



Agenda

Parks, Art, Recreation & Culture Advisory Commission Regular MeetingRegular Meeting

Thursday, June 20, 2024DATE at 5:30 PM

City Hall Cowles Council Chambers In-Person & Via Zoom Webinar

Homer City Hall

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

Zoom Webinar ID: 990 6701 0473 Password: 295088

<https://cityofhomer.zoom.us>
Dial: 346-248-7799 or 669-900-6833;
(Toll Free) 888-788-0099 or 877-853-5247

CALL TO ORDER 5:30 P.M.

AGENDA APPROVAL

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

VISITORS/PRESENTATIONS (10 minute time limit)

- A. Karen Hornaday Park Master Plan Overview Presentation by Peter Briggs with Corvus Design

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 Meeting Minutes for May 16, 2024 - Refer to Supplemental Packet

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

- A. Community Recreation Report - June 2024
- B. Parks Maintenance Report - June 2024
- C. Staff Report for June 2024

PUBLIC HEARING

PENDING BUSINESS (15 minute time limit)

- A. Strategic Plan Draft Review, Recommendations and Prioritization

Refer to Worksession Packet Materials

- [B.](#) Memorandum PARC-24-039 Karen Hornaday Park Master Plan Review & Recommendations
- [C.](#) Memorandum PARC-24-040 re: Letter to the Editor Draft - Review and Approval
- [D.](#) Memorandum PARC-24-042 re: Beach Policy Review and Special Permits
- [E.](#) Memorandum PARC-24-044 re Vessel Haul Out Recommendations

NEW BUSINESS (15-20 minute time limit)

- [A.](#) Memorandum PARC-24-041 re: Mural Donation Application
- [B.](#) Memorandum PARC-24-046 re: Capital Improvement Plan Review and Recommendations
- [C.](#) Memorandum PARC-24-045 re: Commission Fund Balance

INFORMATIONAL MATERIALS

- [A.](#) 2024 Annual Calendar

COMMENTS OF THE AUDIENCE (3 minute time limit)

COMMENTS OF THE CITY STAFF

COMMENTS OF THE COMMISSION

ADJOURNMENT

Next Regular Meeting is **August 15, 2024 at 5:30p.m.** Worksession is scheduled for 4:30 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.



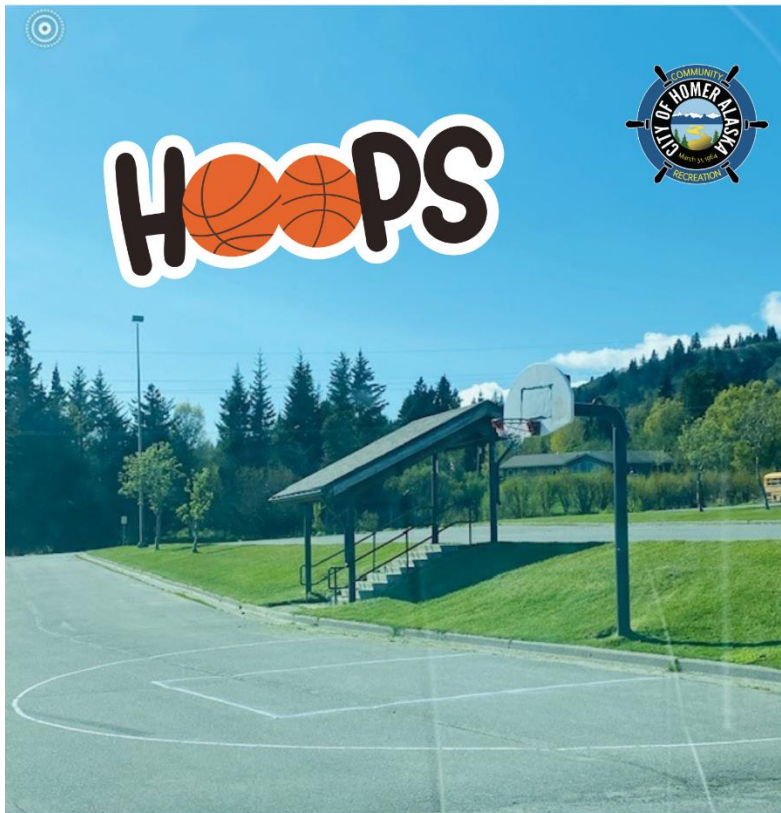
MEMORANDUM

Item Type: Informational Memorandum Community Recreation Division
Prepared For: Parks, Arts, Recreation & Culture Advisory Commission
Date: June 12, 2024
From: Mike Illg, Recreation Manager/Staff Liaison

Programming & Special Events: Please view the monthly calendar for reference of the programs, activities and special events provided.

- Starting July 1st, part time **Recreation Programmer Kathy Vogl** will officially become a full time employee.
- City Council approved PARCAC's 2025 capital budget request for \$4,500 for a **volleyball net system** at the HERC.
- City Council included and approved **\$400,000** in the 2025 capital budget to allocate towards a future recreation center.
- Staff assisted with Homer High's last day school of cook out & school festivities by **providing indoor games** and activities (it was raining). We offered, spike ball, corn hole games, indoor shooting games, etc.
- Staff also painted some **outdoor basketball lines** (3 point and free throw line) at the outdoor courts at Homer High. This was the first time these lines were there and should attract some pick-up games.
- **ZUMBA Kids and ZUMBA Kids Jr.** will be offered throughout the month on June at the HERC. Contracted instructor Gretchen McCullough will be back to offer these fun filled classes.
- A new **Youth Volleyball program** will be starting this month with volunteer Delane Blackstock throughout the month of June. This program was full with kid son waiting list.
- Staff member Jonathan Raymond will be offering **Youth Basketball** this summer.
- Instructor Joanna Fonkert will be offering **Yoga On the Spit** in the Boathouse Pavilion every Wednesday night in the month of June.
- Parks Staff was able to put up the **outdoor volleyball net** and **two tetherballs** at the HERC campus.
- The South Peninsula Behavioral Health Center will be back at the HERC Mondays through Thursdays for **indoor and outdoor youth activities**.

- The Homer High School **gym will be closed** June 17-28 due to the gym floor refinishing. As a result we will need to cancel indoor volleyball and evening basketball. We are also anticipating closures in July due to light bulb changes in the gym as well but those dates are to be determined.
- There was a **Pickle Fun Tournaments** for all abilities on June 8 & 9.
- We are getting more participants using the new **CivicRec software system!** In addition for Community Recreation activities, we are using the software to reserve pavilions for Public Works parks division and we are meeting with Port and Harbor staff to discuss the possibly of using the system to reserve the pavilions on the Spit as well. There may be some other possible uses for the software in other city departments who would like to reserve other City of Homer public spaces and this will be discussed further.



CITY OF HOMER COMMUNITY REC PRESENTS:



SUMMER 2024

YOUTH VOLLEYBALL

MAX OF 15 PARTICIPANTS!



FOR AGES 10-13!

**WHEN: TUESDAYS, 2:30-4PM,
JUNE 11-JULY 30**

WHERE: HERC GYM

FEE: \$25

FOR MORE INFORMATION CALL DELANE AT 971-235-9880

KPBSD posts flyers as a community service. Such posting does not constitute an endorsement for or against the materials and viewpoints expressed in them.

City of Homer Community Rec June 2024

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 9:30am-12pm PICKLEBALL SKILL SHARING at HERC
2 4-6pm BASKETBALL at HHS 6:30-8:30pm VOLLEYBALL at HHS 6:30-8:30pm DROP IN SOCCER at HHS	3 6-7am MORNING BB at HHS 9-11AM MORNING PICKLEBALL at HERC 12:30-3pm CENTER YOUTH at HERC 1-3:30PM ZUMBA KIDS at HERC 4:30-7PM KARATE at HERC 4:30-6:30pm PICKLEBALL at HERC 6:30-8:30pm INTERMED PICKLEBALL at HERC 6:30-8:30pm BASKETBALL at HHS 7:30-9:30pm DROP IN FRISBEE at HHS	4 4:30-6:30pm COMPETITIVE 4.0+ PICKLEBALL at HERC 5-7pm VOLLEYBALL at HHS 6:30-8:30pm PICKLEBALL SKILLS CLASS at HERC	5 6-7am MORNING BB at HHS 9-11AM MORNING PICKLEBALL at HERC 12:30-3pm CENTER YOUTH at HERC 1-3:30PM ZUMBA KIDS at HERC 4:30-7PM KARATE at HERC 4:30-6:30pm PICKLEBALL at HERC 5-6pm YOGA at Boat House Pavilion 6:30-8:30pm INTERMED PICKLEBALL at HERC 6:30-8:30pm BASKETBALL at HHS 7:30-9:30pm DROP IN SOCCER at HHS	6 12:30-3pm CENTER YOUTH at HERC 5-7pm VOLLEYBALL at HHS 6:30-8:30pm PICKLEBALL SKILLS CLASS at HERC 7:30-9:30pm DROP IN FRISBEE at HHS	7 6-7am MORNING BB at HHS 9-11AM MORNING PICKLEBALL at HERC 3:15-4:15pm YOUTH PICKLEBALL CLASS at HERC 4:30-7pm KARATE at HERC 4:30-7pm PICKLEBALL at HERC	8 9:30am-1:30pm PICKLEBALL SKILL SHARING at HERC
9 1-7pm PICKLEBALL FUN TOURNAMENT at HHS 4-6pm BASKETBALL at HHS 6:30-8:30pm VOLLEYBALL at HHS 6:30-8:30pm DROP IN SOCCER at HHS	10 6-7am MORNING BB at HHS 9-11AM MORNING PICKLEBALL at HERC 12:30-3pm CENTER YOUTH at HERC 1-3:30PM ZUMBA KIDS at HERC 3:30-4:30pm YOUTH BASKETBALL at HERC 4:30-7PM KARATE at HERC 4:30-6:30pm PICKLEBALL at HERC 6:30-8:30pm INTERMED PICKLEBALL at HERC 6:30-8:30pm BASKETBALL at HHS 7:30-9:30pm DROP IN FRISBEE at HHS	11 2:30-4pm YOUTH VOLLEYBALL at HERC 5-7pm VOLLEYBALL at HHS 4:30-6:30pm COMPETITIVE 4.0+ PICKLEBALL at HERC 6:30-8:30pm PICKLEBALL SKILLS CLASS at HERC	12 6-7am MORNING BB at HHS 9-11AM MORNING PICKLEBALL at HERC 12:30-3pm CENTER YOUTH at HERC 1-3:30PM ZUMBA KIDS at HERC 3:30-4:30pm YOUTH BASKETBALL at HERC 4:30-7PM KARATE at HERC 4:30-6:30pm PICKLEBALL at HERC 5-6pm YOGA at Boat House Pavilion 6:30-8:30pm INTERMED PICKLEBALL at HERC 7:30-9:30pm DROP IN SOCCER at HHS	13 12:30-3pm CENTER YOUTH at HERC 5-7pm VOLLEYBALL at HHS 6:30-8:30pm PICKLEBALL SKILLS CLASS at HERC 7:30-9:30pm DROP IN FRISBEE at HHS	14 6-7am MORNING BB at HHS 9-11AM MORNING PICKLEBALL at HERC 4:30-7PM KARATE at HERC 4:30-7pm PICKLEBALL at HERC 7:30-9:30pm DROP IN SOCCER CANCELLED	15 9:30am-12pm PICKLEBALL SKILL SHARING at HERC
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30 4-6pm BASKETBALL at HHS 6:30-8:30pm VOLLEYBALL at HHS 6:30-8:30pm DROP IN SOCCER at HHS		Color Key BLACK=Homer High BLUE=Homer Middle PURPLE=HERC GREEN= West Homer RED=Cancellation			DISCLAIMER: ALL ACTIVITIES ARE SUBJECTED TO CHANGE OR BEING CANCELLED WITH LIMITED NOTIFICATION	



City of Homer

www.cityofhomer-ak.gov

Public Works

3575 Heath Street
Homer, AK 99603

publicworks@cityofhomer-ak.gov

(p) 907- 235-3170

(f) 907-235-3145

Memorandum

TO: PARKS, ART, RECREATION AND CULTURE ADVISORY COMMISSION
FROM: CHAD FELICE, PARKS MAINTENANCE COORDINATOR
DATE: June 20th, 2024
SUBJECT: PARKS REVIEW FOR MAY

KAREN HORNADAY PARK PLAYGROUND

- General Maintenance
- Ran conduit over to the placement for the new mobile restroom
- Restroom is in Seattle and in the process of getting barged up to Seward
- Little league is in full swing

TRAIL MAINTENANCE

- General maintenance
- Assessing what trails need resurfaced and making a schedule for that
- Started cutting back brush on some trails

GENERAL INFORMATION

- Repainting of the Nomar wall is in process and should be done by the time we meet
- Both mobile restrooms are in Seattle and being barged up
- Secured 3 power poles from HEA 2 for Hornaday and 1 for Jack Gist
- Working on restoring the SST's down at Bishops Beach
- Went to the ADA meeting on 6/13 and will do a walk around with them the week of 6/17
- Continuing work on the adult softball field at Jack Gist
- Hired a person to work on flowers
- Monitoring some small vandalism at Jack Gist
- A lot of mowing
- Put the outdoor volleyball net up at the HERC
- Working on ordering signs for Bishops Beach and Jeferey Park
- Playground equipment and safety surface ordered for Bayview park



CLEAR SKY

HOMER
ANCHORAGE, ALASKA

819-168424

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MEMORANDUM

Item Type: Informational Memorandum
Prepared For: Parks, Arts, Recreation & Culture Advisory Commission
Date: June 12, 2024
From: Mike Illg, Recreation Manager/Staff Liaison

The following City Council resolutions and ordinances activity relevant to the Park, Arts, Recreation and Culture Advisory Commission since the last PARCAC meeting on May 16, 2024.

May 28, 2024 City Council Meeting

Ordinance 24-23, An Ordinance of the City Council of Homer, Alaska, Amending the FY25 Operating Budget to Provide for Necessary Mid-Biennium Adjustments **Introduced**

Ordinance 24-24, An Ordinance of the City Council of Homer, Alaska, Amending the FY25 Capital Budget to Provide for Necessary Mid-Biennium Adjustments. **Introduced**

Resolution 24-063, A Resolution of the City Council of Homer, Alaska, Approving a Contract to Alaska Education and Recreational Products, LLC to Purchase Playground Equipment and Safety Surface Material in an Amount Not to Exceed \$39,753 and Authorizing the City Manager to Negotiate and Execute the Appropriate Documents. **Approved**

June 10, 2024 City Council Meeting

Ordinance 24-23, An Ordinance of the City Council of Homer, Alaska, Amending the FY25 Operating Budget to Provide for Necessary Mid-Biennium Adjustments **Approved (CR Assistant full time, Parks Technician part time)**

Ordinance 24-24, An Ordinance of the City Council of Homer, Alaska, Amending the FY25 Capital Budget to Provide for Necessary Mid-Biennium Adjustments. **Approved. (CR volleyball net, \$125,000 Jack Gist Park improvements: electric & parking and \$400,000 set aside for future Recreation Center).**

Ordinance 24-30, An Ordinance of the City Council of Homer, Alaska, Amending the FY24 Capital Budget by Appropriating \$900,000 from the Gas Line Fund for a Multi-Use Community Recreation Center Project. **Postponed until July 29.**

Resolution 24-066, A Resolution of the City Council of Homer, Alaska, Approving a Recreational Use Agreement between the City of Homer and the Kachemak Nordic Ski Club Regarding the Maintenance and Operation of Nordic Ski Trails on Three City Owned Properties in the Baycrest Ski Area including Construction of an Equipment Shed and Authorizing the City Manager to Negotiate and Execute the Appropriate Documents. **Approved**

Resolution 24-070, A Resolution of the City Council of Homer, Alaska, Authorizing A Change Order to the Ben Walters Lane Sidewalk Improvement Project in the Amount of \$56,300 to Reduce the Sidewalk Width to Eight Feet and Widen the Roadway Repaving to Include the Distance from New Curb to the Centerline of Ben Walters Lane and Authorizes the City Manager to Negotiate and Execute the Appropriate Documents. **Approved**

Additional Information:

- Possible fall work session with PARCAC and Planning Commission. Respective staff liaison and Commission chairs will meet ahead of time to discuss potential topics and possible meeting dates.
- Signed and approved contract with Wellspring for services related to a SWOT analysis to take place at work sessions on August 15 and September 19, 2024.

RECOMMENDATION: Informational Only.



AGENDA ITEM REPORT

Karen Hornaday Park Master Plan

Item Type: Action Memorandum
Prepared For: Parks, Art, Recreation and Culture Advisory Commission
Meeting Date: June 20, 2024
Staff Contact: Julie Engebretsen, Community Development Director

Summary Statement: Discuss the draft plan and provide direction to staff and Corvus.

Updates

1. PARCAC held a walkthrough of Karen Hornaday Park (KPH) in May and discussed the draft plan. I took notes and relayed the comments to the consultant, Corvus. I also asked for the cost estimates the Commission had requested, and arranged for Corvus to attend the meeting by zoom between 5:30 and 6:00 pm.
2. As of packet deadline, Corvus has done some work on cost estimates but doesn't feel the numbers are ready for review or discussion.
3. Chad and I are working to transition this project so that he is the primary contact with CORVUS moving forward.

Recommendation

Discuss comments and concerns with Corvus at the meeting. If any new materials become available, staff will provide them in the supplemental packet.

Attachments

Email Karen Hornaday Park Plan
PARCAC comments on KHP maps

From: [Julie Engebretsen](#)
To: [Peter Briggs](#)
Cc: ["Bradley Little"](#)
Subject: Hornaday Park Plan
Date: Wednesday, May 29, 2024 7:59:00 AM
Attachments: [KHP PARCAC notes 5 24 1-3 yrs.pdf](#)
[KHP PARCAC Notes 5 24 5-10 yrs.pdf](#)

Hi Peter and Brad,

The Commission had a park walk thorough last week, and we were able to work through some of the ideas on the plans. The biggest change was they decided not to introduce cars/parking into some of the areas shown. The consensus it was adding cars and congestion in an area that works better as is. See notes on the attached. On the longer term sheet, I think if the road does make a loop through the park, then maybe we'd look at parking in that upper area again. Right now, it's a narrow road and to widen it to make a 2 way road and parking would require a lot of dirt work and we don't think it's a priority and we'd have a hard time managing the behavior that comes with it.

Another item that came up is that we'd like the plan to include some policy discussion. IE, we have an idea to try camping again but this time on a reservation basis, and walk in only, over the next 1-3 years. If we are successful in managing camping, we'd like to keep it during the peak summer months, and encourage other uses in the non- tourism season. If we can't manage the camping and have a return of bad behavior, or Council doesn't fund staffing adequately, we'd be ready to use the space entirely for other uses.

In keeping with the camping idea, there are two spaces on the east side that are big – like group camping size. We'd like to explore the concept of allowing group camping or special event camping in those areas. We have tournaments at Jack Gist or at Horn day that attract folks that don't want to camp on the Spit – they want to be closer to the activity they came for. Staff envisions we'd have gates on these to control access.

Last, Commissioner Keiser had a question about occupancy capacity for different parts of the park or activities. For example, our community doesn't have like a large concert type area, and this park becomes the default. This year we're telling event planners to keep vehicles and large crowds off the turf, so they are exploring how to use the event zone and manage vendors/parking. Concert on the Lawn is July 20; we'll see how it goes! Anyway, beyond counting parking spaces, is there a way to estimate how large an event or how many people in the park can hold and still be safe/function/enjoyable? (This might be a conversation topic for the PARCAC meeting?)

Thanks

Julie

Julie Engebretsen
Community Development Director
City of Homer

Karen Hornaday Park

CITY OF HOMER

Master Plan (1-3 years)

REV: 2024-04-16

-  Road Closure
-  Mobile Restroom
-  Port-a-Potty
-  Electrical System Work
-  Water System Work
-  Parks building (maintenance, utilities, etc.)
-  Parking Quantity

Seasonal road closures

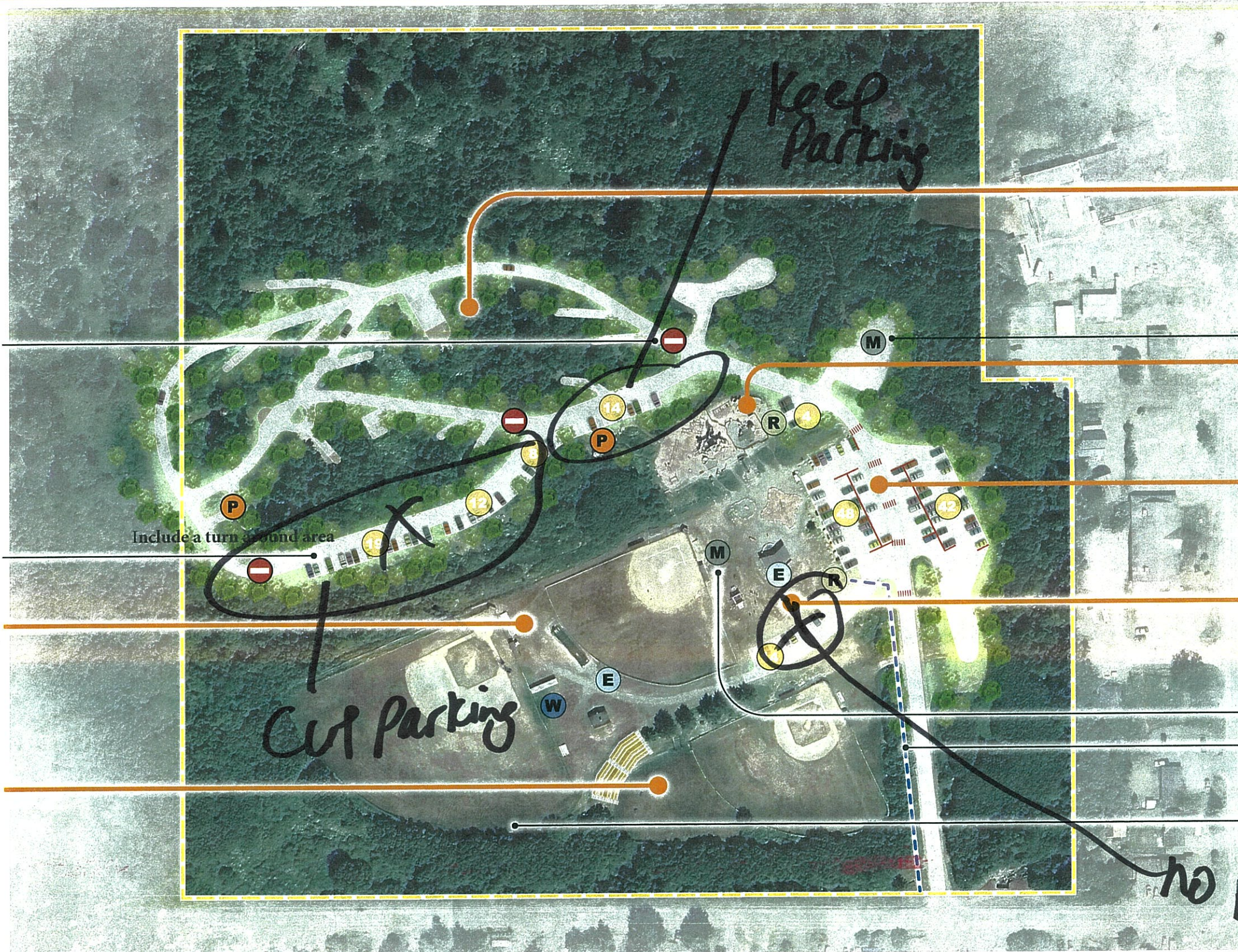
NEW: 53 parking spaces

Baseball Zone

- NEW: Utility pole & floodlight
- O&M: Drainage improvements
- Relocate water valve out of field

Event Zone

- Performance area
- Vendor space during events
 - NEW: Terraced seating
 - Upgrade ease of access



Campground Zone

- Sites remain as-is
- Walk-in day-use only
- Seasonal road closure
- O&M: Prune/thin for sightlines
- Maintain off-season disc golf
- Assess other on/off-season uses

NEW: Maintenance building

Play Zone

- NEW: Mobile restroom
- O&M: Repair water feature
- Accessibility improvements
- Expand nature play potential

Main Parking Zone

- Seasonal traffic calming
- Seasonal parking demarcation
- Event vehicle management

Event and Day-Use Zone

- NEW: 14 parking spaces
- NEW: Mobile restroom at pad
- NEW: Shelter electrical
- O&M: Drainage improvement

NEW: Maintenance storage

Existing water line

O&M: Clear 8' beyond all site perimeter fencing



Illustrative Master Plan (near term)

Karen Hornaday Park

REV: 2024-04-16

- Road Closure
- R Mobile Restroom
- R Restroom Building
- P Port-a-Potty
- E Electrical to be installed
- W Relocate water valve
- M Parks building (maintenance, utilities, etc.)
- 19 Parking Quantity
- Overflow Parking
- Pavilion





MEMORANDUM

Letter to the Editor Draft for Review and Approval

Item Type: Informational
Prepared For: Parks, Art Recreation and Culture Advisory Commission
Date: June 14, 2024
From: Renee Krause, MMC, Acting City Clerk

Commissioner Keiser has presented a suggested topic for consideration of the Letter to the Editor.

Commission is requested to review, amend if desired and approve for submission to the Homer News.

Summer in Homer bustles with fun – hiking, disc golfing, picnicking, skateboarding and lots more. Much of this fun takes place in Homer’s parks and recreation facilities, which are admittedly – shabby. We’re working hard to make these places cleaner, brighter and more accessible. For example:

1. The playground equipment at Karen Hornaday Park has been repaired or replaced. Try out the new “diggers” in the sand pit!
2. The little park at the end of Bartlett Street is being revamped to make it open and well, more park-like.
3. New portable restrooms with yes, flush toilets, are coming to Karen Hornaday Park and Jack Gist Park.
4. Water and sewer service lines have been installed to Bishop’s Beach Park, paving the way for flush toilets.
5. We are awaiting the playground equipment that has been ordered for Bayview Park. Thanks to Kachemak Bay Rotary Club for helping us buy that fun stuff.
6. You can now register for Community Recreation events on-line.

Much more work is needed, but we need more staff, supplies and equipment to get it done. Parks and Community Recreation needs a stable funding source to make our parks and recreational facilities the assets Homer wants and needs.



MEMORANDUM

Beach Policy Review – Special Permit Coal Collection

Item Type: Recommendation
Prepared For: Parks, Art Recreation and Culture Advisory Commission
Date: June 14, 2024
From: Renee Krause, MMC, Acting City Clerk

Summary

This item was postponed from the May meeting to be included in a full review of the Beach Policy.

It is recommended that the Commission periodically review documents related to items that are under the Commission purview to make sure that the content is still relevant or requires updating. It is also an opportunity for Commissioners to become familiar with the various policies and standard operating procedures that the various departments and relevant staff refer to when dealing with various attributes of their duties and or the public.

Commissioners should consider the following request for special allowance and or consideration of vehicular use in prohibited areas for the collection of coal as outlined in Memorandum PARC-24-033 and make a recommendation by motion.

Commissioners are requested to review the policy and provide any recommendations for amendments in the form of a motion. These will be discussed and voted on by the Commission as a whole and a Public Hearing will be held on the recommended changes if any to allow the public to comment.

The Beach Policy is one document that the Commission actually holds a Public Hearing on any amendments prior to submitting to City Council for approval.

Recommendation

Review and make a recommendation on issue regarding Special Access Permits related to Coal Collection and any other additional amendments needed as determined by the Commission.



MEMORANDUM

Amending the Beach Policy and Homer City Code to Allow Vehicular Access by Special Permit to Closed Areas of the Beach

Item Type: Action Memorandum
Prepared For: Parks, Art Recreation and Culture Advisory Commission
Date: May 7, 2024
From: Janet Keiser, Commissioner
Through: Mike Illg, Recreation Manager/PARC Staff Liaison

Commissioner Keiser has requested this item for consideration of the Commission:

Background submitted by Commissioner Keiser:

John Fouts is a 76+ year old gentleman who's been heating his house, 10 miles past Fritz Creek, for over 50 years, with coal. He drives his truck on the beach between Bishop's Beach and beyond, sometimes driving in the no-drive zones, to get the coal. While he can burn wood in his stove, it is easier to use coal because he doesn't have to buck up and chop the coal.

Sometime recently, he was driving on the beach, in the no-drive zone. A couple of people spotted him, yelled at him, and called the police. When he got back to the Bishop's Beach access, there was a squad car waiting for him. He was given a ticket. He's worried about his ability to get the coal he needs to heat his house. Most years, he can collect all the coal he needs in the winter. He can go through 3-4 buckets of coal a day. Last winter, there was little to no coal on the beach because of the winds we had all winter. He was out there chopping coal out of the ice, in the blowing snow, to get what he could. Even so, he didn't get enough to get him through the winter. When he runs out of coal, he has to go out and chop wood, regardless of the weather. He said it almost killed him.

I'm remembering the Eagle Lady, who fed the eagles out on the Spit. She did it for years, becoming a local legend. When they made feeding the eagles illegal, she was given a special permit to continue to feed the eagles until she died.

How about if the Commission supports providing Mr. Fouts a special permit to collect coal, in view of his age and traditional practice that goes back 50 years? There'd be no danger of widespread abuse of this special permit because few other people would be able to cite this long history of continuously collecting coal.

I tried to think of a solution that wouldn't open up the beach to racing 4-wheelers. I think the Special Permit idea would be a reasonable accommodation for him that wouldn't cause much harm. He goes out there maybe every 10 days or so.

Requirements:

If the Commission adopts the recommendation the following actions will be required:

- Amending the Beach Policy to include a section on Special Permits that includes the process and application.
 - A Resolution would be needed to have Council adopt the amendment so a Councilmember would need to be a sponsor.
- Amending Homer City Code 7.16 to address the Special Access Permit
 - An ordinance would be required to allow a special permit to be issued
- A recommendation to City Council in support of issuing a special permit to allow vehicles on the beach April 1-September 30th for the purpose of collecting coal would be required in addition to the resolution and ordinance.

Recommendation:

PARCAC discuss implementing a Special Access Permit.

Attachments Provided by Staff:

Excerpt from the City of Homer Beach Policy pages 8, 9, 10, 11, 12, 13, 14

Ordinance 16-05 (S-2)(A-2)

Memorandum 15-131 from Chief Robl dated July 15, 2015

Memorandum 16-031 from City Attorney dated August 26, 2015

Memorandum 20-109 from Interim City Manager dated July 17, 2020



CITY OF HOMER

POLICE DEPARTMENT

4080 HEATH STREET HOMER, AK 99603-7609

EMERGENCY 911
TELEPHONE (907) 235-3150
TELECOPIER (907) 235-3151

Memorandum 15-131

DATE: July 7, 2015
TO: City Manager Koester
FROM: Mark Robl, Chief of Police
SUBJECT: Beach Enforcement Regulations

The Parks and Rec Commission has recommended closing Homer's Beaches to vehicle use most of the year, with limited vehicle use of some beaches for coal gathering during the fall and winter months. They have suggested utilizing the Kachemak Critical Habitat Area (KBCHA), regulations as an enforcement tool.

The Critical Habitat Area Designations are utilized by the Alaska Department of Fish and Game, Division of Habitat to protect and preserve habitat areas deemed to be especially crucial to the perpetuation of fish and wildlife. The laws associated with the enforcement of these regulations are promulgated in the section of statutes relating to fish and game enforcement. The enforcement of this section is the responsibility of the state. We have never taken enforcement action in this area and I strongly suggest we do not do so.

The City has some options it could consider if it chooses to implement the commission's recommendations. First; we could block off all access points to the beaches and only allow access through controlled gates to property owners and maintenance personnel. Second; I recommend we modify HCO 19.16.030, Use of Vehicles Prohibited, to include all other beach areas we want to prohibit vehicle use on. This could include all beaches within the city limits and will provide a proper enforcement tool for use by the police department.

If council decides to restrict beach access, I recommend the city contact the state and request enforcement of the KBCHA regulations. Council should be aware the state has issued a permit to allow motorized vehicle use of some of our beach areas for 2015. (See Special Area Permit 15-V-005-GP-SA, attached.) This permit authorizes vehicle use in the KBCHA between Miller's Landing and the Fox River Trail, between Anchor Point and Bidarki Creek and two other areas in Kachemak Bay. This permit is reissued every year and has been for over ten years.

Any plan involving permits to use beach areas for varied purposes results in more work for someone in the city work force. Given our current budget situation and staffing issues, we are ill-equipped to handle any options council chooses requiring significant staff time. We could make a limited permit system work for the specific purpose of allowing land owners to access their private property. We could structure it similar to the burn permit system which is easy for the users and takes very minimal staff time. Restricting vehicle access to



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

**Department of
Fish and Game**

DIVISION OF HABITAT
Kenai Peninsula Office

514 Funny River Road
Soldotna, Alaska 99669-8255
Main: 907.714.2475
Fax: 907.260.5992

SPECIAL AREA PERMIT 15-V-0005-GP-SA

ISSUED: December 16, 2014
EXPIRES: December 31, 2015

General Public:

Re: Kachemak Bay Critical Habitat Area – Limited Off-road Use of Motorized Vehicles

In response to public need for access within and through the Kachemak Bay Critical Habitat Area (KBCHA), the Alaska Department of Fish and Game (ADF&G), Division of Habitat has determined that both the public interest and the proper protection of fish and wildlife and their habitat would be served through issuance of a General Permit (5 AAC 95.770) authorizing certain off-road motorized vehicle use in the KBCHA. This general permit authorizes the use of any off-road wheeled and tracked vehicles, 10,000 pounds or less gross vehicle weight, on all unvegetated KBCHA tidelands below mean high tide within four corridors: (1) between Anchor Point and Bidarki Creek; (2) between Miller's Landing and the Fox River Trail; (3) between Martin River and Bear Cove; and, (4) between Seldovia and the portion of Kasitsna Bay, west of the entrance to Jakalof Bay (see enclosed map). Motorized vehicle use in these corridors is for the purpose of providing normal personal and recreational transit within and through the KBCHA.

The KBCHA was created pursuant to AS 16.20.590 to protect and preserve habitat areas especially crucial to the perpetuation of fish and wildlife, and to restrict all other uses not compatible with that primary purpose. This activity is not expected to adversely impact important habitat values.

In accordance with 5 AAC 95.770, the department hereby issues a Special Area Permit to the general public for off-road use of motorized vehicles in the KBCHA subject to the following stipulations:

1. The off-road use of vehicles greater than 10,000 pounds gross vehicle weight, and the use of construction equipment, including tracked or excavating equipment are not included in this authorization.
2. Harassment of wildlife, including any activity that displaces wildlife, is prohibited, excepting legal and permitted hunting, fishing, and gathering of fish and game.

3. No vehicle shall be operated below the ordinary high water line (vegetation line) of any river, lake, or stream specified to contain anadromous fishes.
4. No fuel shall be stored, nor vehicles leaking fuels, oils, hydraulic, or cooling fluids shall be operated on the tidelands of the KBCHA.

The vehicle owner and the operator are responsible for the actions of persons who participate in the approved activity. For any activity that requires an individual Special Area Permit, as identified in 5 AAC 95.20, the individual shall notify the Division of Habitat, at the above letterhead address or telephone number, and obtain written approval in the form of an individual Special Area Permit prior to commencement of the activity. Any action that increases the project's overall scope or that negates, alters, or minimizes the intent or effectiveness of any stipulation contained in this permit will be deemed a significant deviation from the approved plan. The final determination as to the significance of any deviation and the need for a permit amendment is the responsibility of the Division of Habitat. Therefore, it is recommended you consult the Division of Habitat immediately when a deviation from the approved plan is being considered.

This letter constitutes a permit issued under the authority of 5 AAC 95. Please be advised that this determination applies only to activities regulated by the Division of Habitat. This determination does not relieve you of your responsibility to secure other permits; state, federal, or local. You are still required to comply with all other applicable laws.


In addition to the penalties provided by law, this permit may be terminated or revoked for failure to comply with its provisions or failure to comply with applicable statutes and regulations. The permittee shall mitigate any adverse effect upon fish or wildlife, their habitat, or any restriction or interference with public use that the commissioner determines may be expected to result from, or which actually results from, the permittee's activity, or which was a direct result of the permittee's failure to: 1) comply with a permit condition or a provision of 5 AAC 95; or 2) correct a condition or change a method foreseeably detrimental to fish and wildlife, or their habitat.

You shall indemnify, save harmless, and defend the department, its agents, and its employees from any and all claims, actions or liabilities for injuries or damages sustained by any person or property arising directly or indirectly from permitted activities or your performance under this permit. However, this provision has no effect if, and only if, the sole proximate cause of the injury is the department's negligence.

This permit decision may be appealed in accordance with the provisions of AS 44.62.330-630.

Sincerely.

Sam Cotten, Acting Commissioner



By: Ginny Litchfield
Kenai Peninsula Area Manager
ADF&G, Habitat Division

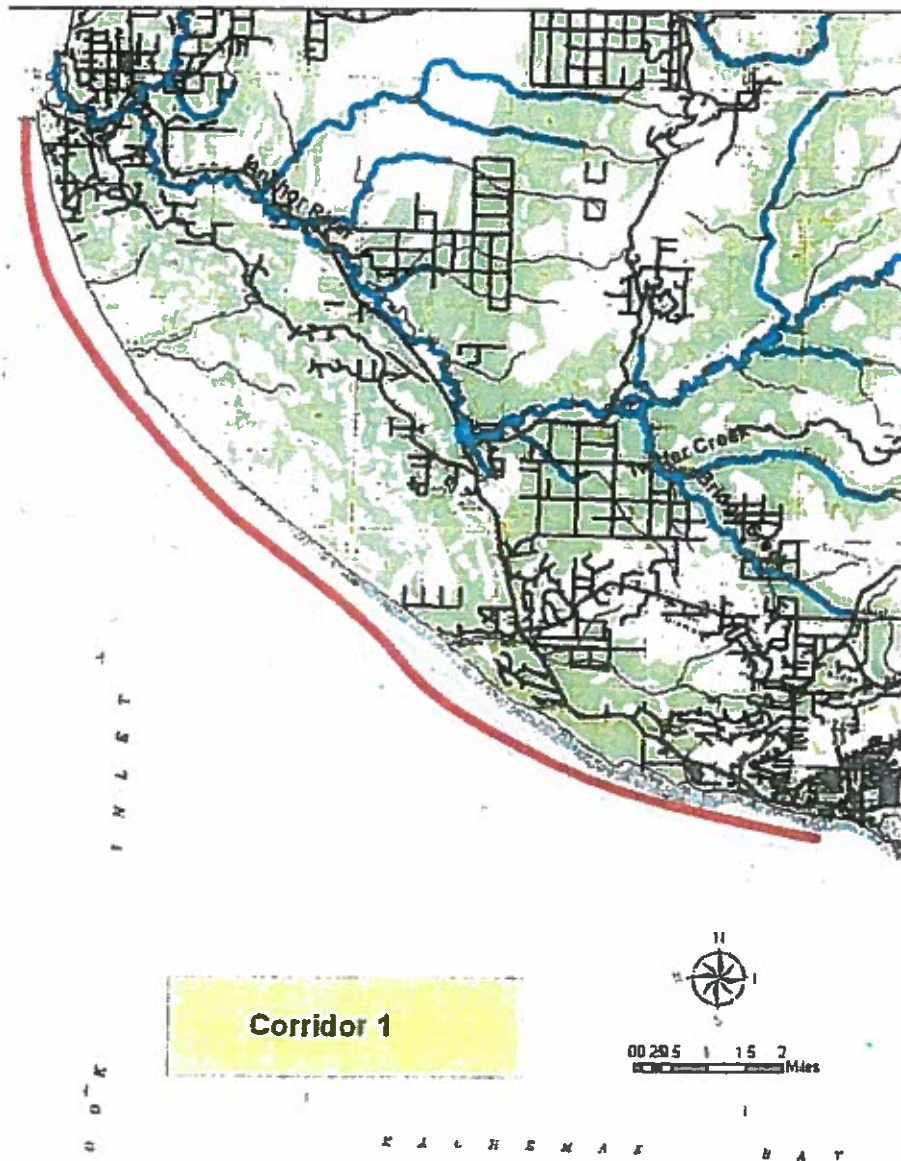
Enclosures: Maps

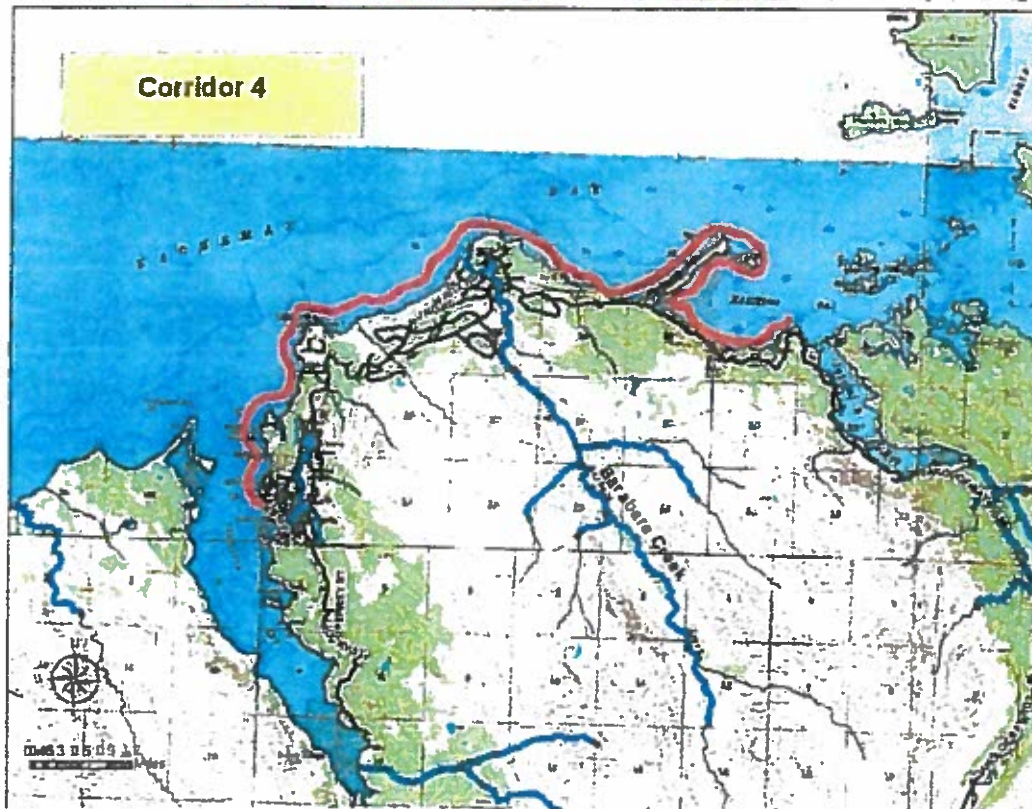
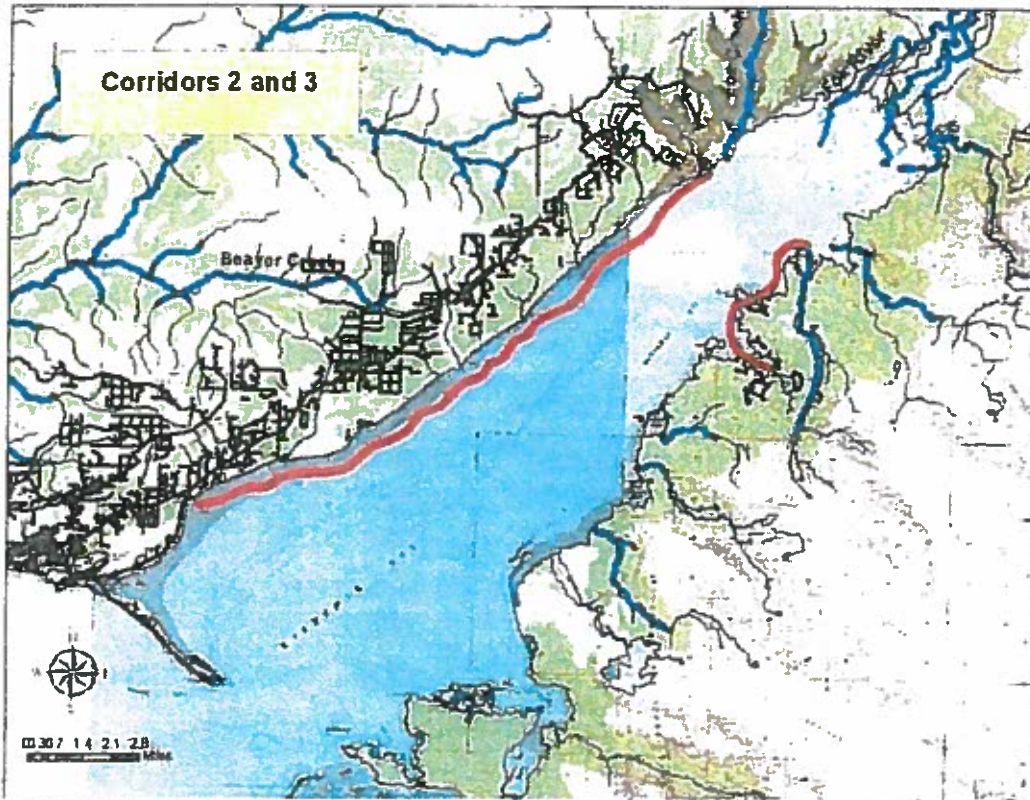
cc: KRC File

By email only:

AWT Homer
ADF&G Homer, Anch.

COE – KFO





Title 5 . Fish and Game

Chapter 95 . Fish and Game Habitat

Section 420. Activities requiring a special area permit

5 AAC 95.420. Activities requiring a special area permit

(a) No person or governmental agency may engage in the following uses or activities within a special area without first obtaining a special area permit following the procedures of 5 AAC 95.700 - 5 AAC 95.760:

- (1) construction, placement, or continuing use of any improvement, structure, or real property within a special area;**
- (2) destruction of vegetation;**
- (3) detonation of an explosive other than a firearm;**
- (4) excavation, surface or shoreline altering activity, dredging, filling, draining, or flooding;**
- (5) natural resource or energy exploration, development, production, or associated activities;**
- (6) water diversion or withdrawal;**
- (7) off-road use of wheeled or tracked equipment unless the commissioner has issued a general permit under 5 AAC 95.770;**
- (8) waste disposal, placement, or use of a toxic substance;**
- (9) grazing or animal husbandry; and**
- (10) any other activity that is likely to have a significant effect on vegetation, drainage, water quality, soil stability, fish, wildlife, or their habitat, or which disturbs fish or wildlife other than lawful hunting, trapping, fishing, viewing, and photography.**

(b) The commissioner makes the final determination as to whether a specific activity is subject to the provisions of this chapter.

History: Eff. 6/5/86, Register 98

Authority: AS 16.05.020

AS 16.05.050

AS 16.05.251

AS 16.05.255

AS 16.20.060

AS 16.20.094

AS 16.20.096

AS 16.20.162

AS 16.20.530



Birch Horton Bittner & Cherot

a professional corporation

Memorandum 16-031

**TO: KATIE KOESTER
CITY MANAGER, CITY OF HOMER**

FROM: THOMAS F. KLINKNER

RE: REGULATION OF MOTORIZED VEHICLES ON BEACHES

FILE NO.: 506,742.1003

DATE: AUGUST 26, 2015

This memorandum supplements and replaces my memorandum of August 18, 2015, on this subject, providing supporting citations and a more detailed analysis of the relationship between City regulation of motorized vehicle use in beach areas and state regulation of activities in beach areas within the Kachemak Bay Critical Habitat Area ("KBCHA"). I begin by discussing what constitutes the "beach area" under the current Homer City Code and proposed Ordinance 15-29, the geographic terms conventionally used to categorize the components of the "beach area," and how those terms are related to property boundaries in the "beach area." I then describe state regulation of motorized vehicle use in the KBCHA, and compare it to the regulation of motorized vehicle use under proposed Ordinance 15-29.

What is the "Beach Area"? Both current HCC 19.16.020 and proposed Ordinance 15-29 define the term "beach area" to include "the zone of sand, gravel and other unconsolidated materials that extends landward from the low water line to the place where there is a marked change in material or physiographic form." This definition differs from the usual categorization of areas along a shoreline: (i) the area below the elevation of mean low water, referred to as "submerged lands"; (ii) the area between the elevations of mean low water and mean high water, referred to as "tidelands"; and (iii) the area above the elevation of mean high water, referred to as "uplands".¹ The "beach area" as defined in HCC 19.16.020 and proposed Ordinance 15-29 begins at the elevation of mean low water—the boundary between submerged lands and tidelands—and extends landward to a "place where this is a marked change in material or physiographic form"—the bottom of road and other embankments on the Spit, and the toe of the bluff at most other locations—which includes uplands above the elevation of mean high water as well as tidelands.

¹ *City of Saint Paul v. State, Dept. of Natural Resources*, 137 P.3d 261, 262 (Alaska 2006).

Property Ownership in the "Beach Area." Subject to the exception discussed below, the City owns the tidelands within the beach area,² while most of the uplands within the beach area are privately owned.³ In most cases, the boundary between tideland and upland property is "ambulatory," moving seaward or landward with the erosion or accretion of material on the beach that determines the current mean high water line.⁴ The exception to this general rule occurs when the mean high water line changes as the result of a sudden subsidence or uplifting of the beach area caused by an event such as an earthquake. In such a case, the boundary of property ownership continues to be located at the mean high water line that existed before the sudden subsidence or uplifting event.⁵ This exception may affect property boundaries in beach areas in the City that experienced sudden subsidence during the 1964 earthquake. Where such subsidence occurred, the boundary of an upland parcel may extend seaward of the current mean high water line, resulting in private ownership of some beach areas that presently are tidelands. Determining the precise boundary of property ownership in such cases would require a detailed investigation of changes in the beach area topography at and after events such as the 1964 earthquake.

Regulation of Motorized Vehicle Use in the KBCHA. The KBCHA initially included all beach areas within the City that are below mean high water.⁶ In 2014, the legislature excluded certain areas on the north side of the Spit in and around the Homer Harbor from the KBCHA.⁷ This was done to accommodate the long-term docking of a jack-up rig at the Deep Water Dock, which it was believed otherwise would conflict with the regulations governing the KBCHA.⁸

Two regulations govern activities in the KBCHA. One regulation, 5 AAC 95.610, adopts by reference the goals and policies of the Kachemak Bay and Fox River Flats Critical Habitat Areas Management Plan (the "Plan"). Although the Plan provides that off-road use of motorized vehicles generally is not permitted in the KBCHA, the Plan states that it does not apply to City of Homer lands.⁹ Thus, the Plan's provisions regarding off-road use of motorized vehicles do not apply to beach areas in the City.

² Before Alaska statehood, the federal government owned all of the tide and submerged lands in Alaska. Upon Alaska's admission as a state, the Alaska Statehood Act transferred tide and submerged lands to the State of Alaska. *City of St. Paul*, 137 P.3d at 262 n. 1. The state later transferred to the City the tide and submerged lands located within the City limits.

³ Upland parcels owned by the City are identified in the City's Land Allocation Plan.

⁴ *DeBoer v. United States*, 653 F.2d 1313, 1314-1315 (9th Cir. 1981).

⁵ *Honsinger v. State*, 642 P.2d 1352, 1354 (Alaska 1982).

⁶ AS 16.20.590(a).

⁷ Ch. 3 SLA 2014, enacting AS 16.20.590(b).

⁸ 5 AAC 95.420(a)(5) requires a special area permit for "natural resource or energy exploration, development, production or associated activities" in the KBCHA.

⁹ "The plan does not apply to federal or municipal lands within the critical habitat areas." Plan, p. 1. "Both state land and private land are included in the critical habitat areas but

The other regulation, 5 AAC 95.420, requires a special permit from the Commissioner of Fish and Game to engage in certain activities in the KBCHA. Among those restricted activities is "off-road use of wheeled or tracked equipment unless the commissioner has issued a general permit under 5 AAC 95.770."¹⁰ The restrictions in 5 AAC 95.420 are not subject to an exception for City of Homer lands, and therefore apply within the beach areas in the City that lie within the KBCHA. However, the Commissioner of Fish and Game has invoked the exception in 5 AAC 95.420(a)(7) by issuing a general permit under 5 AAC 95.770 that permits the off-road use in the KBCHA of vehicles of 10,000 pounds or less gross vehicle weight on unvegetated tidelands below mean high tide in motorized vehicle corridors that extend westward from Bidarki Creek and eastward from Miller's Landing, to provide "normal personal and recreational transit."¹¹

Comparing Proposed Ordinance 15-29 to the KBCHA Regulations. Proposed Ordinance 15-29 would permit motorized vehicle use in beach areas (i) on the southern side of the Spit from October 1 through March 31, and (ii) by owners of property immediately adjacent to a beach area as reasonably necessary to maintain the owner's property, in accordance with the terms of a permit issued for that purpose by the chief of police. There are three distinct parts to the relationship between the permission of motorized vehicle use under proposed Ordinance 15-29 and the state's regulation of motorized vehicle use in the KBCHA:

- To the extent that Ordinance 15-29 permits motorized vehicle use in beach areas above the mean high water line, it does not conflict with the state's regulation of motorized vehicle use in the KBCHA, as beach areas above the mean high water line lie outside the KBCHA.
- To the extent that proposed Ordinance 15-29 permits motorized vehicle use in beach areas below the mean water line, it does not conflict with the Plan as incorporated in 5 AAC 95.610, because the Plan does not apply to City of Homer lands.
- The permission of motorized vehicle use in beach areas below the mean water line in proposed Ordinance 15-29 does conflict with 5 AAC 95.420(a)(7), which prohibits such use except under the general permit for motorized vehicle use in the areas west of Bidarki Creek and east of Miller's Landing.

TFK/lcj

municipal (City of Homer and City of Seldovia tidelands) and federal lands are not under critical habitat area authority." Plan, p. A-1.

¹⁰ 5 AAC 95.420(a)(7).

¹¹ Special Area Permit 15-V-0005-GP-SA, issued December 16, 2014.

Amendments
made to Sections 1c2
upon codification 3/11/16
J. J. J.

**CITY OF HOMER
HOMER, ALASKA**

Lewis

ORDINANCE 16-05(S-2)(A-2)

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA,
AMENDING HOMER CITY CODE 1.16.040, DISPOSITION OF
SCHEDULED OFFENSES—FINE SCHEDULE, ENACTING HOMER
CITY CODE CHAPTER 7.16, VEHICLES IN BEACH AREAS, AND
REPEALING HOMER CITY CODE CHAPTER 19.16, VEHICLES ON
HOMER SPIT BEACH, TO RESTRICT THE OPERATION, STOPPING
AND PARKING OF MOTOR VEHICLES IN BEACH AREAS.

THE CITY OF HOMER ORDAINS:

Section 1. Subsection (c) of Homer City Code 1.16.040, Disposition of scheduled
offenses—fine schedule, is amended by adding new lines to read as follows:

Code Section	Description of Offense	Fine		
		1st offense	2nd offense	3rd & subsequent offenses
7.16.020	Motor vehicle in beach area	\$25	\$250	\$500
7.04.030 7.16.030	Motor vehicle on storm berm	\$25	\$250	\$500

Section 2. Homer City Code Chapter 7.16, Vehicles in Beach Areas, is enacted to read
as follows:

7.16.010 Definitions.

In this chapter:

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

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

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

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

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

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

42
43 7.16.020 Operating, stopping or parking of motor vehicles in beach areas prohibited;
44 Exceptions.

45 a. Except as provided in subsections b through d of this section, no person may
46 operate, stop or park a motor vehicle within or upon any beach area.

47 b. A person may operate, stop or park a motor vehicle within and upon the beach area
48 east of a line extending south from the southern end of a line extending south from the
49 southern end of the vacated easement formally known as Shirlene Circle, and within and
50 upon the beach area west of Bishops Beach Park Access.

51 c. A person may operate, stop or park a motor vehicle within and upon the beach area
52 between the south end of Mariner Park beach to the east end of the seawall from October 31
53 through March 1 solely for the purpose of gathering sand and coal.

54 d. An owner of property immediately adjacent to a beach area may operate, stop and
55 park a motor vehicle within or upon a beach area as is reasonably necessary to maintain the
56 owner's property, in accordance with the terms of a permit issued for that purpose by the
57 chief of police.

58 e. Nothing in this section permits a person to operate, stop or park a motor vehicle
59 within or upon privately owned property in a beach area without the permission of the
60 property owner.

61
62 7.16.030 Operating, stopping or parking of motor vehicles on storm berms prohibited.
63 No person may operate, stop or park a motor vehicle upon a storm berm.

64
65 7.16.040 Impoundment authorized.

66 A vehicle that is stopped or parked in violation of this chapter may be impounded as
67 provided in HCC Chapter ~~7.08~~ 7.10

68
69 Section 3. Homer City Code Chapter 19.16, Vehicles on Homer Spit Beach, is repealed.

70
71 Section 4. This Ordinance is of a permanent and general character and shall be
72 included in the City Code.

73
74 ENACTED BY THE CITY COUNCIL OF THE CITY OF HOMER, ALASKA, this 22 day of
75 February 2016.

CITY OF HOMER

Mary E. Wythe
MARY E. WYTHE, MAYOR

ATTEST:

Melissa Jacobsen
MELISSA JACOBSEN, CMC, ACTING CITY CLERK



AYES: 6
NOES: 0
ABSTAIN: 0
ABSENT: 0

First Reading: 01/25/16
Public Reading: 02/08/16
Second Reading: 02/22/16
Effective Date: 02/23/16

Reviewed and approved as to form:

Mary K. Koester
Mary K. Koester, City Manager

Thomas F. Klinkner
Thomas F. Klinkner, City Attorney

Date: 2.24.16

Date: 2-26-16



City of Homer

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citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum 20-109

TO: Mayor Castner and Homer City Council
FROM: Rick Abboud, Interim City Manager
DATE: July 17, 2020
SUBJECT: Backup Information Concerning the City's Beach Policy

PARCAC reviews the City of Homer's Beach Policy every two years as part of their Commission activities. The next scheduled review of the document is November 2020. Should Council wish to revisit vehicular use on Homer beaches either sooner than what is scheduled or with a new management approach, a resolution of the City Council providing direction to PARCAC would be appropriate. Under *HCC 2.60.040 Duties and responsibilities of the Commission*, the Commission acts in an advisory capacity on matters involving public beaches. The City's Beach Policy currently in effect can be found online here: https://www.cityofhomer-ak.gov/sites/default/files/fileattachments/city_clerk039s_office/page/6550/beach_policy_042516.pdf. This policy was developed in consultation with PARCAC; an abbreviated history of how this policy came to be is provided below.

History:

In June 2001, the Beach Policy Task Force made final recommendations to the City. These recommendations included limitations on where vehicles could travel on Homer's beaches, recognition of the importance of beach and storm berms, and new rules about driftwood harvesting. At the time, these were very large changes for public beach use and behavior. The recommendations were formatted into a Beach Policy document adopted by Council under Resolution 2001-44(A). Other actions included amending Homer City Code Title 7 regarding vehicles on beach areas, definitions, and the harvest of driftwood.

The 2001 policy was then reviewed in 2005 by PARCAC. From 2014 to 2016 under Council's direction, PARCAC again reviewed and made revisions to the beach policy in a yearlong public process. There was general public consensus that coal gathering was important, so Mariner Park Beach is open in the winter (only) for coal gathering.



Red = No vehicles
Yellow = Vehicles only under the terms of HCC 7.16,
Seasonal coal gathering



There was also consensus that if the eastern portion of Bishops' Beach were to be closed, then the western portion should be open both for coal gathering and to provide the ability to drive to Anchor Point or out the beach (as people have done here since the mining and homestead era). A gate was installed to block cars from traveling east to Beluga Slough.

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

For the Kachemak Drive Area, it is still legal to drive on the beach, but there are no public access points. The state placed a gate at the top of the airport, and a key is available for land owners by request. Using the state access point also entails trespass on private property. It is not often used.



Below is a selected history of the 2014-2016 process.

https://www.cityofhomer-ak.gov/sites/default/files/fileattachments/memo/4851/memo_15-102_beach_policy.pdf

https://www.cityofhomer-ak.gov/sites/default/files/fileattachments/memo/8904/memo_16-031_beach_policy_kbcha_legal_memo.pdf



CITY OF HOMER

BEACH POLICY &

MANAGEMENT PLAN

Adopted August 9, 2021

Resolution 21-053





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DEFINITIONS

- A. "Berm" means a natural, linear mound or series of mounds in a beach area composed of sand, gravel, or both, generally paralleling the water at or landward of the elevation of mean high water.
- B. "Storm berm" means a berm formed by the upper reach of storm wave surges or the highest tides. Storm berms generally include an accumulation of seaweed, driftwood, and other water-borne materials. A beach area may have more than one storm berm.
- C. "Submerged land" means land covered by tidal water from the elevation of mean low water seaward to the corporate boundary of the city.
- D. "Tideland" means land that is periodically covered by tidal water between the elevation of mean high water and mean low water.
- E. "Beach area" means all of the following, whether publicly or privately owned: submerged land, tideland, and the zone of sand, gravel and other unconsolidated materials that extends landward from the elevation of mean high water to the place where there is a marked change in material or physiographic form.
- F. "Motor vehicle" means a device in, upon, or by which a person or property may be transported or drawn upon or immediately over land, that is self-propelled except by human or animal power.
- G. "Personal watercraft" means a vessel which uses an inboard motor powering a water jet pump as its primary source of motive power. The vessels are designed to be operated by a person sitting, standing or kneeling.



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



INTRODUCTION, PURPOSE, & GOALS

Purpose and Intent

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

History

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

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

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



*Storm Berm in front of Bishop's
Beach Parking Lot
Photo provided by PARCAC
Member circa 2000*

Goals of this Policy

❖ Education

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

❖ Safety and Prevention

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

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

❖ Enforcement

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



Bishop's Beach has a 2-tier parking area that is delineated by driftwood, rocks, and grassy areas. Vehicle access to the west end (Area 7) is located at the northwest corner of the lower lot and a gate at the southeast end restricts access to the East-end of Ocean Drive Loop Seawall to Bishop's Beach Park (Area 6).



GENERAL POLICY & PLAN FOR ALL HOMER BEACHES

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

1. Improve and maintain beach access points.
 - a. Document the known public beach access points and tracks their current status, development, and other notes of interest.
 - b. An audit/review for updates of the beach access points and documentation shall be done every three years.
2. Provide signage at selected public access points.

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

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



Northwest end of Mariner Park

Signage clearly states City Code and vehicle restrictions, rocks adequately delineate the parking area, and the Alaska flag adds a positive touch.

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

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

1. Evening quiet hours shall be posted and enforced in applicable areas.
2. City driving laws in City beach parking areas and on west Bishop's Beach where driving is permitted shall be enforced.
3. Any observed violations of policies or laws shall be reported to the Homer Police Department.

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

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

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

1. Provide City Council with annual updates from local organizations and entities that support clean-up efforts on city beaches. Host on City Website.
2. On a biannual basis, take photographs of sensitive areas or places and keep a photo record of changes. Host on City website.

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

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

H. Find ways of supporting beach clean-up.

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

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

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




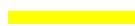

Gates and use of natural vegetation are used to delineate parking lots at parks and beaches at the south end of Mariner Park (top), Southeast end of Bishop's Beach (middle), and Louie's Lagoon parking lot (bottom)



POLICIES & PLANS FOR SPECIFIC AREAS

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

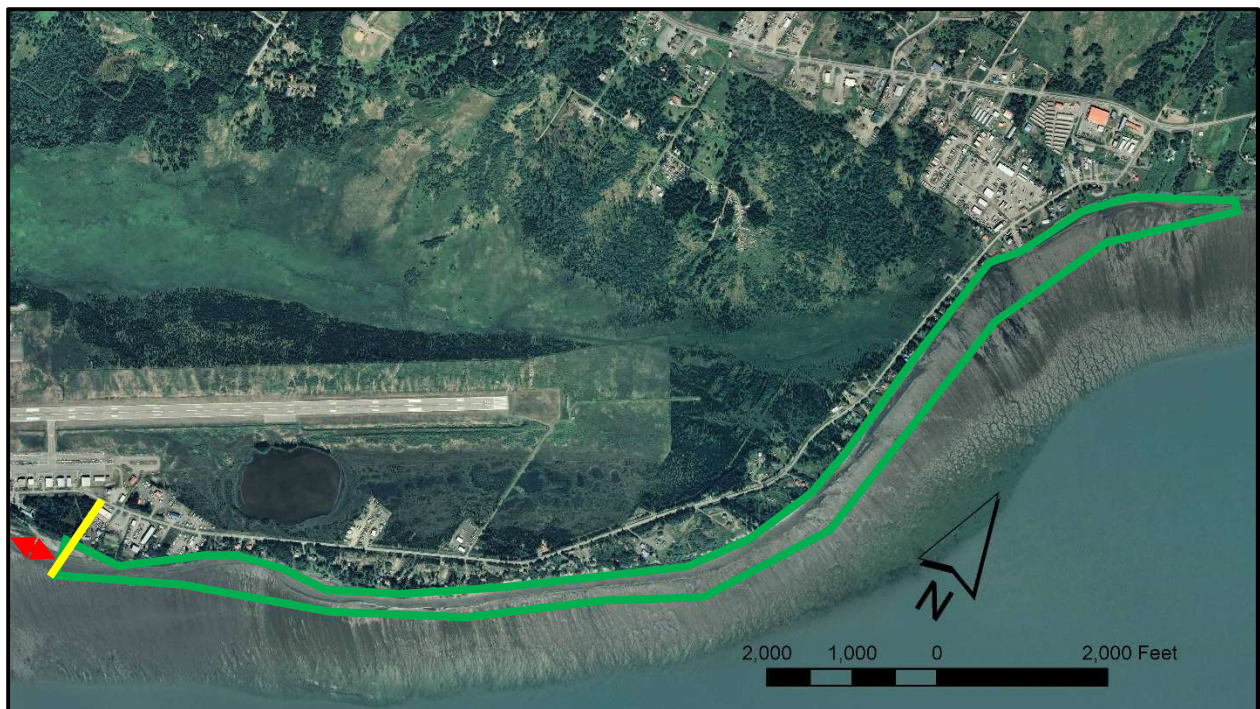
Color Key for Area Maps

	No Vehicles Allowed
	Boundary Lines Identified in HCC 7.16
	Vehicles Allowed per HCC 7.16.020 Exceptions

AREA 1

Miller's Landing to East of Airport Beach Access Road

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



AREA 2

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

- A. Vehicles are prohibited in this entire area, excluding designated access driveways and parking. Vehicle restriction is necessary to protect the fragile habitats of Mud Bay and Louie's Lagoon.
- B. Maintain signage identifying public pedestrian access points and vehicle parking areas.
- C. Ensure area and easements are zoned for conservation.
- D. Preserve subsistence fishing access through the northern portion of the English Bay property, which traditionally has included pedestrian and vehicle access.



AREA 3

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

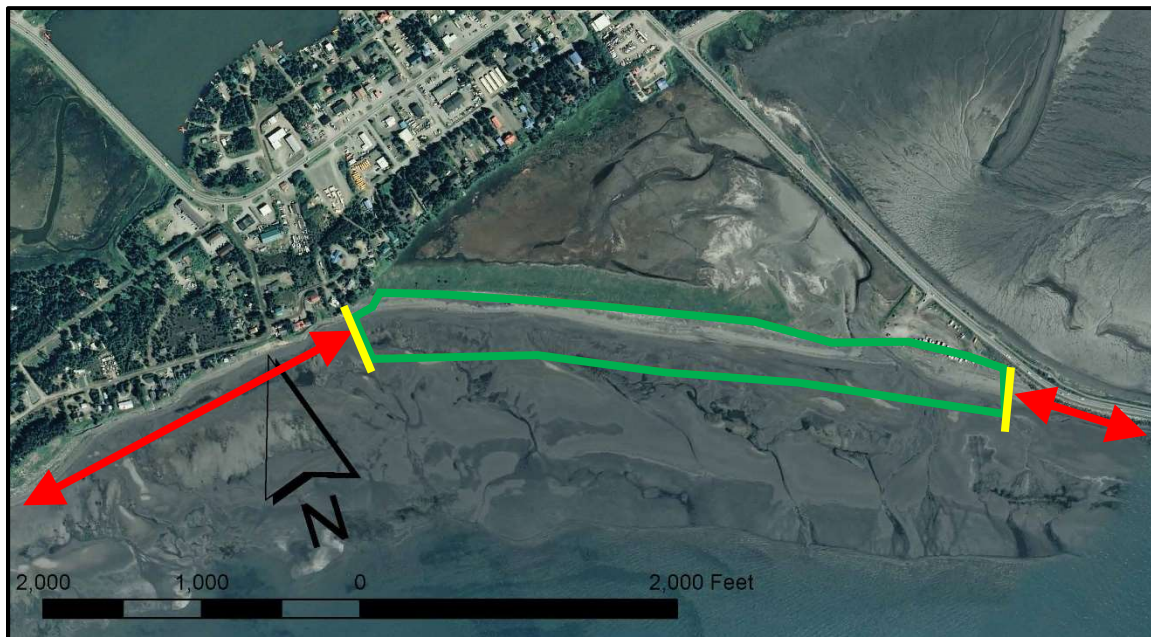
- A. Vehicles are prohibited in this entire area, excluding designated access driveways and parking.



AREA 4

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

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



AREA 5

Mariner Park Lagoon and Storm Berm

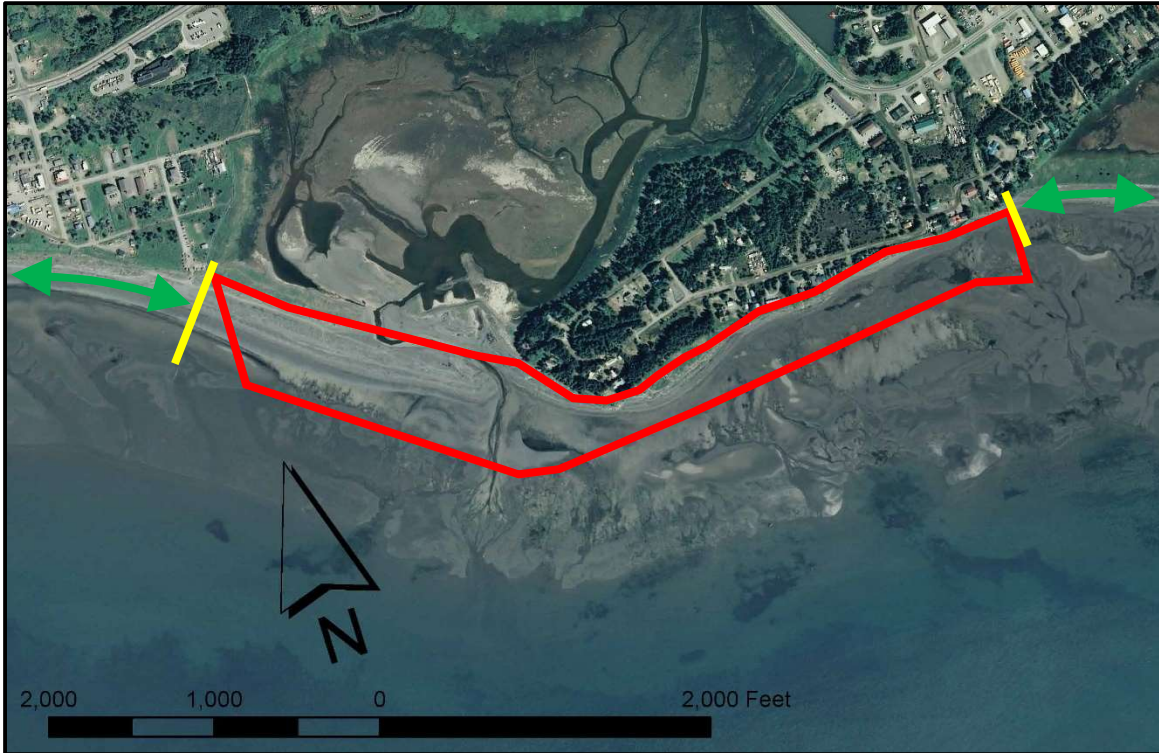
- A. Vehicles are prohibited in this entire area.
- B. Ensure there are line items in the City's budget to dredge Mariner Slough on a biennial year period.



AREA 6

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

- A. Vehicles are prohibited in this area.
- B. Maintain the gate and rocks at Bishop's Beach Park to physically block access to vehicles.
- C. Support U.S. Fish and Wildlife efforts to protect berm and promote rye grass/driftwood build-up.
- D. Support U.S. Fish and Wildlife's efforts to develop a plan to maintain the ecological integrity of their educational reserve, including possible conservation zoning.



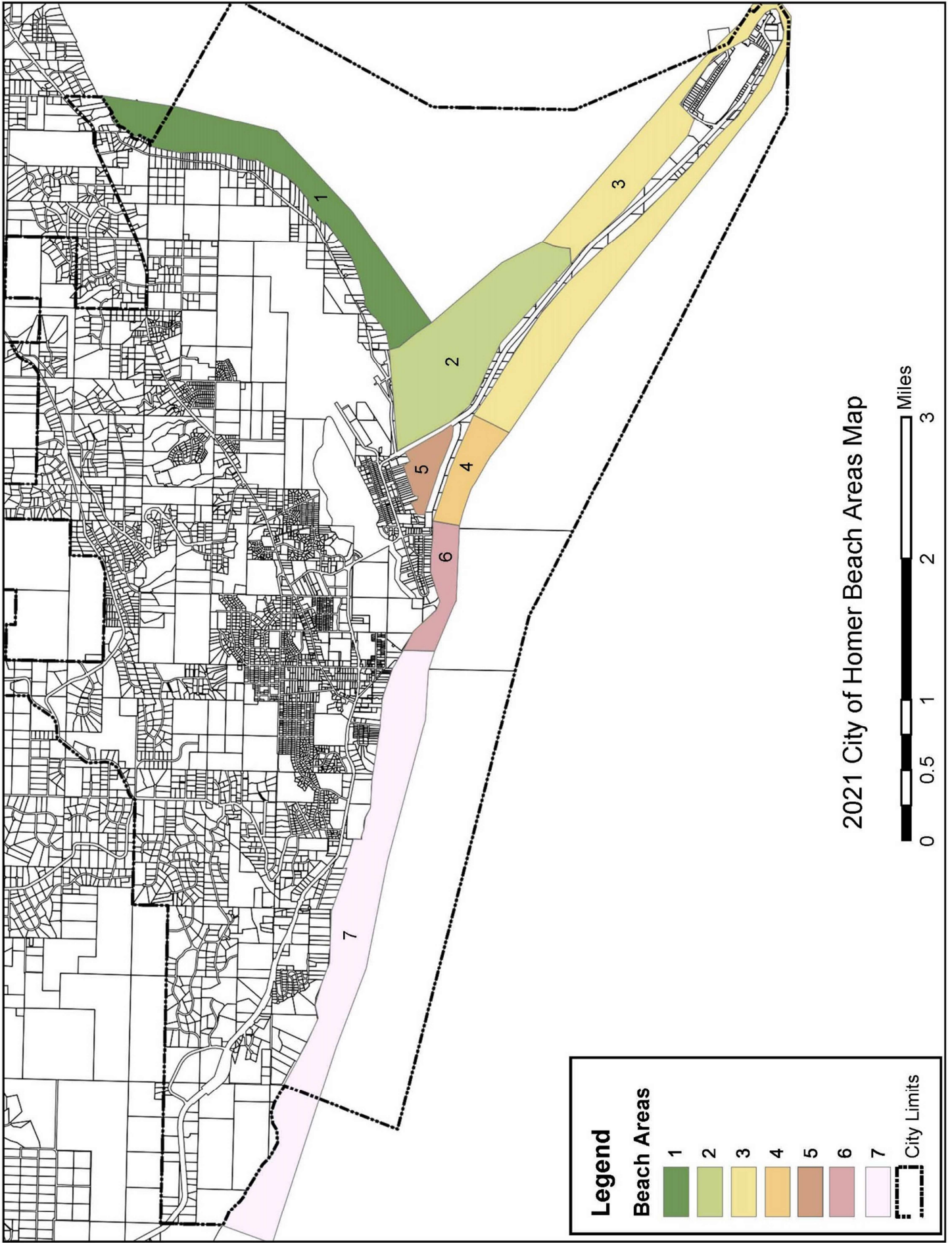
AREA 7

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

- A. This is a heavily used area and has the greatest potential for conflicts between user groups.
- B. Ensure there is adequate parking and signage at Bishop's Beach Park and in the area. Wayfinding signage may direct people to nearby public parking (e.g., Homer Chamber of Commerce, Islands and Ocean Visitor Center).
- C. Vehicles are allowed west from Bishop's Beach Park access and prohibited to the east. Posted signage shall warn drivers to proceed at their own risk.
- D. Improve erosion control and maintain beach access points.

- E. Work with property owners and interested volunteers to remove derelict vehicles from City beaches. Owner will be responsible for the costs and removal of vehicle(s).







AGENDA ITEM REPORT

Spit Haul Out Comments

Item Type: Action Memorandum
Prepared For: Parks, Art, Recreation and Culture Advisory Commission
Meeting Date: June 20, 2024
Staff Contact: Julie Engebretsen, Community Development Director
Mike Illg, Recreation Manager

Summary Statement: The Commission discussed the Pier 1 camping area/Large Vessel Haul Out at the April Meeting. Please review the draft memo to Council and make any changes. The memo from PARCAC to Council will be part of future presentation to Council with the Port and Harbor Advisory Commission has finished their work. Both Commission's views will be presented at the same time, likely at a work session or Committee of the Whole meeting.

Recommendation: Review, edit and approve the draft Memo to Council

Attachments

Packet materials from April meeting
April minutes Excerpt

Draft Memo content (will be on letterhead for Council):

PARCAC reviewed Resolution 24-24 at their April meeting. After discussion, the Commissions comments are as follows:

Questions:

- Is there tangible evidence that vessel haul out is actually worth the millions of dollars to invest, what is the return and how long?
- Consider the cultural and historic value uncertainty of the Pier One Theater (50 years!)....where do they go?
- Consider the proximity of the fishing hole and the Kachemak Bay water trail pavilion: does it make sense to have a vessel haul out working area (noise, sand blasting, etc) so close to these places and experiences?

43 Comments:

44

45 • It is important to have affordable campgrounds for locals and visitors as private campgrounds
46 on the Spit are expensive.

47

48 • Camping creates memorable experiences that attracts return customers. Recreation uses
49 create a quality of life experience vs. generating revenue for harbor enterprise fund. Quality of
50 Life vs economics. Its important to look beyond the economics.

51

52 • Campers are spending money in other ways: food, fuel, restaurants, sport fishing, etc. This is
53 sales tax revenue to the general fund that will supports overall city operations.

54

55 **Recommendation:** Strongly recommend keeping the land available for camping and passive
56 recreation. Moral obligation to ensure this is available and accessible. More than just camping happens
57 on the larger site: biking, kayaking, fishing, tide pooling, exploring. Recommend mixed land use similar
58 to what exists now.

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MEMORANDUM

Annual Review of the Land Allocation Plan: 3854 Homer Spit Road

Item Type: Informational Memorandum
Prepared For: Port & Harbor Advisory Commission
Parks, Art, Recreation & Culture Advisory Commission
Date: April 10, 2024
From: Roslyn Kriegh, Port Property Associate
Through: Julie Engebretsen, Community Development Director

The purpose of this memorandum is to present the relevant advisory commissions with financial information regarding the potential revenue impact on the Fishing Hole Campground if a portion of the lot located at 3854 Homer Spit Road (KPB parcel # 181-031-17), were no longer available as a campground.

Currently the Fishing Hole Campground and its overflow area contain 88 camp sites (visible in Diagram A*) that are available from April 1st through October 31st each year, a total of 214 days. These campsites cost \$30.00 per night and had at least one occupying camper for 149 days during the 2023 season.

To quantify the change in available camping spots if the overflow area were no longer available, we marked a line running northeast from the edge of the Pier One Theater building to the lot's rear border (see Diagram B). With these parameters in place, the Fishing Hole Campground would have 29 camp sites. These remaining sites are the most desirable due to their ocean views and, proximity to the Fishing Hole and the Kachemak Bay Water Trail Pavilion.

During the 2023 season, only 59 days had more than 29 sites in use, and only a single day, July 2nd, saw the campsite fill its maximum capacity of 88 spots. During 2023 the total income generated from the overflow spots was \$36,930.00.

In addition to this information, it is worth noting that this change would result in lower long-term operating and maintenance costs. Not only would there be fewer sites requiring upkeep, the City would also save on desired campsite improvements such as fire pits, picnic tables and pad upgrades.

PARC

April 10, 2024

Referencing several 2024 vendor quotes, the cost to upgrade the campground with fire pits and weatherproof plastic lumber picnic tables is approximately \$1,300 per site. Updating 29 campsites as opposed to the current 88 would result in a savings of \$75,000.

The marginal cost of staffing for this campsite are near zero so the personnel budget would not be meaningfully affected by this change.

*Please note, the ocean-side campsites on Diagram A do not align properly with their geographical positions. Spots marked #68 through #77 should be farther to the north, next to the notated Pavilion.

ATTACHMENTS:

Diagram A

Resolution 24-024



Diagram B:



RECOMMENDATION:
Informational Only.

**CITY OF HOMER
HOMER, ALASKA**

City Manager/
Economic Development Manager

RESOLUTION 24-024

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA
PROVIDING DIRECTION TO THE PORT AND HARBOR ADVISORY
COMMISSION AND PARKS, ART, RECREATION AND CULTURE
ADVISORY COMMISSION REGARDING THE ANNUAL REVIEW OF
THE LAND ALLOCATION PLAN.

WHEREAS, Chapter 18.08.020(c) requires the City to adopt a land allocation plan; and

WHEREAS, The property located at 3854 Homer Spit Road, Tract A-1 of the Fishin Hole
Sub KPB parcel ID 18103117 is used for several different activities during the year; and

WHEREAS, The Large Vessel Haul Out Task Force in 2014 recommended the
construction of a barge and large vessel haul out facility; and

WHEREAS, The project has been included in the Capital Improvement Plan since 2015,
and the City has subsequently conducted initial engineering and cost estimation; and

WHEREAS, The property is currently used seasonally for camping and theater
productions in the summer, and is leased on an annual basis for the remainder of the year for
as a large vessel haul out facility; and

WHEREAS, In December the Port and Harbor Advisory Commission has expressed
interest in development of some features of the Large Vessel Haul Out facility; and

WHEREAS, The Parks, Art, Recreation and Culture has expressed interest in retaining
camping in this location; and

WHEREAS, The Pier One Theater lease expires in September 2026; and

WHEREAS, The City will be reviewing the Land Allocation Plan in the coming months,
the Comprehensive Plan over the next year, and now is a good time to discuss how the City as
a land owner should plan for this property; and

WHEREAS, It behooves the City to have an open and transparent dialogue about the use
and future development of this property and to utilize the Commissions in their respective
roles.

NOW, THEREFORE, BE IT RESOLVED by the Homer City Council requests the Port and Harbor Advisory Commission to:

1. Review the revenue vs cost of a city run campground on this parcel.
2. Work with staff to determine the costs of the initial improvements.
3. Make a recommendation to the City Council on what part of the improvements the City should fund and those that a tenant would fund.
4. Make a recommendation to the City Council on lease terms that would attract long term private investment to develop the facility.
5. Respond to Council by the end of calendar year 2024.

BE IT FURTHER RESOLVED, the Homer City Council requests the Parks, Art, Recreation and Culture Commission:

1. Consider the future of this property as a City run campground, and consult with Port and Harbor staff with regard to revenue vs cost to operating the campground.
2. Engage with Pier One Theater about their long term facility plans.
3. Report back to Council by the end of 2024.

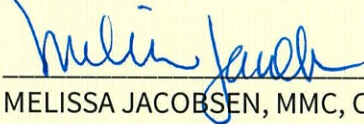
PASSED AND ADOPTED by the Homer City Council this 12TH day of February, 2024.

CITY OF HOMER



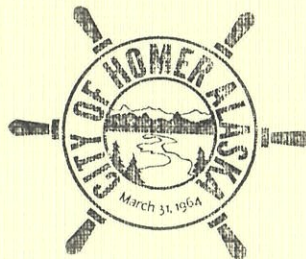
KEN CASTNER, MAYOR

ATTEST:



MELISSA JACOBSEN, MMC, CITY CLERK

Fiscal Note: N/A





MEMORANDUM

Resolution 24-024, A Resolution of the City Council of Homer, Alaska Providing Direction to the Port & Harbor Advisory Commission and Parks, Art, Recreation, and Culture Advisory Commission Regarding Annual Review of the Land Allocation Plan. City Manager/Economic Development Manager.

Item Type: Backup Memorandum
Prepared For: Mayor Castner and Homer City Council
Date: February 7, 2024
From: Julie Engebretsen, Economic Development Manager
Through: Rob Dumouchel, City Manager

Introduction

Each year the City reviews the Land Allocation Plan, with the goal of identifying property to offer for lease. Typically the plan goes to Commissions first, with recommendations provided to Council. The process can also be used to identify property considerations that merit further conversation, regardless of leasing status. This year, staff has identified that a property on the Spit is the subject of such a conversation and worthy of Council's attention early in the process.

The City property immediate down the Spit from the Fishin Hole currently is used for at least four activities: Pier One Theater, summer camping, seasonal parking, and barge/large vessel haul out in the off season. In the Capital Improvement Plan, this property is the site of a proposed Barge and Large Vessel Haul Out facility, and the Port and Harbor Advisory Commission has begun talking about how to make incremental improvements toward that goal. In the past, the Parks, Art Recreation and Culture Advisory Commission has been concerned with the loss of summer camping on the Spit. Staff recommends Council lead the conversation about the property by passing the resolution and providing direction to the Commissions on desired input. The process set out in the resolution provides the Commissions and community the time frame and opportunity to ask questions, become informed, and make recommendations to Council.

RECOMMENDATION:

Adopt Resolution 24-024

Attachments

CIP Project Page

Port and Harbor Commission Meeting Minutes excerpt from December 2023

Port and Harbor Commission Packet Excerpt, December 2023



Barge Mooring & Large Vessel Haul Out Repair Facility

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 elsewhere to perform annually required maintenance and repairs, which could otherwise be completed here in Homer. The new 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.



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

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.

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.)

Schedule: 2027

Priority Level: 3



City of Homer

www.cityofhomer-ak.gov

Port and Harbor

4311 Freight Dock Road
Homer, AK 99603

port@cityofhomer-ak.gov

(p) 907-235-3160

(f) 907-235-3152

Memorandum

To: Port and Harbor Commission
From: Ian Pitzman
Date: 11/28/2023
Subject: Advancement of Lighting, camera, and energy grid for the Large Vessel Haul Out Facility

I write this memo to place on the agenda a discussion topic considering bifurcating the Large Vessel Haul Out Facility (LVHOF) project already on the CIP, and to move ahead quickly with the more immediately necessary portions of the project, specifically available three phase power so the users can turn off the diesel generators currently in use, and lighting and cameras for safety and security.

In an effort to support the needs of a fleet of vessels too large for local travelift operators, the Port of Homer began to operate the Large Vessel haul out facility on the east side of the spit between the harbor and the fishing hole. This facility is a fairly level gravel pad adjacent to a gradually sloped beach. For the last 10 years or more, local vessels have hauled out on airbags for drydocking and have performed maintenance and repair in this area. Unfortunately, following the success of airbag hauls to meet the immediate needs of the fleet, momentum to develop the facility into a proper drydock area has stalled.

Homer has in its CIP a shovel ready, comprehensive project to further develop the facility. I fully support this project but I feel like its scope works against it in regards to competition for city resources. The purpose of this discussion is to look at separating the more urgently needed elements into a smaller project that has a better chance of moving ahead quickly. The three elements that I think should be prioritized are as follows:

- 1) Connect to the electrical grid with a series of 100 amp 3 phase shore power stub ups so vessels can plug in as they do in the harbor. Currently all work in the large vessel haul out facility is done with portable diesel generators by necessity. These



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(f) 907-235-3152

are noisy, expensive, and a waste of resources particularly considering that they are parked on a gravel pad that has available power running adjacent.

- 2) Install lighting. This is a human safety and security issue for the vessels and vendors in the haul out area.
- 3) Install cameras. This will be a small addition to electrical and lighting and will help a great deal with security and yard management.

As you all know, I operate boats that use this facility and also operate as a vendor (Fortune Sea Marine Services, llc) in this yard. These ideas came from a number of discussions with other vessel owners and local vendors. I thought it was time to bring this conversation to the port and harbor commission.

Attachments:

Construction Cost Estimate

Electrical Plans

Commented [AW1]: Bryan

Barge Mooring & Haul-Out

City of Homer

Prepared for Nelson Engineering by Estimations

Construction Cost Estimate

96% Design Submittal

June 26, 2020

Description	Estimated Cost	Estimate With Distributed General Requirements	Estimated Cost Plus Contingency & Escalation
Basic Bid			
01 - GENERAL REQUIREMENTS	\$382,965		\$59,908
101 - MOBILIZATION & DEMOBILIZATION	\$45,432	\$56,566	\$12,652
102 - CONSTRUCTION SURVEYING	\$9,595	\$11,946	\$19,779
103 - TRAFFIC MAINTENANCE	\$15,000	\$18,676	\$6,593
104A - STORM WATER POLLUTION PREVENTION PLAN	\$5,000	\$6,225	\$1,775
203 - REMOVAL OF OBSTRUCTIONS	\$1,346	\$1,676	\$9,803
304 - CONCRETE SLABS	\$7,434	\$9,256	\$26,131
602 - FURNISH & INSTALL WATER MAIN	\$19,817	\$24,674	\$2,873
603 - FURNISH & INSTALL GATE VALVE	\$2,179	\$2,713	\$8,446
604 - FURNISH & INSTALL FIRE HYDRANT ASSY	\$6,405	\$7,975	\$677,356
600 5A - FURNISH STRUCTURAL STEEL PILE	\$513,685	\$639,577	\$450,175
600 5B - DRIVE STRUCTURAL STEEL PILE	\$341,398	\$425,066	\$64,278
604 13 - CORROSION PROTECTION	\$48,746	\$60,692	\$720,764
260000 ELECTRICAL IMPROVEMENTS	\$546,604	\$680,563	
Total Estimated Cost - Basic Bid:	\$1,945,606	\$1,945,606	\$2,060,532 <<<<<<
Alternates			
A1 - ADD TWO ADDITIONAL PILE BENTS	\$289,600		\$306,706
Total Estimate Cost, Alternates:			\$306,706 <<<<<<
Total Estimated Cost, Base Plus Alternates:			\$2,367,238 <<<<<<

Estimating Contingency: 5.0%
Escalation For Inflation: 3 Mths @ 3.5% 0.9%

Barge Mooring & Haul-Out

City of Homer
Prepared for Nelson Engineering by Estimations

Construction Cost Estimate 96% Design Submittal June 26, 2020

Line No.	Description	Qty	UNITS	Material Costs		Labor Hours		Equip Cost	Total Cost	Total w/ OH & P
				Unit	Total	Units	Totals			
217										
218	260000 ELECTRICAL IMPROVEMENTS									
219										
220	26 05 09 Conductors									
221	Feeders & Subfeeds									
222	Service Feed: 1200 Amp: 4 Sets, 3" GRC, 4#350 KCMIL, 1#3/0	22	LF	\$180.00	\$3,960	0.820	18.0	\$1,632	\$5,592	\$6,990
223	MDS 1-6: 2 Sets 3" PVC, 3#500 KCMIL, 1#2	686	LF	\$80.00	\$54,880	0.514	352.6	\$31,965	\$86,845	\$108,556
224	Cathodic Protection Power Service: 3/4" Cond, 2#12, G	40	LF							
225	Trenching	640	LF	\$1.00	\$640	0.100	64.0	\$5,802	\$3,584	\$10,026
226										
227	26 05 26 Grounding									
228	Ground Bus 12x2x1/4	2	EA	\$35.00	\$70	0.250	0.5	\$45	\$115	\$144
229	1" PVC 1#2 Ground	50	LF	\$1.57	\$79	0.082	4.1	\$372	\$451	\$564
230	Ground Rod 3/4" x 10'	2	EA	\$65.00	\$130	1.000	2.0	\$181	\$311	\$389
231	Exothermic Connection	2	EA	\$8.00	\$16	0.250	0.5	\$45	\$61	\$76
232										
233	26 24 00 Switchboards & Panelboards									
234	MDS/MCB/Meter: 1,200A, 480Y/277V, 3P, 4W w/ NEMA 3R SS Enclosure, Pad Mounted	1	EA	\$82,700.00	\$82,700	36.000	36.0	\$3,264	\$86,464	\$108,080
235	Panelboard 150A 240/120V 1P w/ NEMA 3R SS Enclosure & Unistrut Rack	1	EA	\$3,500.00	\$3,500	16.000	16.0	\$1,450	\$4,950	\$6,188
236										
237	26 27 33 Power Distribution Units									
238	Marine Powerpoint Units	6	EA	\$29,800.00	\$178,800	12.000	72.0	\$6,527	\$185,327	\$231,659
239										
240	26 56 13 Exterior Lighting									
241	Luminaire On 30' Tall Pole, LED	3	EA	\$5,000.00	\$15,000	10.000	30.0	\$2,720	\$17,720	\$22,150
242	MDS-7: Wiring: 3/4" Cond, 3#10, G	650	LF	\$2.03	\$1,320	0.085	55.3	\$5,013	\$6,333	\$7,916
243										
244	32 39 13 Metal Bollards									
245	Bollard & Post Bases	56	EA	\$77.72	\$4,352	2.000	112.0	\$9,541	\$17,533	\$17,533
246	Bollards - 6" Pipe	54	EA	\$192.00	\$10,368	1.500	81.0	\$6,900	\$17,808	\$17,808
247	Polyethylene Cover	54	EA	\$75.00	\$4,050				\$4,050	\$4,050
248	Equipment Rack Post - 4" Galv. Pipe	2	EA	\$180.00	\$360	1.500	3.0	\$256	\$636	\$636

Barge Mooring & Haul-Out

City of Homer

Prepared for Nelson Engineering by Estimations

Construction Cost Estimate

96% Design Submittal

June 26, 2020

Line No.	Description	Qty	UNITS	Material Costs		Labor Hours		Labor		Equip		Total	
				Unit	Total	Units	Totals	Cost	Cost	Cost	Cost	Cost	Total Cost w/ OH & P
249													
250	Miscellaneous Site												
251	New Signage Allowance	1	LS	\$500.00	\$500	8.000	8.0	\$682	\$150			\$1,332	\$1,332
252													
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270													
271													
272													
273													
274													
275													
276													
277													
278													
279													
280													
281	Subtotal: 260000 ELECTRICAL IMPROVEMENTS												
282					\$360,725		855.0	\$76,395	\$8,434	\$445,554		\$546,604	
283													
284													
285													



NO.	REVISION	DATE

ENGINEERING
NIELSON

ANCHORAGE, AK 99501
(907) 276-7368
EPC, INC.

BARGE MOORING AND HAUL-OUT
CITY OF HOMER
ELECTRICAL LEGENDS AND ABBREVIATIONS

PROJECT NO. _____
DRAWN BY: _____
CHECKED BY: _____
DATE: JUNE 2020
SHEET: 1 OF 6

GENERAL NOTES

1. ALL ELECTRICAL WORK SHALL BE INSTALLED IN ACCORDANCE WITH ALL REQUIREMENTS AND CODES OF THE STATE OF ALASKA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE CONTRACTOR SHALL TAKE PRECEDENCE. ALL WORK SHALL BE PERFORMED UNDER THE SUPERVISION OF A JOURNEYMAN ELECTRICIAN EXHIBITING A CERTIFICATE OF FITNESS IN THE STATE OF ALASKA.
2. THE CONTRACTOR SHALL OBTAIN ALL REQUIRED CONSTRUCTION PERMITS AND PAY ALL ASSOCIATED FEES.
3. THE CONTRACTOR SHALL FIELD VERIFY ALL ASPECTS OF THE PROJECT.
4. MATERIALS AND EQUIPMENT SHALL BE AS SPECIFIED AND ACCEPTABLE TO THE AUTHORITY HAVING JURISDICTION AS SATISFACTION FOR THE USE INTENDED. ALL ELECTRICAL EQUIPMENT SHALL BE LISTED AND LABELED BY A NATIONALLY RECOGNIZED TESTING LABORATORY FOR THE PURPOSE FOR WHICH IT IS INSTALLED. WHENEVER POSSIBLE, SIMILAR ITEMS SHALL BE SUPPLIED BY THE SAME MANUFACTURER THROUGHOUT THE PROJECT.
5. DIMENSIONS OF EQUIPMENT ARE APPROXIMATE. INSTALLATION SHALL BE VERIFIED BASED ON ACTUAL MANUFACTURER'S DATA AND SHOP DRAWINGS.
6. ALL SITE WORK AND UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS. CONTRACTOR SHALL FIELD VERIFY ALL INSTALLATIONS PRIOR TO COMMENCEMENT OF WORK. COORDINATE ALL WORK WITH UTILITIES AS REQUIRED.
7. ALL CONDUCTORS SHALL BE COPPER. ALL CONDUCTORS IN UNLIMITED SPACES OR LOCATED IN UNLIMITED SPACES SHALL BE TYPE XHHW-2 UNLESS NOTED OTHERWISE. CONDUCTORS SHALL BE PER TABLE 310-15 (B)(16) OF THE NEC. USE THE 75-DEGREE C RATING FOR CIRCUITS TERMINATING ON DEVICES AND IN ENCLOSURES. DEBATE CONDUCTORS PER NEC REQUIREMENTS.
8. CONDUIT ROUTINGS ARE DIAGRAMMATIC AND SHALL BE FOLLOWED TO THE EXTENT POSSIBLE. NOT ALL CONDUIT ROUTINGS ARE SHOWN. CONTRACTOR IS RESPONSIBLE FOR DETERMINING ROUTING/PENETRATIONS AND RECEIVING APPROVAL OF ROUTING/PENETRATIONS FROM OWNER'S REPRESENTATIVE.

FIXTURE SCHEDULE			
TYPE	FIXTURE SYMBOL	LAMP SIZE	DESCRIPTION
S1		LED 244W	LED AREA FLOODLIGHT, POLE MOUNTED WITH ADJUSTABLE SLIP FITTER, 30 DEG. TILT, FULL WGR 360 DEG. THIRMA #3032 LED-PO-4000K-WFL-HVOLT-PV OR EQUAL

ABBREVIATIONS

A	ANALOG SIGNAL, AMPERE
AF	ABOVE FINISH FLOOR
AFG	ABOVE FINISH GRADE
BCU	BARE COPPER
C	CONDUIT
CP	CONTROL PANEL
CT	CURRENT TRANSFORMER
CU	COPPER
E	EMERGENCY
FLA	FULL LOAD AMPERES
G	GROUND CONDUCTOR
GCS	GROUNDING ELECTRODE SYSTEM
GR	GROUND FAULT INTERRUPTING
GRG	GALVANIZED ROD (STEEL) CONDUIT
GND	GROUND
HDPE	HIGH DENSITY POLYETHYLENE CONDUIT
HEA	HOMER ELECTRIC ASSOCIATION
HP	HORSEPOWER
KVA	KILO-VOLT-AMPERES
LTF	LIQUID TIGHT FLEXIBLE CONDUIT (METALLIC)
MLO	MAIN LUG ONLY
MTR	MOTOR
N.C.	NOT IN CONTRACT
NC	NORMALLY CLOSED
NO	NORMALLY OPEN, NUMBER
PH	PHASE
SS	STAINLESS STEEL
TYP	TYPICAL
UN	UNLESS OTHERWISE NOTED
V	VOLTS
W	WATTS
WP	WEATHERPROOF
XFMR	TRANSFORMER
XP	EXPLOSION PROOF (HAZARDOUS AREA)

ELECTRICAL LEGEND

SYMBOL	DESCRIPTION
	EXPOSED CONDUIT
	UNDERGROUND/CONCEALED CONDUIT
	UNDERGROUND ELECTRIC
	OVERHEAD ELECTRIC
	3/4\"/>
	CONDUIT RUN - CHANGE IN ELEVATION
	LIQUID-TIGHT FLEXIBLE METALLIC CONDUIT
	JUNCTION BOX OR FITTING
	RACEWAY
	PANELBOARD
	DISCONNECT SWITCH - FUSED
	DISCONNECT SWITCH
	GFI RECEPTACLE, DUPLEX NEMA 5-20R
	DUPLEX RECEPTACLE NEMA 5-20R
	DOUBLE DUPLEX RECEPTACLE NEMA 5-20R
	SPECIAL RECEPTACLE, CONFIGURATION AS NOTED
	SINGLE POLE SWITCH
	THREE-WAY SWITCH
OTHER SYMBOLS ARE AS DEFINED BY NOTE.	

CIRCUIT AND DEVICE LEGEND

MDS-1	GROUP OR EQUIPMENT IDENTIFICATION.
"JUS"	DENOTES PANEL NAME
"1"	DENOTES CIRCUIT NUMBER
51a	LIGHTING FIXTURE TYPE. SEE FIXTURE SCHEDULE
"S"	DENOTES SWITCH LEG AS INDICATED.



NO.	REVISION	DATE



NELSON
ENGINEERING
2101 W. UNIVERSITY BLVD
SUITE 100
FORT LAUDERDALE, FL 33311
(954) 278-7888
FAX (954) 278-7889
E-MAIL: info@nelsoneng.com



EDC, INC.
2101 W. UNIVERSITY BLVD
SUITE 100
FORT LAUDERDALE, FL 33311
(954) 278-7888
FAX (954) 278-7889
E-MAIL: info@nelsoneng.com

BARGE MOORING AND HAUL-OUT
CITY OF HOMER
ELECTRICAL SITE PLAN

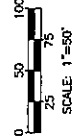
PROJECT NO.	
DRAWN BY:	
CHECKED BY:	JP
DATE:	JUNE 2020
SCALE:	NOTED
HORIZ. SCALE:	NOTED
VERT. SCALE:	NOTED
SHEET:	E2
OF:	6

SHEET NOTES

1. CATHODIC PROTECTION CABLEING TO MOORING PILES. PROVIDE CIRCUIT INSTALLATION IN ACCORDANCE WITH CATHODIC PROTECTION CONTRACTOR SHOP DRAWINGS AND SPECIFICATIONS FOR INSTALLATION DETAILS.
2. NEW 480V, 3Ø PAD MOUNTED SERVICE EQUIPMENT AND MAIN DISTRIBUTION SWITCHBOARD "MDS". SEE SHEET E3 FOR EQUIPMENT DETAILS AND REQUIREMENTS.
3. PAD MOUNTED VESSEL EQUIPMENT. SEE SHEET E4 FOR EQUIPMENT DETAILS AND REQUIREMENTS.
4. NEW 240/208V, 1Ø SERVICE EQUIPMENT RACK (FOR CATHODIC PROTECTION SYSTEM). SEE SHEET E5 FOR EQUIPMENT DETAILS AND REQUIREMENTS.
5. UTILITY SERVICE PRIMARY CABLEING (BY HEA). COORDINATE INSTALLATION AND SERVICE CONNECTION WITH HOMER ELECTRIC ASSOCIATION (HEA).
6. SITE LIGHTING FIXTURE/POLE, TYP. SEE SHEET E1 AND E6 FOR DETAILS.

TAG	DESCRIPTION
1	UTILITY SERVICE FEEDER CONDUITS. PROVIDE IN ACCORDANCE WITH HEA REQUIREMENTS. COORDINATE ALL WORK WITH HEA.
2	SEE POWER ONE-LINE ON SHEET E3 FOR CIRCUIT DETAILS.
3	3/4" TC, (2) 1/2" AWG, (1) 1/2" EGC

CIRCUIT SCHEDULE



1 ELECTRICAL SITE PLAN - NEW WORK
E2
SCALE: 1"=30'-0"

A. Mid Biennial Budget Amendments

Memorandum PARC-24-027 from Recreation Manager as backup

Recreation Manager Illg explained that he communicated with Parks Maintenance Coordinator Felice who didn't have any mid-biennium amendments to propose, and reviewed his request to have the part time position go full time. There is funding in the Community Recreation budget to cover all but approximately \$12,000 of the cost. He shared the improvements that have happened since bringing on a part-time permanent employee and benefits of shifting the position to full time.

Commissioner Keiser asked where the money would come to make up the short-fall. Mr. Illg explained it will come from the general fund fund balance. Ms. Keiser shared her opposition to the proposal based on the funding shortfall.

Other Commissioners commented in support of making the request and shared benefits they've seen with the part-time position in place.

ARCHIBALD/ROEDL THAT PARCAC SUPPORTS THE REQUEST TO ADJUST THE CURRENT HALF-TIME 0.5 PTE TO A FULL TIME ONE FTE FOR FY2025.

VOTE: YES: ARCHIBALD, LEWIS, ROEDL, KEISER, HARRALD

Motion carried.

B. Scheduling the Spring Park Beach or Park Walk Through

The Commission discussed scheduling and locations. They agree to conduct their park walk through on May 23, 2024 at 5:30 p.m. and visit Karen Hornaday Park.

C. Fishing Hole Campground

Memorandum PARC-24-028 from Port Property Associate as backup.

Community Development Director Engebretsen provided a brief history of the uses on the spit related to camping and vessel haul out in the area around Pier One Theater. Council adopted Resolution 24-024 requesting input from PARCAC and the Port and Harbor Advisory Commission (PHAC).

They reviewed the tasks outlined in the resolution for the PARCAC and PHAC and the demands for use of the area as a year-round haul-out facility along with the need for affordable camping on the spit.

Commissioner Archibald commented that there aren't any guarantees that a haul out would happen in the near or mid-term based on costs to upgrade the area and questions of sustainability for a large

operation. There is revenue stream for camping and why would we give that up until we see tangible evidence there will be an improvement there.

Commissioner Harrald expressed her frustration on the matter. They were just talking about quality of life issues and developing their SWOT, and this is making decisions based on economics of a business to make money. Since she's been on the Commission campsites have been absorbed for a lot of different reasons. She understands the winter use as industrial. She and many others recreate out there a lot and it's hard to imagine where people can do those things in the summer. There's something beyond economics that comes into play with this decision.

The question was posed, there are other camping options; how important is it that the City provide a large amount of camping spaces as a landowner. There were responses that the private campgrounds are more expensive, city campgrounds don't provide facilities for RV's and offer more affordable camping opportunities for visitors. People who are camping are spending money in town and the city receives sales tax.

Commissioner Archibald noted the Kachemak Bay Water Trail put a lot of effort into the pavilion out there that enhances the experience out there. Sandblasting isn't conducive to the enjoyment of that area when people are picnicking and camping.

Commissioner Keiser agreed with others that there is an obligation for the City to provide camping and recreational opportunities for our residents and visitors. The information from Pier One indicates they'll be there for three more years, and may be able to extend five more years. Pier One doesn't want to be there, but they don't have many options. We need to help them find a more appropriate place because if they weren't there, it would open up a huge camping area.

Commissioner Roedl appreciates both sides. He remembers tent camping with his family because it's what they could afford. He also understands the need for the haul-out and that it will bring some jobs to Homer. Having to bring generators into to work on their boats in the winter is challenging so he agrees with bringing in some infrastructure to help support hauling out in the winter.

There was no action required tonight. A memo summarizing their discussion will come to their next meeting for review.

INFORMATIONAL MATERIALS

- A. Creating Community Gardens for People of All Ages
- B. PARCAC Annual Calendar 2024
- C. City Manager's Report for City Council April 8, 2024
- D. City of Homer Newsletter for April 2024

Chair Lewis agreed to report to Council.

Commissioner Keiser asked about updating the Commission calendar with other items the Commission should work on. She was encourage to connect with Recreation Manager Illg and Chair Lewis about adding items to the agenda.

COMMENTS OF THE AUDIENCE (3 minute time limit)

Scott Adams, city resident, commented in support of seasonal use between the campground and the haul-out. He suggested a senior and family rate in the fee schedule, and feels the HERC can be refurbished and continued to be used for recreation. He also requested a survey of B Street and consideration of building a viewing platform, its public land and they should use it.

COMMENTS OF THE MAYOR/COUNCILMEMBER (If Present)

COMMENTS OF THE CITY STAFF

Recreation Manager Illg introduced Lucas Parsley in the audience who applied for the open Commission seat.

COMMENTS OF THE COMMISSION

Commissioner Archibald and Chair Lewis had no comments.

Commissioner Harrald shared appreciation for the audience tonight, that's what this is for.

Commissioner Keiser thanked staff for being there and thanked Mr. Parsley for coming and considering serving on the Commission, and Mr. Adams for his comments.

Commissioner Roedl also thanked the audience for being there and the group for a good meeting.

ADJOURNMENT

There being no further business to come before the Commission Chair Lewis adjourned the meeting at 8:04 p.m. The next Regular Meeting is **Thursday, May 16, 2024 at 5:30 p.m.** A worksession is scheduled for 4:30 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.

Melissa Jacobsen, Interim City Manager

Approved:_____



MEMORANDUM

Art Donation Application – Proposed Mural for the Boat House Pavilion on the Homer Spit

Item Type: Recommendation
Prepared For: Parks, Art Recreation and Culture Advisory Commission
Date: June 14, 2024
From: Renee Krause, MMC, Acting City Clerk

Summary

This item is being brought before the Commission as a Training opportunity. Review the Mural Application and review the included policies related to murals. This application has been held waiting for the required information since May.

The Applicant was to provide the outstanding requirements. Due to the length of time and the number of new Commissioners I wanted to use the occasion to provide an opportunity on how the Art Policies and Guidelines are implemented.

Contact will be made with the applicant to remind them that we require the sketch and portfolio of the artist for the application packet and then it will be forwarded to the Community Development Department – Planning Division for review before bringing it back before the Commission.

The attached application was received regarding a proposed art donation of a mural to be installed on the North Facing Wall of the Boathouse Pavilion. This is proposed as a community project lead by a visiting artist from Chicago. The artist's information is included for your information.

The Mural Policy Guidelines and Procedures start on Page 7, line 257 of the adopted policies.

In accordance with the policies:

- No proposed artwork has been submitted by the applicant or artist.
- The applicant or artist did not submit the required portfolio of work that is reflective of the proposed mural.

Recommendation

Review only, no action required at this time.



CITY OF HOMER GIFT OR DONATION PROPOSAL APPLICATION

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

DATE May 2, 2024

CONTACT PERSON Sally Oberstein TITLE Director

ORGANIZATION IF APPLICABLE Alaska World Arts

ADDRESS 556 Hidden Way CITY Homer STATE AK ZIP 99603

PHONE (907) 235-2228 FAX _____ CELL (907) 299-8288

EMAIL sally@alaskaworldarts.org

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

It is the mission of Alaska World Arts to cultivate global connections through the arts. We are proposing a community project where artist, Kathleen Dose-Koehl (who painted the mural on the west side of the Alaska Wildberry Building in a similar project) leads Homer participants in painting a mural on the north side of the city's Boathouse Pavilion on the Homer Spit. This type of public art not only helps to enhance the diversity of our city's Municipal Art Collection, but demonstrates to visitors from around the world why Homer has a reputation of being Alaska's art destination. (

PROPOSED ARTWORK

TITLE OF ARTWORK Community Mural Project

ARTIST(S) NAME Chicago artist Kathleen Dose-Koehl and the community of Homer, Alaska

YEAR COMPLETED 2024 DIMENSIONS to appropriate scale on site (approximately 12 x 8)

MATERIALS USED TO CREATE ARTWORK _____

PHYSICAL DESCRIPTION OF THE DONATED ITEM

This 12 x 8 (approx.) community-created mural led by Chicago artist Kathleen Dose-Koehl will be painted directly onto the building.

NARRATIVE DESCRIPTION OF THE DONATED ITEM OR ARTWORK - TELL US THE STORY BEHIND THE PIECE OR SIGNIFICANCE FOR YOUR DESIRE TO DONATE THE ARTWORK OR ITEM TO THE CITY.

Art is a universal language, and sharing what we in Homer create, speaks to all who view it. The mural itself will represent our culture in Homer and our immediate environment.

IS THE PROPOSED PIECE ONE OF A KIND? YES IS THE PIECE PART OF A SERIES, LIMITED OR OTHERWISE? No
IF SO, AN EDITION OF HOW MANY? N/A IS THE PIECE COMPLETED? No IF NOT WHEN IS THE
EXPECTED COMPLETION DATE? Sept. 26, 2024

WHAT IS THE CURRENT CONDITION OF THE PIECE? It is currently being designed by the
artist and artist members on the Alaska World Arts board of directors, and will be completed by the artist and Alaska
World Arts Festival workshop participants as part of the 2024 Alaska World Arts Festival. during the 2024 festival.
September 13-26.

PROPOSED SITE OR LOCATION

DO YOU HAVE A LOCATION(S) IN MIND FOR THE PLACEMENT OF THE ARTWORK OR ITEM YOU ARE DONATING? IF SO
WHERE? _____

On the north side of the Boathouse Pavilion on the Homer Spit.

IS THIS A CITY OWNED PROPERTY, IF NOT WHO OWNS THE PROPERTY? _____
It is a city-owned property.

WHAT IS THE RATIONALE FOR SELECTING THIS/THESE LOCATION(S)? _____
This is a relatively new building, is seen by thousands of Homer visitors from around the world and is currently a blank
canvas, so to speak.

ARE YOU AWARE OF ANY PERMITS OR PERMISSIONS THAT MAY BE REQUIRED? _____
After speaking with Matt Steffy, we are aware that there are layers of approvals we need for this proposal.

TECHNICAL SPECIFICATIONS

DESCRIBE HOW THE ARTWORK IS CONSTRUCTED OR MADE. PLEASE INCLUDE ANY DOCUMENTATION AT THE END OF
THIS APPLICATION. _____

This proposed mural will be painted directly onto the building with primer and an acrylic paint. No other construction is
necessary.

HOW IS THE ARTWORK TO BE PROPERLY INSTALLED? _____
No installation is required.

DOES THE PIECE REQUIRE ELECTRICITY, PLUMBING OR OTHER UTILITY HOOKUPS? _____
No

WHO WILL BE INSTALLING THE ARTWORK? No installation will be necessary as the artwork will be developed directly on t

WHAT IS THE EXPECTED LIFETIME AND STAYING POWER OF THE MATERIALS USED IN CREATING THE PIECE? _____

The paint we use is reputed to last 20 years and could be touched up by local artists if so desired.

WHAT MAINTENANCE IS REQUIRED AND HOW OFTEN? _____

The mural would need the same dusting as the outside of any other city building.

PLEASE IDENTIFY ANY SPECIFIC MAINTENANCE PROCEDURES AND OR EQUIPMENT AND THE ASSOCIATED COSTS: _____

None

WHAT PRECAUTIONS HAVE BEEN TAKEN TO GUARD AGAINST VANDALISM IF ANY? _____

There is nothing that can be stolen from the mural. It runs the same risk of being defaced as any other mural in Homer, none of which have been defaced (to my knowledge).

WHAT STEPS HAVE BEEN TAKEN TO ASSURE THIS PIECE WILL NOT PRESENT A SAFETY HAZARD? _____

Murals do not present a safety hazard.

BUDGET

PROJECT MANAGEMENT FEES	\$ ⁰ _____	INSURANCE	\$ ⁰ _____
ARTIST'S FEES	\$ ⁰ _____	UTILITY HOOKUP	\$ ⁰ _____
PURCHASE PRICE	\$ ⁰ _____	DELIVERY	\$ ⁰ _____
PERMITS	\$ ⁰ _____	INSTALLATION	\$ ⁰ _____
STRUCTURAL ENGINEERING	\$ ⁰ _____	SIGNAGE	\$ ⁰ _____
SITE PREPARATION	\$ ⁰ _____	RECOGNITION	\$ ⁰ _____
OTHER COSTS NOT LISTED	\$ ⁰ _____	DESCRIPTION	No cost to the City

DATE PIECE WAS LAST APPRAISED?^{N/A}_____

WHAT IS THE VALUE OF THE PIECE OR ESTIMATED MARKET VALUE IF NO APPRAISAL WAS DONE? _____

\$7400.00 (based on the artist s past works)

TIMELINE

WHAT IS THE TIMELINE FOR THE COMPLETION OR INSTALLATION OF THE PIECE? IDENTIFY THE DIFFERENT STAGES AND

DATE GOALS TO PREPARE THE PIECE FOR DONATION _____

The design is included in this application. The painting will be completed during the 2024 Alaska World Arts Festival, overseen by the artist with the help of Homer community members, September 13-26.

RESTRICTIONS

ARE THERE ANY KNOWN COVENANTS, REQUIREMENTS OR RESTRICTIONS THAT COME WITH THE ITEM BEING DONATED?
No

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

To give Alaska World Arts permission to paint a mural representing Homer, on the north side of the Boathouse Pavilion on the Homer Spit.

COMMUNITY INVOLVEMENT

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

Suggestions were solicited from business owners, our mayor, our board of directors, and community members. We have a short list of other possible locations however the Boathouse Pavilion was selected as the best choice.

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

APPLICANT MUST SUBMIT THE FOLLOWING SUPPORTING DOCUMENTATION WITH THIS APPLICATION.

_____ **A 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 OR ITEM BEING DONATED**

_____ **SCALE DRAWING/MODEL OF THE PROPOSED ARTWORK OR ITEM TO BE DONATED**

_____ **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/ITEM 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.



Kathleen Dose Koehl

Artist and World Traveler

Kathleen Dose Koehl has a BFA in Illustration from Northern Illinois University. Her expertise includes faux wall painting, indoor and outdoor murals, decorative home paintings, main stage installations for churches, backdrops for children's programs, model train backgrounds, and portraits. Kathleen has ongoing contracts for murals with a list of Chicago hotels and has also presented painting and mural workshops at the Alaska World Arts Festival in Homer, Alaska and St. Charles Fine Arts Festival (Chicago).



MEMORANDUM

Commission Pre-review and Recommendation of Projects for the 2025-2030 Capital Improvement Plan

Item Type: Action Memorandum
Prepared For: Parks, Art, Recreation and Culture Advisory Commission
Meeting Date: June 20, 2024
Staff Contact: Mike Illg, Recreation Manager

I. 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 Legislators, and as needed our 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 representatives for capital funding assistance, as well as the Federal appropriations process, in which projects must meet nuanced eligibility criteria set out by the appropriations committees, and be selected to move forward in the process to possibly be selected for Federal funding.
 - 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.
- Projects being proposed for inclusion in the CIP are in a separate section. They require City Council approval to be added to the CIP. Some of the projects in the Proposed New Project Section are in extremely draft form. I am awaiting input from staff to complete the project descriptions.

The CIP is updated annually. I give a presentation on the CIP at your August 17, 2023 Regular meeting, and a review of the CIP/City Council Legislative Priority recommendations will be on your agenda as a new business item.

II. Requested Actions:

- **Review the 2023 Adopted CIP in your packet.** The draft CIP is a work in progress and will be presented to the Commission in August.
- **Discuss and provide input on specific changes or updates you would recommend for current or new projects to PARCAC staff.**



CITY OF HOMER



2024-2029 Capital Improvement Plan

491 E Pioneer Avenue, Homer AK 99603 www.cityofhomer-ak.gov



September 23, 2023

To The Honorable Mayor and Homer City Council:

I am pleased to present the City of Homer 2024 through 2029 Capital Improvement Plan. The CIP provides information on capital projects identified as priorities for the Homer community. Descriptions of City projects include cost and schedule information and a designation of Priority Level 1 (highest), 2 or 3. Projects to be undertaken by the State of Alaska and other non-City organizations are included in the CIP in separate sections. An overview of the financial assumptions can be found in the Appendix.

The projects included in the City of Homer's 2024-2029 CIP were compiled with input from the public, area-wide agencies, and City staff, as well as various advisory commissions serving the City of Homer.

The City updates the CIP annually to ensure the long-range capital improvement planning stays current, as well as to determine annual legislative priorities and assist with budget development. Your assistance in the effort is much appreciated.

Sincerely,

Rob Dumouchel
City Manager



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Funded Projects from the 2023-2028 Capital Improvement Plan

The City of Homer is pleased to report that the following projects have been completed:

Ben Walters Lane Sidewalk Facility

\$1.7M allcoted in the City of Homer FY24/25 Capital Budget for construction.

Other Orgnaizations: SPARC: Flooring Replacement

The following projects have been partially funded:

Homer Harbor Expansion

\$3M in local, State and Federal funding was secured to initiate the USACE General Investigation.

Fire Department Fleet Management

Partial completion with purchase of a Ladder Truck utilizing funds approved from FY23 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 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, however, 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 FY2025

**City of Homer FY2025 State & Federal Legislative Priorities
approved by
Homer City Council Resolution 23-093**

1. Homer Harbor Expansion
2. Multi-Use Community Center
3. Slope Stability & Erosion Mitigation Program
4. Homer Harbor Critical Float System Replacement:
Float Systems 4 & 1
5. Karen Hornaday Park Public Restroom Facility
6. A-Frame Water Transmission Line Replacement
7. Homer Spit Erosion Mitigation
8. New Public Works Facility



1. Homer Harbor Expansion

Project Description & Benefit: This project proposes to expand Homer Harbor by constructing a new harbor basin for large vessels to the north of Homer's existing Port and Harbor. The expanded harbor will correct navigational safety hazards posed by overcrowding in Homer's current small boat harbor, meet moorage demands of the marine transportation sector on which forty-seven non-road connected Alaskan communities, and regional industries, the Port of Alaska and internationally significant commercial fisheries depend. It's design could have the potential to advance national security interests and be a backup port for marine transportation and cargo handling which is critical for Alaska's resilience and recovery in the event a major disaster disables the Port of Alaska. Centrally located in the Gulf of Alaska, Homer's Port 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.

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 or three or more abreast constricting passage lanes, creating navigational hazards and overstressing the harbor float system.

- The new facility fills unmet moorage, maintenance and repair needs which currently send Alaska's marine industrial, cargo and commercial fishing fleet to ports in the Lower 48 due to their overall size, draft, and simply lack of moorage space. Data show that 63% of Alaska homeported vessels spent the months of August through December 2022 in non-Alaska ports in the lower 48. This comes with significant operating costs for Alaska's marine industrial fleet. Port expansion will capture economic activity that Alaska loses annually; it will also sustain and create good, living wage Alaskan jobs through the marine trades.
- The project could also meet the US Coast Guard's long-term mooring needs for Search & Rescue and Arctic Security missions, if the design alternative includes space for the USCG Aspen and/or fast cutters and other assets deployed to the Arctic.

Plans & Progress: In 2019, the City of Homer and USACE completed a preliminary feasibility study utilizing a Section 22 Planning Assistance to States grant. Positive results led the USACE to initiate work on a new 3-year General Investigation (GI) in March 2023. The GI has successfully reached the Alternatives and Measures Milestone in which the USACE study team worked with the community to identify five conceptual design options for further development, and initiated feasibility and environmental work. However, due to misunderstandings on the Federal level about the source of Federal continuation funding, only one fiscal year of Federal funding was secured for the study. The USACE is pursuing funding in the FY25 and FY26 Federal budgets to move the study forward. Meanwhile, to fully capture project costs, geophysical sampling and ship simulation will need to be completed during the project's feasibility stage, driving the \$3M study cost up to \$4.15M, and requiring additional matching funds from local sponsors.

GI Study Cost: \$4,154,093.00

	Federal Share	Local Share
	\$2,077,046.50	\$2,077,046.50
Funding Confirmed:	<u>\$ 349,999.00</u>	<u>\$1,500,000.00</u>
Additional Funds Needed	\$1,727,047.50	\$ 577,046.50

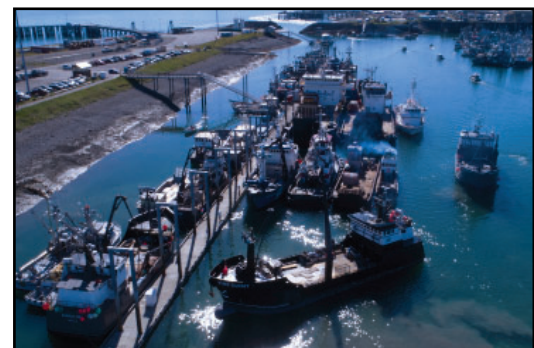
FY25 State of Alaska Request: \$ 288,523.00

City of Homer Match: \$ 288,524.00 (Committed)

FY25 Federal Request: \$ 800,000



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, shown below.





2. Multi-Use Community Recreation Center

Project Description & Benefit: This project secures land, designs and constructs a multi-use community center to meet Southern Kenai Peninsula community needs, while contributing to the overall economic development and quality of life of Homer's residents, businesses and visitors. 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 the need for indoor municipal recreational and community space, especially considering the ongoing challenges of operating in the local schools and the city's aging and defunct HERC facility. 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 instructional programs, safe walking/running, dedicated space for youth and possible emergency shelter as priority features.

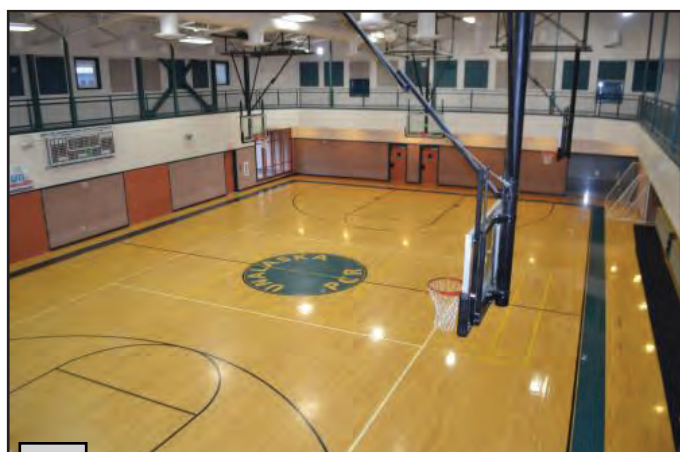
Plans & Progress: A recent 2023 hazmat report of the city owned HERC facilities/campus, which had been the preferred site, determined this location will not be possible in the near term due high cost of mitigation. While federal grants will be applied for to assist with assessment and mitigation, this process will likely take many years. The city is in the process of reviewing possible locations for a community center preferably centrally located.

In 2018, a City Council appointed Task Force completed several months of study and recommended building a new community facility, rather than trying to rehabilitate the HERC facility. The retrofits needed to bring the building into modern code compliance exceeds the cost of new construction. In September 2021, the City expended \$49,964 to update the recreation needs analysis, engage the public and produce concept designs and construction cost estimates for different options for a new multi-use center. This was a big step towards refining the scope of the project and moving it forward. Additional steps will include finalizing design, cost estimates and completing a feasibility study for ongoing operations and maintenance.

Total Project Cost:	\$16,050,000
FY24	
Land Purchase	\$ 700,000
Phase 1: Final Design & Feasibility Study	\$ 350,000
FY25	
Phase 2: Construction	\$15,000,000
FY25 State Request:	
Phase 1	\$ 350,000
FY25 Federal Request:	
Phase 2	\$15,000,000
City of Homer Match:	\$ 700,000



The City of Unalaska's Community Center is an example of a centrally located, widely used recreation facility by both residents and visitors.





3. Slope Stability & Erosion Mitigation Program

Project Description & Benefit: Instability of steep slopes and coastal bluffs present hazards to Homer’s natural and built environment. Their instability is due in large part to the movement of both surface water and ground water. 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. An increase of impervious surfaces due to commercial and residential development booms also contributes to coastal erosion. When stormwater quickly exits developed areas, discharge events down gradient result in extreme coastal erosion and loss of beach sediments critical for maintaining coastal stability.

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

After studying how these waters collectively affect steep slopes and coastline erosion, the City developed innovative mitigation plans for four projects. Together they form the City’s Green Infrastructure Slope Stability & Erosion Mitigation Program. They include (1) Kachemak Sponge Wetland Treatment System, a nature-based infrastructure project that protects private and public properties as well as state-owned Kachemak Drive by acquiring using natural wetlands to collect and treat storm water. The project mitigates flooding and coastal erosion as well as recharges valuable peatlands. (2) Baycrest Storm Drain Conveyance and Treatment System protects the state-owned Sterling Highway and downhill properties by mitigating flooding and coastal erosion. This project features a micro-hydro energy generating unit. (3) Beluga Lake and (4) Beluga Slough Wetland Treatment Systems also use natural wetlands to manage storm water, protecting two state-owned roads, Main Street and Sterling Highway. They also protect the water quality of Beluga Slough and Beluga Lake, important habitat for shorebirds. Together, these projects will protect and recharge valuable peatlands, protect water quality, conserve critical moose and waterfowl habitat and mitigate coastal erosion for the long term.



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

Plans & Progress: The Kachemak Sponge and Beluga Slough systems are Phase 1 and are underway. The City completed preliminary water quality, flow rate and peatland data collection. Design work and initial appraisals of peatlands to be acquired for the Kachemak Sponge project is complete. Federal IIJA funds from a FY23 NOAA grant will assist with peatlands acquisition. The City also secured a FY23-25 Alaska Clean Water Act grant for the Beluga Slough Storm Water Treatment System.

Project Cost (Kachemak Sponge Only):

Kachemak Drive Wetland Treatment System	\$2,877,180
City of Homer grant & match funds secured	\$1,769,510
FY2025 State Request:	\$ 886,136
City of Homer 20% Match:	\$ 221,534

Funding Secured	Prior to July '23	FY24/25
COH Data Collect	\$ 180,000	-
Kachemak Sponge		
NOAA IIJA grant	\$1,171,410	-
COH HART Road	-	\$418,000
Beluga Slough		
FY23-25 ACWA grant	\$ 11,866	\$ 141,441
COH HART Road	\$ 81,313	-
COH In-kind	\$ 25,896	-



4. Homer Harbor Critical Float System Replacement: Float Systems 4 & 1

Project Description & Benefit: System 4 is made up mostly of floats that were constructed in 1964 for the original Homer Harbor. In the 2002 Transfer of Responsibility Agreement (TORA) project, those original floats were moved to create System 4. Within two years, the System's 207 slips for vessels ranging in size from 24 feet to 60 feet in length and over 1,000 linear feet of transient moorage was filled to maximum capacity. System 4 provides dockage for the Seldovia Fast Ferry *Kachemak Explorer* for passenger and freight loading. System 4 has two accessible gangways on ramps 6 and 7 and is supported by a public restroom and public fish cleaning station located at the top of ramp 6.

The 1964 timber floats are 30 years beyond their engineered life expectancy and should be replaced before they are condemned and need to be decommissioned. Major maintenance (adding flotation to the end of main floats and replacing timber piles, decking, and stall floats) has allowed continued use of these floats. Despite these efforts, many conditions have combined to produce a critical loss of structural capacity. Bullrails, used for securing mooring lines, are cracked or deteriorated; older timber piles have areas of rot; flotation foam has disintegrated throughout these floats, reducing freeboard, which ultimately reduces load capacity and increases rates of corrosion. The lack of flotation and deteriorated structural members makes the entire main float lists to one side; snow has to be removed in the winter to prevent sinking. Lack of flotation also causes the stall floats to be unstable or bouncy when walking on them, resulting in a potential safety hazard. Parts of System 1 dates back to 1986. The lack of freeboard flotation, concrete and timber deterioration and broken structural elements at end floats and failures in some headwalk floats likewise puts these components of System 1 in critical to serious categories.

Plans & Progress: R&M Engineers provided a harbor-wide condition report and cost estimate for float replacement in 2023. It recommended replacing floats categorized as serious and critical and upgrading shore power, fire suppression and potable water. AAA float can be expanded towards the load and launch ramp to open up narrow fairways between the floats, giving vessels more room to safely navigate between the float systems. The City submitted a Federal grant application for FY23 Port Infrastructure Development Program funds to assist with design, engineering and construction. State matching funds help leverage federal dollars in support of Homer's regionally critical port infrastructure.

Total Project Cost:	\$59,289,547
Phase 1: Design, Engineering	\$ 2,205,000
Phase 2: Construction	\$ 57,084,547



System 4 floats to be replaced.



The Headwalk Float AAA is warped, suggesting a failure in the structural members below the deck and lack of flotation..



Low freeboard resulting in submerged pile collar.

Decking has rot and hardware connections protrude through it.

Contact Mayor Ken Castner or Rob D



5. Karen Hornaday Park Public Restroom Facility

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 92,000 user days each year. This includes Little League participants and spectators, plus general use park visitors and attendees of small gatherings and large events that reserved the park annually, such as reunions, the Scottish Highland Games festival and concerts.

The Karen Hornaday Park Master Plan, first approved in 2009, is outdated. Development of a new plan by the Park, Arts, Recreation and Culture Advisory Commission and adoption by City Council is underway. The plan will develop a site plan and designs for two high priority park needs to improve safety and provide accessibility: an entry road, parking area and accessible pathway to park amenities and public restrooms facilities. 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.

The highest need is an ADA accessible public restroom facility. The former restroom facility was demolished in 2020 due to safety concerns. The physical structure had deteriorated over the years. 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 for public sanitation.

Plans & Progress: Over the years, grant support and significant volunteer efforts have assisted the City in developing Homer’s premier public park. The first step of the current project is to create a new Park Master Plan, extend water/wastewater utility to the site selected for the public restroom and construct the restroom facility. The second phase will be road, parking lot and accessible trail construction.

Project Cost (Phase 1): \$1,080,000

Master Plan Update: \$ 50,000 (COH funds)

Water Sewer Utility Extension: \$ 530,000 (COH funds)

Restroom Construction: \$ 500,000

FY25 State Request: \$500,000

(City of Homer Match: \$580,000)

Funding Secured	FY24	FY25
Park Master Plan		
COH General CARMA	\$ 50,000	-
Public Restrooms		
COH HAWSP	\$ 10,000	\$150,000
COH GF Balance	\$ 20,000	\$350,000



Public restroom facilities and safe, accessible pedestrian access for the many park users is lacking in the park.





6. 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 the only line transmitting water to the west side of Homer. It serves 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. The expedient availability of machinery and spare parts for timely repair during a major disaster and the need to provide emergency drinking water are additional challenges/concerns.

Replacing the cast iron pipes with HPDE pipes protects this critical water utility infrastructure from seismic damage, and significantly mitigates 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 overall 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 obsolete cast iron pipe will be replaced with earthquake resilient High Density Polyethylene pipe.

The water main is critical infrastructure that assures 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: The City’s FY24-25 Capital Budget allocates \$90,000 to complete the design for the distribution line. The A-Frame Transmission Line Replacement is included on Alaska Drinking Water Fund’s FY24 Intended Use Plan. This project, combined with the design and installation of a 250,000-gallon water storage tank on the west side for drinking water resiliency (also on the FY24 Intended Use Plan) is under consideration for a FY24 Federal appropriation.

Total Project Cost: \$1,059,147

Design: \$167,000

Construction: \$892,147

Funding Secured	FY24
Design	
COH Water CARMA	\$ 90,000



Replacing the water transmission line is critical for the life, health and safety of residents who rely on the system for delivery of residential and commercial potable water.



7. Homer Spit Coastal Erosion Mitigation

Project Description and Benefit: The City of Homer requests that the Alaska Department of Transportation and Public Facilities (AK DOT&PF) 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. This project develops resiliency data and selects preferred design elements necessary to protect approximately 4.5 miles of State of AK Highway Route 1 (also part of the National Highway System and a critical evacuation route) 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 revetment projects. These areas are subject to periodic overtopping, damaging the asphalt on the roadway shoulder

Erosional damage on the Spit is undermining the State-owned Sterling Highway that connects the Kenai Peninsula mainland to organizations like the United States Coast Guard and Alaska Marine Highway. The road is also an essential tsunami evacuation route. If left unchecked, erosion will ultimately diminish the role the Homer Spit plays as a regional commerce center and transportation hub for Southcentral Alaska, including the commercial fishing industry and the marine trades. Erosion is actively undermining public recreational facilities and private commercial enterprises to the point that properties have been abandoned or condemned. 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 in Homer Small Boat harbor and during construction of Homer's new large vessel harbor will provide sufficient material to renourish the beach.

Funds will help develop resiliency data to inform a climate resiliency plan and evaluate an array of coastal erosion mitigation measures resulting in (1) a preferred design for erosion mitigation and a Benefit Cost analysis; (2) US Army Corps of Engineers' authorization to implement an economically viable beach renourishment management plan that has been formally adopted through a public process; and (3) agency agreements for an action plan to implement long-term solutions to the erosion challenges on the Homer Spit.



Total Project Cost: \$1,885,894

Example of recent active erosion on the Homer Spit.



8. 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 off site will soon need a new location. Additionally, Homer’s new Tsunami Inundation Map shows the potential risk of a 30’ high wave to move 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 sustainability.

Based on a 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 be compatible with adjacent land uses. The facility will be sized to provide for current and future administrative and customer support services; 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 2024-25 and begin construction in 2026. Availability of funding would adjust these time periods.

Total Project Cost: \$11,377,750

Schedule: 2024

2023: Property Acquisition \$ 600,000

2024-2025: Facility Design \$ 828,500

2026-27: Construction \$9,949,250

FY25 State/Federal Request: \$9,949,250

City of Homer Match: \$1,428,500



The City of Homer Public Works department’s equipment and fleet and personnel have outgrown the current facility, which is also located in a tsunami inundation zone.

Funding Secured	FY24	FY25
Property Acquisition		
COH Land Reserves	\$ 600,000	-



Mid-Range Projects

Part 2: Mid-Range Projects

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ADA Transition Projects

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City Hall Access Barrier Removal

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 Advisory Board and City Staff evaluated City Facilities to identify accessibility barriers. The results were compiled into the City’s Facilities 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 Advisory Board during the self-evaluation process, and together developed solutions and remedies that are included in the Transition Plan. City Council approved the Transition Plan in Resolution 19-024. In 2022, the City allocated funds to design a new City Hall Ramp to bring it into ADA compliance.

Total Project Cost: \$400,000

Schedule: 2024-2025

Priority Level: 1

Funding Secured	Prior to July ‘23	FY24/25
Design ADA City Hall Ramp		
COH Comm Assist Program	\$ 14,400	-



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

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

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

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

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

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

Total Project Cost: \$ 770,000

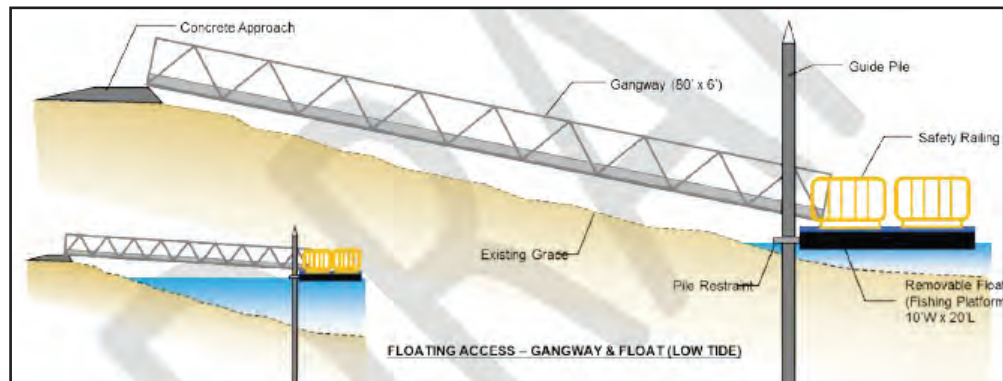
Concept Design \$ 18,813 Completed 2022;

Final Design \$70,000

Construction \$ 700,000

Schedule: Final Design 2024
Construction 2025

Priority Level: 1



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



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 Advisory Board 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:

2026: Facility Parking Lot Cross Slopes & Signage \$336,500

Priority Level: 1



While inaccessibility issues in these spaces has been remedied since this photo was taken, it provides an example of spaces needing to be paved and a path of travel to the sidewalk provided .



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 in the heart of Homer intended to serve preschool age children and their families. The park, the only park in Homer dedicated to serve preschool age children, has been undeveloped since its formation.

This project seeks to transform Bayview Park into an inviting, safe and accessible destination for young families to provide improved recreational opportunities for all in our community. Project scope includes:

- finalizing the park's site plan and specifications after gathering community input;
- pave Bayview Park parking area and delineate ADA parking and construct accessible park pathways;
- procure and install inclusive playground equipment and natural playground features; and
- install accessible rubber tile safety surfacing under the playground equipment and replace rickety white picket fence with a more durable, low-maintenance fence that provides a level of safety for young children playing near busy roads.

Plans & Progress: In 2022, the City installed an ADA accessible sidewalk to the park from Main Street as part of the new Main Street Sidewalk project. The sidewalk design replaced the existing open ditch on the east side of Bayview Park with a closed storm drain system to create a space where a parking lot and access into the park can be built. A donation by the Kachemak Bay Rotary Club will help procure new playground equipment. In 2023, the City worked with a landscape architect to develop a conceptual park plan and dedicated 2023 Healthy and Equitable Communities grant funds from the Alaska Department of Health and Social Services to assist with park improvements.



Bayview Park, dedicated to serve pre-school age children and their families is undeveloped. A more practical chain length fence will also be needed to keep young children out of roads and ditches.

Total Project Cost: \$190,000

Phase 1: Finalize park design and specifications, construct parking lot and paths, procure and install playground equipment with safety surfacing. \$139,330 (Funding complete 2023)

Phase 2: Install accessible rubber tile safety surfacing under playground equipment and replace perimeter fence. \$50,670

Schedule: 2023-2026

Priority Level: 1

Funding Secured	Prior to July '23	FY24
Design & install features		
KBay Rotary	\$ 12,000	-
HEC Round 2 Grant	\$ 74,916	-
Drainage/Parking		
COH HART Roads	-	\$ 32,000
Accessible Pathways		
COH HART Trails	-	\$ 20,314



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 pot holed, 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. Mariner Park Campground would also benefit from landscaping.

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.

Total Project Cost: \$95,000

Mariner Park Campground	\$50,000
Fishing Hole Campground	\$45,000

Schedule: 2025-2026

Priority Level: 2



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: 2027

Priority Level: 3



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



Jack Gist Park Improvements

Project Description & Benefit: Jack Gist Park was founded in 1998 on 12.4 acres of land donated to the City of Homer by a private landowner. Park development took place on top of a retired landfill that was capped. As originally envisioned by the Jack Gist Recreational Park Association, this parcel has been developed primarily for soft ball fields. It also features a disc golf course. Changes in usage patterns, deferred maintenance, and adjacent residential development have highlighted the need for various improvements within the Park. The need for these improvements and the impacts of deferred maintenance will only continue to grow as the residential density increases in the neighborhood around the park.

The park hosts numerous softball tournaments annually, and disc golfers. Improvements for the health and safety of park users includes a public restroom facility, irrigation for field turf maintenance and remediation of drainage issues that have led to poor quality athletic turf. Drainage improvements are also needed address persistent standing water in ditches and in low spots in the parking lots, bleacher areas and the ball field access. Development of drainage routes will encourage groundwater (which is expected to be amplified by residential development adjacent to the park) into existing drainage routes to the east and west of the park and through culvert crossings.

The park's two parking lots are small, uneven, poorly drained and poorly delineated. The plan is to grade and expand them in conjunction with the needed drainage work. The existing area between fields and property line allows for increasing available parking spaces, as well as provide ADA parking.

Plans & Progress: . Capital funds approved for FY23 and in the FY24-25 budget will extend water, sewer and electrical utilities to the park from the adjacent development. These will initially be stubbed off in a location central to the lower fields to provide irrigation for the fields during dry spells and assist in turf maintenance practices. Plans also include providing the necessary infrastructure for the eventual construction of public restrooms.



One of the softball fields at Jack Gist Park.

Project Cost: \$470,000

Utilities	\$ 42,500
Drainage:	\$ 25,000
Parking:	\$ 30,000
Site prep:	\$ 22,500

Phase 2: Restroom cost estimate: \$350,000

Schedule: 2023-2025

Priority Level: 1

Funding Secured	Prior to July '23	FY24
Utility Extension		
COH HAWSP	\$ 42,500	-
Drainage/Parking		
COH General Fund	-	\$ 55,000
Site Prep	-	
COH General Fund		\$ 22,500



Port and Harbor

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Barge Mooring & Large Vessel Haul Out Repair Facility

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 elsewhere to perform annually required maintenance and repairs, which could otherwise be completed here in Homer. The new 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.)

Schedule: 2027

Priority Level: 3



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 to prevent fish slurry that leaks onto the ground from entering a storm drain. 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: Preliminary project design and cost estimates are complete. The building replacement project will be awarded a Federal Aid in Sport Fish Restoration Act (Dingle-Johnson Act) grant, which will fund up to 75% of project costs. The project is also listed on the AK DEC Intended Use Plan for the Alaska Clean Water Fund.

Total Project Cost: \$374,978

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

Phase 2: Construction: \$289,978

Site Drainage: \$ 60,000

Schedule: 2024

Priority Level: 1



Corrosion is compromising the Fish Grinding building's structural integrity and degrading interior fixtures.

Funding Secured	Prior to July '23	FY24/25
Engineering/Design	\$ 25,000	-
ADF&G Dingell-Johnson	(pending)	



Harbor Ramp 8 Public Restroom

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

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

Total Project Cost: \$400,000

Schedule: 2027

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 Dredging

Project Description and Benefit: Due to sediment infiltration, Homer’s small boat harbor is in need of dredging to restore design depth. The US Corps of Engineers is authorized as part of their mission to maintain the navigable channel from the harbor entrance all the way to the load and launch ramp. However, all the rest of the harbor is a local responsibility.

The dredged materials can be used to renourish beaches on the west side of the Homer Spit, where erosional damage is actively undermining the State-owned Sterling Highway. Recreational properties and commercial properties are impacted to the point that properties have been abandoned or condemned. Beach renourishing will follow the US Corps of Engineers Dredged Material Management Plan approved for the Homer Spit.

Plans & Progress: Dredging requires a survey of the entire basin by a certified Marine surveyor capable of conducting a multi-beam survey that provides quantities of dredged material that would need to be removed to get the basin back to the original depths. The City’s FY24-25 allocates funds to complete the survey work.

Phase 2 will create a request for proposals to solicit bids for dredging the harbor. Depending on the results of the bids, the City may need to prioritize efforts and focus on specific areas of concern first.

Total Project Cost: \$980,000

Phase 1: Harbor bottom survey: \$25,000

Phase 2: Dredging: \$955,000

Schedule: 2023-24

Funding Secured	Prior to July '23	FY24/25
Harbor Survey	-	\$ 25,000



A dredge in Homer Harbor during the US Corps of Engineer’s annual dredging of the harbor’s navigable channel.



Homer Harbor Security Cameras: Ramp 1-5 Access Points

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 in 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 and a cost estimate obtained.

Total Project Cost: \$364,000

System Design: \$5,728 (funding completed)

Equipment Purchase and Installation: \$358,272

Schedule: 2025

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 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 estimate forthcoming.

Phase 3: Condenser upgrades estimate forthcoming.

Schedule:

2019-2020: Phase 1 study completed

2021: Design and engineering for upgrades

2024: Phase 2

Priority: 1



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



Large Vessel Sling Lift, Phase 1

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

However, the system 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 away. 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: 2027

Priority Level: 3



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



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 the point where a larger replacement project is required. More may be revealed after an engineering inspection during Phase 1, but to date, 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: 2025

Priority Level: 2



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



Wood Grid Replacement

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

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

Homer’s Wood Grid was originally built 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 attention in terms of upgrades since.

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

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

Total Project Cost:

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

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

Schedule: Phase I: 2026

Priority Level: 2



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

- **Fire Hall Expansion, Phase 131**
- **Fire Department Fleet Management32**



Fire Hall Expansion, Phase 1

Project Description & Benefit: In 2014, in response to aging and crowded conditions, the City assessed Homer’s emergency services space needs. Initial plans to correct building and space inadequacies 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 or increased demands on service requirements.

The current fire station was built in the early 1980’s. It has five bays to hold four fire trucks and two ambulances. Vehicles are double-stacked in the bays with barely 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 originally 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 a new fire station facility that will adequately meet 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 and design work.

Total Project Cost: \$20,000,000

Phase 1, Design: \$ 1,500,000

Construction: \$18,500,000



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.



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, two 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 should then be used in a reserve status for an additional ten years and decommissioned once it is 25-years old.

While the City has made great strides to update its aged fleet of aged-out apparatus and specialized vehicles, two pieces of equipment critical to safe and effective fire response . two priority pieces of equipment are 15 years to over 30 years old and at the end of their functional life. The Department has developed a strategic, cost saving approach to meeting Homer's fire protection needs with the following top-prioritized replacements:

Quick Attack Brush Truck. In 2022, after 33 years of service, HVFD's single front-line wildland firefighting apparatus (a 1990 Ford F-350 Crew Cab Pickup with a forestry firefighting slip-in unit) was decommissioned. 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. A quick attack pumper truck will allow the department access to areas that will not support the weight or dimensions of larger fire trucks and can be used as a backup brush unit. \$575,000

Engine-4, at over 40-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. 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, sidelining vehicles for lengthy repairs and putting both firefighters and the public at great 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. \$850,000

Plans and Progress: HVFD developed a fleet replacement plan that places apparatus on standard replacement cycles consistent with NFPA requirements and community needs. Funds were allocated for a used ladder truck in the FY23 Capital budget. Replacing Brush-1 and Engine-4 are the highest priority.

Total Project Cost: \$1,655,000
 Quint/Ladder Truck: \$230,000 (complete)
 Quick Attack/Brush Truck: \$575,000
 Engine 4 Replacement: \$850,000

Funding Secured	Prior to July '23	FY24/25
Ladder Truck		
COH Fleet CARMA	\$ 230,000	-

Schedule: 2025-2026

Priority Level: 1



HVFD's Brush-1 is a converted 1990 Ford truck which is NFPA non-compliant, has aged out of its functional life by 17 years and has been decommissioned.



Public Works Projects

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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 environmental stewardship, 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 and home to, among other wildlife, nesting sand hill cranes. Failure of the mechanical equipment could cause the pumps to fail and the wet well to overflow, creating an ecological disaster.

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 structure
- 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. The Project is listed on the Alaska Department of Environmental Conservation’s FY24 Intended Use Plan for State Revolving Loan funds, and is under consideration for a Federal appropriation. ADEC has offered a Principal Forgiveness Subsidy in the amount of \$500,000. The City will proceed with Final Design in FY24 and hopes to implement construction in FY25..



The Beluga Lift Station is located on a causeway that crosses Beluga Slough, pictured above, a tidal estuary wetland about 0.6 miles long.

Total Project Cost: \$2,937,353

Engineering Concept Design: \$ 18,023 (complete)

Final Design: \$ 100,000 (funded)

Schedule: 2024-2025

Priority Level: 1

Funding Secured	Prior to July '23	FY24/25
Conceptual Design	\$ 18,023	-
Final Design		
COH HAWSP	-	\$ 100,000



Comprehensive Drainage Management Plan

Project Description and Benefit: Homer’s Drainage Management Plan, developed in the early 1980s, includes design criteria and methods for a standardized approach to the construction of drainage facilities based on basin runoff flows. The Plan recommended the use of “natural drainage ways and pre-existing manmade drainage ditches as the most cost-effective way to develop the complete drainage system.”

Currently, the City maintains only three miles of storm sewer and associated catch basins that outflow into Kachemak Bay. Otherwise, Homer’s stormwater is largely channeled and drained through an open ditch system. Homer’s Design Criteria Manual for subdivisions does not currently address on-site stormwater management, with individual developers addressing stormwater on large parcel developments on a case-by-case basis.

Conditions have changed since the early 1980s. Development in Homer has greatly expanded, and with it the size and demand on Homer’s drainage system. Stormwater management strategies and tools have also advanced considerably since Homer’s plan was developed. They now include a wide variety of gray and green infrastructure technologies, low impact development and behavioral practices, as well as innovative policy strategies (such as drainage districts) that, together, can improve the quality and reduce the velocity and quantity of runoff discharging onto downstream properties or directly to receiving waters.

This project develops a comprehensive regulatory, administrative and operational framework to guide Drainage Management in Homer with the goals of protecting our environment; reducing flooding to protect people and property; reducing demand on public stormwater drainage systems and supporting healthy watersheds. It will:

- Consider and recommend storm water management systems and best management practices including specifications for collection, storage, conveyance and treatment structures;
- Incorporate low impact development and green infrastructure management practices to treat or reduce storm water discharges and urban non-point source runoff to area streams and the critical wildlife habitat of Kachemak Bay
- Include public participation and involvement in policy development to better manage runoff and protect downstream properties from the impacts of runoff, pollution prevention and property development best practices.

Plans & Progress: . TBD

Total Project Cost: TBD



Goals of the Drainage Management Plan would be protecting the environment; reducing flooding; reducing demand on public stormwater drainage systems; and supporting healthy watersheds. (Photo courtesy of Wisconsin Department of Natural Resources.)



Engineering Study for Homer Public Library Remodel

Project Description and Benefit: Homer Public Library has expanded steadily in line with population growth in the area, from a 600 square foot cabin in the 1950s to a 3,500 square foot building in the 1980s to the current 17,000 square foot facility, which opened in 2006. In the 2018 Homer Comprehensive Plan, staff noted that the new building was projected to meet the community's needs for 20 years, and those projections have proven reasonably accurate. As of 2023, the building has not yet exceeded capacity, but the area population is growing rapidly and utilization of public spaces like the library are rebounding from the Covid-19 pandemic shut downs.

Staff have identified several needs, based on operational impact and competition among patrons for limited resources. Operationally, the library needs increased storage space and office/workspace. Based on use, public use spaces to be considered in the remodel include:

- A larger meeting room. The current meeting room is 19' x 15'6". The multipurpose space should be at least twice as large. This was identified as a long-term priority in the Library's 2019 Strategic Plan.
- An increased number of study rooms was also identified as a long-term priority in the library's 2019 Strategic Plan.
- A dedicated teen room
- An outdoor covered space, suitable for public programs even in marginal weather. The Friends of Homer Library and some community members have discussed this in conjunction with improvements to the western lot, but it was not considered a high priority for that project. Accessibility improvements, such as signage and bathrooms that are easier to use.

Additionally, accessibility improvements to the public restrooms and signage are needed.

Plans & Progress: Staff has identified specific needs, and some high priority components of the remodel have been prioritized in the Library's 2019 strategic plan, but no design work or planning has been done. Funding is requested for an engineering study to conduct a needs assessment and provide a detailed space analysis, cost estimate, concept design options and, public outreach. The study will provide the basis for determining feasibility of various projects, which could be combined or treated separately.

Total Project Cost: \$75,000

Schedule: 2026

Priority Level: 2



Library usage has increased substantially over the past seventeen years, and with it, the need to remodel to expand both public use and operational spaces within the building.



Heath Street Rehabilitation

Project Description & Benefit: This project rehabilitates Heath Street, a collector street in Homer that runs north-south from Pioneer Avenue to the Sterling Highway. Heath Street provides critical access for Homer's public safety responders: Homer Volunteer Fire Department at the top of Heath Street on Pioneer Avenue, Homer Police Department further south on Heath Street and Homer Public Works Department at the bottom of Heath Street on the Sterling Highway. Other major destinations on Heath Street include a US Post Office, the University of Alaska's Kenai Peninsula College, a 55,000 square foot commercial building, financial institutions and the Homer Public Library.

Heath Street is a paved road that is showing signs of failing. The vehicle wheel tracks are depressed, almost like ruts in the asphalt. Public Works believe this is being caused by a failing storm drain system and inadequate drainage that is allowing water to infiltrate the road bed causing soft spots. The condition is getting worse with each freeze-thaw cycle.

Rehabilitation work should include improvements to the curb, gutter and sidewalk, including proper curb cuts to make the sidewalk and street crossings accessible.

Plans & Progress: The City has invested in a storm drain condition survey and extensive value engineering in the final design to make the project affordable .-

Estimated Project Cost: \$953,339

Schedule: 2025

Priority Level: 2

Funding Secured	Prior to July '23	FY24/25
Storm Drain Condition Survey	\$ 30,136.55	-



Photo showing the beginning of soft spots mid-way down Heath Street.



HERC Hazardous Material Cleanup and Revitalization Plan

Project Description and Benefit: This project 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 and helps create an economically viable reuse plan that will contribute to Homer’s overall quality of life and the economic development of Homer’s central business district.

The Homer Education and Recreation Complex, or HERC property, houses two former school buildings (built in 1956) that were originally owned by the Kenai Peninsula Borough but were conveyed to City of Homer ownership in 1998 to allow public use of the gym and associated restroom. Over the years a variety of structural and feasibility analyses have been performed at the HERC (a) when the building was called upon to house a new activity, and (b) to assist the City and community in understanding how to more fully and cost effectively utilize the building. However, contamination in the two buildings (asbestos, PCBs, mercury and lead-containing materials) requiring controlled removal and disposal has thwarted all efforts. The buildings are in a state of disrepair; it is only a matter of a few years before they can no longer be utilized for recreation or for City maintenance and the community recreation staff currently housed in the buildings.

Plans & Progress: In spring 2023, the City contracted with Hazardous Building Materials Consulting, LLC to carry out a limited Hazardous Materials Assessment of HERC 1 (the larger of the two buildings) and a comprehensive assessment of HERC 2 (the smaller of the two buildings). The results reveal that both buildings contain hazardous materials, as expected due to their age and the prevailing construction materials utilized in the 1950s. Examples include lead paint, asbestos, and materials like paint and varnish that harbor PCBs. These test results hold significant implications for these buildings’ demolition (or renovation).

The project would progress in phases; the first would be procuring professional services to make a cleanup plan and carry out property cleanup activities, followed by revitalization planning.

Phase 1 Project Cost: Project cost is still being determined.



One of the two buildings on the HERC site containing hazardous materials..



Homer Airport Terminal Improvements

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

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

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

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

Plans & Progress: The City’s FY24-25 capital budget allocates funds for the two highest priority projects for customer safety and accessibility: constructing an ADA family restroom in the terminal and repairing uneven sidewalk segments.

Total Project Cost: \$1,402,570

Interior Renovations \$378,000

ADA restroom and other ADA compliance issues

Furniture upgrade for ADA compliance

Fire/Life Safety Systems \$159,156

Replace HVAC and fire alarm systems

Replace automatic entry doors for security/energy efficiency

Exterior Renovations \$659,812

Provide ADA-compliant parking and access

EV Charging Station

Paint exterior siding

Install wayfinding signage/kiosk

Resilience Measures: \$205,602

Install backup generator for emergency power

Solar installation -

Schedule: 2024

Priority Level: 1



Funding Secured	Prior to July '23	FY24/25
ADA Restroom		-
COH Design Gen CARMA	\$ 14,400	
COH Construct Gen CARMA	-	\$ 50,000
COH Sidewalk Repair Gen CARMA	-	\$ 76,175



Homer All Ages & Abilities Pedestrian Path

Project Description and Benefit: This project combines two high priority sidewalk projects to significantly improve pedestrian access to everyday destinations, key facilities and recreational opportunities. HAPP fills major gaps in Homer’s non-motorized pathways to provide equitable, safe and low-stress pedestrian facilities connecting neighborhoods, Coast Guard housing and the Senior Center to service providers, businesses and schools. Local residents will have a safe, year-round, accessible route for daily activities; wayfinding signs and online tools will complement the project by identifying and easily sharing the route with visitors. The Independent Living Center is currently developing “Accessible Homer” and a “Blue Path” online map that identifies ADA accessible routes, businesses, service providers, and recreational opportunities within Homer. Together these efforts will increase tourism access to and economic benefits to the Central Business District. Major destinations along the HAPP include: the Public Library, markets, pharmacy, Post Office, banks, recreation areas. Improvements installed to the north and east of the Senior Center will provide a safe and accessible route to the hospital and medical district.

HAPP is two interconnected loops. The north loop connects the Senior Center on Svedlund Street south to Pioneer Avenue, and west to Main Street along Herndon and Lee Streets. The south loop intersects the north loop at Svedlund and Pioneer Avenue where an enhanced crosswalk is needed. South of Pioneer Avenue, the south loop continues on City-maintained Poopdeck Trail, connects to sidewalk on Hazel Avenue and then south to the Sterling Highway, where a highly visible pedestrian crosswalk is needed. The route then joins an existing trail from the Islands and Oceans Visitor Center, south to Old Town. From Old Town the route turns north on Main Street continuing uphill to Lee Street.

Much of the route is already constructed. The scope of this project completes and connects the two HAPP loops by constructing sidewalk on Svedlund Street from Pioneer Avenue to the Senior Center and from Herndon Street to Lee Drive to Main Street and on the State-owned portion of Main Street south from the Sterling Highway to Ohlson Lane. Right of way is secured and an environmental checklist review shows no concerns. Where the HAPP crosses Pioneer Avenue and the Sterling Highway, both arterial roads, crosswalk improvements (such as Rectangular Rapid Flashing Beacons, high-visibility pavement markings and/or curb extensions) are essential for pedestrian safety.

Plans & Progress: The City’s recent investment of \$1.4M to construct a sidewalk on Main Street from Pioneer Avenue north completed one major missing portion of the HAPP. Private sector support included sidewalk construction by the Aspen Hotel in 2019, connecting to the Sterling Highway and to the Island and Ocean Visitor Center sidewalk and public trails. The City has funding to provide wayfinding improvements at several locations along the HAPP and allocated funds to design the Svedlund/Herndon sidewalk segments. The project is under consideration for Alaska Department of Transportation FY22-25 Transportation Alternatives grant funding.



HAPP completes important sidewalk connections and installs high visibility crosswalks to improve non-motorized transportation and safety..

Total Project Cost: \$3,900,000

Svedlund/Herndon & Lee Street: \$1,600,000

Main Street South to Ohlson Lane: \$2,000,000

Crosswalk improvements: \$ 300,000

Schedule: 2024

Priority Level: 1

Funding Secured	Prior to July '23	FY24/25
Svedlund/Herndon Design		
COH HART Roads	-	\$75,000



Homer Public Library Siding Replacement

Project Description and Benefit: The Homer Public Library building opened in September 2006. The concrete siding was relatively new technology at the time, and while it has lasted 17 years, it is now cracked and falling off the building. The City's Building Maintenance division has worked hard to patch and replace missing pieces, but the worsening problem is both an eyesore and a potential path for moisture to enter the building.

The siding covers all four sides of the building, but the damage is worst on the south side, where the wall curves outward and the siding is under tension.

Plans & Progress: Building Maintenance has contacted several vendors for cost estimates and are still awaiting response. The costs below are a best guess, based on experience and the area of the building's façade. Professionals could fully replace the siding in a week or two, weather permitting. If funding and a contract is secured, the project could be done in summer 2024 to protect the facility from water infiltration and damage.

Total Project Cost: \$500,000

Schedule: 2024

Priority Level: 1



Examples of damaged and broken siding on the library's south-facing wall (at left) and above the library's back door (at top).



Homer Public Library Sliding Security Gate

Project Description and Benefit: The Homer Public Library building was originally intended to have a sliding gate between the meeting room and the main floor. When community meetings occurred after closing hours, library staff could close off the rest of the building while still allowing public access to the meeting room and restrooms. Staff would also lock the front entrance, and the meeting organizer would be responsible for admitting people to the meeting and ensuring that the front door latched upon departure. The Port and Harbor Office has a very similar setup, with an externally-accessible meeting space and a gate separating it from the rest of the office.

For cost reasons, the library gate was never installed. This means that staff must work overtime to supervise any community events held outside of regular hours, which in turn means that community groups must pay \$50/hour to rent the room. This fee discourages the public from using a resource that was designed for them. The room is in constant demand during open hours, and extending its use into the evening would enhance the value of the resource for the community. It would also expand the range of community groups that could use it, since adults in particular prefer to meet after working hours. The gate was listed as a long-term priority in the library's 2019 Strategic Plan.

Installing a gate should be relatively easy, since the building was designed for it and a structural frame is already in place. The corridor is 127 inches wide and 189 inches tall (to the drop ceiling) with a utility space 22" tall above the ceiling, which puts it in the same class as security screens for commercial retail outlets. Given that it is the main egress from the building, it would need to be powered and include an emergency opening switch on the inside.

Plans & Progress: In November 2021, the library director assembled a list of manufacturers and spoke with several of them on the phone about the feasibility of the project. The rough cost estimates varied a great deal, but the consensus was that phase one is an engineering analysis of the space followed by procurement and installation.

Total Project Cost: \$75,000

Schedule: 2025

Priority Level: 2



Structural frame for a security gate that was built in to the Library's entry hall.



Homer Waste Water Treatment Plant Improvements

Project Description and Benefit: The two clarifier tanks at the WWTP each contain about 94,000 gallons of waste water and operate clarifying equipment to remove solids from the waste stream in order to meet permit regulations and protect the clean waters of Kachemak Bay. The clarifiers and all associated equipment were originally installed in 1990 and operate in an extremely corrosive environment.

Despite regular maintenance, in 2022 a clarifying belt unit failed in one of the tanks. In an emergency fix, the maintenance crew noted excessive wear on the rollers, links and support pin for the flights of belts in both tanks, prompting an emergency replacement.

This project seeks to slow corrosion and mitigate similar malfunction in the future by removing the existing coating in the clarifiers and digesters in the Waste Water Treatment plant and applying a new coating consistent with industry standards as corrosion protection for the concrete tanks and vats. It also improves reliability by replacing other electrical controls at the Waste Water Treatment plant exposed to corrosion showing excessive wear. It replaces the WWTP's generator transfer switch and rebuilds the electrical components of the effluent box at the sewage lagoon.

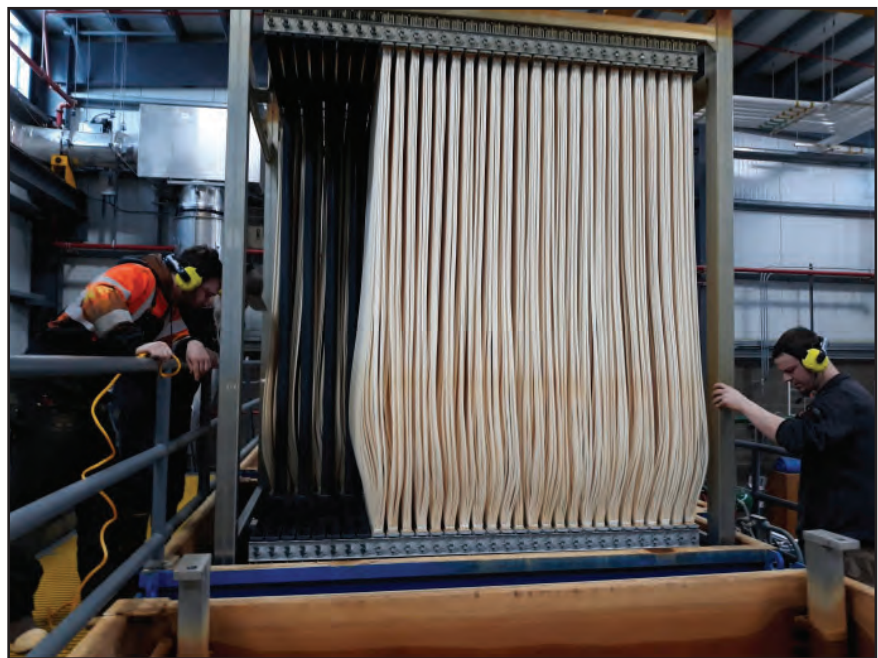
Plans & Progress: The Project is listed on the Alaska Department of Environmental Conservation's FY24 Intended Use Plan for State Revolving Loan funds.

Total Project Cost: \$707,245

Clarifier Coating Replacement	\$369,439
Digester Coating Replacement	\$231,806
Electrical Component Replacements	\$103,000

Schedule: 2024

Priority Level: 1



City of Homer Waste Water Treatment Plant staff checking a membrane tray for leaks



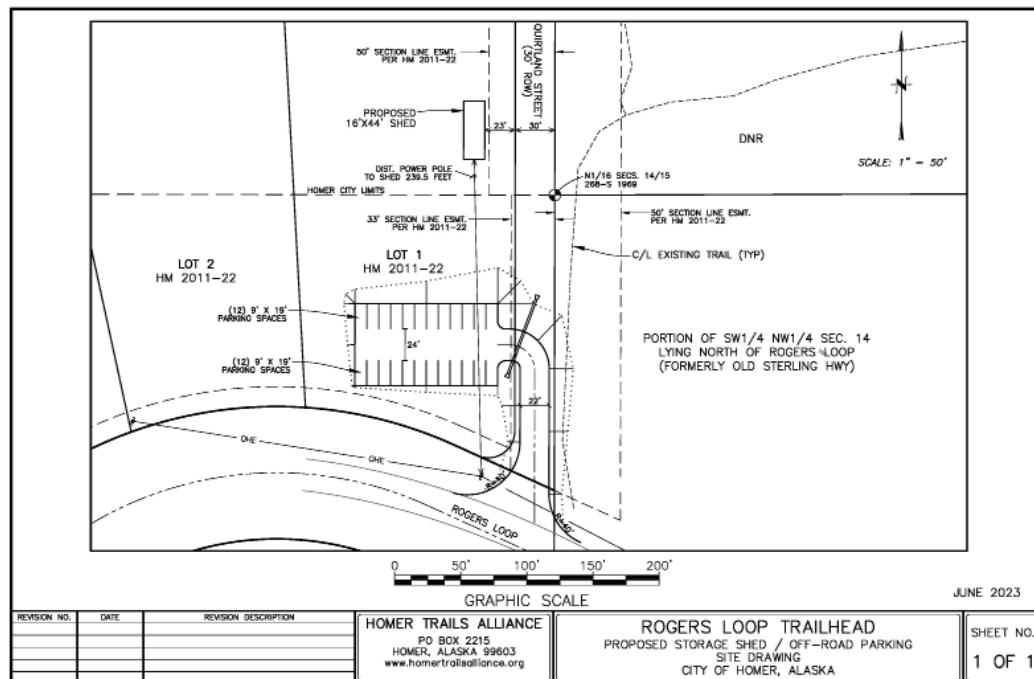
Roger's Loop Trailhead Storage Shed

Project Description and Benefit: This project builds 16 foot by 44 foot shed on a City of Homer owned parcel at the Rogers Loop Trailhead to accommodate Kachemak Nordic Ski Club grooming equipment for lower Baycrest ski trails. Currently the equipment is kept outdoors. General maintenance and machine repairs must occur outside, or the equipment is trailered to a suitable indoor location. This shortens the working lifespan of the equipment, as storage outside does not allow the snow and ice buildup within the machine to melt in-between uses. Sometimes, trails cannot be groomed because of maintenance needs or frozen equipment issues. The proposed building will alleviate these concerns by providing a heated, indoor space that is accessed from public property. This will allow for quicker repairs, longer lifespan of the equipment, and a secure place to house tools and machine parts.

The community of Homer will benefit by having a better skiing experience on trails that are consistently maintained. It is a cost savings to the community in that KNSC will not have to raise membership fees to cover the cost of the additional maintenance and shortened lifespan of this equipment that is kept outdoors. It is also a volunteer cost benefit in that it makes it easier to be a KNSC volunteer when they have working equipment. Well maintained equipment means better grooming which means a better ski experience for all users.

Plans & Progress: A site plan, shed design, HEA requirements for power hookup and securing the services of a contractor are all complete. Zoning code & other legalities are currently being reviewed.

Total Project Cost: \$72,000



Proposed location of the storage shed shown in green.



Svedlund/Herndon Street Sidewalks

Project Description and Benefit: This project constructs an ADA-compliant sidewalk connecting the Senior Center to Pioneer Avenue via Svedlund Street and to Main Street via Herndon Street, which are currently lacking sidewalk facilities. The Senior Center, an Assisted Living center and two independent senior housing developments are located on Svedlund and Herndon Streets, just one block from Pioneer Avenue, the Independent Living Center and everyday services provided by Homer’s central business district and a few blocks to Main Street and several medical providers. The construction of a safe, accessible route for residents to travel to Homer’s Central Business District and Medical District is a relatively small project with great impact.

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

Plans & Progress: The project (as part of the Homer All Ages and Abilities Pedestrian Path) is under consideration for Alaska Department of Transportation FY22-25 Transportation Alternatives grant funding. If unsuccessful, the City can begin design work for sidewalk facilities (including curb and gutter) for the west side of Svedlund to Pioneer Avenue and on Herndon Street to Lee Street with funds allocated in the City’s FY24/25 Capital budget.

Total Project Cost: \$1,600,000

Phase 1: Design \$ 75,000 (secured)

Phase 2: Construction \$1,525,000

Schedule: 2024

Priority Level: 1

Funding Secured	Prior to July '23	FY24/25
Svedlund/Herndon Design		
COH HART Roads	-	\$75,000



The sidewalk that might connect Homer Senior Center and independent senior housing to Pioneer Avenue ends after only a few steps north on Svedlund Street. Herndon Street, pictured above also has no sidewalk.



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, creating vulnerability 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

2024-2025 Phase 2 Construction: \$1,600,000

2026 Phase 3 Construction: \$5,974,000

Priority Level: 1



Wayfinding & Streetscape Plan Implementation

Project Description and Benefit: Homer lacks coherent wayfinding for visitors and residents alike to find destinations by vehicle or on foot. The City hired Corvus Design to create a wayfinding plan for the City in 2021, which was adopted in 2022. Recommended improvements include working with the Alaska Department of Transportation (DOT) to revise many Sterling Highway signs, and install themed signage for drivers and pedestrians so they can easily find destinations. The work also included recommendations on benches, trash cans and landscaping which contribute to the small town character of downtown Homer.

Plans & Progress: The project will proceed in two phases. The goal of the first phase is to install 26 Pioneer Avenue banners, ten wayfinding signs and ten benches. New Pioneer Avenue banners were installed in 2023. Capital funds for wayfinding signs were approved in the City's FY24 capital budget, with the goal to fabricate and install basic bollard style trail marker signs on both ends of five routes. The City will also work with Alaska Department of Transportation (AK DOT) to update road signage during the Sterling Highway the repaving project (likely in FY25/26) and during other future AK DOT road projects in Homer. Goals of phase two is to install 26 wayfinding signs, two gateway signs and an additional ten benches.

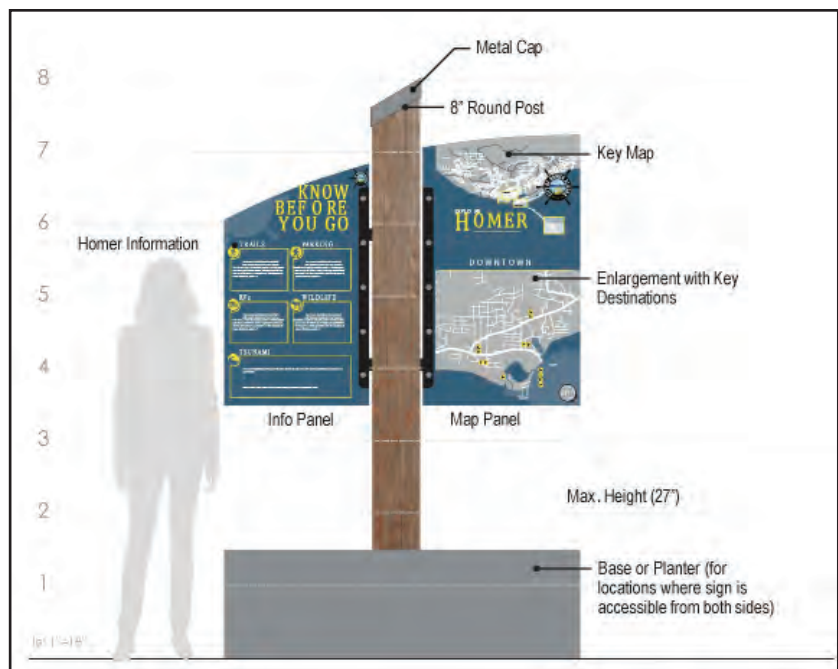
Total Project Cost: \$277,500

Phase 1: \$126,500 (\$56,500 secured)

Phase 2: \$151,000

Funding Secured	Prior to July '23	FY24/25
Phase 1 Wayfinding Streetscape		
Pioneer Avenue banners	\$ 6,500	-
Wayfinding trail marker signs		
COH HART Fund	-	\$ 50,000

Schedule: Phase 1 2023-2025



Schematic design of wayfinding sign.



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.. 49**
- **East Hill Road Bike Lane 50**
- **Kachemak Drive Rehabilitation/Pathway..... 51**
- **Main Street Rehabilitation..... 52**
- **Main Street Sidewalk: Pioneer Avenue South
To Ohlson Lane 53**
- **Sterling Highway Milepost 172:
Drainage Improvements 54**
- **Traffic Control at the Corner of Sterling Highway
and Soudview Avenue 55**
- **West Hill Road Bike Lane 56**



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, and creates a powerful first impression. The first experience of that Baycrest view is cited by many residents as the primary reason for deciding to settle in Homer.

Baycrest Overlook is one of three gateways into Homer and is part of Homer's Gateway Project, which entails enhancing visitor and resident experiences at the entrances to Homer. This project requests that the State Department of Transportation complete Phase 3 of the Baycrest Overlook Interpretive Plan -- paving the parking lot near the Welcome to Homer sign and upgrading the restroom facility -- as part of the Sterling Highway Reconstruction project Anchor Point to Baycrest Hill.

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

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

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

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





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.

The road provides access to a state airport with general aviation businesses, light industrial businesses, private residents and 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 Rehabilitation

Project Description & Benefit: This project will rehabilitate storm drains and pavement on the state-owned portion of Main Street from Pioneer Avenue south to Ohlson Lane. Ideally this project will include a curb gutter and sidewalks to provide a safe means for pedestrians to travel from Ohlson Lane in Old Town north to Pioneer Avenue, making it a complete street.

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 is a main commercial corridor and supports residential traffic as the street is also home to many single family residences, some multi-family residences, and leads to trails systems and one of the City's most popular parks.

The road condition has deteriorated over the past several years. The pavement is raveling and the drainage system is inadequate, allowing water to infiltrate the road bed. This adversely impacts the structural integrity of the road, particularly during freeze/thaw cycles. The lower portion suffers from potholes, triggering continual complaints from the traveling public. The storm drain systems needs to be rehabilitated.

Any road rehabilitation should be coupled with addition of a sidewalk facility to fill a gap on this busy mixed-use collector street.

Plans & Progress: The City has held off doing any technical work because it is a State road. A funding request for AK Department of Transportation FY22-25 Community Transportation Program grant funding is under consideration and is a mechanism to make these much needed improvements to Main Street.

Estimated Project Cost: \$4,300,000



State-owned portion of Main Street in Homer, Alaska.



Main Street Sidewalk: 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 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 \$1.4M 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 it's 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 needs State partnership in this important nonmotorized transportation improvement.

Estimated Total Project Cost:
\$2,000,000

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

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.

In 2022, Sterling Highway Reconstruction project managers engaged with the City of Homer Public Works Director about analyzing water flow and drainage related to the project.



Aerial photo of the area downslope of the outfall from a



Traffic Control at the Corner of Sterling Highway and Soundview Avenue

Project Description and Benefit: This project a traffic light at the corner of the Sterling Highway and Soundview Ave in Homer.

The West Homer Elementary Site Council has worked with the school administrators and staff, parents, and the Kenai Peninsula Borough School District to increase the safety and efficiency of the school parking lot, especially during the school pick up and drop off times. The school moved the bus loading and unloading zone to behind the school and implemented a new traffic pattern for students arriving and departing to eliminate hazardous double drop off and pick up lines of years past and improve the efficiency of bus and parent traffic interaction.

The remaining traffic congestion consists of a bottleneck of cars and busses departing the school due to a required left turn on to the Sterling Highway that crosses the busy northbound lane of traffic. An additional hazard is that northbound traffic is going around cars that are backed up in the northbound lane waiting to turn right onto Soundview Avenue and into the school. The cars waiting to turn left onto the highway from Soundview Avenue are proceeding because it appears northbound traffic is stopped and the drivers are unable to see the cars accelerating and going around the traffic jam. Several near-miss accidents have been witnessed at this location.

The intersection at the highway and Soundview currently has infrastructure that supports a flashing yellow light at the intersection. This stretch of road is overdue to be reworked to provide a proper school zone, turn lanes and cross walks for West Homer Elementary (which opened in 1997). However, in these challenging times with our state budget, the simple solution of regulating traffic turning onto the Sterling Highway with a new traffic light using the existing infrastructure would be a small improvement that will have big impact. Replacing the flashing light with a programmable traffic light that controls north and southbound traffic to allow left turns from Soundview Avenue during school year at arrival and dismissal times would support and improve the changes West Homer Elementary has already made, and most importantly help prevent a tragic incident.

Plans & Progress: A request for a traffic study and solution by the West Homer Elementary Site Council, supported by the Principal and Homer City Council was submitted to the State in early 2019. Currently, the Alaska Department of Transportation has infrastructure in place that operates flashing yellow light. A possible solution is for that existing infrastructure to support a programmable traffic light to provide a green arrow for the left hand turn onto the highway during very predictable heavy traffic times. Other school zone improvements could be planned and implemented during the State's plan for Sterling Highway Milepost 169-175 Pavement Preservation Project and Pedestrian Safety Upgrades.



Students attending West Homer Elementary School walk to buses on the first day of school in 2019. A new traffic system, designed to ease congestion on Soundview Avenue and the Sterling Highway has children boarding buses at the bck of the school. (Photo courtesy of Michael Armstrong/Homer News.)



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.





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:

- **Homer Hockey Association:**
Kevin Bell Ice Arena Condenser Project58
- **Homer Senior Citizens Inc.:**
Alzheimer’s Unit59
- **Homer Trails Alliance:**
Diamond Creek Recreation Area Trails60
- **Kachemak Shellfish Growers Association:**
FLUPSY & Otter Predation Assistance61
- **Kachemak Ski Club:**
Homer Rope Tow Access & Equipment Upgrades62
- **Roger’s Loop Trailhead Storage Shed63**



Homer Hockey Association Kevin Bell Ice Arena Condenser Project

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 with a yearly budget of \$300,000 to \$375,000. HHA is seeking financial support to replace the condenser unit. The current cool-air condensers have been in use since 2005 when the facility opened, and they need to be replaced and updated. The condenser unit is an essential part of the refrigeration system that cools the refrigerant down, in order to get the temperature reduced to maintain the quality of the ice. The proposed replacement condenser is an evaporative condenser and will be more efficient to operate and maintain.

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 almost two decades 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 frequent community and school skating events. KBA is also home ice for the Mariner-High School Co-Op Team with includes players from all the secondary schools on the southern Kenai Peninsula.

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 2022-23 these games brought over 1,740 out of town players to Homer, accompanied by family and fans that contributed to the local economy through lodging, transportation, dining, and merchandise purchases..

Plans and Progress: The purchase and replacement of the condenser would enable HHA to remain open. It is imperative that our rink continue to operate for the health and welfare of the diverse community we serve. Covid-19 has taken away so much over the past two years with restricted social interactions and limited activities and exercise that has led to mental and physical health instability in communities everywhere. HHA has done our best to keep the Kevin Bell Arena open as a safe place for kids, families, and community members to come together and exercise their minds and bodies.

We had amazing results from the no cost recreational options we offered to the public and school groups last season. In the winter of 2022-2023, there were approximately 1,135 people who attended the free public skating provided every Sunday afternoon. The Kevin Bell Arena also hosted 17 separate school group events with approximately 435 total students enjoying a one hour no cost skating session. These events helped aid our community's recovery from the lingering social and health impacts of Covid-19.

HHA has an active and committed Board of Directors and membership base. The volunteer hours are leveraged by several successful fundraisers, sponsorships and advertising campaigns, grant awards and donations each year. This covers approximately one half of the annual operating and capital expenses. The remaining expenses are covered by user fees. However, a project as large as replacing the condensers is outside the scope of our annual operating budget.

Total Project Cost: \$140,000



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



Homer Senior Citizens Inc. Alzheimer's Unit

Project Description & Benefit: Seniors are the fastest growing population for the State of Alaska. Homer is projected as the city in the State which will see the second most significant growth in this demographic. Homer Senior Citizens operates a 40-bed assisted living facility. We have had to relocate 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 Wing 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 Wing 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.

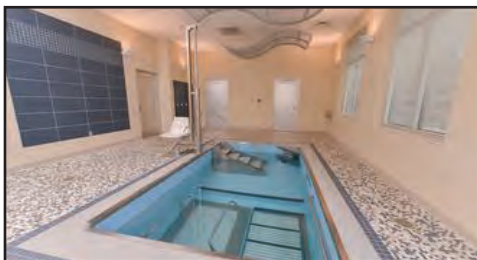
Operating funds will be secured from "fees for service;" room and board; billing for Physical Therapy in both the therapy pool and the exercise program in the activities room (once stage 2 has been completed); and fees for contracted space for equipment and pool.

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.

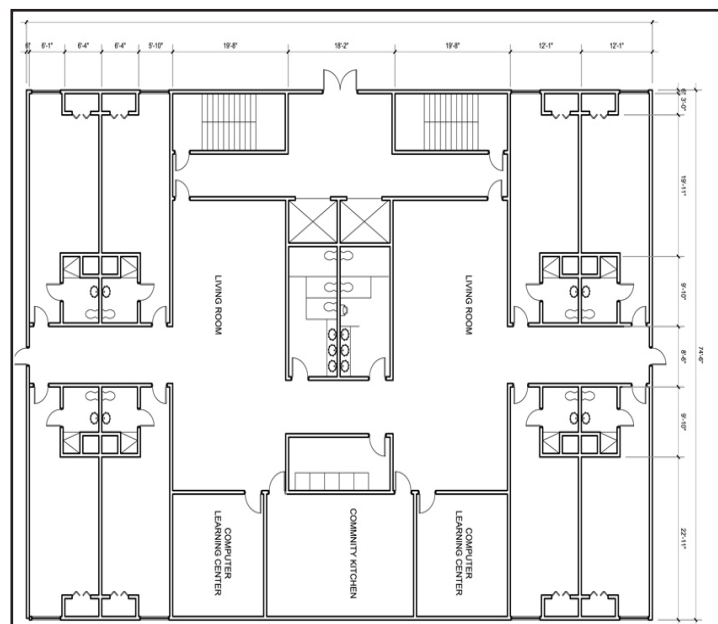
We have been actively fundraising for the Wing for many years. Fundraising activities include our Annual Alzheimer's Fundraiser at the Second Star Mansion with a live concert by a Chicago Jazz Band led by Tim Fitzgerald. To date we have accumulated a total of \$99,550 in fundraising for this valuable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

We will be working with the architectural firm to develop a new plan for the wing to be located in The Terrace existing space.

Total Project Cost: \$750,000



Example of a HydroWorx Therapy Pool Room .





Homer Trails Alliance: Diamond Creek Recreation Area Trails

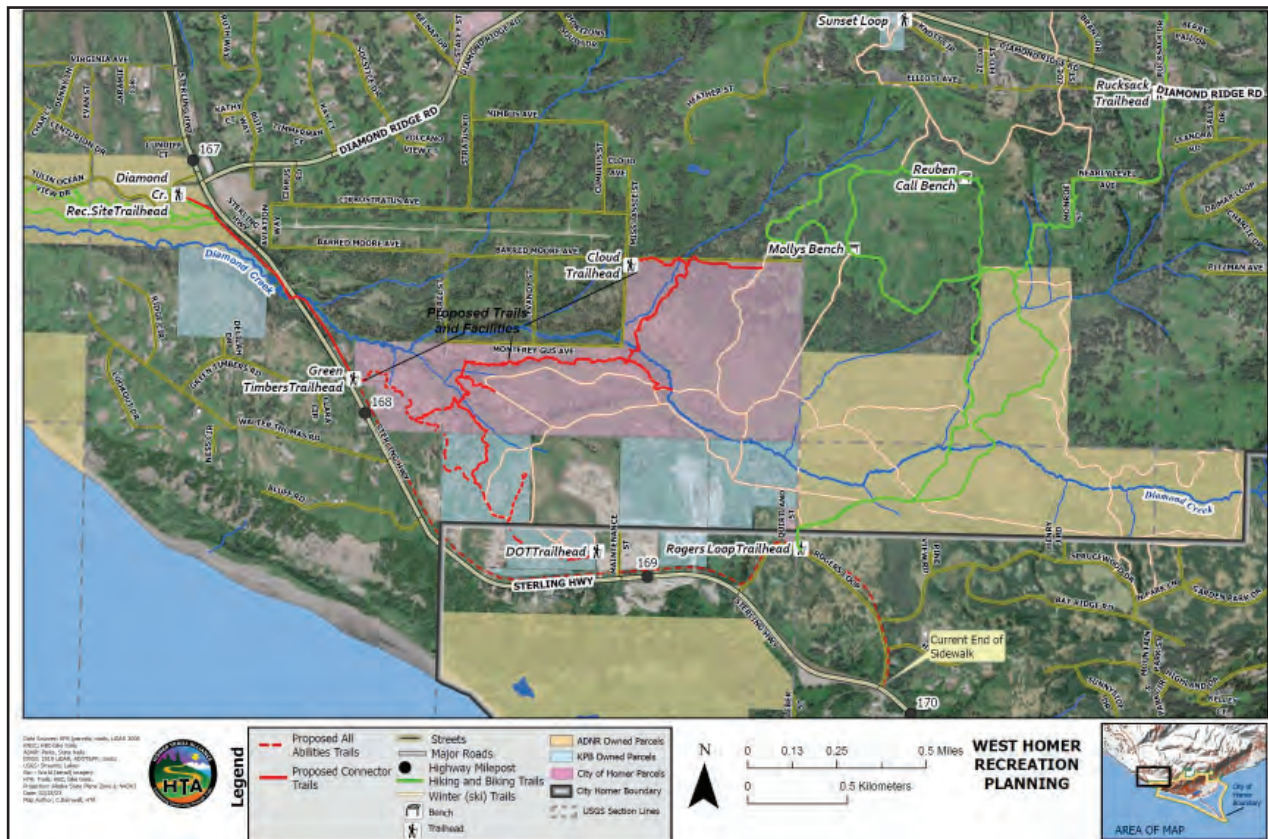
Project Description and Benefit: This project develops summer trails linking the “forested islands” throughout the Diamond Creek Recreation Area (DCRA). These trails are part of the Diamond Creek Recreation Area Resource Management Plan which was prepared by Homer Soil and Water Conservation District and adopted by the City of Homer in 2013.

Recently installed trail counters at the Rogers Loop Trailhead indicate an immense demand for a summer use trail system on the north shore of Kachemak Bay. During peak summer months, 700 hikers per week visit the Baycrest and Homestead trail system via the Rogers Loop Trailhead. During winter months over 1000 skiers and snowshoers per week use this access. The current growth rate of the surrounding residential areas indicates that these numbers are on the rise.

It has been documented that for every \$1 spent on trail development, up to \$3.40 is returned in benefits. In addition to economic benefits, communities with a robust trail network experience higher levels of physical and mental health, lower healthcare costs, and an overall greater sense of community involvement and well-being.

Plans & Progress: Over 4 miles of proposed trail has been mapped including a mile of all abilities trail linking the southwest corner of the DCRA across from Green Timbers Road at MP 167.9 to the Alaska Department of Transportation Trailhead at Milepost 168.9 of the Sterling Highway. As proposed in the 2013 management plan, trailheads have been designed at two locations along the west border of the DCRA.

Total Project Cost: \$200,000





Kachemak Shellfish Mariculture Association FLUPSY & Otter Predation Assistance

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 and rental lease with the Kachemak Shellfish Growers' Coop (KSGC), local aquatic farms are providing jobs for processing, marketing, and shipping live oysters for the half-shell market, and retail sales from KSMA's processing facility. This lease to the Coop also includes a portion of the facility to grow out oyster larvae which has been successfully grown and sold to member farms and farms outside of Kachemak Bay for the last ten years.

To date the small hatchery continues to set millions of seed every year. Once the seed is large enough, the "spat" can then be transplanted into the nutrient rich waters of Kachemak Bay, and a critical piece of equipment then comes into to play. This piece of anchored equipment is called a FLUPSY, an acronym for Floating Upwelling System. The microscopic spat need six months to a year a year to grow to size large enough to be transferred to the permitted aquatic farm sites for final grow out. Great amounts of time and expensive labor is needed to clean and grade the spat during the time they are in the FLUPSY. KSMA's FLUPSY is over 23 years old and in great disrepair due to age and the harsh marine environment. The FLUPSY is poorly anchored, a vandalism target, and needs new operational & safety equipment along with DEC-compliant floatation, and covered, lockable dry storage for tools and laborers' needs.

In addition, the federally protected sea otter population in Kachemak Bay has exploded in recent years. The otters have learned how to gain access to a new food source, oysters, by tearing into the mesh lantern nets that have been the industry standard of growing suspended cultured oysters for the last 32 years. The farms now need to use coated 16-gauge wire cages, at a substantial increase in cost.

Alaska's Comprehensive Economic Development Strategy has prioritized mariculture development for many years. Now is a critical time to move mariculture in Kachemak Bay ahead. The economic benefits of this oyster industry in Homer are great. Oysters have become a sparkling year-round staple to Homer's seafood options for locals and tourists alike. The local hatchery and a new, safe state-of-the-art FLUPSY can also provide a viable educational lab for high school and university students. Mariculture courses can further be developed around aquatic farming opportunities including the raising of sea vegetables and kelp.

Plans and Progress: KSMA is working closely with the Kenai Peninsula Economic Development District (KPEDD) to secure grant money to build a new FLUPSY to benefit the Kachemak Bay farmers and other in-state farms. The cost to secure pile driven anchoring piles, update the present electrical system, and locally build a new FLUPSY is estimated to be \$750,000. Additionally, KPEDD is aware and supportive of financial assistance to purchase, in bulk, hundreds of coated 16 gauge wire cages for each farm. The price tag for this new system is currently being researched and discussed by the mariculture community, but is estimated at a minimum \$50-\$75/cage.

Total Project Cost: \$750,000 - \$950,000



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 safety of skier access to the area, as well as the skier 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 hill. It 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 purchases a portable rope tow device that can be positioned on the lower, more gently sloping part of the hill. This will 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 snow boarders the project seeks to acquire terrain park features. These would include brushing and mulching a gully next to the entrance trail to the lodge, thus creating a natural 'half-pipe' type feature. Also planned: creation of two mid-mountain earthen 'table tops' for jumps and aerial maneuvers for advanced skiers and snow boarders.

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 Snowmads snow machine club, directly across Ohlson Mountain Road from the Section Line entrance point, on Kenai Peninsula Borough lands. This new, expanded parking area minimizes the safety risks of double parking on Ohlson Mountain Road and dispersed pedestrian traffic in the roadway that has occurred during crowded weekends. KSC has already cost-shared an expansion of the pre-existing Snomads parking lot at the Watermelon Trailhead in 2022. And also paid to have a sizable new area brushed and mulched, serving as a primitive frozen earth parking lot during the 2022-2023 season.

While alternative grant funds and KSC cash reserves will likely be used to complete additional grading and gravel work on the parking area's construction to harden it for year-round use, additional funds will be needed for new signage and security features such as fencing and gates.

Total Project Cost: \$90,000

Parking/access improvements: \$15,000

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

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



Youth enjoying Homer's own downhill ski area.



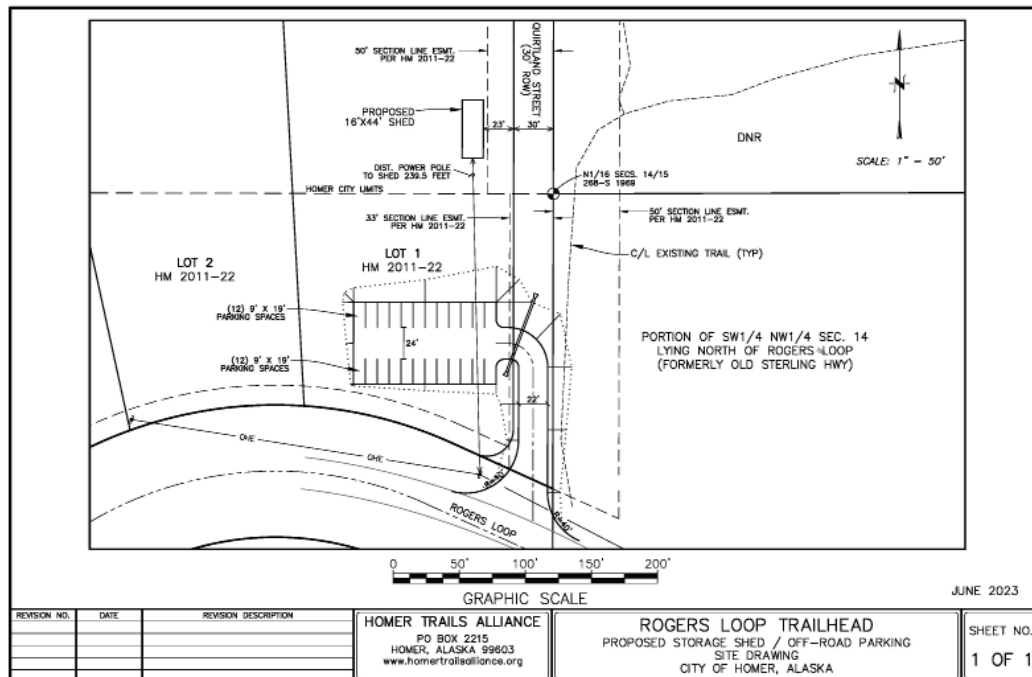
Roger's Loop Trailhead Storage Shed

Project Description and Benefit: This project builds 16 foot by 44 foot shed on a City of Homer owned parcel at the Rogers Loop Trailhead to accommodate Kachemak Nordic Ski Club grooming equipment for lower Baycrest ski trails. Currently the equipment is kept outdoors. General maintenance and machine repairs must occur outside, or the equipment is trailered to a suitable indoor location. This shortens the working lifespan of the equipment, as storage outside does not allow the snow and ice buildup within the machine to melt in-between uses. Sometimes, trails cannot be groomed because of maintenance needs or frozen equipment issues. The proposed building will alleviate these concerns by providing a heated, indoor space that is accessed from public property. This will allow for quicker repairs, longer lifespan of the equipment, and a secure place to house tools and machine parts.

The community of Homer will benefit by having a better skiing experience on trails that are consistently maintained. It is a cost savings to the community in that KNSC will not have to raise membership fees to cover the cost of the additional maintenance and shortened lifespan of this equipment that is kept outdoors. It is also a volunteer cost benefit in that it makes it easier to be a KNSC volunteer when they have working equipment. Well maintained equipment means better grooming which means a better ski experience for all users.

Plans & Progress: A site plan, shed design, HEA requirements for power hookup and securing the services of a contractor are all complete. Zoning code & other legalities are currently being reviewed.

Total Project Cost: \$72,000



Proposed location of the storage shed shown in green.



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

Parks And Recreation

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

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

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

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

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



Capital Improvement Long-Range Projects

Port & Harbor

Deep Water/Cruise Ship Dock Expansion, Phase 1: Upgrades to and expansion of the Deep Water Dock Expansion will boost Homer Port & Harbor 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. Dock improvements will also fulfill a contingency planning requirement under Homeland Security provisions. The Port of Alaska, 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. A \$1,250,000 feasibility study was completed in September 2016.

Cost: Cost estimates are \$1,750,000 for design and \$32,000,000 for construction.

Harbor Float System 5 Redesign: System 5, built in 1988, moors large industrial vessels within Homer's Small Boat Harbor. Over the years, as the number and size of large vessels has grown, the System has been used at and beyond its engineered capacity. System 5 will have to be replaced within the next ten years. In the next three years, the City will be conducting a US Corps of Engineers General Investigation into building a new harbor basin dedicated to these large vessels. Once constructed, the large vessel fleet will move off System 5, freeing up the area around System 5 (approximately 20% of the small boat harbor) to be redesigned. A newly designed System 5 will better accommodate the needs of the many small vessels on the harbor stall wait list and help define the maximum benefits of building the large harbor expansion. Conceptually, System 5's main float could be built closer to the bank and extend further toward the harbor entrance with a Tee out provide more moorage than the current system. This would also provide the option to prioritize the use of the float closest to the harbor entrance for vessels needing that kind of access (such as a Coast Guard small boat station, water taxi pickup and drop off, and emergency medical transport vessels) and to explore upgrading the old commercial ramp near System 5 to a drive down float to meet the needs of small cargo vessels, passenger loading and commercial fishing vessels.

Cost: This project works with engineers to conceptually design options for System 5 and produce rough order magnitude cost estimates.

Old Main Dock Removal and Disposal: This project removes the old Main Dock from inside the Pioneer Dock facility, which is a derelict structure in the Port & Harbor, a safety hazard and potential liability for the City. 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 as a commercial pier in 2001, the City built the new Pioneer Dock around it, leaving the Main Dock in place. It has deteriorated to the point that it is unsafe even for an individual to walk on. This project removes and disposes of the structure in a method that satisfies safety and environmental requirements. Where possible, salvaged materials may be sold.

Cost: Unknown



Capital Improvement Long-Range Projects

Utilities

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

Cost: \$400,000

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

Cost: \$1,000,000

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

Cost: \$16,750,000

West Hill Water Transmission Main and Water Storage Tank: Currently, water from the Skyline water treatment plant is delivered to Homer via two transmission mains. One main (12-inch) is located along East Hill Road and delivers water to the east side of town. The other (8-inch) runs directly down to the center of town. A third transmission main is needed to deliver water to the west side of town, provide water to the upper West Hill area, and provide backup support to the two existing transmission mains. A new water storage facility is also needed to meet the demands of a rapidly growing community. The addition of a third water transmission main has been identified in comprehensive water plans for over 20 years.

Cost: Design—\$500,000 Construction—\$4.5 M

STATE PROJECTS

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



Capital Improvement Plan Appendices

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- **Resolution 23-09368**
- **City of Homer Financing Assumptions.....70**



Capital Improvement Plan Appendices

**CITY OF HOMER
2024-2029 CAPITAL IMPROVEMENT PLANNING PROCESS
&
FY 2025 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE**

ACTION	TIME FRAME
City Council Approval of CIP Planning Schedule	May 8, 2023
Solicit new/revised project information from City Departments, local agencies and non-profits	May 9, 2023
Input for New Draft Requested By	June 2, 2023
Prepare and Distribute Draft CIP to City Advisory Groups for Review and Input:	Meeting Dates:
ADA Compliance Committee	July 13
Planning Commission	July 19 or August 2
Park, Art, Recreation and Culture Advisory Commission	June 15
Economic Development Advisory Commission	August 8
Port and Harbor Advisory Commission	June 28 and August 23
Administrative Review and Compilation	August 29 - September 6
City Council Worksession to Review Proposed Projects	August 28
Resolution on CIP - Legislative Request Public Hearing for CIP - Legislative Request	September 11
Administration Forwards Requests for Governor's Budget	September 25
Distribution of CIP and State Legislative Request	September 25
Compilation/Distribution of Federal Legislative Request	October 2023 & January 2024



Capital Improvement Plan Appendices

**CITY OF HOMER
HOMER, ALASKA**

Mayor/City Council

RESOLUTION 23-093

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE
2024-2029 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING
CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR
2025.

WHEREAS, A duly published hearing was held on September 11, 2023 to introduce the
final draft of the 2024-2029 Capital Improvement Plan (CIP) and to obtain public comments on
capital improvement projects and legislative priorities; and

WHEREAS, The Council received comments from all of the City of Homer Advisory
Boards, Commissions and the public at a duly published work session meeting on August 28,
2023; and

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

NOW, THEREFORE BE IT RESOLVED by the City Council of Homer, Alaska, that the "City
of Homer Capital Improvement Plan 2024-2029" is hereby adopted as the official six-year
capital improvement plan for the City of Homer.

BE IT FURTHER RESOLVED that the following capital improvement projects are
identified as priorities for FY2025 State and Federal Legislative Requests:

1. Homer Harbor Expansion
2. Multi-Use Community Center
3. Slope Stability & Erosion Mitigation Program
4. Homer Harbor Critical Float System Replacement: Float Systems 4 & 1
5. Karen Hornaday Park Public Restroom
6. A-Frame Water Transmission Line Replacement
7. Homer Spit Erosion Mitigation
8. New Public Works Facility

BE IT FINALLY RESOLVED that the City Manager is hereby instructed to advise
appropriate State and Federal representatives and personnel of the City's FY 2025 capital
project priorities and take appropriate steps to provide necessary background information.

PASSED AND ADOPTED by the Homer City Council this 11th day of September, 2023.

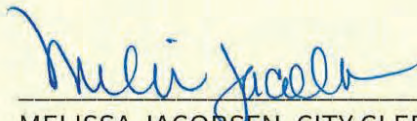


Capital Improvement Plan Appendices

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CITY OF HOMER

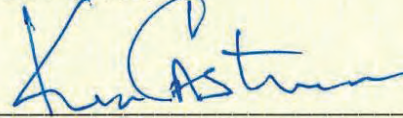
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ATTEST:


MELISSA JACOBSEN, CITY CLERK

Fiscal Note: N/A

CITY OF HOMER



KEN CASTNER, MAYOR





Capital Improvement Plan 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.

City of Homer Capital Improvement Plan Project Nomination Form

Project eligibility

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

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

Organization submitting the nomination form

Contact name

Contact phone number

1. Project title (Suggested heading in CIP):

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

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

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

5. Timeline: Indicate when you hope to complete each phase of the project.

6. Attach a quality digitized photo, drawing, map, or other graphic image of your project with your nomination form submission.



MEMORANDUM

Item Type: Action Item
Prepared For: Parks, Arts, Recreation & Culture Advisory Commission
Date: June 12, 2024
From: Mike Illg, Recreation Manager/Staff Liaison

The current PARCAC promotional funding for FY24 budget has a current balance of \$1,005.00 (out of \$1,500). PARCAC has approved \$500 for the Teshio Sister City events and \$495 was allocated to pay for the Homer High Theater drumming performance.

PARCAC has expressed interest in using the remaining funds to pay for services for a SWOT analysis. The SWOT analysis will be taking place in FY25 and we will likely need to allocate the funds from this budget cycle not FY 24. Therefore a remaining balance of \$1,005.00 is available and the commission needs to decide how to allocate the funds before June 30, 2024.

Options to consider on how the funds could be utilized:

1. Allocate the funds towards the NOMAR mural painting and repair costs related to the artist's time (\$1,000) and material (\$300). The PARCAC funds could be used for this project instead of coming out of the public works parks division budget.
2. Allocate the funds towards the Sister City Teshio/Homer street banners. The estimated cost from Assistant to the City Manager Lori Pond is approximately \$5,000.
3. The commission could propose other possible options to use the funds as well.
4. Do nothing and funds go back into the city's general fund fund balance.

Recommendation: Assign the remaining PARCAC funds for benefit to the community related to parks, arts, recreation and/or culture.

PARKS ART RECREATION & CULTURE ADVISORY COMMISSION

2024 Calendar

	AGENDA DEADLINE	MEETING	COMMISSIONER SCHEDULED TO REPORT	CITY COUNCIL MEETING FOR REPORT*	ANNUAL TOPICS/EVENTS
JANUARY	Wednesday 1/10 5:00 p.m.	Thursday Special 1/18 5:30 p.m.	Archibald	Monday 1/22 6:00 p.m.	<ul style="list-style-type: none"> Community rec Center Locations User Fees Bayview Park Master Plan KHP Master Plan
FEBRUARY	Wednesday 2/07 5:00 p.m.	Worksession @ 4:30 p.m. Thursday 2/15 5:30 p.m.	Keiser	Monday 2/23 6:00 p.m.	<ul style="list-style-type: none"> Letter to the Editor Topics Karen Hornaday Park Master Plan Bayview Park Plan Community Recreation Center Strategic Plan & Goals
MARCH	Wednesday 3/13 5:00 p.m.	Thursday 3/21 5:30 p.m.		Tuesday 3/28 6:00 p.m.	<ul style="list-style-type: none"> Budget Review and Discussion Letter to the Editor Approval Strategic Plan & Goals Art Policy review Non-Motorized Trail Discussion
APRIL	Wednesday 4/10 5:00 p.m.	Thursday 4/18 5:30 p.m.		Monday 4/24 6:00 p.m.	<ul style="list-style-type: none"> Schedule Beach/Park Walk Through for May Budget Review & Discussion/Recommendations Strategic Plan & Goals
MAY	Wednesday 5/08 5:00 p.m.	Thursday 5/16 5:30 p.m.		Monday 5/22 6:00 p.m.	<ul style="list-style-type: none"> Nomar Wall Repair & Update Letter to the Editor Topic Strategic Plan Development
JUNE	Wednesday 6/12 5:00 p.m.	Thursday 6/20 5:30 p.m.		Monday 6/27 6:00 p.m.	<ul style="list-style-type: none"> Letter to the Editor Review & Approval SWOT Discussion Facilitator
JULY	No Regular Meeting				
AUGUST	Wednesday 8/14 5:00 p.m.	Thursday 8/15 5:30 p.m.		Monday 8/28 6:00 p.m.	<ul style="list-style-type: none"> CIP Project Recommendations PARC Budget Review SWOT Development
SEPTEMBER	Wednesday 9/11 5:00 p.m.	Thursday 9/19 5:30 p.m.		Monday 9/25 6:00 p.m.	<ul style="list-style-type: none"> Fall Park/Beach Walk-Thru Schedule Park Clean Up Day SWOT Development Reappointment Notices & Applications
OCTOBER	Wednesday 10/09 5:00 p.m.	Thursday 10/17 5:30 p.m.		Monday 10/23 6:00 p.m.	<ul style="list-style-type: none"> Terms Expire October 31st Approve 2025 Meeting Schedule SWOT Development Letter to the Editor topic
NOVEMBER	Wednesday 11/13 5:00 p.m.	Thursday 11/21 5:30 p.m.		Monday 11/27 6:00 p.m.	<ul style="list-style-type: none"> Election of Chair & Vice Chair Worksession Commission Training w/City Clerk Letter to the Editor Review & Approval

*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**