

The Tool Kit

This section features worksheets and planning resources to guide local leaders and residents through the planning phases of improving a park or public space. These tools were developed and are used by AARP, 880 Cities and Trust for Public Land. Regardless of the type of space being improved, these tools, resources and worksheets (*yes, go ahead and make copies*) will help answer the following questions before a public space project is implemented:

- Who uses the community's existing parks and public spaces and what do they do there?
- What challenges do the community's parks and public spaces face?
- What opportunities exist for enhancing the community's parks and public spaces?
- What people and groups should be included in efforts to improve the parks and public spaces?



MELISSA STANTON, AARP

▲ The forest-like Guy Mason Park playground is located down a hill off of busy Wisconsin Avenue in Washington, D.C.



880 CITIES

▲ A mobile sauna in Como Park was a hot spot during Saint Paul, Minnesota's annual winter carnival.



880 CITIES

▲ Can't get the kids to the beach? Take them to a parking lot instead. That's what many parents did in Macon, Georgia, after the city delivered two truckloads of play sand for a downtown event.



PLAYCORE

▲ A FitLot is an outdoor fitness park that makes gym-quality exercise equipment accessible to the public. An AARP Community Challenge grant helped fund some programming at this lot in New Orleans, Louisiana, where a team of coaches provided 36 hours of free training to, reports an organizer, "an extremely dedicated group of seniors in a community that suffers one of the largest health disparity gaps in the country."

PARK PLANNING TOOL

The Steps

STEP 1: Use the **AARP Livability Index** (page 22) to gain a deeper understanding of the community and identify its strengths and weaknesses.

STEP 2: Use the **ParkServe** tool (page 23) from Trust for Public Land to learn how many residents live near a park or green space.

STEP 3: Visit the actual or potential project location and conduct a **Public Space Audit** (page 28).

STEP 4: Use the **AARP Walk Audit Tool Kit** (page 24) to assess the area's walkability.

STEP 5: Use the **Public Space Field Study** (page 32) to understand who visits the park or public location and what they do there.

STEP 6: Recruit volunteers and have them help conduct an **Intercept Survey** (page 25) so the project team can understand how visitors feel about a park or green space location.

STEP 7: Collect and organize data from the **Public Space Audit**, the **Public Space Field Study** and the **Intercept Survey** to identify key themes and commonalities.

STEP 8: Complete the **Community Asset Map** (page 38) to identify key stakeholders and partners who might support the community's parks and public space efforts.

STEP 9: Complete the **Programming Calendar** (page 36) to understand what types of activities or events already happen in the location and identify new ideas that could make the space more inclusive and accessible.

STEP 10: Use the **AARP Pop-Up Placemaking Tool Kit** (page 39) to test potential solutions or livability features.



PARK PLANNING TOOL

AARP Livability Index

The web-based **AARP Livability Index** is an interactive tool that assesses the livability of neighborhoods and communities across the United States.

Developed by the AARP Public Policy Institute, the index was created to inform and encourage local leaders, policymakers and residents to make their communities more livable for people of all ages.

To calculate livability scores, the index uses more than 50 national data sources and 61 indicators spread across the seven categories: Housing, Neighborhood, Transportation, Environment, Health, Engagement, Opportunity.

The index can use an address; zip code; or town, city or county name to access an overall livability assessment or determine a score in any of seven major categories.

INSTRUCTIONS

1. Go to **[AARP.org/LivabilityIndex](https://www.aarp.org/LivabilityIndex)** and search for an address, zip code, municipality or state.
2. Record the index scores in the grid (right).

ANALYZING THE RESULTS

- Note which livability categories the community performs well in and which need improvement.
- List the categories that could be improved by enhancing the accessibility and vibrancy of the community's parks and public spaces.



Livability Score

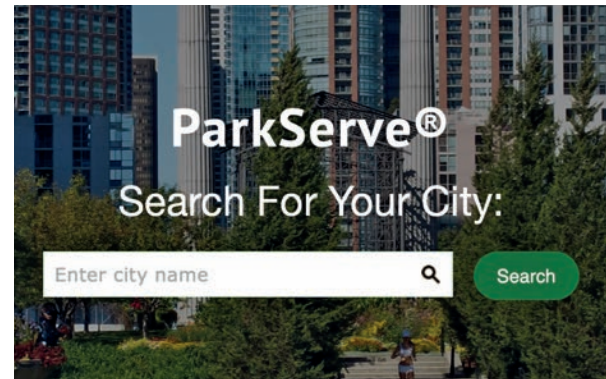
Location:	
Total Index Score:	
• Housing	
• Neighborhood	
• Transportation	
• Environment	
• Health	
• Engagement	
• Opportunity	

PARK PLANNING TOOL **ParkServe**

Developed by Trust for Public Land, **ParkServe** is an online database that assesses the availability of parks and green spaces within a 10-minute walk of residential properties.

INSTRUCTIONS

1. Go to **ParkServe.org** and search for a city.
Complete the Community Parks Profile below.
2. Click “See [City Name] Map” to explore where parks are most needed. This will generate a map of the city and identify areas of need for park space based on the 10-minute-walk principle.
3. Use the website’s **ParkEvaluator Tool** to identify where you’d like to add new parks or public spaces.



ANALYZING THE RESULTS

- Note whether the neighborhood lacks access to parks, and expand the menus under Equity, Health and Climate to learn more.
- If the neighborhood is already well-served by parks, consider what can be done to improve those and other green spaces.

Community Parks Profile

• Percentage of residents within a 10-minute walk of a park	
• Number of parks within the city	
• Total park acreage within the city	
• Median park size	
• Persons per acre of parkland	
• Percentage of youth within a 10-minute walk of a park	
• Name of the city’s largest park	
• Acreage of the city’s largest park	



PARK PLANNING TOOL

AARP Walk Audit Tool Kit

Too many communities in the United States are designed exclusively or almost exclusively for automobile travel, with little consideration given to the needs of pedestrians.

Multilane roadways that are unsafe to cross and a lack of sidewalks and street maintenance are all factors that discourage or outright prevent people from walking within their communities.

- Walk audits are observational surveys that document the safe walkability of a particular street, sidewalk, intersection or area.
- Although not all parks can be walkable destinations for all users, people within a park space should be able to safely walk without having to dodge motor vehicles or inattentive cyclists.
- The **AARP Walk Audit Tool Kit** is a free, self-service guide for assessing and reporting on the safety and walkability of a street, intersection or neighborhood. Accompanying worksheets can be downloaded, shared and printed for use.
- The data and documentation gathered during a walk audit can be shared with elected officials and municipal staff to help bring about needed change.

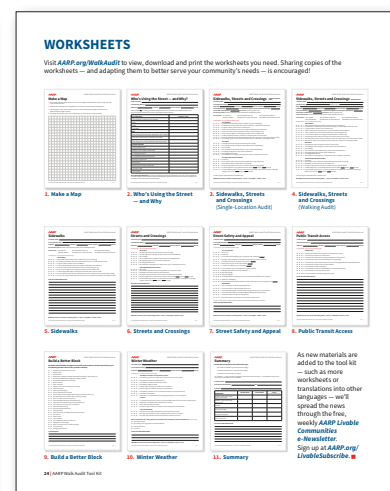
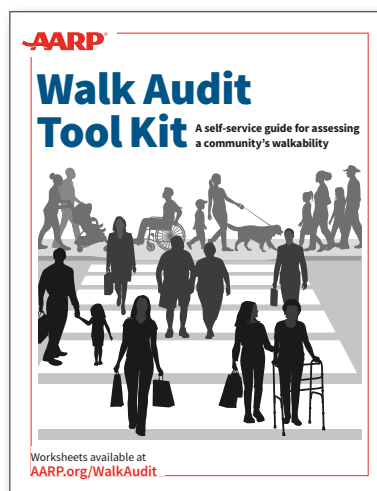
A walk audit can improve a community by:

- Helping to create a pedestrian-friendly environment
- Increasing exercise opportunities for community members
- Fostering more social interactions among neighbors
- Reducing the need to drive — and better enabling non-drivers to get where they need and want to go
- Reducing traffic congestion and pollution
- Increasing property values

INSTRUCTIONS

A resident, community group and/or local leader can survey and report on the safety and walkability of a street, intersection or neighborhood by downloading or ordering the free, photo-filled 28-page publication.

Visit [AARP.org/WalkAudit](https://www.aarp.org/WalkAudit)



PARK PLANNING TOOL

Intercept Survey

Learn how people feel about and use parks and public spaces. Combined with the **Public Space Audit** (page 28), this data will provide a detailed picture of the area's assets and needs.

SUPPLIES NEEDED

- Pens
- Clipboards
- Intercept Survey Worksheets (see page 26)

INSTRUCTIONS

1. Identify a Space

The location can be an existing park, public space or underused site (e.g., a street, school playground, alley, parking lot).

2. Visit the Location, Distribute the Surveys

Approach people who are spending time in or passing through the park or public green space. Identify yourself as a researcher and ask if they have a couple of minutes to answer an anonymous survey about the location. Give each person a survey sheet. Stay close by to answer any questions he or she may have.

ANALYZING THE RESULTS

- Read all of the completed survey forms to identify patterns or common responses.
- Sort the data by characteristics such as age, gender and/or income level. Doing so can help identify common themes or specific needs.

TOOL KIT TIPS

- Conduct the survey at different times of day and during different days of the week to ensure that a diverse mix of park users are represented.
- Recruit friends or volunteers to help.
- Record and organize the results on spreadsheets to help identify patterns and key findings.



CITY OF CAMDEN, SOUTH CAROLINA

▲ An alley in downtown Camden, South Carolina, was uninviting. So the city asked passersby to help make stained-glass globes for hanging alongside LED string lights (shown). The space has become an attractive and useful connector for shoppers, diners and chalk artists.

▼ A green, well-appointed town square in the heart of Rockville, Maryland, serves as a community backyard for visitors, office workers and apartment residents.



MELISSA STANTON, AARP

Intercept Survey Worksheet

Date: _____ Time: _____

1. Why did you come here today? *(Check all that apply)*

- ☐ Just passing through
- ☐ Waiting for transit
- ☐ An event *(Which one?)* _____
- ☐ Food and/or drink
- ☐ Active recreation (walking, bicycling, exercise, sports, etc.)
- ☐ Meeting family and/or friends
- ☐ Spending time by myself
- ☐ Other *(Please explain)* _____

2. How often do you visit this park or outdoor space?

- ☐ Daily ☐ Weekly ☐ Monthly ☐ Annually or less

3. How did you get here today? *(Check all that apply)*

- ☐ Walk ☐ Bike ☐ Transit ☐ Private car ☐ Taxi / Uber / Lyft
- ☐ Other *(Please explain)* _____

4. How was your trip here?

- ☐ Very good ☐ Good ☐ Fair ☐ Poor ☐ Very poor

Why? _____

5. If you walked, how would you rate the sidewalks you used to get here?

- ☐ Very good ☐ Good ☐ Fair ☐ Poor ☐ Very poor

6. If you bicycled, how would you rate the bicycle lanes or bicycle-priority streets, if any?

- ☐ Very good ☐ Good ☐ Fair ☐ Poor ☐ Very poor

7. If you took public transit, how would you rate the nearest transit stop?

- ☐ Very good ☐ Good ☐ Fair ☐ Poor ☐ Very poor

8. If you drove, how would you rate the parking situation here?

- ☐ Very good ☐ Good ☐ Fair ☐ Poor ☐ Very poor

9. Have you ever actively supported or helped maintain this park or outdoor space?

- ☐ Yes ☐ No If yes, please explain: _____

10. Overall, how would you rate this park or outdoor space?

- ☐ Very good ☐ Good ☐ Fair ☐ Poor ☐ Very poor

11. What do you like about this park or outdoor space? _____

12. What don't you like about this location? _____

13. What uses or activities would you like to see here in the future? _____

14. In your opinion, which age groups would enjoy this space? *(Check all that apply)*

☐ All ages ☐ Children ☐ Teens ☐ Adults ☐ Older adults

15. What is your age?

☐ Under 13 ☐ 13–17 ☐ 18–24 ☐ 25–44 ☐ 45–64 ☐ 65+

16. Do you identify as:

☐ Female ☐ Male ☐ Nonbinary

17. What is your household's income? *(Do not include roommates unless taxes are filed jointly)*

☐ Under \$15,000 ☐ \$15,000–\$24,999 ☐ \$25,000–\$34,999 ☐ \$35,000–49,999
☐ \$50,000–\$74,999 ☐ \$75,000–\$99,999 ☐ \$100,000+

18. Do you identify as: *(Check all that apply)*

☐ African American ☐ Asian American
☐ Hispanic or Latinx ☐ Indigenous, American Indian or Alaska Native
☐ Native Hawaiian or Pacific Islander ☐ White
☐ Other *(Please explain)* _____

19. What is your zip code? _____

20. Is there anything else you would like to share? _____



Public Space Audit

The **Public Space Audit** provides a mix of qualitative and quantitative data to identify what is currently working in a space and what aspects need to be improved. This activity will help evaluate the experience of visiting the area and provide insights about the location's design and programming.

SUPPLIES NEEDED

- Pen
- Clipboard
- Copy of the Public Space Audit Worksheet

INSTRUCTIONS

1. Identify the Location

The audit space can be an existing park, public place or underused site (e.g., street, school playground, alley, parking lot).

2. Visit the Location

Become familiar with the site and its surroundings before answering the questions.

3. Complete the Worksheet

Record the date, time and location. Feel free to make additional notes and observations.

ANALYZING THE RESULTS

- Since these results will represent the experience of the auditor, it's important to supplement the data by collecting feedback from others in the neighborhood. The **Intercept Survey** (page 25) will help do that.

TOOL KIT TIP

- For some questions, about a location's size, for instance, it may be better to seek the answer through online resources such as Google Maps or by contacting the parks or transportation department.



▲ A park along Water Street in remote, tiny Eastport, Maine (population 1,600), has walking paths, benches, picnic tables, a Little Free Library — and a great view.

Public Space Audit Worksheet

Name: _____

Location: _____

Date: _____ Time: _____ a.m. | p.m. (Circle one)

Weather: _____

1. Describe this location:

What is it? (e.g., park, alley, street corner) _____

Where is it? (address or nearest intersection) _____

How big is it? (approximately) _____ Is it public property? _____

2. Describe the surrounding area:

What type of area is it? (Check all that apply)

☐ Residential ☐ Industrial ☐ Rural/Undeveloped ☐ Commercial ☐ Mixed-Use

What are some key destinations in the area? (e.g., library, school, coffee shop) _____

3. How does this location make you feel?

	Strongly Agree	Agree	Disagree	Strongly Disagree
Comfortable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Playful	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Relaxed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safe	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Social	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Why do you feel this way? _____

4. On a typical day, how do people use this location? _____

5. How many programs, activities or events take place in this location during different seasons and times of day and for which age groups?

	Many	Some	Few	None	Examples:
Spring	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Summer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Fall	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Winter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Daytime	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Nighttime	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Children (under age 13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Teens (13–19)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Younger Adults (20–39)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Adults (40–64)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Older Adults (65+)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____

5. Rate the quality of the following features:

	Good	Fair	Poor	None	Comments:
Cleanliness	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Drinking fountains	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Places to be physically active	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Places to eat and/or drink	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Places to sit or take a break	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Restrooms	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Shelter from the weather	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Street noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Trees and landscaping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____

6. How well-connected is the location?

Walking

- | | |
|--|------------------|
| a. The streets in or adjacent to the location have sidewalks. | Agree Disagree |
| b. There are clear directional signs or visual cues to guide people to the space. | Agree Disagree |
| c. There are pedestrian signals at intersections. | Agree Disagree |
| d. The signals provide adequate crossing time for slower walkers. | Agree Disagree |
| e. There are signals or design elements for blind/visually impaired pedestrians. | Agree Disagree |
| f. Sidewalks and crossings are accessible for people using mobility aids (e.g., a wheelchair). | Agree Disagree |
| g. There are traffic calming features (e.g., speed bumps) in the area. | Agree Disagree |
| h. What is the posted speed limit in the area? _____ | |
| i. Traffic is moving at or below the speed limit. | Agree Disagree |

Cycling

- | | |
|--|------------------|
| a. There are designated bike lanes or trails connected to the space. | Agree Disagree |
| b. There is a secure place to park your bike in the space. | Agree Disagree |

7. How likely are you/would you be to allow your child or an older relative to visit this location?

- ☐ Likely ☐ Somewhat likely ☐ Not likely

8. What opportunities do you see for this location? _____

9. What challenges do you see for this location? _____



PARK PLANNING TOOL

Public Space Field Study

The **Public Space Field Study** is divided into two observational surveys, which you will fill out yourself: One is focused on how people move to and from a space, the other on what people do in the space. If possible, conduct the survey at different times of the day, different days of the week and even different seasons of the year.

SUPPLIES NEEDED

- Pen
- Clipboard
- Public Space Field Study Worksheets (page 34)

INSTRUCTIONS

1. Identify a Space

The location can be an existing park, public space or underused site (e.g., street, school playground, alley, parking lot). Become familiar with the site and its surroundings. Determine the entry/exit point of the space or the area of greatest activity. Stand in a location that provides a broad view of the area.

2. Select and Complete a Worksheet

Draw a simple map on the worksheet and mark a spot at which you'll be able to see the greatest number of park users. Record the date and time of your data collection at the top of the sheet.

Worksheet A: Movement Study (see page 34)

- Record the number of people walking into or out of the space, the number of people riding a bicycle and, as accurately as possible, the gender and age of those who pass by.
- Observe and record information about the people in the area for 15-minute intervals.

Worksheet B: Activity Study (see page 35)

- Record the activities of people in the space, dividing the activities into categories if necessary. Also record, as accurately as possible, the gender and age of those who pass by.
- Observe and record information about the activities in the area for 15-minute intervals.

ANALYZING THE RESULTS

- Who is missing or underrepresented, based on the observations? (It can be useful to compare the survey findings with local census data to determine whether the mix of people who visit the site reflects the area's demographics.)
- Age data are useful when developing new programming or design ideas. For instance, if older adults aren't visiting the area, consider reaching out to them to understand why.
- The presence or underrepresentation of women during the observation period can be a significant issue. Women tend to be selective about the public spaces they visit. A lack of female park visitors could be an indication that a space is considered unsafe.
- Are a range of activities taking place in the park or public space?
- Are there activities the community might enjoy that aren't currently happening in the space?
- Is a mix of passive activities (sitting, socializing) and active activities (playing, exercising) occurring in the space?

TOOL KIT TIP

- Try to complete these activities during typical weather conditions.
- Recruit friends or volunteers to help implement the activity studies.
- Record the final results in a spreadsheet to help organize and summarize the data.

▼ In 2015, elected leaders in Anchorage, Alaska, voted to turn a former greenhouse property that was in disrepair into a much-needed 12-acre recreation area and green space in the city's east end. The Muldoon Town Square Park is usable year-round, with a colorful "all-inclusive" playground, picnic shelter and running track. In the winter, the track becomes a curvy ice ribbon that's used by both new and experienced skaters.



JERRIANNE LOWTHER

Public Space Field Study Worksheet

PART A: Movement Study

Name: _____

Location: _____

Date: _____ Start Time: _____ End Time: _____

Weather: _____

Pedestrians

AGE	FEMALE	MALE	N/A
Children (under 13)			
Teens (13–19)			
Younger Adults (20–39)			
Adults (40–64)			
Older Adults (65+)			

Bicyclists

AGE	FEMALE	MALE	N/A
Children (under 13)			
Teens (13–19)			
Younger Adults (20–39)			
Adults (40–64)			
Older Adults (65+)			

Public Space Field Study Worksheet

PART B: Activity Study

Name: _____

Location: _____

Date: _____ Start Time: _____ End Time: _____

Weather: _____

Activity Types

ACTIVITY	NUMBER OF PARTICIPANTS	ACTIVITY	NUMBER OF PARTICIPANTS
Walking		Resting	
Sitting		Exercising	
Talking/Socializing		Bicycling	
Eating/Drinking		Vending	
Board Games, etc.		Entertaining	
Playing		Waiting	
Team Sports			

Age and Gender

AGE	FEMALE	MALE	N/A
Children (under 13)			
Teens (13–19)			
Younger Adults (20–39)			
Adults (40–64)			
Older Adults (65+)			

PARK PLANNING TOOL

Programming Calendar

Create a calendar of activities, programs or events to ensure that a park or public space is used during all seasons, both day and night, and is accessible to people of all ages.

INSTRUCTIONS

1. Identify a Space

The location can be an existing park, public space or underused site (e.g., street, school playground, alley, parking lot).

2. List the Existing Activities

Use the Programming Calendar Worksheet to record the current activities, programs and events, checking all that apply. (These details can often be found online.) Also record the season, time of day and intended audience.

3. List Ideas for New Activities

Complete a second calendar worksheet by noting ideas for the types of activities, programs and events that seem appropriate. Check all that apply.

ANALYZING THE RESULTS

- The activities listed should be suitable for a range of seasons, times and age groups.
- Every column (season, time of day, age group) should be marked at least twice.
- Ideally, some activities will apply to more than one season, time or age group.



▲ The Rose Kennedy Greenway is a linear park that spans 1.5 miles through several neighborhoods in Boston, Massachusetts. The greenway partners with cultural institutions and businesses to host more than 400 free, multicultural, multigenerational public programs and events a year.

Programming Calendar Worksheet

Activity, Program or Event (Include a brief description)	SPRING	SUMMER	FALL	WINTER	DAY	NIGHT	CHILDREN (under 13)	TEENS (13-19)	YOUNGER ADULTS (20-39)	ADULTS (40-64)	OLDER ADULTS (65+)



PARK PLANNING TOOL

Community Asset Map

A **Community Asset Map** is useful for identifying local stakeholders, like-minded organizations and potential partners, including decision-makers who may need to approve any park or green space project.

Other local figures, such as elected officials or influential residents, can give a project legitimacy and momentum by lending their support.

Altogether, an asset map is a way of creating a list of people and groups to connect with when planning a public space improvement project.

INSTRUCTIONS

1. List the names of influential people and organizations in the community, divided by category.

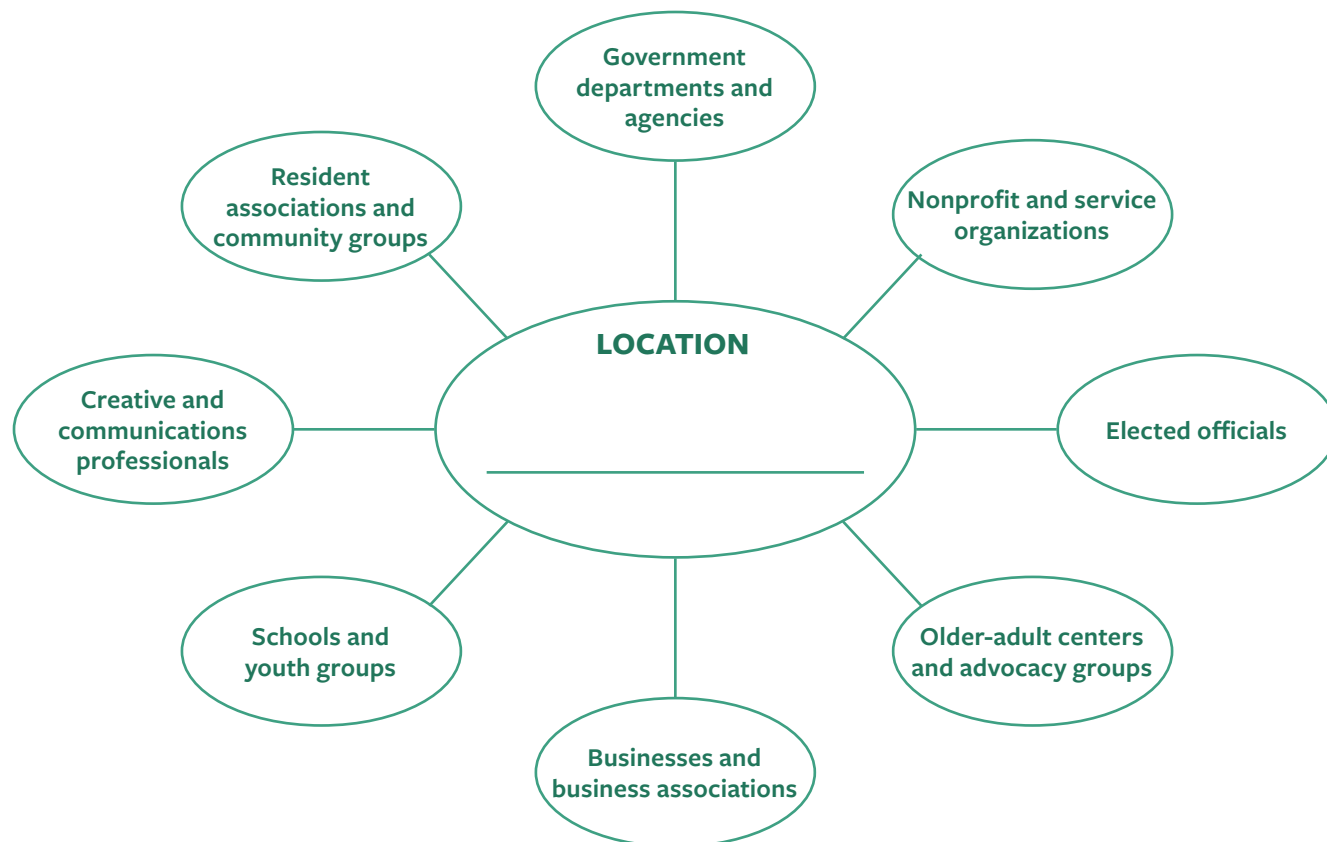
2. Include any contact information.

3. If desired, enter the information into a spreadsheet.

ANALYZING THE RESULTS

Consider the needs and interests of each stakeholder:

- How do the interests of those stakeholders align with the project's goals?
- What questions or concerns might they have?
- Before approaching any individuals or organizations, consider what aspects of the project are and are not negotiable.



PARK PLANNING TOOL **The Pop-Up Placemaking Tool Kit**

When done right, temporary livability projects can lead to permanent change. Testing potential solutions by demonstrating them for the community can build support — and often outright enthusiasm — for needed change.

- Pop-up projects typically involve community members working together to bring attention to overlooked spaces, address neighborhood issues, or test ideas for how to make improvements within a public or, sometimes, private space such as streets, empty buildings or underused lots.
- A pop-up demonstration can be organized and implemented quickly or over time.
- Pop-up projects can involve the temporary placement of bike lanes, crosswalks, parklets, sidewalk cafes, plazas, benches, potted trees and more. Such trial runs allow communities to evaluate new concepts and make adjustments before investing in large-scale change.

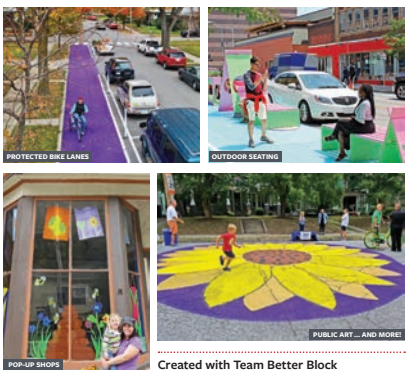


TEAM BETTER BLOCK

▲ A pop-up placemaking demonstration in Fort Wayne, Indiana, featured a painted plaza and crosswalk, a protected bike lane, a parklet and outdoor games.

The Pop-Up Placemaking Tool Kit

Projects that inspire change — and improve communities for people of all ages



Created with Team Better Block

INSTRUCTIONS

Visit [AARP.org/LivablePopUp](https://www.aarp.org/LivablePopUp) to order or download the free 40-page publication and find articles and “recipes” for creating temporary spaces (like the Pittsfield, Massachusetts, alleyway below) that pop!



Creating Parks and Public Spaces That People Want to Use

According to Trust for Public Land, park spaces that feature any of the following will entice people (and often pets) of all ages to spend time outdoors.



▲ People and pets of all ages have fun at a **DOG PARK** in Lancaster, Pennsylvania.



▲ When a **COMMUNITY GARDEN** (officially the Florence Fang Asian Community Garden) opened in the Bayview-Hunters Point neighborhood of San Francisco, California, it filled a need for green space and healthy food.

► **TRAILS** for walking and hiking (like this one in Dryden, New York), are great places for being active. Having a place to sit along the way is always appreciated.



▲ The tennis-like game of **PICKLEBALL** is popular among the 50-plus set — so much so in Wisconsin's Chippewa Valley that the area has several dozen indoor or outdoor courts.



▲ A **SPLASH PAD** in downtown Phoenix, Arizona, provides welcome relief from the heat — and some silly fun — for people of all ages and abilities.



CLOCKWISE FROM TOP LEFT: JEFF RUPPENTHAL, LNP MEDIA GROUP | CHIPPewa VALLEY PICKLEBALL CLUB | MELISSA STANTON, AARP | TOWN OF DRYDEN | FLORENCE FANG ASIAN COMMUNITY GARDEN

Check Out These Free Publications

Resources for local leaders, livability practitioners and involved residents about zoning, cold weather spaces, equity, and homelessness.



From **AARP** and **Congress for the New Urbanism**

AARP.org/Livable

- **Enabling Better Places: A Handbook for Improved Neighborhoods**



From **8 80 Cities**

880Cities.org

- **Winter Placemaking Guide**
- **Addressing Homelessness in Parks: An Inclusive Practices Guide**



From **Trust for Public Land**

TPL.org

- **Parks and an Equitable Recovery**

Creating Parks and Public Spaces for People of All Ages

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Pine tree graphic by Ryan Lo

Limit of Liability/Disclaimer of Warranty: *Creating Parks and Public Spaces for People of All Ages* features parks and locations throughout the United States, many of which had no interaction with or support from AARP, 8 80 Cities or Trust for Public Land. While AARP, 8 80 Cities, Trust for Public Land and the contributors to this publication used their best efforts in preparing this resource, they make no representations or warranties with respect to the accuracy or completeness of the contents and specifically disclaim any implied warranties of merchantability or fitness for a particular purpose. No warranty may be created or extended by sales representatives or written sales materials. The advice and strategies contained herein may not be suitable for your situation or community. The named organizations and contributors will not be liable for any loss of profit or any other commercial damages, including but not limited to special, incidental, consequential, or other damages. The fact that an organization or website is referred to in this work as a citation and/or a potential source of further information does not mean that the authors endorse the information an organization or website may provide or recommendations it may make. Further, readers should be aware that Internet websites listed in this work may have changed or disappeared between when this work was written and when it is read.

Creating Parks and Public Spaces for People of All Ages

A Step-by-Step Guide

Public parks are important places for building a sense of community and social belonging. They are spaces that belong to everyone, regardless of age, gender, ethnicity, religion or income.

However, the way parks are designed, maintained and programmed doesn't always reflect the purpose and promise of such uniquely public spaces. Pinched for funds by competing priorities, many municipalities neglect their park networks or fail to invest in these vital places as their communities grow and change.

AARP, 80 Cities and **Trust for Public Land** have come together to highlight the importance of parks — and give community leaders (and park advocates from all corners) tools they can use to both create and improve green spaces and public places for people of all ages.

Visit [AARP.org/LivableParks](https://www.aarp.org/LivableParks) to download a PDF of this guide or order a free printed edition.

Several of the parks projects pictured in this guide were created with support from the **AARP Community Challenge** grant program. Learn about this annual opportunity at [AARP.org/CommunityChallenge](https://www.aarp.org/CommunityChallenge).

Learn about our new publications and other programs by subscribing to the free, weekly **AARP Livable Communities e-Newsletter** at [AARP.org/LivableSubscribe](https://www.aarp.org/LivableSubscribe).



▲ Suwanee, Georgia (page 5)



▲ Anchorage, Alaska (page 33)



▲ Eastport, Maine (page 28)



▲ Richmond, California (page 11)

PARKS ART RECREATION & CULTURE ADVISORY COMMISSION

2022 Calendar

	AGENDA DEADLINE	MEETING	COMMISSIONER SCHEDULED TO REPORT	CITY COUNCIL MEETING FOR REPORT*	ANNUAL TOPICS/EVENTS
JANUARY		No Regular Meeting			
FEBRUARY	Wednesday 2/09 5:00 p.m.	Thursday 2/17 5:30 p.m.		Monday 2/21 6:00 p.m.	<ul style="list-style-type: none"> • Letter to the Editor Topics • Art Policy Review & Amendments
MARCH	Wednesday 3/09 5:00 p.m.	Thursday 3/17 5:30 p.m. Worksession at 4:30 p.m.		Monday 3/21 6:00 p.m.	<ul style="list-style-type: none"> • Amended Art Policy Review • Art Donation • HNMTTP Revision Review • Worksession on Multi Use Community Center Proposal
APRIL	Wednesday 4/13 5:00 p.m.	Thursday 4/21 5:30 p.m. Worksession at 4:30 p.m.		Monday 4/25 6:00 p.m.	<ul style="list-style-type: none"> • Schedule Beach/Park Walk Through for May • Worksession – Commissioner Training by City Clerk
MAY	Wednesday 5/11 5:00 p.m.	Thursday 5/19 5:30 p.m.	Robert Archibald	Monday 5/23 6:00 p.m.	<ul style="list-style-type: none"> • Recreation & Parks Fee Schedule Review • Letter to the Editor Topics • Budget & Financial Goals Review
JUNE	Wednesday 6/8 5:00 p.m.	Thursday 6/16 5:30 p.m.		Monday 6/27 6:00 p.m.	<ul style="list-style-type: none"> • Capital Improvement Plan Review: Recommendations for Any New Parks & Rec-Related Projects • Fund Expenditure Review & recommendations • Commissioner Volunteer for CC Report
JULY		No Regular Meeting			
AUGUST	Wednesday 8/10 5:00 p.m.	Thursday 8/18 5:30 p.m.		Monday 8/22 6:00 p.m.	<ul style="list-style-type: none"> • CIP Project Recommendations
SEPTEMBER	Wednesday 9/18 5:00 p.m.	Thursday 9/16 5:30 p.m.		Monday 9/27 6:00 p.m.	<ul style="list-style-type: none"> • Fall Park/Beach Walk-Thru • Schedule Park Clean Up Day • Reappointment Notices & Applications
OCTOBER	Wednesday 10/13 5:00 p.m.	Thursday 10/21 5:30 p.m.		Monday 10/25 6:00 p.m.	<ul style="list-style-type: none"> • Terms Expire October 31st • Approve 2022 Meeting Schedule
NOVEMBER	Wednesday 11/9 5:00 p.m.	Thursday 11/17 5:30 p.m.		Monday 11/28 6:00 p.m.	<ul style="list-style-type: none"> • Election of Chair & Vice Chair
DECEMBER		No Regular Meeting			

*The Commission's opportunity to give their report to City Council is scheduled for the Council's regular meeting following the Commission's regular meeting, under Agenda Item 8 – Announcements/ Presentations/ Borough Report/Commission Reports. Reports are the Commission's opportunity to give Council a brief update on their work. Attend via Zoom or in Person. Masks are optional**



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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



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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