



**Homer City Hall**  
491 E. Pioneer Avenue  
Homer, Alaska 99603  
[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

## **City of Homer Agenda**

**Economic Development Advisory Commission Regular Meeting  
Tuesday, August 13, 2019 at 6:00 PM  
City Hall Cowles Council Chambers**

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

**AGENDA APPROVAL**

**PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA (3 Minute Time Limit)**

**RECONSIDERATION**

**APPROVAL OF MINUTES**

A. EDC Regular Meeting Minutes for June 11, 2019

**Page 3**

**VISITORS/PRESENTATIONS (10 Minute Time Limit)**

**STAFF & COUNCIL REPORT/COMMITTEE REPORTS (5 Minute Time Limit)**

A. Special Projects & Communications Coordinator Staff Report

i. Special Projects Coordinator Carroll July 2019 Staff Report

**Page 9**

ii. City Planner Abboud Staff Report PL 19-63

**Page 13**

iii. Advisory Planning Commission July 17, 2019 Regular Meeting Minutes

**Page 15**

B. Chamber Director Report

C. Homer Marine Trades Association Report

D. Pioneer Avenue Task Force Report

**PUBLIC HEARING**

**PENDING BUSINESS**

A. EDC Strategic Plan/Goals

i. Memo from Special Projects Coordinator Carroll Re: Adoption of EDC Strategic Plan Goals

**Page 25**

ii. DRAFT 2019 EDC Strategic Plan/Goals

**Page 27**

**NEW BUSINESS**

A. Review of Ordinance 19-19(S) Extra Territorial Water

- i. Memo from Special Projects Coordinator Carroll Re: Extraterritorial Water **Page 31**
- ii. Memo 19-072 from Councilmember Aderhold Re: Ordinance 19-19(S) **Page 33**
- iii. Ordinance 19-19(S) Extra Territorial Water **Page 35**
- iv. City of Homer Water & Sewer Distribution Map **Page 39**
- v. City Council Minutes Excerpt from April 22, 2019 **Page 41**
- vi. City Council Minutes Excerpt from May 28, 2019 **Page 43**
- vii. City Council Minutes Excerpt from June 10, 2019 **Page 45**
- viii. Excerpts from Homer Comprehensive Plan **Page 49**

**B.** FY 2020-2025 Capital Improvement Plan Review

- i. Memo from Special Projects Coordinator Carroll Re: Draft 2020-25 CIP **Page 57**
- ii. Draft Capital Improvement Plan 2020-2025 **Page 59**
- iii. Everything You Always Wanted To Know About the CIP **Page 127**

**INFORMATIONAL MATERIALS**

- A.** City Manager's Report for June 10, 2019 with Attachments **Page 131**
- B.** City Manager's Report for June 24, 2019 **Page 155**
- C.** City Manager's Report for July 22, 2019 with Attachments **Page 159**
- D.** EDC 2019 Meeting Calendar **Page 179**
- E.** Commissioner Attendance at 2019 City Council Meetings **Page 181**

**COMMENTS OF THE AUDIENCE (3 Minute Time Limit)**

**COMMENTS OF THE CITY STAFF**

**COMMENTS OF THE CITY COUNCILMEMBER**

**COMMENTS OF THE CHAIR**

**COMMENTS OF THE COMMISSION**

**ADJOURNMENT**

Next Regular Meeting is TUESDAY, SEPTEMBER 10, at 6:00 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.



Session 19-06 a Regular Meeting of the Economic Development Advisory Commission was called to order by Chair Karin Marks at 6:05 p.m. on June 11, 2019 at the Cowles Council Chambers, City Hall located at 491 E. Pioneer Avenue, Homer, Alaska, and opened with the Pledge of Allegiance.

PRESENT: COMMISSIONERS MARKS, BROWN, AREVALO, JOHNSON

ABSENT: COMMISSIONERS EVANS AND RICHARDSON (EXCUSED)

STAFF: SPECIAL PROJECTS AND COMMUNICATION COORDINATOR CARROLL  
DEPUTY CITY CLERK KRAUSE

The Commission met in a worksession at 4:30 p.m. in the City Hall Conference Room to discuss and work on the 2019 Strategic Plan and Goals document.

#### APPROVAL OF AGENDA

BROWN/AREVALO MOVED TO APPROVE THE AGENDA.

There was no discussion.

VOTE. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

#### PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA

#### RECONSIDERATION

#### APPROVAL OF MINUTES

A. EDC Regular Meeting Minutes for May 14, 2019

Chair Marks called for a motion to approve the minutes.

JOHNSON/BROWN MOVED TO APPROVE THE MINUTES.

There was no discussion.

VOTE. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

## VISITORS/PRESENTATIONS

### A. Memorandum from City Planner re: Zoning

City Planner Abboud spoke to the Commission on general zoning, General Commercial District 1 Expansion, large retail or box stores and agricultural lands in city limits. He expounded on the following items:

- Application of the Comprehensive Plan as a vision statement
- Homer City Code Title 21 is the guiding document for Zoning
- What the Comp Plan is used for
- Expansion of the GC1 to allow for additional businesses was voted down by Commission in part due to strong opposition from a few residents.
- East End Mixed Use, proposed changes to encourage businesses to expand services to the marine industry by amending current height restrictions requested support from the Commission on this change.
- Fred Meyer did obtain a permit to build but changed their minds and in hindsight it was probably a good choice since the downturn in the economy happened right after that.
- Demand from the public guided the restrictions in the CBD on large retail
- Safeway expansion triggers requirements listed in City Code and there is nothing that the Planning Dept can do about that. He noted that they do own the land next the current store and it will be interesting since there is currently no room to expand that doesn't activate Code requirements.
- Agriculture has no real opposition and is allowed in the Rural Residential and East End Mixed Use Districts. The high tunnels typically do not generate complaints.

City Planner Abboud responded to questions from the Commission on the following:

- Clarification on the differences between GC1 and CBD in regards to appearance and what was allowed, cheaper land in the East End Mixed Use District compared to CBD
- Increasing Commercial Land for purchase and development depended on the location and who actually owns the vacant land.
- Changes in the Residential Office District in the vicinity of the hospital is typical of a growing community, the property owners are being offered substantial compensation for their properties
- Permits for the following are required: improvements to the land over 200 square feet; sign permits are challenging due the variety and ways of expressing the business; driveway permits; steep slope concerns; there are concerns more and more often that are typically addressed by a building department due to persons building on the neighbors property; stormwater is another concern due to the lack of a stormwater system.
- Permits are typically around \$200 and dependent on the project whether commercial can increase the costs.
- Building department – Dirt work permit, stormwater plans, ensure building location on the property, inspection during the construction process to ensure that the project is

using the correct lumber, electrical, plumbing, etc., is up to code. The city has only concerns with the height and what you are building where in regards to zoning.

- The recent ordinance before Council was related to FEMA requirements for special flood hazard areas to be eligible for disaster relief funding. Additional information was provided on the flood mapping changes and the changes to the building height measurement in those areas and the current changes that are being discussed for the EEMU district and implications of height in regards to ISO ratings and fire safety.

A brief discussion ensued on collaborative support between the Economic Development Commission and the Planning Commission and the timing of any presentation of proposed regulation and or changes that may be forthcoming.

The Wayfinding and Streetscape presentation was provided to the Planning Commission in March and City Planner Abboud would like to provide some input on that subject at another time.

City Planner Abboud complemented Commissioner Richardson efforts and work done on the Sign Code issues.

Chair Marks thanked City Planner Abboud for his time.

#### STAFF & COUNCIL REPORT/COMMITTEE REPORTS

##### A. Special Projects & Communications Coordinator Staff Report

Special Projects & Communications Coordinator Carroll reviewed her staff report in the packet, noting the following:

- The telecommuter meeting went well and the Chamber expects to lobby additional funding from City Council for this project. This is a long term project 3-5 years. The Chamber is going to address the following: Understanding who to attract, how to build, market testing, tours, seasonal camps scenarios, landscape and how communities build telecommuting. This will involve the Chamber, community members and people who are engaged in this opportunity. She will provide future reports.
- She also provided information as directed in the Bylaws with regard to senior population trends.
- The Planning Commission will take up the sign code at a meeting in September
- In the packet is information on the Online Tax Code and how that is being discussed and possibly addressed by the various municipalities.

#### PUBLIC HEARINGS

#### PENDING BUSINESS

A. Memorandum from Special Projects & Communications Coordinator re: Strategic Plan & Goals

Ms. Carroll provided a brief overview of her report and results from the worksession and her recommendation was to postpone further action until the August meeting to allow those commissioners that were absent to provide input and allow staff to amend the document and provide the recommendations in a more formal presentation.

The Commission agreed by consensus to postpone until the August meeting.

NEW BUSINESS

A. Memorandum from Special Projects & Communications Coordinator re:  
BR & E Action Item – Zoning

Chair Marks provided a brief summary on the comments received from the survey and the information they received from City Planner Abboud.

Commissioner Arevalo suggested contacting the commenters to see if they left their contact information and ask them what exactly they meant. Referencing the comments that they received at this point on some it was difficult to determine what the issue was regarding zoning that they were having a problem with, noting it would be easier to determine what they meant by their comment.

Commissioner Johnson commented that at some point the anecdotal nature of these kinds of comments but be acknowledged. He does not believe that these comments represent everyone.

Chair Marks acknowledged that the Commission previously recognized that the results of the survey were not statistical. But they were excited at the number of responses that they did receive and the Commission believed that was cause for merit and starting at that level.

Chair Marks requested for the August agenda under pending business that they see if there is any way to drill down on the comments to see if there are specifics and then consider any possible actions that could be applied.

Commissioner Brown added that they did mention performing additional surveys.

INFORMATIONAL MATERIALS

- A. City Manager's Report for May 13, 2019 and May 28, 2019 Meetings
- B. Recognition of Student Commissioner Holmes
- C. Commissioner Brown Appointment
- D. 2019 Commissioner Attendance at City Council Meetings

Chair Marks noted the informational materials provided and thanked staff for including them and encouraged another Commissioner to attend the Council meetings.

Commissioner Arevalo commented that she would attend the August 26<sup>th</sup> Council meeting.

Commissioner Johnson agreed to attend the June 24<sup>th</sup> Council meeting.

#### COMMENTS OF THE AUDIENCE

#### COMMENTS OF CITY STAFF

Special Projects and Communication Coordinator Carroll commented that she was looking forward to welcoming Annalynn to the Commission.

#### COMMENTS OF THE COUNCILMEMBER

#### COMMENTS OF THE CHAIR

Chair Marks reported that City Council has postponed Ordinance 19-19(S) regarding providing water services outside City limits until their August 26<sup>th</sup> meeting so that this Commission along with the Port & Harbor and the Planning Commissions can review the Ordinance. She stated that since they do not meet in July she wanted the Commissioners to review the ordinance and backup information so that everyone is fully informed and they can submit a well-founded and supported recommendation back to City Council on the subject when they meet again in August.

#### COMMENTS OF THE COMMISSION

Commissioner Arevalo requested clarification that it is the August 26<sup>th</sup> Council meeting, as the Commission may need to have a special meeting.

Commissioner Johnson asked for clarification on what impacts that this ordinance would have on revenues, etc.

Commissioner Brown had no comments or questions.

Chair Marks provided some back ground on what issues brought this decision before the Council. One of the reason to live in the city limits is to receive the services and they pay fees for this service. It is necessary to determine how or when the city services should be extended beyond the city limits.

Ms. Carroll provided information on support and costs for maintaining the infrastructure and how to afford that infrastructure were some points that were discussed at the meetings.

Deputy City Clerk Krause confirmed the Council meeting date of August 26, 2019.

Ms. Carroll stated that staff will provide information and Council minutes on Ordinance 19-19(S) and requested the Commission to let her know when they are getting information overload.

Commissioner Johnson responded that he likes the paper packet as he believed it is easier to view and read.

Deputy City Clerk Krause responded to Commissioner Arevalo that comments are included in a supplemental packet if submitted to the City Clerk if they are not submitted in time to be in the regular packet, sometimes they are provided as laydowns also. The City Clerk will note who commented and a brief summary of the comment in the minutes.

Commissioner Arevalo applauded Jenny for including the senior demographic material in the packet and taking the initiative to review their bylaws to find that they requested to keep tabs on these trends, so thank you.

Chair Marks inquired if Ms. Krause was their new Clerk or if temporary.

Ms. Krause explained that she was just filling in.

Ms. Carroll explained that Ms. Tussey was at training and taking some vacation time.

ADJOURN

There being no further business to come before the Commission, Chair Marks adjourned the meeting at 7:38 p.m. The next regular meeting is scheduled for Tuesday, August 13, 2019 at 6:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

---

RENEE KRAUSE, MMC, DEPUTY CITY CLERK I

Approved: \_\_\_\_\_



# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

Administration

491 East Pioneer Avenue

Homer, Alaska 99603

(p) 907-235-8121 x2222

(f) 907-235-3148

## Memorandum

TO: City of Homer Economic Development Advisory Commission  
FROM: Jenny Carroll, Special Projects & Communications Coordinator  
THROUGH: Katie Koester, City Manager  
DATE: July 31, 2019  
SUBJECT: Staff Report – Information Only

---

### **City Planner Abboud Will Staff the August 13, 2019 EDC Meeting**

I am scheduled to be at an Advanced Public Information Officer Training in August, so I will be absent from the August 13<sup>th</sup> EDC meeting. City Planner Abboud will fill in for me in my absence. Thank you Rick.

### **Wayfinding/Streetscape Plan Update**

At the June 19, 2019 Planning Commission meeting, City Planner Rick Abboud reported that he would be meeting with Kinney Engineering, LLC, an Anchorage based engineering firm specializing in traffic analysis and design about an update of the Homer Area Transportation Design. In preparation for that meeting, I provided City Planner Abboud with the EDC's memo about Wayfinding/Streetscape Purpose and Proposed Scope.

After the meeting, City Planner Abboud informed me that staff recommended and the Planning Commission approved that the Wayfinding-Streetscape plan component be removed from the scope of the area transportation plan and bid separately. City Planner Abboud's staff report memo about transportation planning is attached; the Planning Commission's July 17, 2019 meeting minutes is also attached.

### **Planning Commission Topics**

City Planner Abboud and I have been brainstorming about ways to improve communication between the EDC and the Planning Commission. I am including Planning Commission Topics in my staff report this month as a way to give EDC Commissioners a heads up on potential items of interest. Of course, the Planning Commission meeting agendas and materials are available on the City Website at [https://www.cityofhomer-ak.gov/meetings?field\\_microsite\\_tid\\_1=97](https://www.cityofhomer-ak.gov/meetings?field_microsite_tid_1=97).

Let me know if this added section in my staff report is helpful to you, or if it is written information overload (TMTR---too much to read) and you would prefer to check the Planning Commission agendas online.

At the June 19, 2019 Planning Commission meeting the Planning Commission began discussing **amendments to Title 21**, specifically to require Zoning Permits and CUP's to have property lines

staked by a licensed surveyor prior to construction for all improvements and to require an as-built be submitted upon project completion. Some of the topics currently under consideration are:

- Which projects will trigger staking? All new construction? All new construction within a certain distance of the property lines? Only additions/remodels over a certain market value such as \$5,000?, \$10,000?, more or less? Only construction exceeding a certain building footprint area?
- Which projects will trigger an as-built submittal? All new construction? Only additions/remodels over a certain market value such as \$5,000?, \$10,000?, more or less? Only construction exceeding a certain building footprint area?

**Seafarers Memorial Parking** was before the Planning Commission in July. See City Manager's report for a memo from Harbormaster Hawkins updating the Council on the Seafarers memorial parking project and the questions under consideration. The Planning Department is still currently working on the application.

Details of **General boat storage, sales and repair** is being reviewed as permitted use in Marine-zoned areas.

**Building height amendment** is still being reviewed, awaiting information from DOT&PF regarding setbacks and height regulations in airport clear zones.

**Amend City Code Title 21 sections 24.020 and 26.020 permitted uses and structures in GC1 and GC2.** Currently only the manufacture/assembly of electronic equipment, electrical devices, pottery, ceramics, musical instruments, toys, novelties, small molded products and furniture are permitted manufacturing uses in GC1 and GC2. Any other manufacturing needs to go through the CUP process. The Planning Commission is working on an amendment to allow manufacturing activities in GC1 and GC2 as permitted activities rather than limit it to a small list.

The Planning Commission meeting schedule is online at: [https://www.cityofhomer.ak.gov/meetings?field\\_microsite\\_tid\\_1=97](https://www.cityofhomer.ak.gov/meetings?field_microsite_tid_1=97).

### **City Manager's Reports Points of Interest**

#### ***First Quarter 2019 Sales Tax Data***

Taxable sales have increased roughly 7.53% between the first quarter of 2019 and 2018 for the City of Homer.

#### ***Meeting with KPB regarding Online Sales Tax***

City Manager Koester provided updates on a meeting with Kenai Peninsula Borough Mayor Pierce and his administration to discuss online sales tax collection and the state-wide meeting June 6.

#### ***Final Draft of Planning Assistance to States (PAS) Study Released***

This is the preliminary assessment by the Army Corps of Engineers on the cost benefits of building the large vessel harbor. The favorable cost-benefit ratio allows the City and Corps to re-initiate the general investigation study with the Army Corp and move the project another step closer to being 'shovel ready.'



## **HERC**

City Manager Koester reported that no proposals were submitted in response to the RFP inviting proposals to manage, lease and renovate the HERC building, so Council will need to meet and talk about potential next steps on that. It was suggested it be scheduled for the next available worksession and Councilmember Aderhold agreed to work with the City Manager in preparing for that worksession.

## **Update on local AKDOT projects**

The current schedule is to rehab Pioneer Avenue Street next year and Lake in 2020. Additionally, the West and East Hill rehab project are scheduled for 2020 and 2021. This is the latest update and I have found that projections of project date are nearly always subject to revision.

## **Economic Impact of Aviation Industry Report**



**FOR IMMEDIATE RELEASE: July 22, 2019**

Contact: Linda Bustamante, [linda.bustamante@alaska.gov](mailto:linda.bustamante@alaska.gov), (907)266-2596

---

### **Economic Impact of Alaska's Aviation Industry**

**(ANCHORAGE, Alaska)** – Aviation built Alaska, supports thousands of jobs, and adds billions of dollars to our economy. A recently released report, the *2019 Economic Contribution of the Aviation Industry to Alaska's Economy* presents an economic analysis of Alaska's aviation industry.

The report shows that the aviation industry supports more than 35,000 jobs statewide while adding more than \$3.8 billion annually to the economy. The Alaska International Aviation System, comprised of Ted Stevens Anchorage International Airport and Fairbanks International Airport generate more than 26,000 jobs. In Anchorage, 1 in 10 jobs are attributed to the Ted Stevens Anchorage International Airport and in Fairbanks, 1 in 13 jobs are attributed to Fairbanks International Airport.

"The economic strength of Alaska's aviation industry clearly shows the economy is becoming more diverse and growing," **said Governor Michael J. Dunleavy**. "In fact, Ted Stevens Anchorage International Airport was recently named the best air cargo airport in North America and that tells the global business community that Alaska is open for business."

The contributions of aviation are vital in a state where 82% of the communities are accessible only by air. From floatplane docks, to the smallest rural airport, to the largest international airport, each airport contributes to the quality of life enjoyed by Alaska's businesses, residents, and visitors.

"Airports are essential for doing business in Alaska and supporting our state's world renowned tourist destinations," **said John MacKinnon, Commissioner of the Alaska Department of Transportation & Public Facilities**. "Our ongoing maintenance efforts and construction projects at the two international airports and the other 237 state-owned airports

enhance aviation safety, increase airport capacity, and support economic development throughout the state.”

The information contained in the report will be used to demonstrate the significant role that commercial and general aviation airports play in supporting Alaska’s economy. Northern Economics prepared the report and the Federal Aviation Administration funded the project.

The report is available on the Alaska Aviation System Plan website at <http://www.alaskaasp.com/Documents.aspx>.

The Alaska Department of Transportation and Public Facilities oversees 239 airports, 10 ferries serving 35 communities, over 5,600 miles of highway and 720 public facilities throughout the state of Alaska. The mission of the department is to “**Keep Alaska Moving** through service and infrastructure.”

### **Appreciation to Commissioner Evans**

On July 18, Charles Evans emailed the City Clerks informing them of his resignation from the EDC, effective immediately. I want to take this opportunity to thank Mr. Evans for his participation and service on behalf of the City of Homer.



# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

## Planning

491 East Pioneer Avenue  
Homer, Alaska 99603

[Planning@ci.homer.ak.us](mailto:Planning@ci.homer.ak.us)

(p) 907-235-3106

(f) 907-235-3118

### Staff Report PL 19-63

TO: Homer Advisory Planning Commission  
FROM: Rick Abboud, City Planner  
DATE: July 17, 2019  
SUBJECT: Transportation Planning

---

#### Introduction

The Commission has been tasked with transportation planning input. At this point, we are looking to develop a time frame and consider various scenarios relating to the level of update. The City Council forwarded memo 19-014 to the Commission.

#### Analysis

I have contacted an engineering firm to give consideration to the transportation needs of the City. This includes the priorities for transportation plan revision from Council Member Erickson. One thing I have found is that the Wayfinding-Streetscape Plan Proposal is a separate plan produced with different personnel and planning objectives.

Wayfinding-Streetscape planning is typically produced with the input of Landscape Architect. Most engineering firms would have to enter into a contract with one, as they are not typically on staff. The process and timeline for this type of plan is a bit different from a transportation plan and may have more decision points that require inputs from stakeholders.

Additionally, the EDC has already put for significant effort into development of a scope and has worked on components of Sign and Streetscape audit. With the working knowledge of wayfinding, some members of EDC can team up with other stakeholders to provide valuable input in the process. We will be able to produce saving in the plan in consideration of the past and future efforts of the EDC, as not all components of the plan needs to be accomplished by a contractor.

The other proposed elements of the transportation plan will generally be more focused on traffic counts, population projections, land use, economic drivers, traffic routes, and other engineering thought. The timeframe for the gathering and processing of all the data will be significantly longer than a wayfinding-streetscape plan and will require a different skill set than that of a wayfinding plan. If more traffic counts are found necessary, we will have to avoid times of major disruption, such as the paving of Pioneer Avenue.

For the reasons stated above, I suggest that we recommend to the council that a Wayfinding-Streetscape plan is best addressed separately from the Transportation Plan and a stakeholder task force should be created for plan input. The Transportation Plan RFP can be developed over the next year for a timeframe to start after the completion of the Pioneer Avenue project and possibly the Lake Street project.

**Staff Recommendation**

Discuss option for moving forward with transportation planning and make motion for recommendation to the City Council.

**Attachments**

Memo 19-014

Session 19-13, a Regular Meeting of the Homer Advisory Planning Commission was called to order by Chair Venuti at 6:2 p.m. on June 19, 2019 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS BOS, VENUTI, HIGHLAND, PETSKA-RUBACLAVA, BENTZ

ABSENT: COMMISSIONER SMITH (EXCUSED)

STAFF: CITY PLANNER ABOUD  
DEPUTY CITY CLERK KRAUSE

The Commission met at 5:30 for a worksession on beekeeping in Homer with a presentation from local beekeepers and suppliers.

### **APPROVAL OF THE AGENDA**

Chair Venuti called for a motion to approve the agenda.

HIGHLAND/BOS MOVED TO APPROVE THE AGENDA.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

### **PUBLIC COMMENT ON ITEMS ALREADY ON THE AGENDA**

Heath Smith, Councilmember and city resident commented on Ordinance 19-19(S) and the Memorandum 19-072. He remarked on the bullet points contained in the memorandum; explained that the water and sewer pays for itself and is self-sustaining and not paid for by property taxes or sales taxes; portions of the ordinance were unreasonable, not explained thoroughly or should not even be considered. He noted that there was extensive history and recommended that the commission should not get bogged down in the past. Mr. Smith also noted that the existing services from companies that provide bulk water services to residents outside city limits and that the system has supplied those quantities with no efforts.

Mr. Bill Smith, Kachemak City resident, commented on the location of the water main in relation to his property, his water is delivered monthly and is metered. He is charged for the gallons that go into the city sewer system through Kachemak City. He does not see the difference between piped and delivered water. He also commented on Line 84 in the ordinance which he believes would be a non-starter. The area just outside city limits where the affordable

housing is proposed there are approximately 100 properties and he did not believe that it would allow or promote unlimited expansion.

## **RECONSIDERATION**

### **ADOPTION OF CONSENT AGENDA**

- a. Approval of minutes of June 19, 2019

Chair Venuti requested a motion to approve the Consent Agenda.

BOS/BENTZ– SO MOVED.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

## **VISITORS/PRESENTATIONS**

### **REPORTS**

- a. Staff Report 19-60, City Planner’s Report

Chair Venuti invited the City Planner Abboud to provide Staff Report 19-60.

City Planner Abboud reviewed Staff Report 19-60 for the Commission highlighting the following:

- Removal of the word “advisory” from the Advisory Planning Commission as it lends itself that the Commission does not have certain powers and is only advisory. It is advisory to the Borough.
- Status of state road projects and his attendance at a recent Open House on the Homer area road projects.
- Oral arguments on the remand of Appeal for CUP 14-05

Commissioner Highland August 12<sup>th</sup>

Commissioner Bos – August 26<sup>th</sup>

Commissioner Rubalcava – September 9th

## **PUBLIC HEARINGS**

## **PLAT CONSIDERATION**

**PENDING BUSINESS**

- a. Staff Report 19-62, Building Height

Chair Venuti introduced the item by reading of the title and requested City Planner Abboud to present his report to the commission.

City Planner Abboud reported that they submitted the draft ordinance to the City Attorney but did not hear back from her on the status of the draft ordinance. He then reviewed the Fire Marshal response to the questions posed such as the fire sprinkler requirements, distance from lot lines,

Commissioner Bos commented that the Fire Marshal response is more along the lines of guidelines more than regulations. He also questioned that the Fire Marshall will also be looking at ventilation and commented on the difference between working on metal boats and fiberglass boats.

City Planner Abboud commented on requiring sprinklered systems and deal with that in city code. He then also commented on the larger buildings being presented in a manner that does not require sprinklers and provided an example with the proposed medical clinic not being required to have a sprinkler system and as such if they do not have a system cannot be a surgery center.

There were no further recommendations from the Commission.

Staff will wait to receive the draft ordinance from the City Attorney and present to the Commission for review and then they will hold a Public Hearing.

**NEW BUSINESS**

- a. Staff Report 19-61, Ordinance 19-19(S) to allow piped water outside of City limits

Chair Venuti introduced the item by reading of the title and requested input from City Planner Abboud.

City Planner Abboud noted the Commission heard from Councilmember Smith, referenced the information contained in the packet and stated that the city needs to develop a policy. He requested input from the Commission to formulate a response.

Chair Venuti stated that the company that wanted to build low income housing which is what brought this issue about has been rescinded so questioned the necessity for the commission to address the issue.

City Planner Abboud responded that while that may be the case the City Council should still consider developing a policy so there are no questions in the future.

The Commission entertained discussion that included the following points:

- Supported developing a policy regarding extension of city services outside city limits
- Draining supply of water in drought periods and over extending uses
- Possibility of annexation of areas that want city services
- How to determine who gets city services and who doesn't
- Additional discussion is needed
- Extension of services to those within city limits first before offering services to properties outside of city limits
- Project of additional water sources, is this needed
- Use of improvement district creation and process outside city limits
- Motivation to supply water to that (those) property (ties)
- What is the plan for draw down, contracts with trucking companies, building out water systems into extra territorial parcels, will this action lend to annexation in later years

Commissioner Bentz asked City Planner Abboud about having a worksession to answer some of the questions.

City Planner Abboud responded that this is a date specific issue and he is not sure that much could be put together and continued by noting that the Commission seems to have concerns on the concept and those concerns could be written down. He then noted that water issues could possibly be addressed in the extra territorial.

Commissioner Highland added that she did not want to see a repeat of a split Council vote with the Mayor breaking the tie since there is no policy in place, reiterating that a policy is necessary and decision should not be reliant on who is sitting on the Council at the time.

Chair Venuti requested clarification on when the response was needed on this issue.

Deputy City Clerk Krause confirmed that Council has this scheduled for the August 26, 2019 meeting.

Chair Venuti noted the time frame and inquired if Commissioner Bentz would like to make a motion to have a worksession.

BENTZ/BOS MOVED TO SCHEDULE A WORKSESSION ON ORDINANCE 19-19(S) AND MEMORANDUM 19-072 AND INVITE THE SPONSOR OF THE ORDINANCE AND OR MAYOR FOR THE NEXT MEETING.

There was discussion by the commission on inviting members of Council and the Mayor to attend a joint worksession to provide some input and information to assist in formulating their response.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.



Motion carried.

City Planner Abboud questioned what information staff could provide.

Commissioner Bos responded that other times Council has requested the Commission's input and there is some background as to why they are doing something and how it came into question. He was just wanting the background on why they are requesting this action.

There was a brief discussion on allowing Councilmember Smith to address some points the commissioners made in the previous discussion.

Deputy City Clerk Krause advised the Commission on the proper procedure.

BOS/BENTZ MOVED TO SUSPEND THE RULES TO ALLOW COUNCILMEMBER SMITH TO PROVIDE BACKGROUND INFORMATION ON ORDINANCE 19-19(S).

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Councilmember Smith admitted that there is some history and was not sure value that would offer the commission. He stated that he believes a policy is needed and this is what the Ordinance 19-19(S) intends to do. Council took an action that they are allowed to do and some people were not happy about it. A policy is an important path forward. This is really determining what the City has, what they are capable of doing and what risks are involved. He further noted that Todd Cook, Water/Waste Water Treatment Superintendent presented to City Council, and that even with the 6 week dry period they are still at 50% capacity, they still flushed the system and it is still overflowing and it would take an apocalyptic event to task the city water sources. There are 16 lots that are currently using city water so that does not add any additional burden on the system. Mr. Smith further stated that they can look back as far as they want or they can look forward and determine what is in the best interest of the system. They are not talking about building out infrastructure into extra territorial properties but looking at allowing extra territorial properties to tie into existing infrastructure or become part of a cost sharing that will allow the city to build out into adjacent city lands which helps in the cost sharing. Otherwise it is very cost prohibitive. It is not about driving a main up Kachemak City and allowing properties to hook up.

City Planner Abboud inquired about the water line/section line that goes up to a subdivision, Canyon Trails.

Councilmember Smith responded that was paid and installed by the developer and is not an oversized main. He further stated that Todd Cook provided some very good information on the city water system.

Chair Venuti inquired about city residents who were unable to hook up to water.

Councilmember Smith responded that HAWSP is upside down right now. He provided information on the payment and funding for infrastructure with special assessment districts and grants. He provided the basics on how HAWSP program works. He then provided some background information on how the water line was installed out east end and how that was made viable with splitting the costs assigned to properties between Kachemak City and Homer.

b. Memo from Jenny Carroll – City of Homer Draft 2020-25 Capital Improvement Plan (CIP)

Chair Venuti introduced the item by reading of the title.

City Planner Abboud noted the review provided by Ms. Carroll and stated that the Commission is asked for their top two projects. He noted that Ms. Carroll provided the Commission's last two projects and we can go around and get the top two projects from each commissioner unless the Chair would like to take us through this.

Chair Venuti asked each commissioner for their top two projects.

Commissioners offered their top projects around the table as follows:

Highland – Stormwater Master Plan and Main Street Sidewalk

Bos – Barge Haul Out Repair Facility and Ice Plant Upgrade

Rubalcava – Stormwater Master Plan

Bentz – Stormwater Master Plan

Venuti – Main Street Sidewalk and Stormwater Master Plan

Further discussion ensued on the probability of funding and the necessity of having a Stormwater Master Plan and selecting projects that would provide future revenues for the city. There was a further discussion by the Commissioners selecting alternative priority projects since it was noted from the audience by Councilmember Smith that there was funding for the Ice Plant Upgrade.

BENTZ/BOS MOVED THAT THE PLANNING COMMISSION RECOMMENDS FOR THE 2020-25 CAPITAL IMPROVEMENT PLAN STORMWATER MASTER PLAN AS TOP PRIORITY AND LARGE VESSEL HAUL OUT REPAIR FACILITY AS SECOND PRIORITY.

There was a brief discussion on the recommendations.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

c. Staff Report 19-63, Transportation Planning

Chair Venuti introduced the item by reading of the title.

City Planner Abboud provided his report for the Commission.

Discussion followed on a time line, data availability, existing projects, wayfinding including signage, current points from the existing transportation plan, such as routing the truck route to airport road the connecting to East End Road, the task now is drafting the RFP, including the new data from the upcoming census into the plan, more critical to perform the transportation plan then the wayfinding and streetscape plan.

The task was to discuss moving forward with the transportation planning and make a motion for recommendation to City Council.

Further discussion included current projects underway, funding availability, political support, concepts that will need buy-in such as truck traffic, traffic backups at the construction site for Main Street and the Highway, remove Wayfinding and Streetscaping and add in Stormwater, since it is important to consider how we route water when transportation planning.

BENTZ/BOS MOVED THAT THE PLANNING COMMISSION RECOMMENDS SEPARATING THE WAYFINDING AND STREETScape PLAN FROM THE TRANSPORTATION PLAN AND BID SEPARATELY.

There was no further discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

BENTZ/BOS MOVED TO RECOMMEND CITY COUNCIL DEVELOP A TRANSPORTATION PLAN REQUEST FOR PROPOSALS OVER THE NEXT 12 MONTHS.

There was a brief discussion for considerations for time horizons when developing the request for proposal and those would be census data, AKDOT project completion dates or other useful information for transportation planning.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- d. Staff Report 19-64, An Ordinance to Amend GC1 and GC2 zoning code regarding manufacturing

Chair Venuti introduced the item by reading of the title.

City Planner Abboud reviewed Staff Report 19-64 for the Commission.

Discussion on amending the language to reflect the same as East End Mixed Use District included dealing with toxic, hazardous chemicals; requiring the same guidelines as in the Central Business District; requiring a conditional use permit for all manufacturing; concern with proper air handling systems necessary for the manufacturing process; Fire Marshal review would bring about certain requirements dependent on the manufacturing business; the benefits of having the CUP requirement adds a benefit of oversight on the type of manufacturing.

BENTZ/BOS MOVED TO RECOMMEND HOMER CITY CODE 21.24.020 AND 21.26.020 BE AMENDED TO READ MANUFACTURING, FABRICATION AND ASSEMBLY.

Discussion ensued on the motion and that it did not include requiring a conditional use permit.

HIGHLAND/BENTZ MOVED TO AMEND THE MOTION TO INCLUDE BY CONDITIONAL USE PERMIT

Discussion ensued with clarification on this will now require every manufacturing business to have a conditional use permit including already permissible trades or businesses; points and concern was noted that this opens every business to public opinion not to mention the additional costs of the permitting; research can be conducted by planning staff to see if there is a way to use the correct verbiage to deal with the exclusion of those hazardous operations that are of concern to the commission; this requirement for all manufacturing is contrary to the Council's desire to lower the use of CUP's.

HIGHLAND/BOS MOVED TO POSTPONE TO THE NEXT MEETING TO ALLOW STAFF TO GATHER ADDITIONAL INFORMATION.

There was no further discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

### **INFORMATIONAL MATERIALS**

- A. City Manager's Report for the June 10, 2019 Homer City Council meeting

**B.** DOT Open House for Homer area projects June 25, 2019

**COMMENTS OF THE AUDIENCE**

Heath Smith, city resident, commented on nailing down on the CUP's so that they are limited as it is an area of expertise for one Frank Griswold and if they do not need to include certain things and open up areas of liability he would encourage that; a couple of things that were said earlier such as reducing the property tax of those that do not get water, he reiterated that those who get water pay for water and those that don't get water don't pay for water. It is not subsidized by any tax. It is a utility that is paid for through the rate structure. Another point brought up and would be very important is finding a way to regulate the trucking of bulk water, there is a policy in place to provides interruptability should any event happens that presents a scarcity, this also applies to city residents, they also have the power to ration or shut down the water system if that proves necessary by Council action, so there are already policies in place to safeguard not only with bulk water customers but city residents as well. He appreciates the Commission wanting to learn everything in order to move forward on things, but forward thinking does not always become anchored with the past. The Commission asked what brought this about and there it came about because people were asking to access a line in the ground. It is interesting that the bulk water haulers use the entirety of the improvement to fill up their trucks to drive it right across the street. So to him, what's behind this is, is what makes sense. The fear factor is the fact that some people like to weave the web of fear and he is not going to let fear dictate his path forward.

Bill Smith, non-resident, others do not delve into history but he will bring up some, the topic of annexation was brought up and due to the contentious nature of City of Homer's last annexation the legislature passed a law that if you are going to annex an area that has an established entity like a service area or city you cannot just do it by yourself it must be a positive vote by both entities. To annex an area interested in city services you would need agreement on both sides so he felt that it should not be brought or talked about in this discussion. In 1992 or 94 Homer did hook up some services outside city limits and since then one area has been annexed but the other in Kachemak City currently receiving water, the area commonly known as the Sod Farm next to Home Run Oil, that land is owned by Homer Electric, and is currently in the Homer Certificated Water Service Area and is in Kachemak City. So when we start getting on our high horse and being holy about where we serve water and stuff some history should be looked at and we should be a little more flexible on that.

**COMMENTS OF THE STAFF**

**COMMENTS OF THE COMMISSION**

Commissioner Highland commented if there is enough overlap between the EDC, the Parks & Rec and Planning on projects that they are all working on and should collaborate on.

City Planner Abboud responded that maybe EDC with the manufacturing but noted he is working on a method with staff to ensure that the EDC and other commissions have time to comment on items that the Planning Commission is working on, the Parks he was unsure there was anything at this time.

Commissioner Bos commented it was a good meeting.

Commissioner Rubalcava requested Todd Cook be invited to the worksession for the next meeting.

Commissioner Bentz commented following up on Commissioner Highland's comment that the wayfinding idea, noting the Parks and Recreation, Economic Development and Planning Commissions would have specific goals for any type of wayfinding product to funnel people to our parks and recreational assets, transportation concerns, etc., and recommended joint worksessions when it comes down to that.

**ADJOURN**

There being no further business to come before the Commission, the meeting adjourned at 8:32 p.m. The next regular meeting is scheduled for Wednesday, August 7, 2019 at 6:30 p.m. in the City Hall Cowles Council Chambers. There is a worksession scheduled at 5:30 p.m. prior to the meeting.

---

RENEE KRAUSE, MMC, DEPUTY CITY CLERK

Approved: \_\_\_\_\_



# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

Administration

491 East Pioneer Avenue  
Homer, Alaska 99603

(p) 907-235-8121 x2222

(f) 907-235-3148

## Memorandum

TO: CITY OF HOMER ECONOMIC DEVELOPMENT ADVISORY COMMISSION  
FROM: JENNY CARROLL, SPECIAL PROJECTS & COMMUNICATIONS COORDINATOR  
THROUGH: KATIE KOESTER, CITY MANAGER  
DATE: JULY 31, 2019  
SUBJECT: ADOPTION OF EDC STRATEGIC PLAN GOALS

---

### Introduction

The EDC held a worksession on June 11, 2019 to discuss their goals for inclusion in the EDC's 2019 Strategic Plan document. The following Strategic Plan/Goals document summarizes the EDC's suggestions.

### Requested Actions:

- **Review the draft 2019 Strategic Plan Goals provided in your packet.** The only section updated from previous the version is the goals section.
- **Propose and discuss any changes/additions.**
- **Formally adopt.**





**ECONOMIC DEVELOPMENT ADVISORY COMMISSION  
2019 STRATEGIC PLAN/GOALS**

Annually, the EDC prioritizes a list of short, medium and long-term goals to aid the commission in charting a general course for the year and keeping on-task.

**2019 EDC GOALS**

<b>Ongoing Goals</b>	<b>Short Term Goals</b> <small>&lt; 6 Months or by end of 2019</small>	<b>Midterm Goals</b> <small>1 - 3 Years (2019 – 2022)</small>	<b>Long Term Goals</b> <small>5 Years or More (2024+)</small>
Follow Wayfinding- Streetscape planning effort; keep focus on opportunities for implementation	Research any zoning recommendations to forward to Planning Commission	Assess job training needs of Homer businesses; communicate to Kenai Peninsula College	Collaborate with Chamber of Commerce on Recruit & Retain Remote Workforce Project
Familiarize with Smart Growth principles and best practices	Review CEDS	Multipurpose community center in CBD	
	Evaluate how to move downtown vitalization forward		
	Form ‘Recruit & Retain Remote Workforce” work group to collaborate with Chamber of Commerce		

**Overall EDC Duties and Responsibilities**

The outline below summarizes the EDC’s overall duties and responsibilities as prescribed in the EDC’s Bylaws, under Homer City Code 2.76.040 at [www.codepublishing.com/AK/Homer/](http://www.codepublishing.com/AK/Homer/) and in official City planning documents including the Homer Comprehensive Plan, the Comprehensive Economic Development Strategy (CEDS), and the 2017 Business Retention and Expansion Survey Report (BR&E).

**EDC Bylaws/HCC**

- Act in an advisory capacity to the City Manager and the City Council on the overall economic development planning for the City of Homer.
- Oversee responsibility of the City of Homer Comprehensive Economic Development Strategy (adopted by City Council April 26, 1993; formerly known as the Overall Economic Development Plan):
  - a. Revisions, amendments and extensions of the Comprehensive Economic Development Strategy (CEDS), which may be adopted by the City Council after consideration and report by the Commission.
  - b. Provide continued review and evaluation of the CEDS.
  - c. Supervise and monitor the implementation of the CEDS.
- Collect and analyze data relevant to economic development to evaluate existing community resources.
- Formulate and develop the overall long-range economic development goals of the residents of the City of Homer through public hearing process.

- Identify specific alternatives or projects to accomplish the City's objectives and recommend priorities.
- Review recommendations of the Homer Advisory Planning Commission to encourage a business-friendly environment in Homer.
- Promote public interest in overall economic development.
- Make inquiries regarding matters related to economic development.
- Collaborate with other City of Homer advisory bodies, the Homer Chamber of Commerce, Kenai Peninsula Economic Development District, and Kenai Peninsula Tourism Marketing Council in activities of mutual interest.

**Document 1: 2018 Homer Comprehensive Plan: Chapter 7 Economic Vitality** – The Comp Plan has six summarized goals, each with implementation strategies and additional objectives. The table at the end of the chapter breaks down these projects by a timeframe and whose primary duty it is to take action on them. The following goals have been marked as the EDC's responsibility:

1. Goal 1 – Encourage Economic Development
  - 1-5. Review the Community Economic Development Strategy (CEDS) Plan (*Mid Term*)
  - 1-6. Create an action plan from the CEDS plan (*Near Term*)
  - 1-7. Stay abreast of the requirements of information (*Ongoing*)
2. Goal 2 – Encourage Year-round Jobs
  - 2-A3. Identify business needs through business retention program participation (*Ongoing*)
  - 2-A4. Stay abreast of the needs of technology-based business and review the ability of the city to support (*Ongoing*)
  - 2-A5. Partner with KPEDD to identify options for incentives to encourage local business growth (*Near Term & Ongoing*)
  - 2-A6. Work with KPEDD to identify regional successes (*Near Term & Ongoing*)
  - 2-C4. Connect sources of information that contribute to identifying local job training needs (*Ongoing*)

**Document 2: 2011 Comprehensive Economic Development Strategy: Implementation Plan** – The strategies listed in the CEDS are implemented collaboratively by local government and community organizations/businesses. The goal listed that EDC should focus on is:

THREE BROAD SECTORS: CONSTRUCTION & MANUFACTURING, RETAIL, SERVICES

Goal: Increase the contribution these sectors make to Homer's overall economic health

- A. Encourage enterprises that will provide jobs and other economic benefits without serious negative side effects; and
- B. Encourage value-added manufacturing to maximize local resources and provide products for export.

Although this item is marked EDC's responsibility, the continued review/evaluation of the CEDS and supervising/monitoring its implementation **in its entirety** is the duty of the EDC per the commission's bylaws and HCC 2.76.040

**Document 3: Business Retention & Expansion Survey Report: EDC Proposed Action Items** – The EDC conducted a BR&E survey in 2017. Survey responses helped the EDC formulate 2017-2018 goals. Some of these goals have been accomplished, while others may need to be prioritized into a more specific timeline.

1. Local business concerns the EDC proposes to work on in short-term:
  - Clarify specific City regulatory barriers in the areas of zoning options and the permit process, sign ordinance (particularly in regard to several businesses co-located in one building) and lease policy and procedure -- while keeping safety, town appearance and quality of life elements in the balance;
  - Explore public-private partnership to create a master plan for a more vibrant, connected central commercial district with attention to appearance, trail connections, way-finding, arts, wi-fi zone, etc.
  - Support efforts to develop large vessel haul-out;
  - Share survey results with other organizations/government units engaged more directly in the issues as a catalyst for solutions;
  - Educate ourselves and others about the actual scope of City government reach in the various challenges brought out by the survey and connect individual business owners with information about the organizations and resources available for to address concerns and for business assistance.
2. Longer-term issues that cut across many businesses and require various stakeholder involvement in both strategy development and implementation:
  - Explore City participation in coordinated public-private initiatives to recruit workforce;
  - Support large vessel harbor development with attention to competitive rates and multi-use Spit management.

## **DUTIES OF COMMISSION/STAFF**

### Commissioners

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

### Staff (Jenny Carroll)

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

### Clerk's Office

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





# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

Administration

491 East Pioneer Avenue  
Homer, Alaska 99603

(p) 907-235-8121 x2222

(f) 907-235-3148

## Memorandum

TO: ECONOMIC DEVELOPMENT ADVISORY COMMISSION  
FROM: JENNY CARROLL, SPECIAL PROJECTS & COMMUNICATIONS COORDINATOR  
DATE: JULY 31, 2019  
SUBJECT: EXTRATERRITORIAL PIPED WATER

---

### INTRODUCTION

City Council has been considering amending code to allow piped city water outside city limits. At their June 10, 2018 City Council meeting, City Council referred Ordinance 19-19(S) to the Planning, Economic Development, and Port and Harbor commissions for review and input.

Attached is the memo Council sent to the Commissions, Ordinance 19-19(S) and excerpts of City Council Meeting minutes in which Ordinance 19-19(S) was discussed. I am also providing excerpts from the Comprehensive Plan to provide you some background on goals and objectives for Public Services and considerations addressing the provision of extraterritorial water.

1. **Memorandum 19-072**: listing the intent of commission review.
2. **Ordinance 19-19(S)**
3. **City of Homer Department of Public Works Water and Sewer Distribution Map**
4. **Excerpt from Homer City Council April 22, 2019 Regular Meeting Minutes**: where introduction of Ordinance 19-19 was postponed.
5. **Excerpt from Homer City Council May 28, 2019 Regular Meeting Minutes**: where Ordinance 19-19 was introduced.
6. **Excerpt from Homer City Council June 10, 2019 Regular Meeting Minutes**: where Ordinance 19-19(S) was substituted for Ordinance 19-19 and motion passed to postpone Ord 19-19(S) to refer it to the Commissions for review.
7. **Excerpts from Homer Comprehensive Plan**: Chapter 6, Goals and Objectives for Public Services and Facilities, Objective C, Water/Sewer Services and Appendix B. Water is discussed in the Summary and in Step 3

### RECOMMENDATION

Discuss the questions in the memo from City Council and formulate a response/recommendations for the August 26, 2019 City Council Meeting.





# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

Homer City Council

491 East Pioneer Avenue  
Homer, Alaska 99603

(p) 907-235-3130

(f) 907-235-3143

## Memorandum 19-072

TO: MAYOR CASTNER AND CITY COUNCIL MEMBERS  
FROM: COUNCIL MEMBER ADERHOLD  
DATE: JUNE 5, 2019  
SUBJECT: ORDINANCE 19-19(S)

---

Thank you for a productive worksession during our May 28, 2019 meeting to discuss extraterritorial utilities, piped water in particular. During the worksession and our regular meeting we also received valuable input from residents of Homer and Kachemak City, including a letter from the Mayor of Kachemak City regarding interest in piped water to lots that front Homer's water main on East End Road. Ordinance 19-19(S) was prepared in response to city council discussion and public testimony. The intent of the ordinance is to lay out a framework for providing extraterritorial piped water to certain properties that front an existing main while maintaining controls that protect Homer businesses that are subject to property and sales tax rates that differ from those outside the City and that are required to comply with City of Homer zoning restrictions.

I request that following the scheduled public hearing on Ordinance 19-19(S) at our June 10, 2019 regular city council meeting, city council send Ordinance 19-19(S) to the Planning, Economic Development, and Port and Harbor commissions for evaluation. The intent of commission review would be as follows:

- Evaluate the ordinance from a planning perspective to ensure the ordinance is as consistent with planning code and maintains the City's control within the context of extraterritorial utilities (Planning Commission)
- Evaluate how extraterritorial piped water may affect businesses within Homer and how negative impacts to business could be minimized
- Assess the potential for businesses to move outside of Homer to take advantage of lower tax rates and lack of zoning
- Evaluate the risk of a water intensive business, such as fish processing, to locate outside city limits and compete with similar port and harbor related businesses including but not limited to City of Homer leased businesses (Port and Harbor Commission)
- Recommend changes to the language of the ordinance
- Provide any additional recommendations to city council based on review

Input from commissions should be completed by August 21<sup>st</sup> to be considered at the August 26<sup>th</sup> Council meeting.

Recommended Motion: Postpone Ordinance 19-19(S) to the August 26, 2019 City Council meeting and refer it to the Port and Harbor, Economic Development, and Planning commissions.





**CITY OF HOMER  
HOMER, ALASKA**

Aderhold

**ORDINANCE 19-19(S)**

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA, AMENDING HOMER CITY CODE TITLE 14.08, "WATER RULES AND REGULATIONS" TO ADD HCC 14.08.015, "WATER SERVICE AREA" AND PERMITTING THE CITY TO PROVIDE WATER SERVICE OUTSIDE THE CITY OF HOMER SO LONG AS THE PROPERTY SERVED IS ADJACENT TO A WATER MAIN INSTALLED TO SERVE CITY PROPERTY AND SUCH SERVICE IS REQUIRED BY LAW OR AUTHORIZED BY ORDINANCE AND REQUIRING A COUNCIL APPROVED AGREEMENT REGULATING USE, OPERATION, INSTALLATION, AND MAINTENANCE OF WATER SERVICE ON THE PROPERTY.

WHEREAS, It is in the interest of the City of Homer ("City") to prioritize providing City-owned utilities to City residents and taxpayers; and

WHEREAS, The City has no authority to regulate the development or zoning of real property outside the City's boundaries; and

WHEREAS, Properties outside City limits do not contribute to the costs of maintaining and providing City-owned public utilities through property tax, public utility assessments or, in the case of businesses, sales tax; and

WHEREAS, For these reasons the water service area of the City should not be expanded outside City limits without careful and deliberate consideration by City Council via ordinance or as otherwise required by law.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. The Homer City Council hereby amends Homer City Code 14.08, "Water Rules and Regulations" by adding a new section HCC 14.08.015 entitled "Water Service Area":

14.08.015 Water Service Area

- a. Except as otherwise required by law, the City may only extend City-owned water service outside City boundaries when the extension is requested by the governing body of the outside jurisdiction via ordinance and the extension is approved by Council via

42 ordinance and in full compliance with this Section. The ordinance approved by Council  
43 must:

- 44
- 45 1. Identify the location of the property or properties to be serviced;
  - 46 2. Identify and incorporate by reference any applicable agreements between the  
47 City and the jurisdiction in which the property is or properties are located;
  - 48 3. Identify essential terms and conditions of the agreement that must be included  
49 in any agreement between the property owner, the City, and/or the jurisdiction  
50 in which the property is or properties are located;
  - 51 4. Specify the cost of extending water service to the identified property and the  
52 required cost allocation method for the property or properties;
  - 53 5. Affirm that the cost allocation method and the amount paid by the property  
54 owner and/or the jurisdiction where the property is located includes the full  
55 costs and fees of the extension and does not disadvantage property owners  
56 within the City; and
  - 57 6. Affirm the extension of water services under this section is lawful, in the City's  
58 best interest, and in furtherance of public health and welfare within the City.

59

60 b. Notwithstanding the other provisions of this Section, after [**insert effective date of this**  
61 **ordinance**], the City-owned Water System may only be extended to properties outside  
62 City boundaries adjacent to a water main that serves property within the City.

63

64 c. If an outside jurisdiction agrees to undertake, in whole or part, any financial,  
65 managerial or operational role in the extension, operation or use of the Water System,  
66 this agreement must be approved by Council via resolution.

67

68 d. Before City-owned water service may be extended outside its borders under this  
69 Section, Council must approve an Extraterritorial Water System Agreement between  
70 the City and the owner of extraterritorial property receiving City-owned water service.

71

72 e. The essential terms of the Extraterritorial Water System Agreement must:

- 73
- 74 1. Identify the location of the property, the intended and existing use of the  
75 property, and the reason for requesting the extension of City-owned property to  
76 the property;
  - 77 2. Specify the amount of the extension, the cost allocation of any costs and fees  
78 associated with the extension and the specific terms of any payment method for  
79 the property;
  - 80 3. Incorporate all City laws, policies, and procedures governing the extension,  
81 installation, operation, and maintenance of the City-owned Water System;

- 82                   4. Incorporate any applicable agreements between the City and the jurisdiction in  
83                    which the property is located; and  
84                   5. Require the property owner to consent to and confirm that the City has full  
85                    authority to regulate any use of the property that has or may have an impact on  
86                    the City-owned Water System.  
87  
88                   f. Water may not be extended outside City limits until the City amends its certificate of  
89                    public convenience and necessity to include the extended service area, if required by  
90                    state law.  
91  
92                   g. Except as provided in this title or upon approval granted by Council via ordinance and  
93                    permitted by law, persons outside City limits will be treated the same as persons inside  
94                    City limits with regard to permitting fees and water rates.

95  
96                   Section 2. This ordinance shall take effect upon its adoption by the Homer City Council.  
97  
98                   Section 3. This ordinance is of a permanent and general character and shall be included  
99                   in Homer City Code.

100  
101                   ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this \_\_\_\_ day of \_\_\_\_\_, 2019.

102  
103  
104                   CITY OF HOMER  
105  
106  
107                   \_\_\_\_\_  
108                   KEN CASTNER, MAYOR

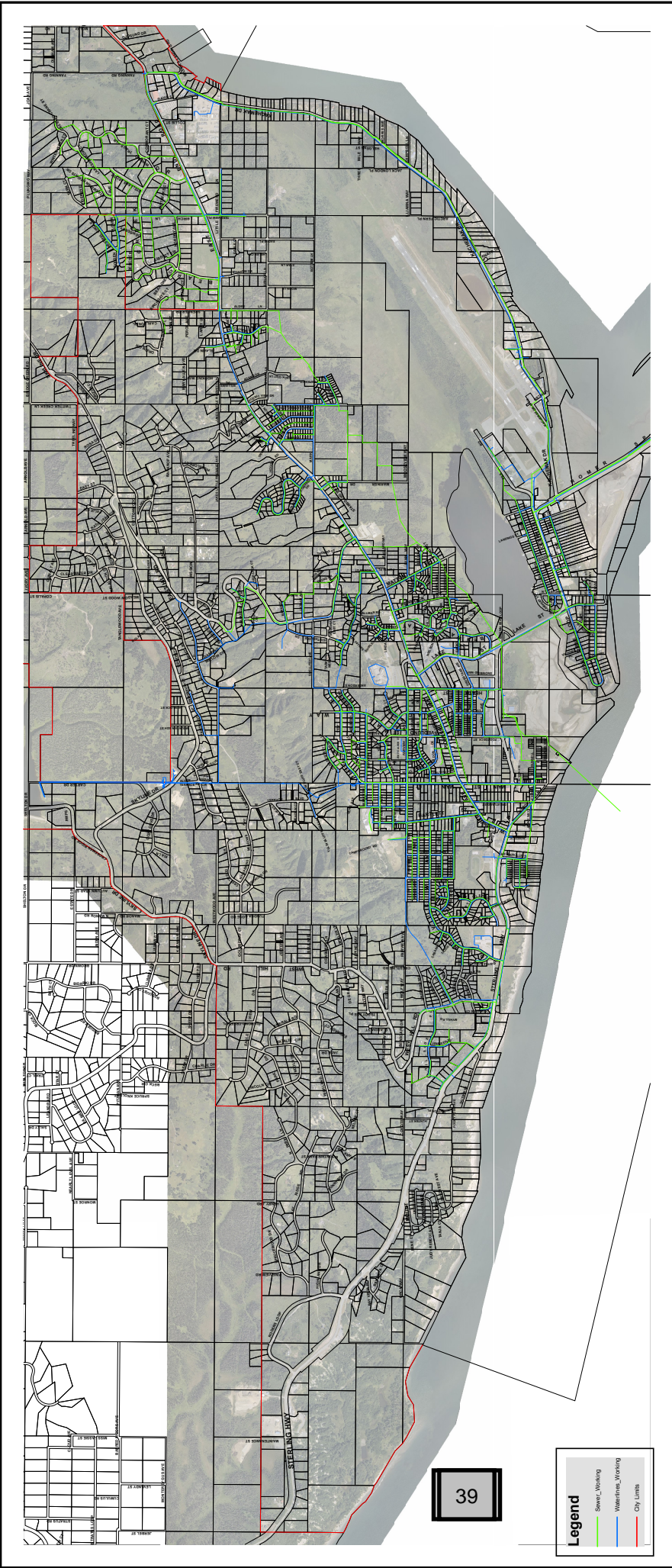
109  
110                   ATTEST:  
111  
112  
113                   \_\_\_\_\_  
114                   MELISSA JACOBSEN, MMC, CITY CLERK

115  
116                   Introduction:  
117                   Public Hearing:  
118                   Second Reading:  
119                   Effective Date:

120  
121                   YES:  
122                   NO:  
123                   ABSTAIN:

124 ABSENT:  
125  
126 Reviewed and approved as to form:  
127  
128 \_\_\_\_\_  
129 Katie Koester, City Manager  
130  
131 Date: \_\_\_\_\_

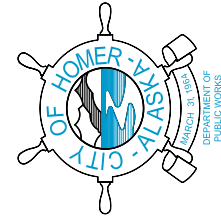
\_\_\_\_\_  
Holly Wells, City Attorney  
Date: \_\_\_\_\_



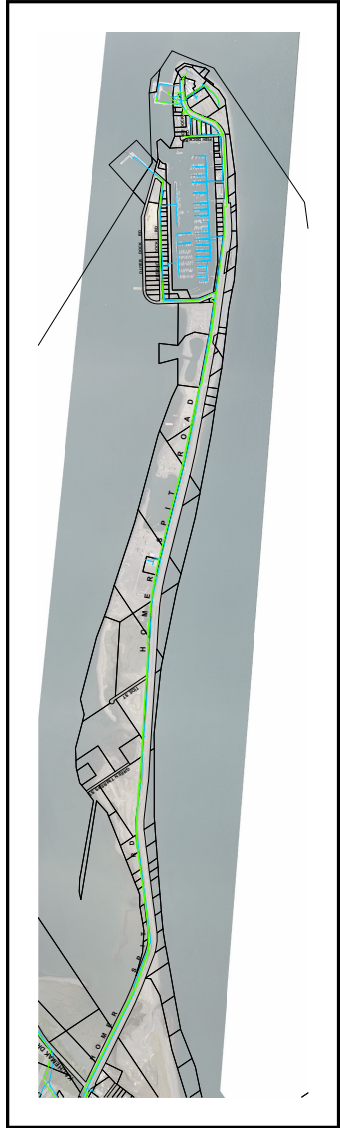
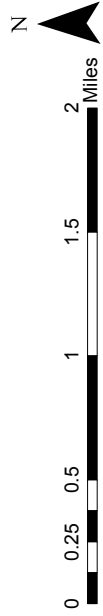
39

**Legend**

- Sewer\_Working
- Waterline\_Working
- City Limits



# City of Homer Department of Public Works Water & Sewer Distribution Map 2018





## ORDINANCE(S)

- a. **Ordinance 19-19**, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code Title 14.08, “Water Rules and Regulations” to add HCC 14.08.015, “Water Service Area” and Prohibiting the City from Providing Water Service Outside the City of Homer Unless Authorized by Ordinance or Required by Law and Requiring the Adoption of Extraterritorial Public Utility Agreements by Resolution. Aderhold. Introduction April 22, 2019, Public Hearing and Second Reading May 13, 2019.

ADERHOLD/VENUTI MOVED TO INTRODUCE ORDINANCE 19-19 BY READING OF TITLE ONLY. SECOND.

Councilmember Aderhold explained this is the type of ordinance she intended to bring forward if the motion to rescind had passed at the last meeting. The intent is to codify the current policy and lay out a clear process by which it could change, and it’s intended to be more intentional about how we’re going to deal with water. She looks forward to input from the others.

Councilmember Smith appreciates this coming forward and he agrees there needs to be a process. He doesn’t agree with the current policy and we need to strengthen what needs to be done to facilitate requests for water outside the boundaries. He takes issue with the prohibiting verbiage, it makes it a difficult path to move past. He thinks Kachemak City made an effort to say they’re interested in pursuing a path forward and this doesn’t send a good message. Kachemak City is currently working on framework on what they’d like to present and he’d like to see what they can do to accommodate this, before putting this kind of language into play. He proposed tabling so they can take a look at what Kachemak City is offering, in case there needs to be changes, and some of this may be addressed through Councilmember Lord’s work on title 14.

Councilmember Lord appreciates the process laid out in this ordinance. She agrees with the language as it’s providing that we don’t extend water except in situations approved by Council through the the process identified. She believes the first step is they need to have a conversation at the City level of what our policy should be moving forward, what do our boundaries and our services mean, it’s a community issue. That should be done outside of a one off project of Kachemak City’s interests and what they’re planning to do. Most of the feedback she’s heard over the past couple years have been against providing water service outside the City. She doesn’t want to set policy for the City based on what a neighboring entity is proposing.

Councilmember Venuti agrees with the language used, it’s our water and we have to be careful with our words. Prohibiting is a strong word but can’t be interpreted any other way. This is a good beginning and doesn’t agree with waiting for Kachemak City to come up with their proposal first. She’s heard concerns from residents and believes there are issues here we need to deal with first. She welcomes discussion on this at a worksession. She questioned the

recurring comment about all the water that gets dumped into the bay, and how much water is dumped.

Councilmember Stroozas agrees with waiting to see the work done on the title 14 rewrite, since so much has already been done. He supports tabling to see how this is addressed in the rewrite.

Councilmember Lord explained the revisions being proposed are not proposing to change policy, but clarify verbiage of our current policy, and she sees it as a discussion on water/sewer, and special assessment district code. She supports working with what's being proposed in this ordinance and holding more hearings over time, rather than tabling.

Councilmember Aderhold explained she wanted to bring this forward now to lay out framework for future conversations we'd have with Kachemak City, so they'd know specifically what the City of Homer needs from them to start the process.

There was further discussion on tabling the ordinance or continuing discussion at future meetings. There was brief discussion about available dates for worksessions and clarifying the correct process would be to postpone to a time certain, not tabling.

ADERHOLD/VENUTI MOVED TO POSTPONE THE SECOND MEETING IN MAY WITH A WORKSESSION ON THE TOPIC.

There was brief discussion confirming that they could postpone again if they aren't ready to vote to introduce at that time.

VOTE (postponement): NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

### **CITY MANAGER'S REPORT**

a. City Manager's Report

City Manager Koester commented on the high tide and moderate winds on Thursday that resulted in some significant erosion on the spit both on City lease property and private property, a sewer main has been exposed, and lost about 20 feet of roadway between a couple of the boardwalks. Staff is aware of the issue and have reached out to DOT and ACOE as it's a coordinated effort, but have not had a response from them yet.

b. Bid Report (information only)

### **PENDING BUSINESS**



the status of the HERC and what needs might be after completion of the RFP process, and other transitions with moving the Police Department and Fire Department needs.

VOTE: YES: LORD, ADERHOLD, VENUTI  
NO: ERICKSON, STROOZAS, SMITH

Mayor Caster voted yes to break the tie and allow it to go to public hearing.

Motion passed.

### **PENDING BUSINESS**

- a. **Ordinance 19-19**, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code Title 14.08, "Water Rules and Regulations" to add HCC 14.08.015, "Water Service Area" and Prohibiting the City from Providing Water Service Outside the City of Homer Unless Authorized by Ordinance or Required by Law and Requiring the Adoption of Extraterritorial Public Utility Agreements by Resolution. Aderhold. Introduction April 22, 2019, Postponed to May 28, 2019.

Mayor Castner announced the motion on the floor from April 22, 2019 as follows:

*ADERHOLD/VENUTI MOVED TO INTRODUCE ORDINANCE 19-19 BY READING OF TITLE ONLY.*

Councilmember Aderhold thanked Council for the good discussion at the worksession. If the Council votes to introduce she'll bring back a substitute that address issues they discuss and bring back a schedule for review by Planning , Port and Harbor, and Economic Development Commissions for evaluation.

VOTE: YES: ERICKSON, VENUTI, LORD, STROOZAS, ADERHOLD, SMITH

Motion carried.

ADERHOLD/STROOZAS MOVED TO COME BACK AT THE JUNE 10<sup>TH</sup> MEETING FOR A PUBLIC HEARING AND SECOND READING.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

### **NEW BUSINESS**



k. Americans with Disabilities Act Compliance Committee

**PUBLIC HEARING(S)**

- a. Ordinance 19-19, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code Title 14.08, “Water Rules and Regulations” to add HCC 14.08.015, “Water Service Area” and Prohibiting the City from Providing Water Service Outside the City of Homer Unless Authorized by Ordinance or Required by Law and Requiring the Adoption of Extraterritorial Public Utility Agreements by Resolution. Aderhold. Introduction April 22, 2019, Postponed to May 28, 2019, Public Hearing and Second Reading June 10, 2019.

Ordinance 19-19(S), An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code Title 14.08, “Water Rules and Regulations” to add HCC 14.08.015, “Water Service Area” and Permitting the City to Provide Water Service Outside the City of Homer so Long as the Property Served is Adjacent to a Water Main Installed to Serve City Property and Such Service is Required by Law or Authorized by Ordinance and Requiring a Council Approved Agreement Regulating Use, Operation, Installation, and Maintenance of Water Service on the Property. Aderhold.

Memorandum 19-072 from Councilmember Aderhold as backup

Mayor Castner opened the public hearing.

Larry Slone, city resident commented in support of the substitute ordinance and supports submitting it to Commissions for their consideration and input.

Jack Cushing, city resident, commented in support of the substitute ordinance and the next steps outline in the accompanying memorandum.

ADERHOLD/LORD MOVED TO ADOPT ORDINANCE 19-19.

ADERHOLD/VENUTI MOVED TO SUBSTITUTE ORDINANCE 19-19(S) FOR 19-19.

Councilmember Aderhold commented that after their last discussion and based on public testimony she worked with the City Attorney on this substitute. In addition they had some specific recommendations that aren’t in the substitute because this is an overarching policy, and addressing specifics for properties would be addressed through an ordinance from the adjoining jurisdiction and this Council’s ordinance in response.

Councilmember Stroozas commented this is being addressed in the Title 14 re-write. Councilmember Lord noted that the re-write does not provide clarification regarding on the process because it’s being addressed through this ordinance and there are many other topics to move through in the re-write.

Councilmember Venuti commented in support of the substitute ordinance and it going to the Commissions for their consideration.

Councilmember Lord commented for clarification if the motion to substitute is approved then they will make another motion to postpone and send it to the commissions with a copy of the memorandum and map.

VOTE (substitute): YES: VENUTI, SMITH, ADERHOLD, LORD, STROOZAS, ERICKSON

Motion carried.

Councilmember Smith commented he supports this only for the matter of it being sent on to the Commissions. He still has issues with the language in the ordinance, but that won't be addressed until after the Commission's report back.

Councilmember Aderhold asked Councilmember Smith to outline his concerns to be reflected in the minutes for the Commissions to evaluate as well.

Councilmember Smith objects to the prohibitive language, citing reference to the statement "water may not"; the full authority to regulate any use of the property is nebulous; before city owned water service may be extended outside its borders under this section, he thinks there are things that need to be discussed as far as what the Extraterritorial Water System Agreement is. He added the title reads "the property served is adjacent to a water main installed to serve city property and such service is required by law", he thinks it could say "or" instead of "and", simple little things. He thinks lines 24-26 don't apply when it comes to the utility, so that needs to be cleaned up as far as what it represents.

Councilmember Lord disagrees with the "and/or" that was just referenced in the title. She thinks it does need to say "and" because in order to serve properties outside the city limits, one, you have to be adjacent to the water main, and two, the service either has to be required by law or authorized by ordinance.

Mayor Castner commented he appreciates their working toward a process and thinks there getting close to one that he's agreeable with. He suggested the effective date be January 1, 2020.

ADERHOLD/VENUTI MOVED TO POSTPONE ORDINANCE 19-19(S) TO THE AUGUST 26, 2019 CITY COUNCIL MEETING AND REFER ORDINANCE 19-19(S) TO THE PORT AND HARBOR, ECONOMIC DEVELOPMENT, AND PLANNING COMMISSIONS.

Councilmember Lord asked that the memo be included, she'd like to make sure that's part of the discussion as they work thorough it as it's laid out. Councilmember Aderhold concurred that the memo and map should go with the ordinance.

There was no further discussion.

VOTE (postponement): YES: ADERHOLD, LORD, VENUTI, STROOZAS, SMITH, ERICKSON

Motion carried.

- b. Ordinance 19-23, An Ordinance of the City Council of Homer, Alaska, Repealing and Reenacting Homer City Code Title 14 to be Entitled “Homer Public Utility Systems” and Homer City Code Title 17 to be Entitled “Public Assessments” to: 1) Consolidate Water and Sewer System Regulations and Rates; 2) Update Definitions and Common Terms, and 3) Create Uniformity Between Service and Assessment Practices and Repealing Homer City Code Chapters 9.08, 13.24 and 13.28 to Relocate Utility Construction Practices and Fees from Homer City Code 13.24 and Homer City Code 13.28 Into Titles 14 and 17 and Move Homer City Code 9.08 to Homer City Code 17.03 and Update Assessment Lien Enforcement Provisions to Incorporate State Law Requirements. Lord/Stroozas. Introduction May 28, 2019, Worksession June 10, 2019. Public Hearing June 10, 2019, Public Hearing and Second Reading June 24, 2019.

Ordinance 19-23(S), An Ordinance of the City Council of Homer, Alaska, Repealing and Reenacting Homer City Code Title 14 to be Entitled “Homer Public Utility Systems” and Homer City Code Title 17 to be Entitled “Public Assessments” to: 1) Consolidate Water and Sewer System Regulations and Rates; 2) Update Definitions and Common Terms, and 3) Create Uniformity Between Service and Assessment Practices and Repealing Homer City Code Chapters 9.08, 13.24 and 13.28 to Relocate Utility Construction Practices and Fees from Homer City Code 13.24 and Homer City Code 13.28 Into Titles 14 and 17 and Move Homer City Code 9.08 to Homer City Code 17.03 and Update Assessment Lien Enforcement Provisions to Incorporate State Law Requirements. Lord/Stroozas.

Memorandum 19-058 from Councilmembers Lord and Stroozas as backup  
Memorandum 19-063 from City Attorney as backup

Mayor Castner opened the public hearing. There were no public comments and the hearing was closed.

LORD/ERICKSON MOVED TO ADOPT ORDINANCE 19-23 FOR SECOND READING ONLY

STROOZAS/LORD MOVED TO SUBSTITUTE ORDINANCE 19-23(S)

Councilmember Lord commented the substitute incorporates a number of comments from our last meeting, and the City Attorney provided a recap at their 4:00 p.m. worksession.

VOTE (motion to substitute): UNANIMOUS CONSENT



**2018 Homer Comprehensive Plan - excerpt from Chapter 6 Goals & Objectives for Public Services and Facilities**  
**Near-term Priorities**                      **See Objective C Water/Sewer Services below:**

The public safety radio system is nearing the end of its useful life. Key components of it will no longer be supported by the manufacturer after 2018. It is imperative to begin replacing and updating the system as soon as possible.

There is a strong need to replace the building and grounds utilized by the Homer Police Department. The existing structure was built in the late 1970's. Department operations have outgrown the current building and it has serious personnel safety and health concerns. The existing site is too small to accommodate expansion or reuse. The city formed a Public Safety Building Review Committee in 2016 and made a proposal for a new fire and police combined facility. After voters failed to approve a bond measure for a combined police and fire facility, the council has been working on a fire station renovation and a scaled down version of the original police facility proposal.

**Implementation Strategies**

- Maintain authorized positions
- Plan for equipment upgrade/replacement
- Review staffing levels
- Plan for new facility

***Long-term Needs***

To maintain the delivery of efficient, professional long term public safety services to Homer, the Homer Police Department needs a stable work force supplied with essential tools. These tools include a well-maintained and adequate vehicle fleet, on-going training and professional development, up-to-date radio, computer, investigations and office equipment, and professional management and leadership. Maintaining wage parity with other law enforcement agencies combined with proper equipment and leadership are key factors for retaining workers and providing career stability. Computer and radio equipment age rapidly and quickly become outdated. Obsolete equipment often does not interface properly resulting in increased workloads and sometimes a complete failure in necessary interagency data transfer.

**Implementation Strategies**

- Determine action necessary to ensure a stable workforce

**OBJECTIVE C: WATER/SEWER SERVICES** – Continue to provide high-quality water and sewer services, anticipate future demand, and effectively guide Homer's growth with the extension of water and sewer into areas identified in the land use plan.

***Current Status***

Public water and sewer service for the city of Homer is provided by the City of Homer Department of Public Works. In July 2006, a Water and Sewer Master Plan was completed for the City to provide guidance on future improvements and expansions for each of the utilities. According to the 2006 master plan, approximately 64 percent of the occupied homes in the city were served by the public water system and approximately 54 percent were served by the public sewer system.

Current estimates, based on Kenai Peninsula Borough GIS information, indicate that 74% of occupied homes are served with public piped water and 61% are served with public piped sewer.

### **Water System**

Homer operates a Class A public water system. Water is supplied from a dammed surface water source which forms the 37-acre Bridge Creek Reservoir. This is the City's sole water source; no other groundwater wells or other surface

sources are operated by the City. It is important to note that groundwater in Homer is generally unsuitable for residential and commercial water wells due to low yields, shallow groundwater, lack of a significant freshwater aquifer, and saltwater in wells. The City established the Bridge Creek Watershed Protection District in an effort to preserve and protect the city's drinking water source. Based on current population growth projections and current water usage, the Reservoir has adequate capacity for the foreseeable future.



**Water Treatment Plant built in 2006**

Seasonal summer population fluctuations and increased summer water needs cause summer demand to nearly double the wintertime water production. Average winter water production (2016) is currently 350,000 gallons per day (0.35 mgd). Peak winter demand is 500,000 gallons per day (.5 mgd). Average summer demand is currently 800,000 gallons per day (0.8 mgd). Summer peak demand (2017) is currently 1,000,000 gallons per day (1.0 mgd). The water treatment plant, built in 2009, has the capacity to produce 2,000,000 gallons per day (2.0 mgd). The plant uses “ultra” filtration to produce high quality drinking water that meets or exceeds EPA drinking water standards. Based on historical population growth rates of 2-3% per year, no new treatment plant capacity will be needed for many years.

Treated water is distributed and stored in three water storage tanks, which have approximately 1,750,000 gallons of operational capacity. An additional tank has been designed and will be built when funding has been identified. These water storage tanks serve as treated water reservoirs for community water demands and fire emergencies.

The water distribution system consists of approximately 53.5 miles of buried pipe. Pipe materials consist of cast iron, ductile iron, polyvinyl chloride (PVC), and high-density polyethylene (HDPE) pipe. Sizes of pipe range from 4 to 18 inches in diameter. The piping is generally confined to the lower areas of Homer except for two corridors which carry the water down from the treatment plant through low density residential development to the more densely developed areas. Approximately 1,850 customers are served. There are also 413 fire hydrants connected to the city water distribution system.

Homer residents and businesses not on the public water system typically maintain their own wells or pay to have private contractors haul potable city water to a holding tank. Because groundwater sources are often difficult to find with sufficient production and water quality, many property owners not connected to the City's system choose to purchase hauled water. Water from Homer's distribution system is also hauled to many residences outside of Homer city limits. In 2016, bulk water accounted for approximately 13% of the water billed.



## Sewer System

Homer operates a deep shaft wastewater treatment plant (WWTP). The WWTP is designed to treat 880,000 gallons per day on average (.88mgd), but has the capability for treating 1,400,000 gallons per day (1.4 mgd) peak flow. Homer has an intra-city agreement with Kachemak City to provide sewer service. Currently, the WWTP treats an average winter daily flow of 390,000 gallons per day (610,000 gallons per day average summer flow). However, intense rain storms which contribute to inflow and infiltration can substantially increase flow to the plant. A record of 1.7 million gallons per day has been recorded, but it is rare to see a flow of over 1.2 million gallons per day.



Sewer Treatment Plant (1990)

The wastewater collection system consists of approximately 55.2 miles of buried gravity sewer mains. Pipe materials consist of asbestos concrete, ductile iron, high density polyethylene (HDPE), and polyvinyl chloride (PVC). About half of the system is constructed with asbestos concrete pipe, especially the oldest sections built in the 1970's. Sizes of pipe range from 6 to 24 inches in diameter, with the majority being 8-inch size mains. The sewer system serves a total of 1,450 customers. Additionally, parts of Kachemak City are served by the sewer system.

Homer maintains seven sewage pump stations. Lift stations are used to pump sewage from topographical low points to higher portions of the gravity system. There are approximately 11.6 miles of force main pipe from the lift stations. Force main pipes are constructed from ductile iron or high density polyethylene pipe (HDPE) and range from 3 to 6 inches in diameter.

Those Homer residences and businesses not connected to the public sewer system use on-site wastewater disposal systems. Poor perking soil conditions and a perched groundwater table in Homer are not ideal for on-site systems and many are believed to function poorly.

A study was conducted to better understand the inflow and infiltration contribution to Homer's wastewater plant. Inflow is defined as surface water entering the system from various sources (i.e., building sump pumps, roof leaders, foundation drains, or system manhole lids). Infiltration is defined as groundwater entering the system through manhole/pipe cracks, faulty connections, or other openings. The study found inflow/infiltration to be a significant contributor to the overall wastewater collected. During intense rain storms, as much as 50 percent of the overall flows received at the sewer treatment plant may be attributed to inflow and infiltration. During major storms, over 1,000,000 gallons per day of flow may be attributed to infiltration and inflow.

Because the soils in Homer are silty and relatively impermeable, infiltration is not considered a significant contributor to inflow and infiltration (pipes and manholes are generally buried in impermeable soils). Inflow is considered to be a much more significant factor, the result of perched groundwater table and generally poor drainage conditions. The lack of inspections of new home construction, poor drainage around homes and businesses, lack of enforcement, and the lack of pipe storm drain systems have led to illegal storm drain connections to the sanitary sewer system.

### *Near-term Priorities*

Demand for water will continue to rise as the community grows and as the outlying areas grow, since Homer's water is hauled to residences outside city boundaries. Water conservation measures can help reduce demands on the City's finite supplies and can also reduce demands on the City sewer system and individual septic systems. Extending the water and sewer system to meet future demands will require a careful examination of the costs and benefits and should include consideration of programs that provide for cost sharing. Encouraging infill in areas already served and keeping a reasonable schedule for maintaining current systems will provide increased revenue and long term system-wide cost savings.

### Implementation Strategies

- Support measures that conserve water use
- Reduce inflow
- Consider actions to meet future demands

### *Long-term Priorities*

The sewer system is judged to have adequate capacity to meet projected needs and does not require any major improvements. Continued maintenance of the 30-year-old sewer treatment plant is an ongoing priority.

**Objective D: PORT & HARBOR – Continue to develop the infrastructure and services of the Port and Harbor in order to improve its position as an important regional port and harbor facility.**

### **Current Status**

The City of Homer owns and operates much of the land and associated facilities on the Spit. The Port and Harbor Department manages and maintains the Homer Small Boat Harbor with approximately 1,000 boat stalls, the Pioneer Dock where the US Coast Guard and Alaska State Ferry moor, the commercial Fish Dock which processes over 20 million pounds of commercial fish annually, the Ice Production Plant which produces several thousand tons of ice, the Fish Grinding Facility, and the Deep Water Dock. The department operates as an Enterprise Fund financially supported by user fees.

The Port and Harbor facilities are a critical component to Homer's economy. The Small Boat Harbor is the largest single basin facility in Alaska. Commercial fishing is a large, but often unseen enterprise. Many of the boats that operate out of the Homer port are million dollar businesses; however, their fish is either landed elsewhere or quickly moved out of town. Only a small percentage is processed locally. Sport fishing is also a large economic generator in Homer, playing a key role in tourism activities. A multitude of charter companies are based out of the Small Boat Harbor. The Port and Harbor is engaged in a delicate balancing act of trying to accommodate the needs of many user groups. Land must be maintained for marine related industrial activities which support the fishing industry and freight and shipping activities, while providing space for recreational and tourist activities.

The Port and Harbor employs 18 staff members, both full and part-time, with an annual budget in 2017 of \$4,782,246.

## ■ Appendix B – Annexation Process

---

### Summary

**Develop a clear and open public process for future changes to City of Homer boundaries. Explore a planned, phased possible expansion; and initiate and establish regional planning processes with the Kenai Peninsula Borough.**

Existing land use and future growth around the periphery of Homer has significant impacts on the quality of life, the environment, and the economy of those who live and work within city limits. As a consequence, the City needs to be open to the possibility of annexing lands beyond city boundaries. Some of the specific benefits for those in the annexed areas include:

- Access to water for domestic use
- Improved fire protection services
- Improved street maintenance and snow removal services
- Improved law enforcement services provided by the City police department (as continued growth in outlying areas requires more services than the Alaska State Troopers can provide)
- Local control over planning and zoning (when done in a manner that reflects local values, city planning and zoning authority can help avoid the intrusion of incompatible uses into neighborhoods and help maintain and increase property values)
- Right to vote for elected representatives in Homer, and serve on City Boards and Commissions (currently sales tax provides the majority of the city’s revenue. People outside city boundaries pay sales tax but don’t vote for the people who make the decisions about how sales tax money is spent)

**Step 1:** Develop a clear and orderly process to assess the need and apply for the expansion of the boundaries of the City of Homer, which is likely to be necessary over the coming decades as surrounding areas grow and develop.

**Step 2:** Develop a fair, planned process for involving affected members of the public when considering annexation.

**Step 3:** Develop land use and infrastructure policies to address issues such as access and water use for areas that may be annexed in the future.

**Step 1:** Develop a clear and orderly process to assess the need and apply for the expansion of the boundaries of the City of Homer, which is likely to be necessary over the coming decades as surrounding areas grow and develop.

For the long-term benefit of both the city and surrounding areas, Homer will adopt a proactive planning strategy in the greater Homer area. Overall intentions regarding possible boundary changes are outlined below:

### **Implementation Strategies**

1. Regularly assess the need for phased annexations to guide growth and provide for effective delivery of municipal services which benefit landowners, residents, and businesses.
2. Identify specific criteria for prioritizing prospective annexation areas. Focus near term attention where the uses have the greatest impact on City of Homer interests, including the area of the Bridge Creek water reservoir and associated watershed, areas where City water is delivered to residents outside city limits, areas directly adjacent to Homer city boundaries, and areas where recreational and open space resources (trails, greenbelts, water and drainage ways) are already in existence or may be easily developed.
3. Establish a clear and open public process for proposing annexations, including obtaining input from interested persons regarding land use and City services.
4. Work actively with the KPB to develop shared plans for current uses and future growth in the areas outside current city boundaries; including services, land use, and development standards.
5. In addition to considering the impacts of proposed annexation on residents and land owners, evaluate the costs and benefits of specific possible annexations to the City of Homer; looking, for example, at the relative balance of expected revenues versus costs to provide needed services.

**Step 2:** Develop a fair, planned process for involving affected members of the public when considering annexation.

Past annexation procedures in Homer have been painful, slow, and costly. Some of this cannot be avoided: annexation is a complex issue and not everyone will be satisfied with the outcomes. Nonetheless, there is room for improvement in the procedures associated with annexation. Specific policies include:

### **Implementation Strategies**

1. In the near term, carry out an initial “annexation issues scoping process” for areas outside the city. Get early input from landowners, residents, and businesses in possible annexation areas regarding annexation issues. This will help Homer in planning for future growth, and enable landowners and businesses outside Homer to be part of the process and to understand how annexation may affect them.
2. Prior to proceeding with any annexation petition, the City, working with the Borough, will undertake a planning study of the specific area proposed for annexation. This will include providing public notice and public meetings to help define recommended future land uses and to indicate how and when municipal services (including public safety, utilities, streets and trails) will be extended to the area, together with estimated associated costs. The recommendations

of the study will be incorporated into any annexation proposal submitted to the Alaska Local Boundary Commission.

3. Extra effort will be made to give the public a meaningful role in the consideration of annexation costs and benefits.
4. Explore options for different levels of services where clear distinctions can be made in the level of service required. For example, the level of fire protection service may vary greatly as a function of road infrastructure, vegetation, and response time. In outlying areas for example, the focus may be prevention of loss of human life and containment versus protection of life and property in locations closer to town.
5. It is not possible or appropriate for the City of Homer to prepare land use policy for potential annexation areas. At the same time, the City needs to convey general intentions for the future use of annexed lands. These intentions are established through the general policies of this Comprehensive Plan and other policies for land inside City limits, but also give a helpful sense of what policies might apply in future annexation areas. Examples of general policies that apply citywide and would likely be extended to annexed areas include creating and maintaining quality residential neighborhoods, using setbacks and buffers to ensure compatibility between different types of uses, providing open space and trails, and ensuring roads are built to City standards. The annexation planning studies called for above will build from the general framework in the Comprehensive Plan and take into account the opportunities and constraints of specific locations, as well as the perspectives of affected property owners and residents.

**Step 3: Develop land use and infrastructure policies to address issues such as access and water use for areas that may be annexed in the future.**

Regardless of any future annexations, which may be decades away, the City needs to address several specific land use and infrastructure issues that cross city boundaries into greater Homer. Specific issues and recommended policies are presented below:

**Implementation Strategies**

1. Working through a cooperative planning process with the Borough, establish mechanisms to deal with issues outside City of Homer boundaries with greatest impact on the City. Examples include agreement to use common road standards and for cooperative work on trail and open space issues.
2. Re-examine the City’s current policy for the provision of water from the public water system to users outside city limits and determine the impact of this practice. Currently approximately 26% of occupied homes within Homer city limits do not enjoy the benefit of piped water delivery. The ability to receive water from city sources outside city boundaries has a major impact on the prospects for development in outlying areas where options for wells are limited. Water delivery in outlying areas contributes to the outward spread of residential uses, which in turn increases driving, energy use and contributes to greenhouse gas emissions. Determine if areas receiving water should be high priority areas for annexation. Investigate options for “reciprocity” by either developing plans for annexation or by establishing KPB-enforced land use practices that align with similar practices in the City of Homer (*See Chapter 6, Public Services and Facilities, Goal 1, Objective C, for more on water use*).





# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

## Administration

491 East Pioneer Avenue  
Homer, Alaska 99603

(p) 907-235-8121 x2222

(f) 907-235-3148

## Memorandum

TO: CITY OF HOMER ECONOMIC DEVELOPMENT ADVISORY COMMISSION  
FROM: JENNY CARROLL, SPECIAL PROJECTS & COMMUNICATIONS COORDINATOR  
THROUGH: KATIE KOESTER, CITY MANAGER  
DATE: JULY 31, 2019  
SUBJECT: CITY OF HOMER DRAFT 2020-25 CAPITAL IMPROVEMENT PLAN (CIP)

---

### BACKGROUND

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

The CIP is updated annually with input from department staff, City advisory commissions and the public. Ultimately, after considering public input, City Council adopts a final version of the plan.

The CIP consists of three sections: Legislative Priority Projects, mid-range projects and long-term projects. Typically, five Legislative priority projects are selected by City Council for efforts to obtain state and/or federal funding in the coming year.

Review the draft 2020-2025 CIP provided in your packet. Substantive updates and/or changes from last year's CIP to date are indicated in red font. The Commission will be asked for your CIP Legislative Request project recommendations at the Regular August 13, 2019 meeting.

### STAFF RECOMMENDATION

**Entertain a motion that identifies #1 and #2 priority projects the EDC recommends to Council for inclusion in the Legislative Request section.** Any City project in the CIP is eligible. For reference, last year EDC selected #1 Barge Mooring/Haul Out Repair Facility and #2 New Large Vessel Moorage Facility. I will share your Legislative Request recommendations with City Council for consideration at their August 26, 2019 CIP worksession.

### Other potential actions:

- **Propose project description changes/updates, if any.** Updates to last year's CIP (to date) are marked by red font in the draft CIP and include:
  - New Large Vessel Moorage Facility (CIP p. 2) – updated Plans & Progress section with outcome of Section 22-PAS Program Grant study.
  - Barge Mooring & Large Vessel Haul Out Repair Facility (CIP p. 3) – returned to original phasing of project (with barge mooring stations & haul out ramps phase 1 and uplands improvements phase 2).

- Storm Water Master Plan (CIP p. 4) – updated to reflect progress being made on the Master Plan utilizing ACWA grant funds and City of Homer matching funds.
- Fire Department Fleet Management (CIP p. 6) - HVFD will be recommending an update to this project, which will include prioritizing fleet replacements according to a depreciation/fleet replacement schedule.
- Ice Plant Upgrade (CIP p. 17) – updated Plans & Progress with award of consultation contract to Coffman Engineering.
- Large Vessel Sling Life, Phase 1 (CIP p. 18) – Project description mentions the new 150 ton travel sling lift planned for Northern Enterprises Boat Yard.
- Fire Department Rescue 1 Remount (CIP p. 26) – Project to be updated or recommended for removal based on depreciation/fleet replacement schedule.

➤ **Formally support (or not) other new projects proposed for the CIP**

- To date, one new project has been proposed for the CIP, Homer Harbor Cathodic Protection.

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

Enclosed: Everything You Always Wanted To Know About The City of Homer Capital Improvement Plan





# **DRAFT**

# **City of Homer**

# **Capital Improvement Plan**

# **2020-2025**



Homer's Port & Harbor is a regional asset serving commercial fishing vessels from nearly every fishery in the State, the US Coast Guard and industrial support vessels whose delivery of supplies to industries and remote communities is foundational to Alaskan commerce at all levels. A new large vessel moorage facility and a haul out facility for large commercial vessel maintenance and repair are priorities in the City's CIP.



# Table of Contents

Office of the City Manager

491 East Pioneer Avenue  
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

## City of Homer

www.cityofhomer-ak.gov

September 23, 2019

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2020 through 2025 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 2020-2025 CIP were compiled with input from the public, area-wide agencies, and City staff, as well as various advisory commissions serving the City of Homer.

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

Katie Koester

City Manager



# Table of Contents

Letter from City Manager. . . . . i

Table of Contents. . . . . ii

Funded Projects from 2019-2024 Capital Improvement Plan . . . . . iv

Introduction: The Capital Improvement Program . . . . . v

Integration of the CIP with Comprehensive Plan Goals. . . . . vi

PART 1 LEGISLATIVE REQUEST FY2021 . . . . . 1

    Homer Port & Harbor: New Large Vessel Moorage Facility. . . . . 2

    Barge Mooring / Large Vessel Haul Out Repair Facility . . . . . 3

    Storm Water Master Plan . . . . . 4

    Main Street Sidewalk Facility: Pioneer Avenue North . . . . . 5

    Fire Department Fleet Management Plan . . . . . 6

PART 2 MID-RANGE PROJECTS . . . . . 7

Parks, Art, Recreation and Culture . . . . . 8

    Bayview Park Restoration. . . . . 9

    Homer Spit Trailhead Restroom . . . . . 10

    Jack Gist Park Improvements, Phase 2 . . . . . 11

    Karen Hornaday Park Improvements, Phase 2 . . . . . 12

    Multi-Use Community Center, Phase I . . . . . 13

Port and Harbor . . . . . 14

    Deep Water/Cruise Ship Dock Expansion, Phase 1 . . . . . 15

    Harbor Ramp 8 Public Restroom. . . . . 16

    Ice Plant Upgrade . . . . . 17

    Large Vessel Sling Lift, Phase 1 . . . . . 18

    Old Main Dock Removal. . . . . 19

    Seafarers Memorial Parking Expansion. . . . . 20

    System 4 Vessel Mooring Float System . . . . . 21

    Truck Loading Facility Upgrades at Fish Dock . . . . . 22

    Wood Grid Replacement. . . . . 23

Public Safety. . . . . 24

    City of Homer Radio Communication System Upgrades . . . . . 25

    Fire Department Rescue 1 Remount. . . . . 26

INTRODUCTION PAGES - DRAFT



## Table of Contents

---

INTRODUCTION PAGES - DRAFT

Public Works.....	27
New Public Works Facility (Proposed as Mid-Range project from Long-Range list).....	28
Water Storage Distribution Improvements, Phase 3 .....	29
STATE PROJECTS.....	30
Baycrest Overlook Gateway Improvements, Phase 3.....	31
Homer Intersection Improvements.....	32
Kachemak Drive Rehabilitation/Pathway.....	33
Main Street Reconstruction.....	34
Sterling Highway Milepost 172: Drainage Improvements .....	35
Sterling Highway Reconstruction - Anchor Point to Baycrest Hill.....	36
PROJECTS SUBMITTED BY OTHER ORGANIZATIONS.....	37
Beluga Slough Trail Extension.....	38
Haven House: Safety/Security Improvements .....	39
Homer Council on the Arts: Mary Epperson Performing Arts Center .....	40
Homer Hockey Association: Kevin Bell Ice Arena Acquisition .....	41
Homer Senior Citizens: Alzheimer’s Unit .....	42
Kachemak Heritage Land Trust: Poopdeck Platt Trail.....	43
Kachemak Shellfish Growers Association: Kachemak Shellfish Hatchery .....	44
Kachemak Ski Club: Homer Rope Tow Access & Equipment Upgrades.....	45
Pratt Museum: New Facility and Site Redesign.....	46
South Peninsula Behavioral Health Services: The Annex Upgrade .....	47
South Peninsula Hospital: Hillside Stability Study .....	48
PART 3 LONG-RANGE PROJECTS.....	49
Local Roads .....	49
Parks and Recreation .....	49
Public Projects .....	51
Utilities.....	52
State Projects .....	52
Appendices.....	53
CIP Development Schedule .....	54
Resolution 18-070.....	55



## **Funded Projects from the 2019-2024 Capital Improvement Plan**

---

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

- Emergency Radio Communication System

The Police Department secured FY2018 and reallocation grant funds from the AK Division of Homeland Security and Emergency Management to complete upgrades of the Homer Police Department radio system and repeaters. The City's systematic upgrade of its Emergency Radio Communication System will continue as other components of the project remain to be upgraded.

**The following community project has been completed:**

- Haven House Safety/Security Improvements





## **Introduction: The Capital Improvement Program**

---

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

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

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

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

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

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

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

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

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

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

Once the overall CIP list is finalized, the City Council names a 64 of projects that will be the focus of efforts to obtain state and/or federal funding in the coming year. The overall CIP and 64 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.



## State Legislative Request FY2021

To be updated based on City Council selections

City of Homer FY2021 State Legislative Priorities  
approved by the Homer City Council  
via Resolution 19-XXX

1. **Port & Harbor: New Large Vessel Moorage Facility - \$10,258,000**
2. **Barge Mooring & Large Vessel Haul Out Repair Facility - \$4,010,850**
3. **Storm Water Master Plan - \$306,000**
4. **Main Street Sidewalk Facility: Pioneer Avenue North - \$943,059**
5. **Fire Department Fleet Management - \$1,219,500**

**FY 2021 - DRAFT Document**





# 1. Homer Port & Harbor: New Large Vessel Moorage Facility

FY 2021 - DRAFT Document

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

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

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

**Plans & Progress:** The City, State of Alaska ADOT, and Army Corps of Engineers (ACOE) partnered on a port expansion feasibility study in 2004. At that time, preliminary results indicated the project's Benefit to Cost ratio would be non-competitive for Federal funding so the study was put on hold. High demand and favorable changes in cost drivers since then prompted the City and the ACOE to reexamine feasibility utilizing a Section 22 Planning Assistance to States Program Study grant in 2018. **The study's positive results led to a recommendation by the ACOE to resume work on the Navigational Improvement Feasibility Study to dredge and build the new moorage facility. The City has formally expressed its intent to work with the ACOE on the Study and renew our partnership with the State of Alaska for technical expertise and funding, with the understanding that costs are shared 50% Federal, 25% City, 25% State.**

**Total Project Cost:** \$124,233,000

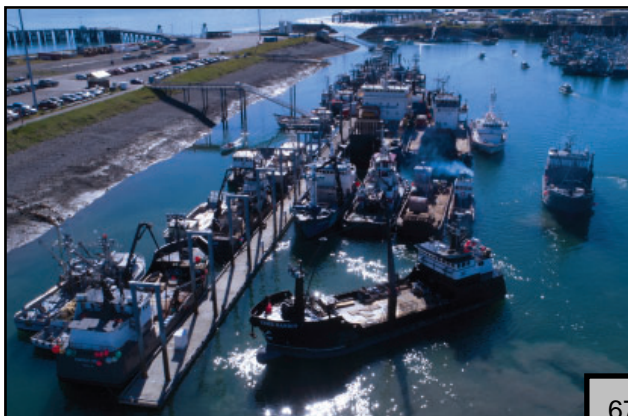
**Design and Permitting:** \$10,258,000

Breakwater Construction

and Dredging: \$90,275,000

Inner Harbor Improvements: \$23,700,000

**FY2021 State Request: \$10,258,000**



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



## 2. Homer Barge Mooring & Large Vessel Haul Out Repair Facility

FY 2021 - DRAFT Document

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

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 a large vessel wash down pad (which can also be used by recreational/sport boats), electrical pedestals, lighting, security fencing and a drainage/water management system to facilitate local, efficient and environmentally sound vessel repairs. This site has accommodated approximately six to eight vessels (depending on size) with ample workspace; it will offer barges the ability to complete their required annual maintenance at the uplands repair facility while wintering over.

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

Phase 2 is the design and construction of the barge mooring stations. Design and permitting for Phase 2 was initiated with \$255,000 in State Legislative Grant funds and is being completed with \$42,626 in additional City of Homer funds. Phases 3 will design and construct the upland improvements.

The project earned top ranking among four Kenai Peninsula projects that were ultimately submitted to the Alaska Office of the Economic Development Administration for inclusion on a list for potential federal infrastructure funding.



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

**Total Project Cost:** \$4,768,500

**2019:** Phase 2 Barge Mooring Engineering/Permitting/Geotechnical/Design: \$297,646 (Funding competed.)

**2021:** Phase 2 Barge Mooring Construction: \$1,255,000

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

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

**FY2021 State Request: \$4,113,250**

(City of Homer 10% Match: \$476,850)

Project Cost section updated to reflect completion of Phase 2 with City of Homer funds.





### 3. Storm Water Master Plan

FY 2021 - DRAFT Document

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

A new master plan will outline how the City can:

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

**Plans & Progress:** In 2019, the Department of Environmental Conservation awarded the City an Alaska Clean Water Actions stewardship grant to begin work on the Stormwater Master Plan. Grant funds will be used to produce baseline stormwater runoff information and identify low-impact development (or green infrastructure) opportunities for stormwater collection and treatment to minimize the ecological, economic and community impacts of runoff. Local planners, engineers and the public will use this information as a tool in the development of the Master Plan. Funds will also construct green infrastructure features at the new Homer Police Station which will include interpretive signage to teach the public about the value of green infrastructure .

**Total Project Cost:** \$320,000

**2019 ACWA Grant:** 70,000

**FY2021 State Request: \$250,000**  
(City of Homer 10% Match: \$25,000)

**Schedule:** 2022

**Priority Level:** 1

Plans & Progress and Project Cost sections updated to reflect progress made on the actual Stormwater Master Plan utilizing ACWA grant funds and City of Homer matching funds.



A map is needed to address storm water management issues.



## 4. Main Street Sidewalk Facility: Pioneer Avenue North

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

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

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

The overall project is conceived as sidewalks on both sides of Main Street from Pioneer Avenue to Bayview Park. A phased approach is suggested, beginning with sidewalk on the west side of Main Street only, first to Fairview Avenue, then to Bayview Park.

**Plans & Progress:** A engineer's conceptual cost estimate for both phases of the project has been developed.

**Total Project Cost:** \$943,055

Phase I: \$422,604

Phase II: \$520,451

**FY2021 State Request: \$848,750**

(City of Homer 10% Match: \$94,305)

**Schedule:** 2021

**Priority Level:** 1



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



## 5. Fire Department Fleet Management

**Chief Kirko will be updating this fleet management project based on comprehensive depreciation/replacement schedule/new priorities..**

FY 2021 - DRAFT Document

**Project Description & Benefit:** The Homer Volunteer Fire Department is in need of a number of vehicle upgrades to be able to safely and efficiently protect the lives and property of Homer residents.

**Quint (Ladder Truck):** Adding an aerial truck to HVFD’s fleet will greatly enhance the City of Homer’s firefighting capability. Over time, as Homer’s population has grown, so has the size and complexity of its buildings. West Homer Elementary School, the Islands and Ocean Visitor Center, Kevin Bell Ice Arena, and South Peninsula Hospital Expansion are examples of large footprint, two story plus buildings where fighting fire from the ground or from ground ladders (the tallest of HVFD’s is only 35’) is no longer safe or practical. These locations require the use of elevated hose streams to fight fire effectively. Currently, HVFD is only able to provide elevated hose streams from ground ladders, which severely limits the application of water and endangers the lives of firefighters. Aerial apparatus allow for application of water to the interior of a building without placing firefighters in immediate danger. They also allow for the rescue of people trapped in upper stories or on rooftops by fire or other incidents that impede the use of interior stairways. In addition to increasing firefighting capability to protect large public buildings, an aerial truck will potentially lower insurance rates for the community.

**Brush/Wildland Firefighting Truck:** The Department’s existing brush truck is a Ford F-350 that was converted to a brush unit in-house in 1990 by adding a manufactured tank, portable pump and a home-built tool storage compartment. The existing truck is severely deficient due to age-related wear and lack of capacity to handle the weight of fire fighting equipment. A new Ford F-450/550 4x4 with wildland pump unit, tank, and tool compartments will provide critical and reliable service. In addition to fighting wildfires, the truck provides fire protection to areas inaccessible with traditional large fire apparatus due to poor road conditions during winter and break-up.

**Harbor Fire Cart Replacement:** The Homer Port & Harbor is outfitted with seven motorized

**Chief Purcell recommended Fire Cart be removed. Is a port & harbor responsibility, and is not eligible for grant funds as a capital project.**

fire carts uniquely capable of responding to vessel fires located on the harbor’s float system. These full-response fire apparatus are custom-made mini mobile fire engines capable of delivering AFFF foam to two attack lines at the same time. Because of Alaska’s special conditions (harsh weather, extreme tides and the size of vessels) there are no pre-made, off-the-shelf fire apparatus that fully meets Homer’s Port & Harbor response needs. On multiple occasions they have saved vessels and prevented the costly spread of fire in the small boat harbor. Unfortunately, the fire carts are over 20 years old. Despite regular monthly and annual maintenance, they began failing due to the harsh marine environment and age. This project would purchase the components necessary to refurbish and upgrade four fire carts, extending their functional life another twenty years.

**Plans and Progress:** Port & Harbor maintenance personnel constructed a prototype for a refurbished model utilizing both newly acquired components and old components that can be salvaged from the existing fire carts. The prototype passed operational tests conducted by the Homer Volunteer Fire Department and is currently in use at the Port & Harbor. To date, three of the seven motorized fire cart apparatus have been refurbished.

**Total Project Cost:** \$1,250,000

Quint Ladder Truck: \$1,000,000

Brush/Wildland Firefighting Truck: \$150,000

Harbor Fire Cart Replacement: \$100,000

**FY2021 State Request: \$1,219,500**

(City of Homer 10% Match: \$135,500)



A ladder truck like the one shown here will increase firefighting capability, firefighter safety and potentially reduce insurance rates for homeowners.



## Mid-Range Projects

### Part 2: Mid-Range Projects

- **Parks and Recreation .....8**
- **Port and Harbor .....14**
- **Public Safety .....24**
- **Public Works .....27**
- **State of Alaska Projects .....30**
- **Projects by Other Organizations .....37**

**FY 2021 - DRAFT Document**



## **Parks, Art, Recreation & Culture**

---

**FY 2021 - DRAFT Document**

- **Bayview Park Restoration Project.....9**
- **Homer Spit Trailhead Restroom .....10**
- **Jack Gist Park Improvements, Phase 2.....11**
- **Karen Hornaday Park Improvements, Phase 2 .....12**
- **Multi-Use Community Center, Phase 1 .....13**





## Bayview Park Restoration

---

FY 2021 - DRAFT Document

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

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

- Summer 2019: Replace existing white picket fence with a wood frame-chain link fence to improve the stability and durability of the fence (current fence is in constant need of repair). Parents and caregivers appreciate having a fence as it provides a level of safety for young children around the busy roads and ditches surrounding the park.
- Summer 2020: Upgrade ground cover to playground standards, replace jungle gym, add additional swing port, and extend ADA trail to new elements as needed. The goal is to provide new playground elements that are designed for younger/toddler age and to have some accessible for children with disabilities.

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

**Total Project Cost:** \$189,974

**Schedule:** 2020-2021

**Priority Level:** 2



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





## Homer Spit Trailhead Restroom

FY 2021 - DRAFT Document

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

**Total Project Cost:** \$295,000

**Schedule:** 2025

**Priority Level:** 3



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



## Jack Gist Park Improvements, Phase 2

---

FY 2021 - DRAFT Document

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

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

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

**Total Project Cost:** \$160,000

Drainage: \$50,000

Concession Stand and Equipment Storage: \$75,000

Irrigation System: \$35,000

**Schedule:** 2021-2022

**Priority Level:** 2



One of the softball fields at Jack Gist Park.



## Karen Hornaday Park Improvements

FY 2021 - DRAFT Document

**Project Description & Benefit:** Homer’s popular Karen Hornaday Park encompasses baseball fields, a day use/ picnic area, a playground, a campground, and a creek on almost 40 acres. It also hosts community events such as the Highland Games. The Karen Hornaday Park Master Plan, updated and approved in 2009, sets forth goals and objectives to be accomplished over a 10-year period.

Phase 2 improvements, the current focus, involves safe and inclusive access to the park and its essential facilities. Thanks to volunteer efforts and HART Program funding, significant trail access improvements have been recently completed: (1) an access trail along Fairview Avenue on the southern border of the park that extends up into the park along the park access road, and (2) the Woodard Creek Nature Trail provides pedestrian access from Danview and allows people to enjoy and appreciate the City’s only creek.

While these trails have improved pedestrian safety, patrons arriving by vehicle still face safety issues, and the trails developed are not trails for all people. The park access road runs between the park and the parking lot, requiring kids to have to cross in front of traffic to get to the park’s attractions. Phase 2 proposes to address safety and accessibility issues by relocating the park access road towards the eastern border of the park and relocating the parking lots to the westerly side of the new road, between the road and the park. Improvements will comply with the 2010 Americans with Disabilities Act for park access and include paving, striping, signage, informational kiosk and landscaping.

**Plans & Progress:** Significant park improvements were accomplished through an Alaska Legislature appropriation of \$250,000 in FY 2011. This money, together with City funds and fundraising by HoPP (an independent group organized to make playground improvements), helped complete Phase 1: drainage improvements, ballfield improvements, new playground, new day use area and northern parking lot improvements. The City received a Land and Water Conservation Fund (LWCF) grant for campground improvements and development of a new day use area between the two ball fields which was completed in 2014.

In 2012, the City spent \$25,000 on preliminary engineering for moving the park access road and developed a projected cost of \$726,000. The City recently evaluated other methods for safeguarding pedestrian crossings until Phase 2 can be accomplished and installed traffic calming speed bumps and boulders to better delineate the parking/pedestrian area from the through-lane. A future Phase 3 will address accessibility and ADA improvements within the playground and replace the aging bathroom facility with one that meets accessibility standards.

**Total Phase 2 & 3 Project Cost:** \$1,970,750

**Schedule:** 2020 - 2023

**Priority Level:** 1



Upper Woodard Creek Nature Trail and an access trail along Fairview Avenue were completed in 2017 with volunteer labor and a small amount of City funds.



The road into Karen Hornaday Park is between the park and the parking lot, requiring children to have to cross traffic to get to the park’s attractions. Traffic calming features are scheduled to be completed in 2019.





## Multi-Use Community Center, Phase 1

FY 2021 - DRAFT Document

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

The community center is currently broadly envisioned as a comprehensive multi-generational facility that offers something for people of all ages. Public input identified a general-purpose gymnasium and a multi-purpose space for safe walking/running, dance, martial arts, performing arts, community events and dedicated space for youth as priority features. In addition to social, health and quality of life benefits, a multi-use center provides considerable opportunity for positive economic impact to the community. Direct impacts include new revenues from admission and rental fees generated by hosting regional or statewide conferences, weddings and/or other private rentals. Participants and spectators visiting Homer for these events will also indirectly benefit the community through their use of restaurants, retail shops, lodging, transportation and other hospitality industry services. This facility would draw additional year round programs and events to Homer, contribute to the local economy by attracting additional visitors and businesses, and would be an incentive for families to relocate to Homer.

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

**Plans & Progress:** The first step is to complete a reconnaissance or a preliminary feasibility study of the size and type of facility, develop conceptual floor plans and site plans, estimate total construction cost and identify ongoing operational funding mechanisms.

**Total Project Cost:** \$500,000

**Schedule:** 2023

**Priority Level:** 3



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



## Port and Harbor

---

- **Deep Water/Cruise Ship Dock Expansion, Phase 1 ..... 15**
- **Harbor Ramp 8 Public Restroom..... 16**
- **Ice Plant Upgrades ..... 17**
- **Large Vessel Sling Lift, Phase 1..... 18**
- **Old Main Dock Removal ..... 19**
- **Seafarers Memorial Parking Expansion ..... 20**
- **System 4 Vessel Mooring Float System ..... 21**
- **Truck Loading Facility Upgrades at Fish Dock ..... 22**
- **Wood Grid Replacement ..... 23**

**FY 2021 - DRAFT Document**



## Deep Water/Cruise Ship Dock Expansion, Phase 1

FY 2021 - DRAFT Document

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

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

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

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

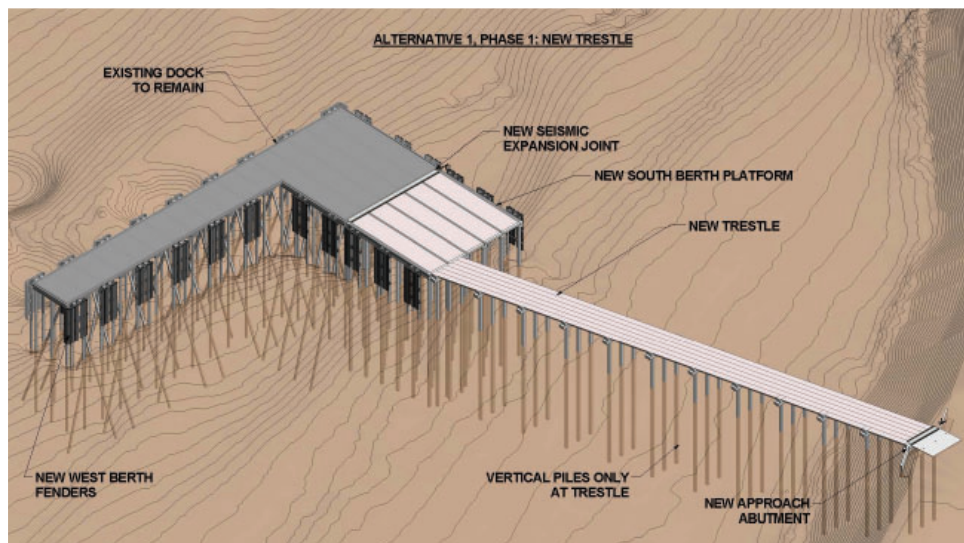
**Total Project Cost:** \$35,000,000

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

**Design:** \$1,750,000

**Construction:** \$32,000,000

**Priority:** 2



Deep Water Dock Expansion proposed design.



## Harbor Ramp 8 Public Restroom

FY 2021 - DRAFT Document

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

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

**Total Project Cost:** \$295,000

**Schedule:** 2024

**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.





## Ice Plant Upgrade

FY 2021 - DRAFT Document

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

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

**Plans & Progress:** This project is proceeding in a two-phase approach. **Phase 1 initiated in 2019 with the City awarding a contract to Coffman Engineering Firm from Anchorage for the purpose of performing a site visit to Homer's Ice Plant to create a list of recommendations/options for upgrading the facility.** Goals for this evaluation are to address energy savings solutions to help lower operational costs, plant maintenance, longevity and return on investment. We would specifically ask if and how natural gas could lower costs and we would also want to address the need of creating a year-round cold storage refrigeration system as an upgrade to the original plan.

**Total Project Cost:**

Phase 1: \$40,000

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

**Schedule:**

- 2019: Phase 1 completion and upgrade plan finalized;
- 2020: Design and engineering for upgrades;
- 2021: Upgrade ice plant.

**Priority: 1**



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





## Large Vessel Sling Lift, Phase 1

FY 2021 - DRAFT Document

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

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

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

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

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

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

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

**Schedule:** 2021

**Priority Level:** 2



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



## Old Main Dock Removal and Disposal

FY 2021 - DRAFT Document

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

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

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

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

**Priority Level:** 3

**Schedule:** 2023



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



## System 4 Vessel Mooring Float System

FY 2021 - DRAFT Document

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

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

**Total Project Cost:** \$5,600,000

**Schedule:**

2021 Design: \$600,000

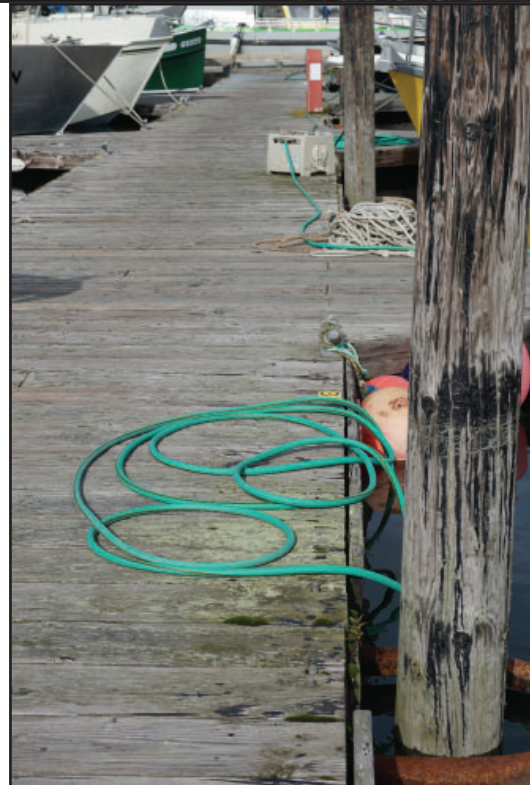
2021-2024 Construction: \$5,000,000

**Priority Level:** 3



System 4 ramps to be replaced next.

Detail of aging Float DD, at right.







## Seafarers Memorial Parking Expansion

FY 2021 - DRAFT Document

**Project Description & Benefit:** This project would use materials from dredging the harbor to build up a parking lot between Seafarers Memorial and the east end of the nearby boardwalk complex. The additional parking will be a welcome improvement as it is often hard to find parking during peak summer months on this section of the Spit. The project has the added benefit of replenishing the beaches on the east side of the Spit and protecting infrastructure from erosion. The material will be placed on the beaches as part of the Army Corps of Engineers' dredging/disposal operations. Funding is needed to supplement hauling costs, compact material, cap with gravel and pave the lot. A Corps permit will be needed to accomplish this work.

**Plans & Progress:** The City has appropriated \$15,000 for the Homer Area Roads and Trails (HART) fund for preliminary engineering design and permitting. 95% of engineering design work was completed in 2015. A phased approach to construction will be used.

**Total Project Cost:** \$635,000

### Schedule:

2017: Design and Permitting at 95% complete: \$8,000

2019: Conditional Use Permit Application submitted to Planning Department

2020: Dredged Material Placement by Corps: In kind

2021: Install drainage, riprap protection, paving/stripping and all parking lot delineation: \$627,000

**Priority Level:** 1



This project would fill in, level and pave the grassy area pictured above between the Seafarer's Memorial and the nearby boardwalk.



## Truck Loading Facility Upgrades at Fish Dock

FY 2021 - DRAFT Document

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

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

**Total Project Cost:** \$300,000

**Schedule:** 2022

**Priority:** 3



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



## Wood Grid Replacement

FY 2021 - DRAFT Document

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

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

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

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

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

**Total Project Cost:**

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

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

**Schedule:** Phase I: 2021

**Priority Level:** 1



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





## Public Safety

---

- **City of Homer  
Radio Communications System Upgrade .....25**
- **Fire Department Rescue 1 Remount.....26**

**FY 2021 - DRAFT Document**



## City of Homer Radio Communication System Upgrades

FY 2021 - DRAFT Document

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

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

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

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

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

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

Public safety repeater relocation on Homer Spit:	\$ 35,271 (completed)
Dispatch consoles and associated equipment:	\$ 296,000 (completed)
Public Safety repeater upgrade:	\$ 63,430 (completed)
HPD Public Safety radios:	\$ 165,661 (completed)
HVFD Public Safety radios	\$ 100,000 - \$120,000
Port & Harbor radios and possible repeater:	\$ 40,000 - \$ 70,000
Public Works radios:	\$ 100,000 - \$120,000
Public Works data radio system:	\$ 50,000 - \$ 80,000

**Schedule:** 2019-2022

**Priority:** 1



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





## Fire Department Rescue 1 Remount

**Chief Kirko recommends pulling this off the CIP mid-range list.**

**Project Description & Benefit:** Homer Volunteer Fire Department's Rescue 1 vehicle is a 1999 Saulsbury Rescue Truck made up of a 20' stainless steel rescue body mounted on a commercial Freightliner chassis. This apparatus carries a wide assortment of light and heavy equipment necessary for specialized rescue operations such as hydraulic cutters and spreaders (like the Jaws of Life), high and low pressure air lift bags, confined space rescue equipment and an assortment of hand tools to aid in the extrication of entrapped victims. Additionally, the apparatus is equipped with a dual-agent firefighting package that can extinguish small fires in vehicles or prevent them from occurring during rescue operations.

Rescue 1 also carries two additional support systems critical to personnel safety and operations: a breathing air cascade system for on-scene filling of firefighters air bottles and operating air powered equipment and tools, and a 9,000 watt telescoping light tower used to provide scene lighting.

This project will replace Rescue 1's aging and underpowered chassis with a new chassis with a larger motor, making it more capable of navigating the 7-9% road grades within our jurisdiction.

**Total Project Cost:** \$200,000

**Schedule:** 2019

**Priority Level:** 1



Rescue 1, a workhorse in the Homer Volunteer Fire Department fleet, is in need of a new chassis with a larger motor, making it more capable of navigating the area's 7-9% road grades with a load.



## Public Works Projects

---

- **New Public Works Facility.....28**  
**(Admin & PW recommends move to mid-range from long range)**
- **Water Storage/Distribution Improvements.....29**

**FY 2021 - DRAFT Document**



# New Public Works Facility

Proposed as new mid-range project (has been a long range project in CIP since 2007.)

FY 2021 - DRAFT Document

**Project Description & Benefit:** The Public Works Department, located at the bottom of Heath Street, has outgrown its facilities. Additionally, the new Tsunami Inundation map shows the potential for a 30' high wave moving through the complex. The Public Works facility and associated heavy equipment is critical infrastructure for general public health and safety and for critical preparedness, response and recovery activities during disaster events. before, during and after a disaster) will require a new site and associated structures/maintenance support infrastructure. Building maintenance (located in HERC 2) may soon need a new location as well.

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

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

**Plans & Progress:** This project will most likely be completed in three phases consisting of concept design and property acquisition, full design and construction. The proposed timeframe is to prepare a concept design in 2020/2021; purchase property in 2025; design facility in 2026/2027; begin construction in 2029, with a new facility ready in 2030. Availability of funding would change these time periods.

**Total Project Cost:** \$12,027,750

2020-2021 (Concept Design):	\$ 100,000
2025 (Purchase Property):	\$1,150,000
2026-2027 (Facility Design):	\$ 828,500
2029-2030 (Construction):	\$9,949,250

**Priority Level:** 1



City of Homer existing Public Works facility.

**Future Public Works Footprint/Cost Estimates**

Use	SF	Constr. Cost
Building - Office	3,000	\$ 1,200,000
Building - Motor Pool	4,500	\$ 2,250,000
Building - Water/Sewer	3,000	\$ 1,275,000
Building - Building Maintenance	2,500	\$ 937,500
Building - Parks	1,500	\$ 562,500
Building - Heated Vehicle Storage	3,000	\$ 750,000
<b>Total Building</b>	<b>17,500</b>	<b>\$ 6,975,000</b>

Parking - Customer & Employee	30,000	\$ 450,000
Large Equipment Storage	20,000	\$ 400,000
Small Equipment Storage	10,000	\$ 250,000
Gravel Storage	7,500	\$ 10,000
Sand Barn	5,000	\$ 875,000
Material Storage	7,500	\$ 75,000
Access Corridors	5,000	\$ 150,000
Watering Point	1,000	\$ 100,000
<b>Total Parking/Storage/Misc</b>	<b>86,000</b>	<b>\$ 2,310,000</b>

Construction	\$ 9,285,000
Design	\$ 928,500
Inspection	\$ 371,400
Furnishings	\$ 200,000
1% for Art	\$ 92,850

<b>Total Design/Construction</b>		<b>\$ 10,877,750</b>
<b>Land Purchase</b>	<b>4.6 acres</b>	<b>\$ 1,150,000</b>
<b>Total Project Cost Estimate</b>		<b>\$ 12,027,750</b>



## Water Storage/Distribution Improvements, Phase 3

FY 2021 - DRAFT Document

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

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

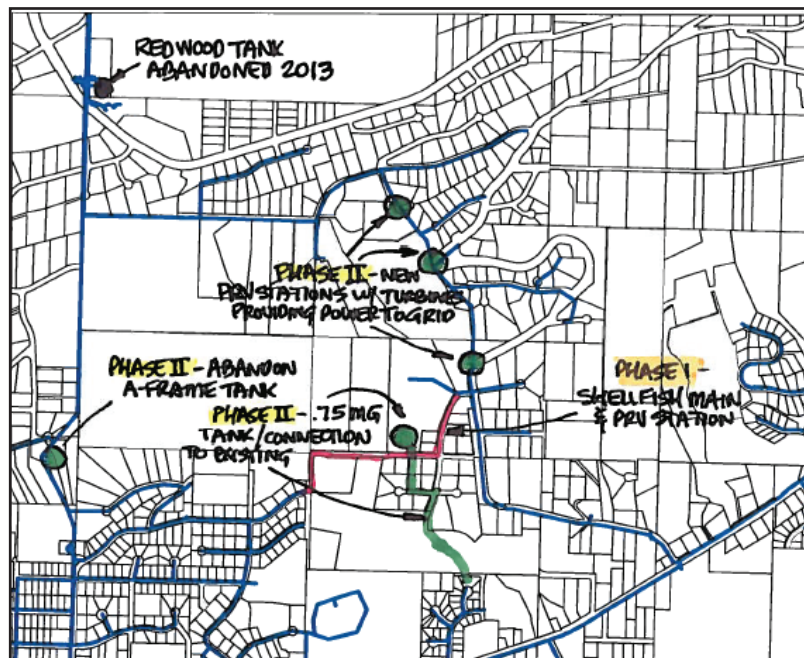
**Plans & Progress:** Project design was completed in 2014 utilizing \$485,000 in Special Appropriation project grant funds from the Environmental Protection Agency and \$399,214 (45%) in matching funds from the City . Phase 1 construction was completed in 2016 utilizing \$1,980,254 in FY16 State of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

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

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

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

**Priority Level: 1**



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





## State Projects

---

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

### Transportation projects within City limits:

- **Baycrest Overlook Gateway Improvements, Phase 3 .. 31**
- **Homer Intersection Improvements..... 32**
- **Kachemak Drive Rehabilitation/Pathway ..... 33**
- **Main Street Reconstruction..... 34**
- **Sterling Highway Milepost 172:  
Drainage Improvements ..... 35**

### Transportation projects outside City limits:

- **Sterling Highway Reconstruction,  
Anchor Point to Baycrest Hill..... 36**

**FY 2021 - DRAFT Document**



## Baycrest Overlook Gateway Improvements Phase 3

FY 2021 - DRAFT Document

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

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

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

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

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

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

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



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



## Homer Intersection Improvements

FY 2021 - DRAFT Document

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

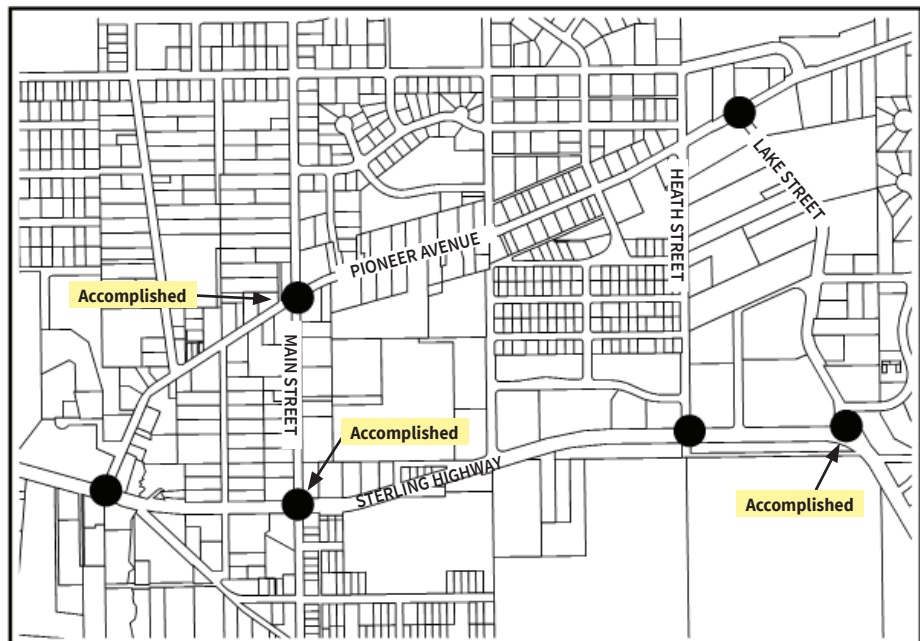
The study noted six Homer intersections needing traffic controls to 1) provide gaps for turning vehicles and 2) provide safer crossings for pedestrians on Homer’s main thoroughfares where traffic volumes are increasing and worsening in the summer months. Three intersections have been improved; the three remaining include:

- Sterling Highway and Pioneer Avenue;
- Sterling Highway and Heath Street;
- Pioneer Avenue and Lake Street/East End Road.

The intersection study also analyzed areas with poor or non-existent lane and crosswalk pavement markings, missing or inadequate crosswalk signage and heavy traffic volumes. While the City and DOT&PF have improved pedestrian mobility and safety through some crosswalk projects, accessible standards have not been met by the State when they make intersection improvements. City Council passed two resolutions formally requesting DOT&PF include additional enhanced pedestrian safety measures in two area road improvement projects: Pioneer Avenue and Lake Street. Resolution 18-034 asked DOT&PF to install a pedestrian crosswalk across Lake Street at Grubstake when DOT&PF installs sidewalks and repaves Lake Street. Resolution 19-029 requests DOT&PF include crosswalks with lighting features across Pioneer Avenue at intersections in the Pioneer Avenue Pavement Preservation Project.

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

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



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

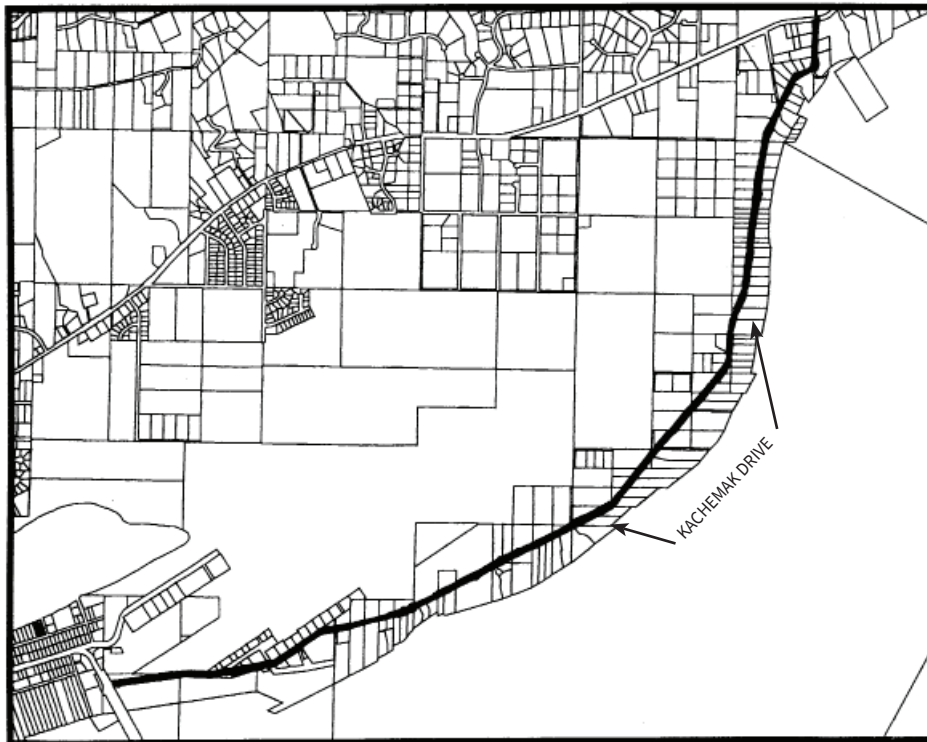


## Kachemak Drive Rehabilitation/Pathway

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

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

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



Project location for Kachemak Drive pathway.

FY 2021 - DRAFT Document





## Main Street Reconstruction

FY 2021 - DRAFT Document

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

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

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

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

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



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



## Sterling Highway Milepost 172 Drainage Improvements

FY 2021 - DRAFT Document

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

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

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

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

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

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

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



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



## Sterling Highway Reconstruction Anchor Point to Baycrest Hill

FY 2021 - DRAFT Document

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

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

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

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



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



## Projects Submitted by Other Organizations

---

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

- Beluga Slough Trail Extension .....37
- ~~Haven House:~~  
~~Safety/Security Improvements .....38~~
- ~~Homer Council on the Arts:~~  
~~Mary Epperson Performing Arts Center .....39~~
- Homer Hockey Association:  
Kevin Bell Ice Arena Acquisition.....40
- Homer Senior Citizens Inc.:  
Alzheimer’s Unit .....41
- Kachemak Heritage Land Trust:  
Poopdeck Platt Trail .....42
- Kachemak Shellfish Growers Association:  
Kachemak Shellfish Hatchery .....43
- Kachemak Ski Club:  
Homer Rope Tow Access & Equipment Upgrades .....44
- Pratt Museum:  
New Facility and Site Redesign .....45
- South Peninsula Behavioral Health Services  
The Annex Upgrade .....46
- South Peninsula Hospital:  
Hillside Stability Study .....47

FY 2021 - DRAFT Document





## Beluga Slough Trail Extension

FY 2021 - DRAFT Document

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

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

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

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

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

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

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

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

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



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



## Haven House Safety/Security Improvements

Project moved to Completed List. Phase 3 was completed with funding provided by the Council on Domestic Violence and Sexual Assault.

**Project Description & Benefit:** Haven House provides protection through emergency shelter and program services to adults and children who are victims of domestic violence, sexual assault and child abuse. Domestic violence and sexual assault offenders are among the most dangerous type of violent offender and such shelters warrant a high degree of security systems, equipment, and technology. Haven House is requesting \$25,000 to improve the security of the facility through upgrading existing surveillance equipment, adding additional, much-needed surveillance equipment, upgrading existing security system, improving communications between all offices in the building, as well as instant communication to law enforcement, and improving equipment that contributes to security, such as doors, windows, locking systems, and fence. According to feedback collected on surveys from Haven House shelter employees and clients, as well as security challenges we have faced in the past, there is a need to provide improvements to our security systems currently in place. This will protect Haven House clients, staff, and community members and provide a much-needed public safety function for the entire southern Kenai Peninsula communities.

**Plans & Progress:** In July of 2014 Haven House completed Phase 1 of security improvements, the addition of a secured arctic entry, which provided a layer of security at our main entrance. The first part of Phase 2, completed winter 2015, included adding the security doors to the arctic entry. Additionally, funds from the Rasmuson Foundation and the State of Alaska helped to complete the remaining Phase 2 items which included front and back doors surveillance systems, replacing aging windows, and fortifying the existing yard fence, but only at one specific location. This portion of Phase 2 was completed in fall of 2016. Haven House is seeking further funding for a Phase 3 to completely secure our yard and property perimeter to ensure staff and client safety and confidentiality.

**Total Project Cost:** \$25,000



Haven House provides protection through emergency shelter and program services to adults and children who are victims of domestic violence, sexual assault and child abuse.





## Homer Council on the Arts Mary Epperson Performing Arts Center

HCOA requests that this project be removed for now. HCOA is still in the process of redesigning the project. When their plans are in place, HCOA will propose the new project for inclusion in the CIP.

**Project Description & Benefit:** Guided by the conviction that the arts are for everyone, Homer Council on the Arts (HCOA) provides opportunities for people of all ages and abilities in our community to experience and participate in the arts. HCOA provides arts education, creative opportunities, advocacy and collaboration, and creative opportunities for residents, regardless of income or ethnicity, to experience the arts.

For the past decade, HCOA has been working toward improving its facility to better meet community and programmatic needs. Identified by the Parks, Art, Recreation, and Culture (PARC) Needs Assessment, indoor space for programs and community events is lacking in Homer, and a much-needed asset for the community. Taking the steps necessary to fulfill this community vision, HCOA has worked with the Foraker Group and the Rasmusson Foundation on a Pre-Development Program to produce a feasible, appropriately scaled remodel of the current building and an affordable, multi-use new facility. Adhering to Murdock Charitable Trust's request, the Board of Directors approved a plan to "think bigger" and construct the Mary Epperson Performing Arts Center using design concepts linked with a black box and clear span/cannery style building concept that can easily be adapted for anything from concerts to classes. The Arts Center will offer space for programs, dance and a 150-200 seat performance theater.

**Plans & Progress:** The HCOA Board of Directors and the facility committee are in the initial redesign phase with the expectation of completing the design, budget, and grant revisions during FY19. Capital campaign fundraising will be ongoing with a goal of breaking ground by late FY19 or early FY20. Community contributions to date are \$142,361. HCOA was successfully awarded \$130,500 from Rasmusson Foundation for this project in FY18. The Murdock Charitable Trust has accepted both a Letter of Inquiry and a full proposal as well.

**Total Project Cost:** is to be determined after the design phase.



HCOA is designing a major addition to its current facility: the Mary Epperson Performing Arts Center, a black-box style theater located behind the HCOA offices in the grassy field behind the gravel pile in the photo above.



## Homer Hockey Association Kevin Bell Ice Arena Acquisition

FY 2021 - DRAFT Document

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

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

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

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

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

**Total Project Cost:** \$2, 087,000



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





## Homer Senior Citizens Inc. Alzheimer's Unit

FY 2021 - DRAFT Document

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

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

The Alzheimer's Unit will include fifteen beds and 24/7 nursing care. Additionally, it will include a memory care unit to help maintain residents' existing cognitive capacity. Specific features of the facility (therapy pool and activities room) will be open to all seniors 55 years of age and older. The activities room will be Phase 2 of the project and will incorporate low-impact exercise equipment to maintain seniors' physical capacity. This also opens up the possibility to contract with South Peninsula Hospital for use of the therapy pool for other age groups, benefiting the entire population of Homer.

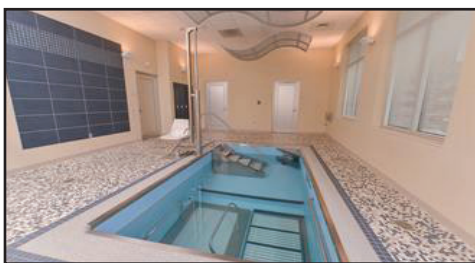
Operating funds will be secured from "fees for service;" room and board; billing for Physical Therapy in both the therapy pool and the exercise program in the activities room (once Phase 2 has been completed) and fees for contracted use of therapy equipment and the pool. Projected five year profit will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

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

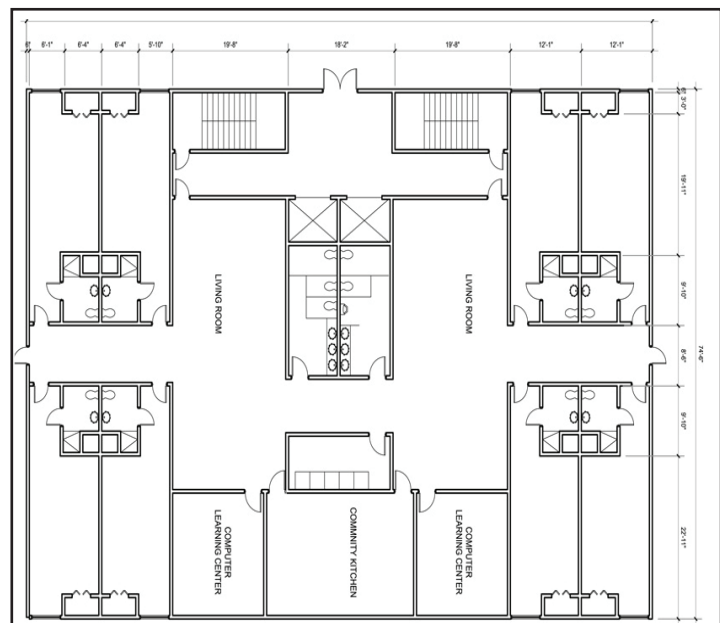
HSC is in the initial stages of fundraising for the Alzheimer's Unit. Three foundations that fund this type of project have been identified. HSC sponsors annual fundraising events to secure the match for foundation grants.

**Total Project Cost:** \$3,000,000

**Project not updated from 2018-2024 CIP. Homer Senior Citizens Inc has not responded to my requests for updates on this project.**



Example of a HydroWorx Therapy Pool Room .





## Kachemak Heritage Land Trust Poopdeck Platt Trail

FY 2021 - DRAFT Document

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

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

**Plans & Progress:** KHLT, working with a design consultant, completed the trail design and cost estimate in August 2018. Homer City Council adopted Resolution 18-29 supporting the project and authorized funds from the Homer Accelerated Roads and Trails Program for trail design. Design has been completed with \$1200 funds donated by community businesses and individuals and \$4000 from the City of Homer.

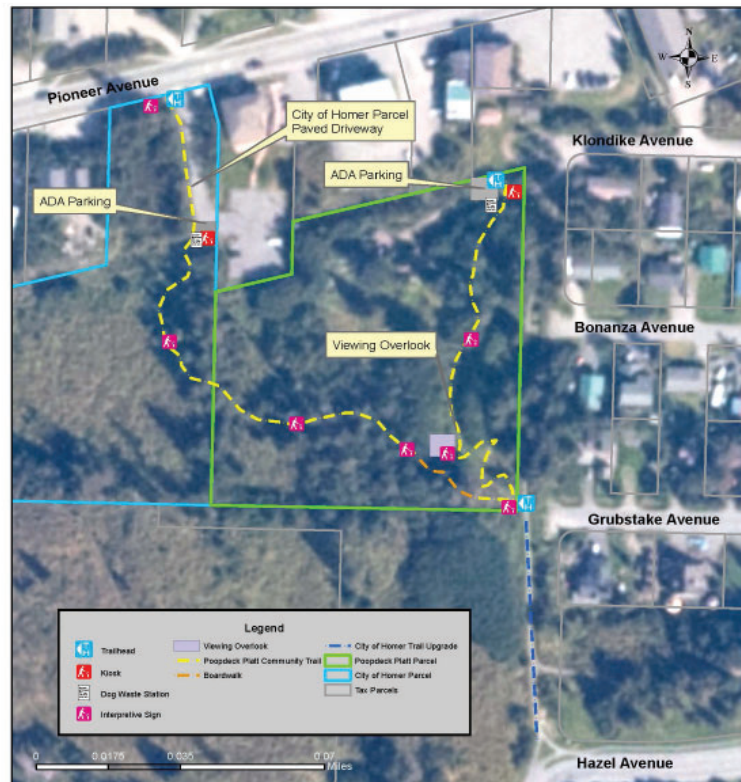
KHLT applied for and was awarded a \$45,921 Recreations Trails Program grant from the State of Alaska for trail construction. The City of Homer is providing a 10% match in the amount of \$5,103, bringing total trail construction costs to \$51,023. Trail construction is scheduled to begin July 12, 2019 with an expected completion by September 2019. The City of Homer will be resurfacing the Poopdeck Trail from Grubstake Avenue to Hazel Avenue.


KHLT is seeking additional funding for trailhead kiosks, ADA compliant interpretative signs, ADA accessible benches (not on map), dog waste receptacles, dog leash lending program, and ADA compliant parking spaces as depicted on the trail plan map.

- Total Project Cost:** \$88,546
- Trail Design: \$5,200
  - Trail Construction: \$51,023
  - Upgrade City of Homer Trail: \$5,253
  - Trail Signs Design: \$9,500
  - ADA Parking: \$19,400
  - Dog Waste Disposal & Leash Lending: \$1,870
  - ADA Benches: \$1,500



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





**KACHEMAK HERITAGE LAND TRUST**  
Homer, AK 99603  
KachemakLandTrust.org

**Poopdeck Platt  
Community Trail  
Site Plan**

RACI 1982 State Plane Alaska 4 FIPS 50001 Feet  
Transverse Mercator 1983 2018 datum  
Created 04/19/2019. The information depicted  
on this map is a graphic representation of land available sources.  
KHLT assumes no responsibility for any errors on this map.



## Kachemak Shellfish Mariculture Association Kachemak Shellfish Hatchery

FY 2021 - DRAFT Document

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

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

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

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

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

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

**Total Project Cost:** \$247,500



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





## Kachemak Ski Club Homer Rope Tow Access & Equipment Upgrades

FY 2021 - DRAFT Document

**Project Description & Benefit:** The Kachemak Ski Club was founded more than sixty years ago to operate a rope tow on Ohlson Mountain 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 downhill sports enthusiasts as well as family and social gatherings.

This project improves access to the base of the ski hill from Ohlson Mountain Road, making the lodge and slopes more welcoming for youngsters and newcomers. It relocates and refurbishes the hill’s aging bullwheel at the top of the slopes and includes grade work to the upper slope’s towpath to lower the rope’s haul angle. It also includes purchase of equipment used to prep the slopes as well as terrain park devices to challenge the skills of today’s 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 and quicker, Kachemak Ski Club plans to purchase easement that would halve the walk-in distance from the road and construct a new Ohlson Mountain Road turnout with a widened parking area. These upgrades will make access shorter and more manageable for parents juggling both gear and young children and minimize the need for double parking on Ohlson Mountain Road during crowded weekends.

In addition to the above-described relocation of the electric motor bullwheel house and grade work to the upper slope, Kachemak Ski Club plans to acquire grooming equipment such as a tracked 4 wheeler vehicle capable of towing the Club’s existing slope grass mowing device and snow groomer, and some limited freestyle terrain park features (such as a rails, boxes or table tops).

**Total Project Cost:** \$91,000  
Equipment: \$44,500  
Access Trail & Right of Way: \$46,500



Youth enjoying Homer’s own downhill ski area.



## Pratt Museum New Facility and Site Redesign

FY 2021 - DRAFT Document

**Project Description & Benefit:** The national award-winning Pratt Museum strengthens relationships between people and place through stories of the Kachemak Bay region. For over 50 years, the Pratt's exhibits, education programs, and collections have fostered self-reflection and dialogue among the Museum's community and visitors. Today, the Pratt serves up to 30,000 visitors annually, with more than 5,000 young and adult learners participating in its programs. The Pratt Museum is consistently viewed as one of Alaska's most important cultural institutions and a leader among small community museums across the country.

The Pratt Museum opened its doors to the public in May 1968. The Museum's collection has grown with the community through that period and our current facility does not meet the needs of the Museum's growing collection, which are held in public trust and require specific conditions and storage practices for preservation and display. In addition, the building's current design limits community engagement activities. To better serve our community and visitors long into the future, the Pratt Museum plans to renovate the current museum building so that all gallery and meeting areas are ADA-accessible, the roof protects the collection, and collection items are stored and cared for according to best practices for cultural and natural history artifacts. The front area of the museum will be renovated to improve the visitor experience, and community engagement areas will be modified to better accommodate community conversations, presentations, and school group activities. The Museum may also renovate the aquarium curatorial area and the kitchen to ensure that these areas meet standards for animal care and food prep. The outcome of this immediate renovation will maintain the building as a well-functioning Museum through the next 10 years, allowing the Museum to expand its outreach programs with a growing membership and student base, even as the organization continues to work towards a new museum facility in the future.

**Plans & Progress:** Since 2008, the Pratt Museum has been working on a capital project for a new museum building. By 2015, \$3.4 million had been secured for building design and early site work. In 2016, the trail expansion and architectural designs for the new building were completed at the cost of \$2.2 million. It is anticipated that a new museum building, designed to incorporate museum-quality climate controls, accessibility for all community members, and new programming areas, will require another decade to complete.

At this time, the Museum will focus on renovating the current building to move our mission and community engagement goals forward through that decade. This renovation will also serve the larger project by preparing the current building as an auxiliary storage and outreach building and/or as an improved building for lease once the new museum is built. The remaining \$1.2 million in the capital budget will be used for renovations that provide physical accessibility throughout the building (where currently visitors must exit the building and re-enter at a different floor level, vastly improved storage and workspace for the Museum's artifacts, and provide enhanced education opportunities. Phase 1 designs for these renovations will be completed by July 2018 and Phase 2 construction will occur September 2018 – May 2019. We are hoping to raise an additional \$800,000 to upgrade mechanical systems, install new exhibit kiosks, and expand new outreach space on the south side of the building.

**Total Project Cost:** \$2,000,000 (Renovation of Current Building)

Design of New Building: \$2,200,000 (completed)  
Construction of New Building: \$7,500,000  
Funding Raised to date: \$3,400,000



Architectural rendering of the new Pratt Museum facility.



## South Peninsula Behavioral Health Services: The Annex Upgrade

FY 2021 - DRAFT Document

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

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

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

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

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

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

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

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



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



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





## South Peninsula Hospital Hillside Stability Survey

FY 2021 - DRAFT Document

**Project Description & Benefit:** South Peninsula Hospital sits on a very steep hillside, with all parking lots and outbuildings being terraced down from the main hospital building. Both the lot the hospital sits on and the lot behind it continue with a very steep elevation incline. A 12 foot wide cut into the hillside behind the hospital is the only buffer before the terrain continues with the steep incline for as far as 300 yards. The remaining hillside has thick vegetation and is not utilized or developed in any way at this time.

The facility has had numerous additions and structural work completed in the last ten years which may have impacted and affected the stability of the hillside. The hillside runs continuously from the entrance parking lot, along the entire length of the building and beyond. No part of the main hospital building is out of the risk zone for damages from hillside erosion and sloughing.

A site evaluation is necessary to establish the current condition of the hillside, and make any recommendations to secure it from further erosion and sloughing. Such evaluation would include a survey, soils testing, geologic hazard assessment and mitigation report, landslide evaluation, earthquake assessment, and recommendations for options to minimize risk to the facility. The recommended options would include cost estimates.

**Plans and Progress:** The estimated cost of such a study, evaluation, and report is \$110,000. This could include work by the Army Corps of Engineers, and/or a private engineering firm.

**Total Project Cost:** \$110,000



A hillside stability study on the slope behind the South Peninsula Hospital will yield recommendations on ways to minimize risk to the facility.



## Capital Improvement Long-Range Projects

---

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

### Local Roads

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

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

**Cost:** \$1.75 million      **Priority Level** 3

---

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

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

**Cost:** \$3 million      **Priority Level** 3

---

### Parks And Recreation

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

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

**Cost:** \$250,000      **Priority Level** 3

---

FY 2021 - DRAFT Document





## Capital Improvement Long-Range Projects

---

FY 2021 - DRAFT Document

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

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

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

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

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

---

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

**Cost:** Staff Time      Priority Level 3

---

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

**Cost:** \$400,000      Priority Level 3

---

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

**Cost:** \$860,000      Priority Level 2

---

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

**Total:** \$500,000      Priority Level 3

---



## Capital Improvement Long-Range Projects

FY 2021 - DRAFT Document

### PUBLIC PROJECTS

**Homer Conference Center:** Homer is a popular visitor destination and the visitor industry is a critical component of the local economy. However, millions more dollars might be spent in Homer if a meeting facility large enough to attract conferences with several hundred participants was available. Currently, Homer has no facility capable of providing meeting space for groups of more than 180 people.

Homer’s reputation as an arts community will help attract meetings and audiences if a facility exists to accommodate and showcase these events. The conference center, featuring banquet/ballroom space and flexible meeting space, will fill this need. If the facility is located in Homer’s developing Town Center, other area businesses would also benefit from the increased number of visitors attending meetings at the conference center.

A conference center will increase Homer’s ability to compete with other communities in that important niche of the visitor industry, and will also provide a venue for meetings and cultural events hosted by local organizations, such as the Kachemak Bay Writers Conference and Shorebird Festival events.

In partnership with the Homer Chamber of Commerce, the City of Homer commissioned a conference center feasibility study completed in summer 2005. The study predicts moderate demand from outside groups for a conference center in Homer. The Conference Center Feasibility Study Steering Committee made a formal recommendation that the City support efforts to encourage the construction of a conference center in Homer’s Town Center. In August 2005, the Homer City Council passed Resolution 05-86(A) which recommends further consideration and authorizes the City Manager to pursue ideas and discussions that will increase the likelihood of a conference center being built in Homer.

**Cost:** \$5 million                      Priority Level 3

**Public Works Complex:** The City of Homer Public Works complex on the Sterling Highway was constructed in phases from 1974-1986 (except for the recently completed large equipment storage shed). In 1980, Homer’s population was 2,209. Since that time, the population has grown more than 150%, with a corresponding increase in roads, water/sewer lines, and other construction activity that requires employee and equipment time. The existing facility is no longer adequate to meet these needs and the problem will become more acute with continued growth.

A new Public Works complex will include the following:

- Increased office space to provide adequate room for employee work areas, files, supplies, and equipment storage
- Adequate space for Parks Division and Engineering staff and equipment
- A waiting area for the public, contractors, etc.
- A conference room that doesn’t double as the employee break room
- A break room with adequate seating, storage, and locker space
- A laundry room
- A garage for the motor pool large enough to accommodate more than one or two projects at a time
- Improvements in ventilation throughout the facility and wiring for computer technology

**Project proposed to move to Mid-Range section**

**Cost:** Design—\$500,000              Construction—\$4,500,000              Priority Level 2



## Capital Improvement Long-Range Projects

---

FY 2021 - DRAFT Document

### UTILITIES

**Water Storage/Distribution Improvements Phase 4 - Spit Water Line:** The existing Homer Spit water line is 40 years old and is constructed of 10-inch cast iron. In recent years it has experienced an increasing number of leaks due to corrosion. The condition has been aggravated by development on the Spit resulting in increased load from fill material on an already strained system.

This project consists of slip lining approximately 1,500 linear feet of water main to the end of the Spit. Slip lining the Homer Spit waterline, versus replacing, will reduce cost while ensuring an uninterrupted water supply for public health, fire/life safety needs, and expanding economic activities on the Spit. Grant funds from the EPA allowed the City to complete project design in the fall of 2014.

**Cost:** \$400,000                      Priority Level 3

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

**Cost:** \$1,000,000                      Priority Level 3

---

**Alternative Water Source:** Currently Homer's sole water source is the Bridge Creek Reservoir. Population growth within the City, increased demands for city water from residents outside City limits, increasing numbers of tourists and summer residents, and climate change that has reduced surface water availability are all factors in the need for a new water source to augment the existing reservoir.

**Cost:** \$16,750,000                      Priority Level 3

---

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

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

**Cost:** Design—\$500,000                      Construction—\$4.5 M                      Priority Level 2

### STATE PROJECTS

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

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



## **Capital Improvement Appendices**

---

- CIP Development Schedule .....54
- **Resolution 19-XXX .....55**
- City of Homer Financing Assumptions .....57



## Capital Improvement Appendices

---

**CITY OF HOMER  
2020-2025 CAPITAL IMPROVEMENT PLANNING PROCESS  
FY 2021 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE**

ACTION	TIME FRAME
City Council Approval of CIP Planning Schedule	April 22, 2019
Solicit new/revised project information from City Departments, local agencies and non-profits	April 30
Input for New Draft Requested By	May 31
Prepare and Distribute Draft CIP to City Advisory Groups for Review and Input:	Meeting dates:
Economic Development Advisory Commission	June 11, August 13
ADA Compliance Committee	June 13, July 11
Planning Advisory Commission	June 19, July 17
Park, Arts, Recreation and Culture Advisory Commission	June 20, August 15
Port and Harbor Advisory Commission	June 26, July 24
Library Advisory Board	August 6
Administrative Review and Compilation	August 15- August 21
City Council Worksession to Review Proposed Projects	August 26
Introduction of Resolution on CIP/Legislative Request	September 9
Public Hearing on CIP/Legislative Request	September 10
Adoption of Resolution by City Council	September 23
Administration Forwards Requests for Governor’s Budget	September 30
Distribution of CIP and State Legislative Request	October 2
Compilation/Distribution of Federal Request	October 2019 & January 2020



## Capital Improvement Appendices

---

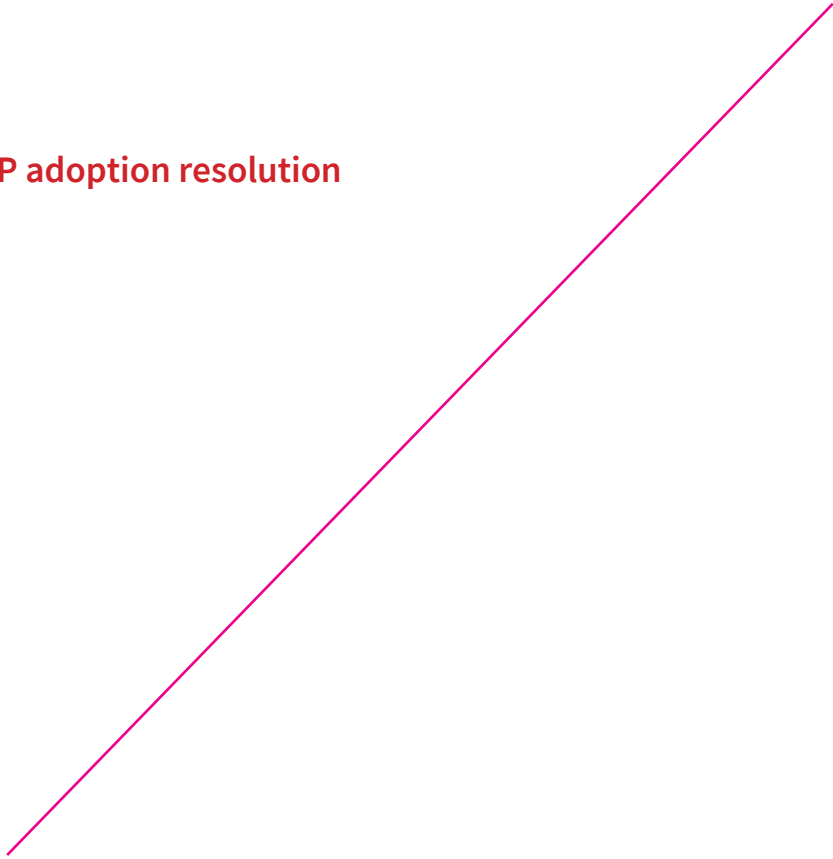
place holder for CIP adoption resolution



## **Capital Improvement Appendices**

---

place holder for CIP adoption resolution







## Capital Improvement Appendices

---

### City of Homer Financing Assumptions: Capital Improvement Program

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

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

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

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



## **Proposed New Projects Table of Contents**

---

### **City of Homer Projects**

1. Homer Harbor Cathodic Protection..... 2

**PROPOSED NEW PROJECT**



## Homer Harbor Cathodic Protection

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

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

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

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

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

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

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

It is our goal to get this work done as quickly as possible to preserve the integrity of the foundation of the float system harbor-wide.

**Total Project Cost:** \$914,240

Cathodic Protection 2018: \$200,000  
(139 pilings completed with City of Homer Port & Harbor Reserve funds)

Cathodic Protection 2019 \$714,240  
(protect remaining pilings)



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

**Schedule:** 2020

**Priority Level:** 1



**PROPOSED NEW PROJECT**



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

### **Q: What is a CIP?**

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

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

### **Q: What is a capital project?**

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

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

### **Q: Newspaper articles often refer to the CIP as a “wish list.” Is that accurate? If so, what’s the point of writing up a “wish list”?**

**A:** That’s not entirely accurate. Projects in the CIP are segregated into sections, City of Homer legislative priority projects, mid-range projects (that *may* be undertaken in the next six years) and long range projects. This allows the CIP to be a forward thinking plan for City projects.

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

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

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



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

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

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

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

Throughout this time, City staff will continuously update the draft CIP. The CIP will be labeled DRAFT until it is approved by City Council. Proposed new projects are kept separate until they are approved by Council.

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

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

**Q: What are “legislative priorities”?**

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

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

It is City policy that only City of Homer projects are promoted to the Legislative Priority list (e.g., for roads, harbor improvements, water and sewer upgrades, etc.) Legislative priority projects presented to legislators and state commissioners in specially tailored packets, and typically, the Mayor and one or two

City Council members will make one or more trips to Juneau during which they will bring awareness to these projects and the community needs they address.

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

**A:** Yes. All three members of the Alaska congressional delegation invite local governments and other groups to submit funding requests in February of each year. Typically the City of Homer will select 3-6 projects for which we seek federal funding. In recent years, the City has received partial funding for the proposed Homer Large Vessel Harbor. With the moratorium on federal “earmarks” in early 2011, chances of receiving federal funding for a project have diminished substantially.

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

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

**A:** • Keep in mind that if a proposal comes from one of the following, it is automatically forwarded to the City Council for consideration: 1) a City department head, 2) a City advisory body, 3) the Mayor or an individual City Council member, 4) a non-profit organization or state/federal government agency. If you can sell your idea to one or more of those, and that person or group nominates the project, City staff will work with you to draft a project description to include in the proposed new projects section for public comment and Council approval. NOTE: The City provides a Project Nomination Form to use for this purpose.

- Take advantage of opportunities to express support for one or more projects anytime the CIP is on a Council meeting agenda. If you testify earlier in the process, Council members will have more time to consider what you say before making their final decisions. The CIP will be on the Council agenda at least three times: For introduction, public hearing, and final vote. Check with the Clerk’s Office regarding the dates. You can also communicate with City Council members individually.

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

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

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





## City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

## Office of the City Manager

491 East Pioneer Avenue  
Homer, Alaska 99603

[citymanager@cityofhomer-ak.gov](mailto:citymanager@cityofhomer-ak.gov)

(p) 907-235-8121 x2222

(f) 907-235-3148

## Memorandum

TO: Mayor Castner and Homer City Council

FROM: Katie Koester, City Manager

DATE: June 5, 2019

SUBJECT: June 10 City Manager's Report

---

### Vessel Assist

On May 26, the Homer Port and Harbor responded to a vessel in distress call. Four individuals were clinging to the bottom of an overturned 17' skiff; luckily one was able to place a 911 call with a cell phone. 911 Dispatch called the Troopers who then called Homer Harbor because they were not able to make a timely response. Coast Guard put out a PanPan notice on Channel 16 VHF to which three other small boats responded to. Dispatch was able to help with a location of the vessel by pinging the cell phone's signal, which helped narrow the area for the search to a location approximately 3 miles north of the Homer Spit.

Harbor Officer II Mike Lowe responded after going through proper incident protocol and contacting his Supervisor, Deputy Harbormaster Clarke. A second harbor officer (Rick Borland) was arriving to begin his shift and was able to provide shore support, communications, and response coordination while Harbor Officer Lowe was responding to the incident. Officer Lowe departed the harbor at 2200 and was the second vessel to arrive on scene. One person was removed from the overturned vessel by the landing craft that had responded. Officer Lowe recovered the other three from the water, who were clinging to the bottom of the overturned skiff. Officer Lowe then transferred the patients from his boat to a Good Samaritan fishing vessel where they could be taken into the cabin. While en route to the harbor, the landing craft lost power and the decision was made to transfer the patient to the fishing vessel. Once the patient was transferred Officer Lowe put a line on the landing craft and towed it the remaining two miles back to the safety of Homer Harbor. The fishing vessel transported the 4 patients to the load and launch ramp where they were met by HVFD EMS services.

This incident highlights the need for maritime response in Kachemak Bay waters and is by no means a new conversation. Harbor staff have been in communications with United State Coast Guard (USCG) to review the incident. I am hoping to continue the conversation with USCG, Troopers, and other government and nongovernment agencies to be able to provide a coordinated approach to afterhours search and rescue responses in Kachemak Bay. Goals include both a short term and term plan for community response of equipment and personnel on standby when the next call goes out. This is especially paramount during peak times, such as Memorial Day weekend when this incident occurred.

## **Exemption to Underground Utilities**

GCI initiated a project to extend fiber optic cable from the center of town up the bluff to their cell phone tower on Skyline Drive. This improvement is expected to significantly improve cell phone service to the community. All work was successfully completed underground, except for a portion of the cable extension running up the steep portion of the bluff face in a utility easement above Anderson Street. GCI's contractor attempted to bore the last 600 foot section. The boring equipment hit refusal. GCI requested an exemption from the Homer City Code requirement that all new cable be placed underground. Public Works suggested that they try again. The Contractor tried twice more (along two different alignments) to bore this section and failed. As stated in the letter granting an exemption, HCC 22.10.55(e)(10) gives the City Manager the authority to grant an exemption if good cause can be shown. In this case, since it was not practical to construct the cable extension underground, an exemption was granted to allow overhead installation between two existing power poles carrying HEA transmission lines.

## **Homer Steps it UP**

The community walking challenge Homer Steps Up! 2019 has come to an end. This community wide steps challenge (organized by the South Peninsula Hospital Health and Wellness Department) promotes wellness by encouraging participants to get out and walk more every day. The challenge, and its weekly and end-of-challenge awards, provide a fun incentive for everyone to get more active. This year, community participants surpassed the cumulative goal of 100 million steps together in the month of May – together we reached over 110 million steps! The City of Homer Team won the Large Team challenge with a score of 311,756. Mayor Castner accepted the trophy on behalf of the City at the Farmers market on May 29<sup>th</sup>. Fifty-four team members accumulated a total of 16,835,327 steps! The M&M&M's, a team of staff and families from Paul Banks Elementary School, won the Small Team Challenge with a score of 347,125 (actual total steps of 3,818,374 between 11 members). Thank you to all the teams who participated, and everyone who participated as an individual stepper – hope to see you out stepping again next year!

## **Peninsula City Manager Meeting**

On Friday, May 31, the City of Homer hosted the Peninsula City Managers and Kenai Peninsula Economic Development District for our quarterly Peninsula Manager meeting. Unfortunately I was in quarantine and had to call in, but lots of valuable ground was covered. Some of the topics included what each community is doing with taxes, cost shifting to municipalities, borough wide tourism marketing, and health insurance. We discussed the Borough approach to the online taxes and the potential impact for municipalities. I also got some good leads on a new federal port and harbor grant and we shared tips on negotiating with providers for both health insurance and general liability insurance. The date of the next Industry Outlook Forum was announced, which will be in Seward on January 8<sup>th</sup> – so save the date for that important Peninsula wide event.



## Aspen Hotel Grand Opening

On Thursday, May 30<sup>th</sup>, the Aspen Hotel held a ribbon cutting to announce the opening of its doors for the 2019 summer season. The hotel has 73 rooms and can accommodate 45 people in an onsite meeting room. Mayor Castner was asked to say a few words; he welcomed the new business to town and applauded them for their engagement in the community including dedicating the lower portion of the lot to a public trail.

## Certified Property Tax Values for 2019

Attached are the certified values of property in City limits. As a reminder, the tax rolls don't provide us with the amount of money received in property tax collection. Instead, these numbers illustrate the total property value that is to be assessed. Property Tax (Taxable Value) increased 3.42% between 2018 and 2019.

How we budget property taxes:

- We utilize a statistical regression model that currently incorporates seven years of historical data. We calculate a line of best fit using the least squares method. The closer the r-squared value is to 1 the better the line fits with the data and gives us confidence in the budgeted figure. For 2019, the r-squared was 0.89. The assessing model for the Kenai Peninsula Borough changed drastically in 2017 and we are now starting to see trends level out. As we move into the future, this statistical model should bring our r-squared value closer to 1 (in 2017 it was 0.97), and thus giving us a more accurate budgeted property tax value.

## Sales Tax First Quarter Data

Attached is the first quarter sales tax data for the Borough. Taxable sales have increased roughly 7.53% between the first quarter of 2019 and 2018 for the City of Homer. Most sectors that conduct business within the City experienced an increase in taxable sales. The most notable increases include Agriculture/Forestry, Rental Commercial Property, Water Guiding, Manufacturing, Transportation and Warehouse, and Retail Trade. In specific, the retail trade industry saw an increase in taxable sales of approximately 10.82% between the first quarter of 2019 and 2018.



## **KPB Online Sales Tax Pre-Meeting**

Peninsula Municipal Staff met with Kenai Peninsula Borough Mayor Piecere and his administration to discuss online sales tax collection in advance of the state wide meeting on June 6<sup>th</sup>. As one of the largest collectors of sales tax in the State, the Borough will have a lot to say on the topic. The June 6<sup>th</sup> meeting will hopefully generate consensus on definitions and begin discussions on governance structure. Juneau is the other large volume sales taxing entity in the state, so determining how the two municipalities align will be very important. Definitions I will be watching include food/prepared food, point of delivery, and nexus. Scenarios that illustrate how complex defining some of these terms become include how do you tax online streaming services? Is the point of sale considered the Post Office box the item is shipped to or the residential address? How do you deal with the broad reach of zip codes in Alaska where many communities can have the same zip code (answer: expensive mapping). To put some context to the conversation, the consultant AML has hired to work on this project, Larry Persily, estimates the State of Alaska's 100 plus taxable jurisdictions are leaving an average of \$20 million on the table in sales tax revenue.

In addition to coming up with alignment on a state wide basis, the Borough will need to amend their sales tax code to facilitate the collection of online sales tax. Because we adopt the Borough's code by reference, it will be important for the City of Homer to understand these changes.

## **Joint Worksession with KPB Assembly and Peninsula Municipalities**

I won't go into too much detail as all Councilmembers were able to attend the joint worksession between the city councils and managers of Kenai, Soldotna, Seward, Homer and the Assembly regarding KPB Ordinances 2019-09 and 2019-11 regarding putting a 12% bed tax before the voters and allowing the Assembly to set the sales tax cap, respectively. Kenai and Soldotna both had resolutions supporting putting the bed tax before voters. Assembly members requested formal input from the Homer and Seward City Councils as neither body had taken up the question and proposed postponing final vote on the ordinance. The Borough also discussed an amendment to the budget (which was funded later that evening) to hire a firm to audit borough vacation rentals to ensure proper sales tax collection. There was discussion on whether to request that member municipalities contribute to this cost (a \$50,000 annual expenditure borough wide). It was a fruitful conversation and it is always good to remind the central peninsula that Homer is paying attention. I am pleased that so many members were able to make it and appreciate them taking the time out of their busy schedules to do so.

## **Seafarers Memorial Parking**

Attached is a memo from Harbormaster Hawkins updating the Council on the Seafarers memorial parking project. Please let me know if you have any follow up questions; this project will be before the Planning Commission next month for a CUP and I want you to have the information you need to respond to questions from the public. The timeframe for the project has changed with the immediate need for the use of the available dredge materials to combat erosion damage on the Spit.

## **Seawall Mil Rate**

At the May 28, 2019 City Council meeting, the question was raised on how the mil rate for the Ocean Drive Loop Special Service Area was established. In a 2013 memo, former City Manager Walt Wrede shared that the 2012 mil rate for the Ocean Drive Loop Special Service Area was set at 9.6283 in order to establish a healthy balance for the fund. This rate however was only able to generate two-thirds of what was anticipated due to factors like senior exemption and the removal of what was then the McNamara property from the Service Area. It was for these reasons Cou 134 reased the mil rate to 9.962541 in 2013, which it

**21 HOMER ODLSA**

20 Homer	4.50
21 Homer ODLSA	9.9625
50 Borough	4.70
52 So. Hospital	2.30
	<b>21.4625</b>

has remained at to this day. The State of Alaska’s Assistant State Assessor Joseph Cassie said there is a 30 mil cap for a service area. Currently, the Service Area (known as TAG21 by the Borough’s Assessor Office) is at 21.4625, leaving the City with the option to increase the rate. However, if a bond was issued to the Service Area, the mil rate could be set as high as the City and property owners agree to as authorized by *Alaska Statute 29.45.100*. The coastal engineer’s report and analysis of the Seawall will be finalized hopefully by the end of this month. This report will detail preventative maintenance work to extend the life of the Seawall.

Enc:

- June Employee Anniversaries
- 2019 Certified Values Property Taxes
- 2019 First Quarter KPB Taxable Sales
- 2019 First Quarter KPB Taxable Sales by Line of Business
- Letter to GCI RE:HCC 22.10.55(e)(10)
- Memo from Harbormaster Hawkins
- Seafarers Memorial Parking CIP page
- Seafarers Memorial Parking Footprint Image
- Seafarers Memorial Parking Site Plan
- Memo on Seawall Mil Rate from City Manager Wrede
- KPB Mil Rates





# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

Office of the City Manager

491 East Pioneer Avenue  
Homer, Alaska 99603

[citymanager@cityofhomer-ak.gov](mailto:citymanager@cityofhomer-ak.gov)

(p) 907-235-8121 x2222

(f) 907-235-3148

## Memorandum

TO: MAYOR CASTNER AND CITY COUNCIL  
FROM: Katie Koester  
DATE: June 10, 2019  
SUBJECT: June Employee Anniversaries

---

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

<b>Levi Stradling,</b>	<b>Public Works</b>	<b>17</b>	<b>Years</b>
<b>Melissa Jacobsen,</b>	<b>Clerks</b>	<b>15</b>	<b>Years</b>
<b>Mike Illg,</b>	<b>Admin</b>	<b>13</b>	<b>Years</b>
<b>Rachel Tussey,</b>	<b>Clerks</b>	<b>8</b>	<b>Years</b>
<b>Manfred Kirchner,</b>	<b>Public Works</b>	<b>7</b>	<b>Years</b>
<b>Mike Szocinski,</b>	<b>Public Works</b>	<b>7</b>	<b>Years</b>
<b>Brandon Moyer,</b>	<b>Public Works</b>	<b>3</b>	<b>Years</b>
<b>Jessica Poling,</b>	<b>Police</b>	<b>2</b>	<b>Years</b>
<b>Jessica Roper,</b>	<b>Police</b>	<b>1</b>	<b>Year</b>





# Assessing Department

144 N. Binkley Street, Soldotna, Alaska 99669 • (907) 714-2230 • (907) 714-2393 Fax

Charlie Pierce  
Borough Mayor

May 28, 2019

Ms. Katie Koester, City Manager  
City of Homer  
491 East Pioneer Avenue  
Homer, AK 99603

RE: 2019 Certified Main Roll Property Values

Dear Ms. Koester,

Following are the 2019 certified main roll taxable values for the **City of Homer (TAG 20)** as of May 28, 2019:

	<b>Assessed</b>	<b>Taxable</b>
<b>REAL PROPERTY</b>	\$ 1,299,073,100	\$ 744,715,500
<b>OIL &amp; GAS PROPERTY</b>	\$ -0-	\$ -0-
<b>PERSONAL PROPERTY</b>	\$ 47,328,455	\$ 40,353,274
<b>TOTAL 2019 CERTIFIED MAIN ROLL VALUE</b>	<b>\$ 1,346,401,555</b>	<b>\$ 785,068,774</b>

If you have any questions, please to not hesitate to contact this office.

Sincerely,

Melanie Aeschliman  
Director of Assessing





# Assessing Department

144 N. Binkley Street, Soldotna, Alaska 99669 • (907) 714-2230 • (907) 714-2393 Fax

Charlie Pierce  
Borough Mayor

May 28, 2019

Ms. Katie Koester, City Manager  
City of Homer  
491 East Pioneer Avenue  
Homer, AK 99603

RE: 2019 Certified Main Roll Property Values

Dear Ms. Koester,

Following are the 2019 certified main roll taxable values for the **City of Homer ODL (TAG 21)** as of May 28, 2019:

	<b>Assessed</b>	<b>Taxable</b>
<b>REAL PROPERTY</b>	\$ 3,604,600	\$ 3,016,500
<b>OIL &amp; GAS PROPERTY</b>	\$ -0-	\$ -0-
<b>PERSONAL PROPERTY</b>	\$ -0-	\$ -0-
<b>TOTAL 2019 CERTIFIED MAIN ROLL VALUE</b>	<b>\$ 3,604,600</b>	<b>\$ 3,016,500</b>

If you have any questions, please to not hesitate to contact this office.

Sincerely,

Melanie Aeschliman  
Director of Assessing

Kenai Peninsula Borough

SUMMARY BY JURISDICTION

Period Range: 1st QTR 1/31/2019 to 3/31/2019

	<u>Taxable</u>				
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Totals
	<u>Year 2019</u>				
Seldovia	\$830,808	\$0	\$0	\$0	\$830,808
Homer	\$30,290,138	\$0	\$0	\$0	\$30,290,138
Kenai	\$50,823,559	\$0	\$0	\$0	\$50,823,559
Seward	\$13,900,292	\$0	\$0	\$0	\$13,900,292
Soldotna	\$51,451,509	\$0	\$0	\$0	\$51,451,509
Borough	\$182,998,159	\$0	\$0	\$0	\$182,998,159

	<u>Gross Sales</u>				
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Totals
Seldovia	\$1,347,885	\$0	\$0	\$0	\$1,347,885
Homer	\$83,194,333	\$0	\$0	\$0	\$83,194,333
Kenai	\$117,682,969	\$0	\$0	\$0	\$117,682,969
Seward	\$35,062,045	\$0	\$0	\$0	\$35,062,045
Soldotna	\$96,524,278	\$0	\$0	\$0	\$96,524,278
Borough	\$722,545,271	\$0	\$0	\$0	\$722,545,271

**City of Homer**

Taxable Sales by Line of Business

For the Period January 1 - March 31

	<b>Δ 19-18</b>	<b>2019</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>
ADMINISTRATIVE, WASTE MAN	(18,532)	136,996	155,528	207,412	214,519
AGRICULTURE, FORESTRY, FI	606,538	640,248	33,710	14,600	4,143
ARTS AND ENTERTAINMENT	4,188	253,475	249,287	249,016	253,949
CONSTRUCTION CONTRACTING	17,706	333,640	315,934	484,978	372,572
EDUCATIONAL SERVICES	(3,371)	58,316	61,687	71,272	66,901
FINANCE AND INSURANCE	890	28,275	27,385	19,204	15,710
GUIDING	108,306	187,753	79,447	36,497	104,823
HEALTH CARE AND SOCIAL AS	(1,932)	78,958	80,890	77,243	45,037
HOTEL/MOTEL/BED & BREAKFA	52,861	1,543,084	1,490,223	1,532,096	1,789,574
INFORMATION	11,871	984,852	972,981	1,020,993	1,127,408
MANUFACTURING	32,060	281,903	249,843	225,385	237,863
PROFESSIONAL, SCIENTIFIC	(42,083)	648,929	691,012	698,422	654,874
PUBLIC ADMINISTRATION	13,912	829,928	816,016	1,100,933	644,546
RENTAL COMMERCIAL PROPERT	127,315	196,565	69,250	58,558	42,061
RENTAL NON-RESIDENTAL PRO	(6,006)	138,064	144,070	128,347	128,148
RENTAL OF SELF-STORAGE &	(15,146)	217,415	232,561	201,259	249,716
RENTAL PERSONAL PROPERTY	(7,655)	141,046	148,701	138,081	132,816
RENTAL RESIDENTAL PROPERT	(69,139)	1,077,295	1,146,434	1,035,396	1,020,110
RESTAURANT/BAR	78,176	3,179,549	3,101,373	2,787,404	3,145,686
RETAIL TRADE	1,381,564	14,151,272	12,769,708	12,505,192	12,275,910
SERVICES	(145,017)	1,749,725	1,894,742	1,799,351	1,675,348
TELECOMMUNICATIONS	(48,630)	401,613	450,243	409,187	387,875
TRANSPORTATION AND WAREHO	19,237	196,800	177,563	190,285	141,573
UTILITIES	58,024	2,503,521	2,445,497	2,322,217	2,070,114
WHOLESALE TRADE	(29,073)	296,494	325,567	262,379	231,382
OTHER	(4,295)	34,422	38,717	33,666	33,232
<b>Total</b>	<b>2,121,769</b>	<b>30,290,138</b>	<b>28,168,369</b>	<b>27,609,373</b>	<b>27,065,890</b>



# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

## Public Works

3575 Heath Street  
Homer, AK 99603

[publicworks@cityofhomer-ak.gov](mailto:publicworks@cityofhomer-ak.gov)

(p) 907- 235-3170

(f) 907-235-3145

June 3, 2019

Rebecca Colton  
Manager, Statewide OPS Construction  
General Communication Inc.  
3541 Greatland Street  
Homer, AK 99603

**RE: Request for Exemption - Homer Underground Ordinance**

Ms. Colton;

As the City Manager's designee in this matter, this letter is to document that the City of Homer is granting an exemption to the underground ordinance that requires all new cable to be installed underground, as requested in your letter of May 29, 2019. This exemption applies only to the specific situation/location described in the request. Any exemptions for other locations will need to be requested separately.

This exemption will allow for the cable in question to be routed overhead on existing poles (approximately 600 LF) as allowed for under HCC 22.10.55(e)(10) – "Exceptions to the requirement of this section that utility cable facilities be placed underground may be approved by City Manager or designee for good cause shown including, but not limited to, the following:

10. Future users of existing pole lines when the host utility is overhead; provided, however, the future user must agree to vacate the pole line when the host utility vacates the pole line".

Please respond in writing that you agree to vacate the pole line when the host utility vacates the pole line. This exemption becomes effective upon the City's receipt of this vacation agreement statement.

We appreciate the effort your company has made to make every reasonable attempt to install the cable in question underground. Your laudable efforts weighed heavily in our decision.

Yours Very Truly;

**CITY OF HOMER**

Carey S. Meyer, P.E., MPA  
Public Works Director





## Memorandum

TO: HOMER CITY COUNCIL  
THRU: KATIE KOESTER, CITY MANAGER  
FROM: BRYAN HAWKINS, PORT DIRECTOR / HARBORMASTER  
DATE: JUNE 4 2019  
SUBJECT: MEMORANDIUM ON SEAFARER'S MEMORIAL PARKING LOT PROJECT

---

This memo is to provide background and current information regarding the Seafarer's Memorial Parking Lot expansion project. The Port Commission discussed and recommended this expansion in July of 2013. Staff wrote the CIP and council approved the project in November of 2013 and dedicated HART funding for engineering. Staff has been working on and off on the design for this project, and after further input from the Port and Harbor Commission in 2016 and the firm hired for the engineering scope of this project, we now have 95% plans for the improvement.

### Project Goals and Requirements:

- **Goals-** The goals listed for the Port and Harbor Advisory Commission , when considering this project, are to create as much parking space in the ramp 1-3 area as possible, to set up a fee collection system to help pay back the expense of construction, and to create safer pedestrian walkways and traffic patterns.
- **Permits-** The land is City owned and is designated as conservation land, requiring a CUP in order to change the use of the property, and will include public recreation areas, beach access and green corridors. An Army Corps of Engineers permit will also be required for this improvement.
- **Materials-** The current plan includes utilizing fill material from our annual dredging program for leveling and site fill for the project. At this time, working with the Army Corps of Engineers, we are using any created dredging material on a separate beach re-nourishment project that will help protect the Homer Spit from storm damage due to erosion. As beach nourishment, and protection of current assets, takes precedent to this expansion project I am unsure when we will have product available, but I'm confident that once all permitting and construction ready plans are in hand we'll find a source of suitable materials. There are other concurrent projects that have potential to generate the needed material (e.g. harbor entrance and fishing lagoon maintenance dredging and future harbor expansion).
- **Grant Requirements-** A requirement of the Ramp 2 restroom project, in order to take advantage of the land water conservation funding grant, is to provide access to the beach. This access is included in the Seafarer's memorial parking lot expansion and will be built in between the East end of the Hillstrand boardwalk and the parking lot. This will be an improved gravel ADA Pathway to the beach.
- **Future Fund Allocation/Use Requirements-** We designed the lot to both maximize the number of spaces and safe traffic patterns while using those spaces. Designating off street entry and exit points into the lot and turning the entire square footage into off street parking brings great safety benefits to the area by eliminating the diagonal parking where motorists have to b onto the highway. As much of this property is in the



AK Department of Transportation Right of Way (ROW) the Tora agreement we have with the State applies, which means any funds generated from fees will have to be used for parking improvements.

**Questions Posed:**

The current plan creates 195 parking spaces in a congested high traffic area, with the addition of ADA access to the public beach/recreation area, green corridors and the current memorial park. Current use of this area is 7 day free parking, with an allowed use of longer term parking with the purchase of a long term parking pass. General planned use for the lot after improvements is a fee lot with short term turn over.

The question moving forward is how will these parking spaces be used? If all 195 spaces were to be turned into short term fee parking at the \$5 per day rate, numbers based on current paid parking and annual generated income from those spaces gives us a general estimate of approximately 12 years for payback on investment for the improvement project. However, when considering not just congestion and traffic patterns, but the possible needs of surrounding businesses, the City Enterprise, the boat owners, public recreation use, and tourism, designating the whole parking lot as a single type of use may not be the proper solution. With weight given to all these different use types, again, the question for the future is: how do we want to use these spaces?

**Recommendation:**

Informational Only.



## Seafarers Memorial Parking Expansion

**Project Description & Benefit:** This project would use materials from dredging the harbor to build up a parking lot between Seafarers Memorial and the east end of the nearby boardwalk complex. The additional parking will be a welcome improvement as it is often hard to find parking during peak summer months on this section of the Spit. The project has the added benefit of replenishing the beaches on the east side of the Spit and protecting infrastructure from erosion. The material will be placed on the beaches as part of the Army Corps of Engineers' dredging/disposal operations. Funding is needed to supplement hauling costs, compact material, cap with gravel and pave the lot. A Corps permit will be needed to accomplish this work.

**Plans & Progress:** The City has appropriated \$15,000 for the Homer Area Roads and Trails (HART) fund for preliminary engineering design and permitting. 95% of engineering design work was completed in 2015. A phased approach to construction will be used.

**Total Project Cost:** \$635,000

### Schedule:

2017: Design and Permitting at 95% complete: \$8,000

2019: Dredged Material Placement by Corps: In kind

2020: Install drainage, riprap protection, paving/stripping and all parking lot delineation: \$627,000

**Priority Level:** 1



This project would fill in, level and pave the grassy area pictured above between the Seafarer's Memorial and the nearby boardwalk.












Public Works Dept. May 16, 2019

Disclaimer:  
It is hereby understood the City of Homer, its council, board, departments, employees and agents are not responsible for any errors or omissions contained herein, or deductions, interpretations or conclusions drawn therefrom.



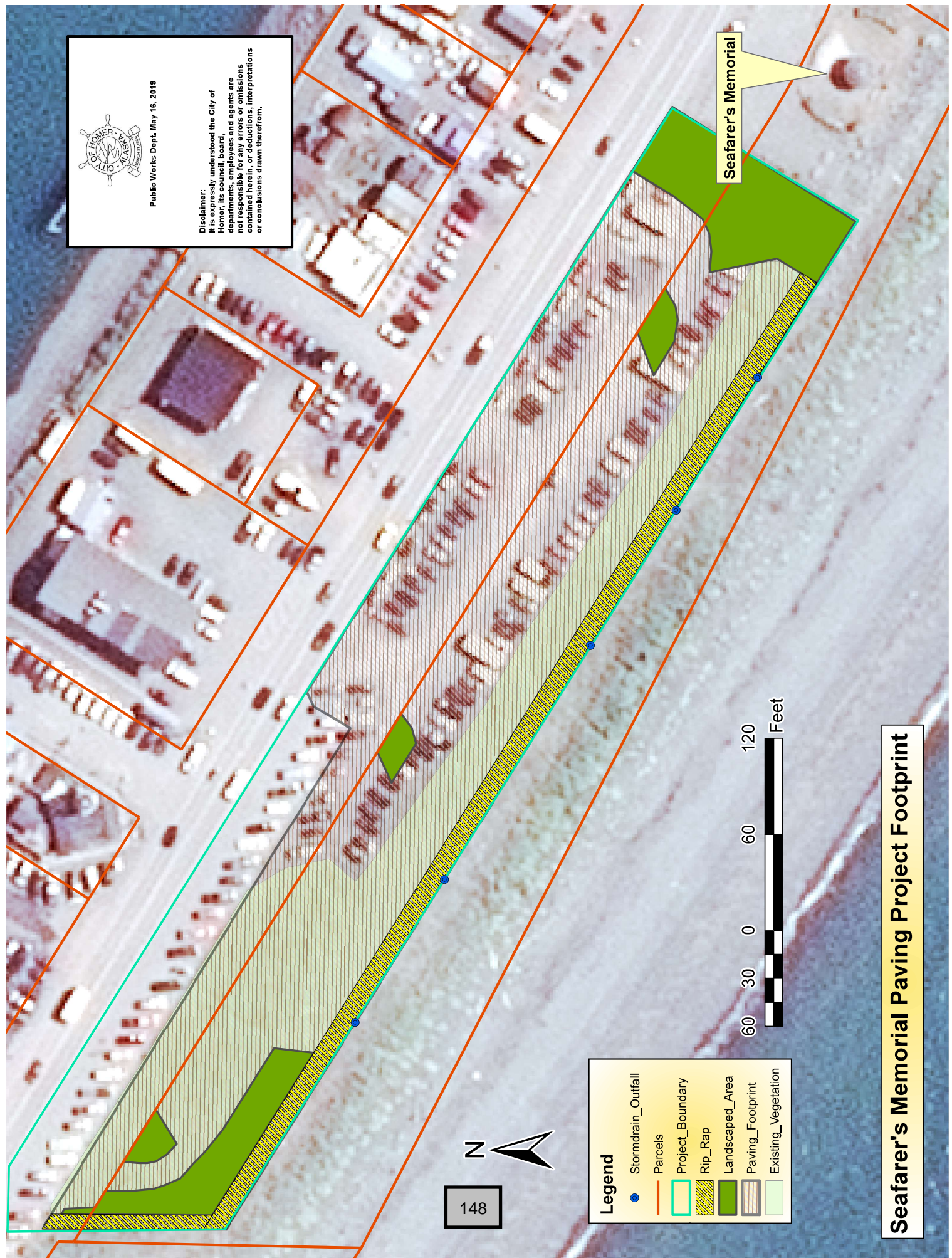
**Legend**

-  Stormdrain\_Outfall
-  Parcels
-  Project\_Boundary
-  Rip\_Rap
-  Landscaped\_Area
-  Paving\_Footprint
-  Existing\_Vegetation



Seafarer's Memorial

**Seafarer's Memorial Paving Project Footprint**



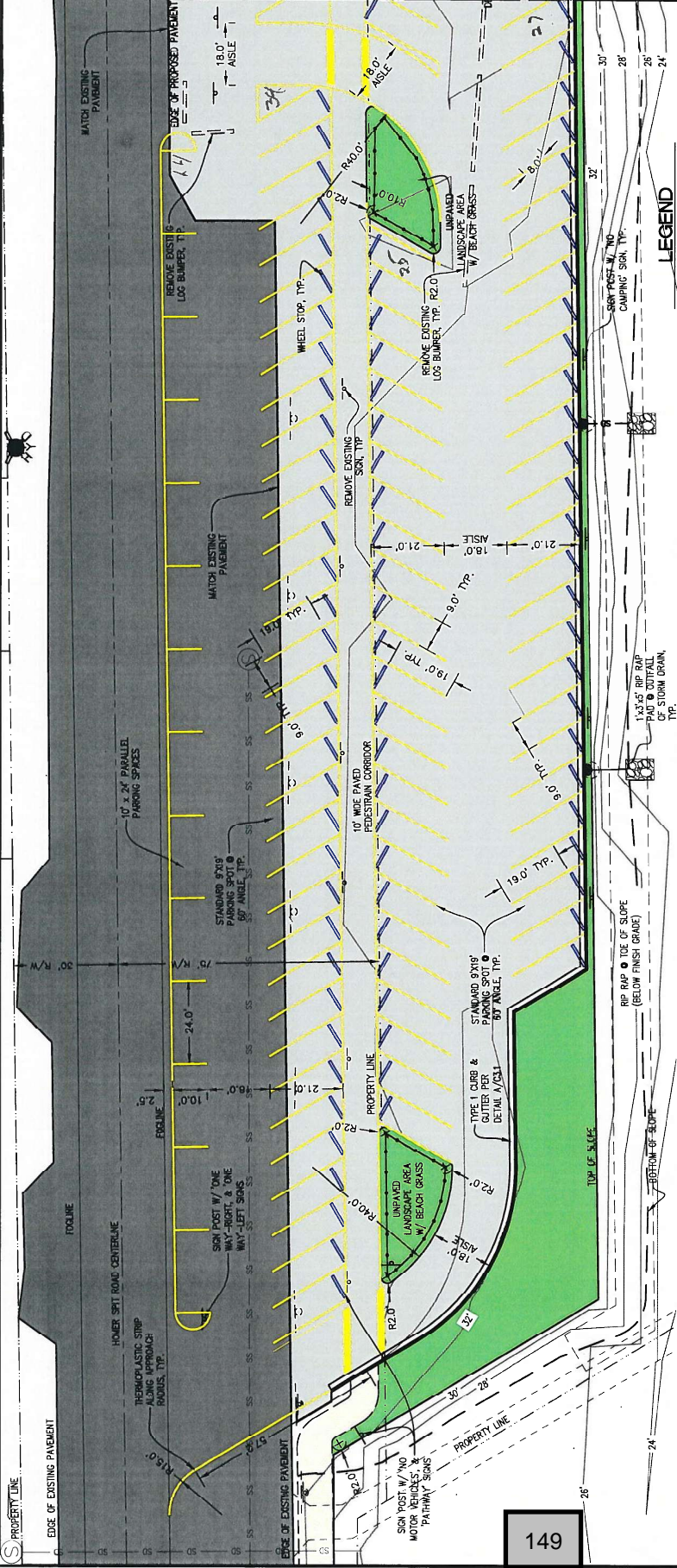


NO.	REVISION DATE

**NELSON ENGINEERS**  
 CONSULTING ENGINEERS  
 STRUCTURAL/CIVIL  
 155 BIDARKA ST  
 KENAI, AK 99611  
 TEL. (907) 283-3983  
 NELSONENGINEER@ALASKA.NET

**SEAFARER'S MEMORIAL PARKING LOT**  
 CITY OF HOMER  
 HOMER, AK  
 CIVIL SITE PLAN (LEFT) - OPTION #2

PROJECT NO. 1445  
 DRAWN BY: ZSR  
 CHECKED BY: WIN  
 DATE: 09/09/18  
 SCALES: NOTED  
 HORIZ. NOTED  
 VERT. NOTED  
 SHEET **C11**  
 3 OF 11

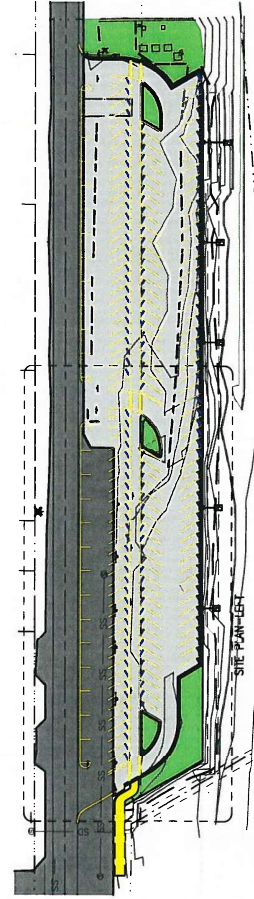


**LEGEND**

	EXISTING (E) PROPOSED (P)
	ASPHALT PAVEMENT
	CONCRETE
	RIP RAP
	GRAVEL PATH
	BUILDING/STRUCTURE LINE
	DRAINAGE SWALE
	EASEMENT
	EDGE OF PAVEMENT
	PROPERTY LINE
	UTILITY - OVERHEAD ELECTRIC
	UTILITY - UNDERGROUND ELECTRIC
	UTILITY - UNDERGROUND TELEPHONE
	UTILITY - SEWER LINE
	UTILITY - STORM DRAIN
	UTILITY - WATER LINE
	CATCH BASIN/MANHOLE
	TRAFFIC SIGN
	ELECTRIC METER
	FENCE
	FIRE HYDRANT

- GENERAL NOTES**
1. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF ALL SITE FEATURES. IF THE CONTRACTOR ENCOUNTERED CONDITIONS OTHER THAN THOSE SHOWN ON THE PLANS, HE SHALL IMMEDIATELY CONTACT THE ENGINEER FOR DIRECTIONS.
  2. ALL CONSTRUCTION METHODS AND MATERIALS USED FOR THIS PROJECT SHALL CONFORM CITY OF HOMER STANDARD CONSTRUCTION SPECIFICATIONS, 2011 EDITION.
  3. LOCATION OF UNDERGROUND UTILITIES ARE APPROXIMATE. ACTUAL DEPTH, NUMBER AND LOCATION UNKNOWN. BURIED UTILITIES OTHER THAN THOSE SHOWN ON THE PLANS MAY BE PRESENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATION, IDENTIFYING, AND WORKING AROUND ALL UTILITIES WITHIN THE PROJECT LIMITS. AT NO ADDITIONAL COST TO THE OWNER, CALL FOR LOCATES PRIOR TO EXCAVATION.
  4. ALL PARKING SPACE LINES TO BE PAINTED AND ALL LANE LINES TO BE THERMOPLASTIC STRIPPING.
  5. NORTHING AND EASTING FOR ALL LAYOUT POINTS ARE LISTED ON PAGE C1.3.
  6. ALL BENCHES AND PICNIC TABLES SHALL BE PROVIDED AND INSTALLED BY THE CITY OF HOMER.

**A CIVIL SITE PLAN - LEFT - OPTION #2**  
 GRAPHIC SCALE: 1" = 15' (22X34), 1" = 30' (11X17)



**B OVERALL SITE PLAN**  
 GRAPHIC SCALE: 1" = 60' (22X34), 1" = 120' (11X17)



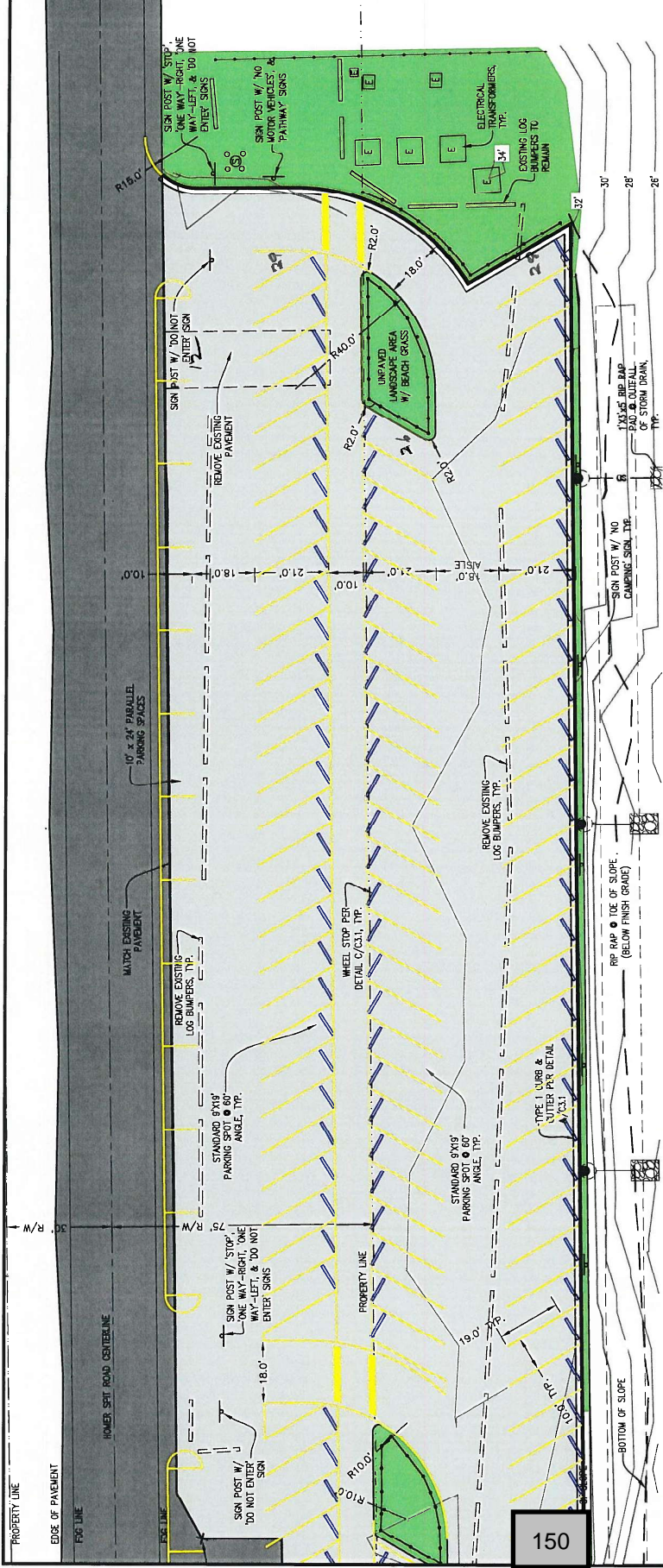


NO.	REVISION	DATE

**NELSON ENGINEERING**  
 CONSULTING ENGINEERS  
 STRUCTURAL/CIVIL  
 155 BIDARKA ST  
 KENAI, AK 99611  
 TEL: (907) 283-3583  
 NELSONENGINEER@ALASKA.NET

**SEAFARERS MEMORIAL PARKING LOT**  
 CITY OF HOMER, AK  
 CIVIL SITE PLAN (RIGHT) - OPTION #2  
 PROJECT NO. 1445

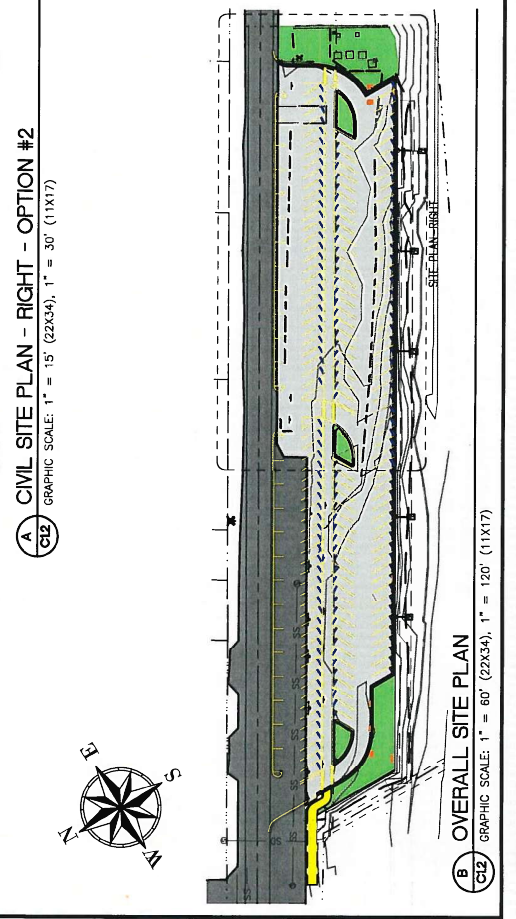
DRAWN BY: ZSR  
 CHECKED BY: WIN  
 DATE: 08/08/18  
 SCALES: NOTED  
 HORIZ. NOTED  
 VERT. NOTED  
 SHEET **C12**  
 4 OF 11



**LEGEND**

EXISTING (E)	PROPOSED (P)
[Symbol]	ASPHALT PAVEMENT
[Symbol]	CONCRETE
[Symbol]	RIP RAP
[Symbol]	GRAVEL PATH
[Symbol]	BUILDING/STRUCTURE LINE
[Symbol]	DRAINAGE SWALE
[Symbol]	EASEMENT
[Symbol]	EDGE OF PAVEMENT
[Symbol]	PROPERTY LINE
[Symbol]	UTILITY - OVERHEAD ELECTRIC
[Symbol]	UTILITY - UNDERGROUND ELECTRIC
[Symbol]	UTILITY - UNDERGROUND TELEPHONE
[Symbol]	UTILITY - SEWER LINE
[Symbol]	UTILITY - STORM DRAIN
[Symbol]	UTILITY - WATER LINE
[Symbol]	CATCH BASIN/MANHOLE
[Symbol]	TRAFFIC SIGN
[Symbol]	ELECTRIC METER
[Symbol]	FENCE
[Symbol]	FIRE HYDRANT

- GENERAL NOTES**
1. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF ALL SITE FEATURES. IF THE CONTRACTOR ENCOUNTERED CONDITIONS OTHER THAN THOSE SHOWN ON THE PLANS, HE SHALL IMMEDIATELY CONTACT THE ENGINEER FOR DIRECTIONS.
  2. ALL CONSTRUCTION METHODS AND MATERIALS USED FOR THIS PROJECT SHALL CONFORM CITY OF HOMER STANDARD CONSTRUCTION SPECIFICATIONS, 2011 EDITION.
  3. LOCATION OF UNDERGROUND UTILITIES ARE APPROXIMATE. ACTUAL DEPTH, NUMBER AND LOCATION UNKNOWN. BURIED UTILITIES OTHER THAN THOSE SHOWN ON THESE PLANS MAY BE PRESENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL WORKING AROUND ALL UTILITIES WITHIN THE PROJECT LIMITS. NO ADDITIONAL COST TO THE OWNER. CALL FOR LOCATES PRIOR TO EXCAVATION.
  4. ALL PARKING SPACE LINES TO BE PAINTED AND ALL LANE LINES TO BE THERMOPLASTIC STRIPPING.
  5. NOTHING AND EASTING FOR ALL LAYOUT POINTS ARE LISTED ON PAGE C1.3.
  6. ALL BENCHES AND PICNIC TABLES SHALL BE PROVIDED AND INSTALLED BY THE CITY OF HOMER.



Memorandum 13-072

TO: Mayor Wythe and Homer City Council

FROM: Walt Wrede

DATE: May 28, 2013

SUBJECT: 2013 Mil Rate / Ocean Drive Loop Special Service District

Ordinance 11-49(S) created the Ocean Drive Loop Special Service District (ODLSSD). HCC 15.10.020 provides that the Mil Rate for a Special Service District shall be set pursuant to Section 9.04.040 of the City Code. HCC 9.04.040 establishes that the Mil Rate must be adopted no later than June 15 of each year. Resolution 12-051(A) set the 2012 MIL Rate for the ODLSSD at 9.6283. The Mil Rate for 2012 was set at 9.6283 because the Special Service District beginning Fund Balance was zero and a healthy balance needed to be established. The City attempted to raise \$30,000 from property taxes based upon prior seawall repair experience. Unfortunately, this Mil rate only raised \$19,166.82 in 2012, in part, because the City did not fully account for the impact of senior exemptions. So, at the time this memorandum was drafted, the Fund Balance in the ODLSSD maintenance and repair account at the close of 2012 was \$19,166.82. This account contains only the property tax revenues collected. In addition, the City has established a Seawall Depreciation Account to which the Council has made regular transfers. The 2013 budget year transfer of \$10,000 has already been made. The Depreciation Reserve presently has a total balance of \$30,639.58. So, at this point in time, there is \$49,806.40 available for seawall maintenance and repair.

This was a very good year for the seawall. We survived the storm season with little or no damage. The wall is in good shape and at this point, no repairs are anticipated this summer. Given this situation, property owners have asked if the Council would consider lowering the Mil rate this year. I would not recommend doing so, at least not substantially.

There are several factors that enter into this recommendation. First, we were lucky this year that the wall sustained no damage. We cannot assume this will be the "new normal." Experience has shown us that particularly bad storms can result in damage that easily exceeds the amount of funds currently available. It would be wise and prudent to continue to build the fund balance. Second, the Finance Department made another exhaustive search to see if insurance could be obtained for the wall. The result was disappointing once again. Only one company would even discuss insuring it and all they would provide was "catastrophic" insurance related to things like earthquakes and tidal waves. Even then, the premiums and deductibles were unacceptably high. In short, there is no insurance in place,



another reason to have a healthy fund balance. Third, the Mil Rate established last year only generated about two thirds of what was anticipated. We must fully account for the senior exemption and also for the fact that the Council removed the McNamara property from the ODLSSD last year. The recommended Mil Rate (9.962541) is expected to generate about \$25,000 after adjustments are made for exemptions and deletion of the McNamara property.

RECOMMENDATION: Adopt Resolution 13-049 and set the ODLSSD Mil rate at 9.962541.

**From:** Caissie, Joseph A (CED) <[joseph.caissie@alaska.gov](mailto:joseph.caissie@alaska.gov)>

**Sent:** Tuesday, January 22, 2019 4:28 PM

**To:** Rachel Friedlander <[rfriedlander@ci.homer.ak.us](mailto:rfriedlander@ci.homer.ak.us)>

**Cc:** McGee, Marty (CED) <[marty.mcgee@alaska.gov](mailto:marty.mcgee@alaska.gov)>

**Subject:** Tax cap limitation

Hi Ray! Your question a month or so ago was the beginning of a series of issues we were dealing with that involved us here at OSA checking on the tax cap, and how it's calculated. It's a complicated set of statutes and regulations with a lot of sort-of illogical interpretations that are nonetheless correct by dint of them being what people have always done. So I'm going to clarify what we said to you earlier this January, since my understanding of it has changed since then:

- Basically, the limitation on a tax jurisdiction is that it **\*in general\*** has to have uniform tax rates. Of course, you can have a special district within that jurisdiction with a higher rate, as long as that rate is justified by providing an extra service.
- The other limit is that the sum of those layers of taxes (borough, muni, special service area) **\*in general\*** cannot be more than 30 mills (AS 29.45.090). The exception to **\*that\*** is that if there's a tax to pay off bonded debt, it can be as high as you want (AS 29.45.100).
- The 20 mill limitation on oil and gas property might be **\*effectively\*** true, but it isn't in statute—and having oil and gas property somewhere in the Kenai Peninsula Borough doesn't stop Homer, or a service area within Homer, from having a mill rate up to 30 (or more, with bonded debt).

Let me know if you have any questions on this or anything else!

Joseph Caissie

Assistant State Assessor

[Joseph.caissie@alaska.gov](mailto:Joseph.caissie@alaska.gov)

907-269-4565

TAF	TAG	
	<b>10 SELDOVIA</b>	
10	Seldovia	7.50
11	Seldovia RSA	0.75
50	Borough	4.70
	<b>12.95</b>	
	<b>11 SELDOVIA RSA</b>	
11	Seldovia RSA	0.75
50	Borough	4.70
67	Road Maint.	1.40
	<b>6.85</b>	
	<b>20 HOMER</b>	
20	Homer	4.50
50	Borough	4.70
52	So. Hospital	2.30
	<b>11.50</b>	
	<b>21 HOMER ODLA</b>	
20	Homer	4.50
21	Homer ODLA	9.9625
50	Borough	4.70
52	So. Hospital	2.30
	<b>21.4625</b>	
	<b>30 KENAI</b>	
30	Kenai	4.35
50	Borough	4.70
51	Cent. Hosp.	0.01
	<b>9.06</b>	
	<b>40 SEWARD</b>	
40	Seward	3.84
43	Sew/Bear Cr. Flood	0.75
50	Borough	4.70
	<b>9.29</b>	
	<b>41 SEWARD SPECIAL</b>	
41	Seward Special	3.84
43	Sew/Bear Cr. Flood	0.75
50	Borough	4.70
	<b>9.29</b>	
	<b>43 SEWARD-BEAR CREEK FLOOD SA</b>	
43	Sew/Bear Cr Flood	0.75
50	Borough	4.70
67	Road Maint.	1.40
	<b>6.85</b>	
	<b>52 SOUTH HOSPITAL</b>	
52	So. Hospital	2.30
50	Borough	4.70
	<b>7.00</b>	
	<b>53 NIKISKI FIRE</b>	
53	Nikiski Fire	2.70
50	Borough	4.70
51	Cent. Hosp.	0.01
54	No. Pen Rec.	1.00
67	Road Maint.	1.40
	<b>9.81</b>	
	<b>54 N. PENINSULA RECREATION</b>	
54	No.Pen.Rec.	1.00
50	Borough	4.70
51	Cent. Hosp.	0.01
58	Cent.Emer.Ser.	2.85
67	Road Maint.	1.40
	<b>9.96</b>	

TAF	TAG	
	<b>55 NIKISKI SENIOR</b>	
55	Nikiski Sen.	0.20
50	Borough	4.70
51	Cent. Hosp.	0.01
53	Nikiski Fire	2.70
54	No. Pen Rec.	1.00
67	Road Maint.	1.40
	<b>10.01</b>	
	<b>57 BEAR CREEK FIRE</b>	
57	Bear Creek Fire	3.25
43	Sew/Bear Cr. Flood	0.75
50	Borough	4.70
67	Road Maint.	1.40
	<b>10.10</b>	
	<b>58 CENTRAL EMERGENCY SERVICES</b>	
58	Cent. Emer.Ser.	2.85
50	Borough	4.70
51	Cent. Hosp.	0.01
67	Road Maint.	1.40
	<b>8.96</b>	
	<b>61 CENTRAL HOSPITAL WEST</b>	
50	Borough	4.70
51	Cent. Hosp.	0.01
67	Road Maint.	1.40
	<b>6.11</b>	
	<b>63 CENTRAL HOSPITAL EAST</b>	
50	Borough	4.70
51	Cent. Hosp.	0.01
64	Cent. Pen. EMS	1.00
67	Road Maint.	1.40
	<b>7.11</b>	
	<b>64 CENTRAL PEN. EMERGENCY MEDICAL</b>	
64	Cent Pen. EMS	1.00
50	Borough	4.70
52	South Hosp.	2.30
67	Road Maint.	1.40
	<b>9.40</b>	
	<b>65 SOUTH HOSPITAL/ROADS</b>	
50	Borough	4.70
52	South Hosp.	2.30
67	Road Maint.	1.40
	<b>8.40</b>	
	<b>67 KPB ROAD MAINTENANCE</b>	
50	Borough	4.70
67	Road Maint.	1.40
	<b>6.10</b>	

TAF	TAG	
	<b>68 ANCHOR POINT FIRE/EMERGENCY</b>	
68	Fire/Emergency	2.75
50	Borough	4.70
52	South Hosp.	2.30
67	Road Maint.	1.40
	<b>11.15</b>	
	<b>70 SOLDOTNA</b>	
70	Soldotna	0.50
50	Borough	4.70
51	Cent. Hosp.	0.01
58	Cent. Emer. Ser.	2.85
	<b>8.06</b>	
	<b>80 KACHEMAK*</b>	
80	Kachemak	1.00
50	Borough	4.70
52	South Hosp.	2.30
	<b>8.00</b>	
	<b>81 KACHEMAK EMERGENCY SERV.</b>	
81	Kachemak EMS	2.60
50	Borough	4.70
52	South Hosp.	2.30
67	Road Maint.	1.40

11.00  
50K Borough TAF's and Homer 20K  
All other City TAF mills do not apply

EMS VOLUNTEER 10,000 EXEMPTION  
ALL BOROUGH TAF's  
HOMER (20) & SEWARD (40)

\*Kachemak City TAG 80-No tax on  
personal property/boats/aircraft

100,000 PERSONAL EXEMPTION  
ALL BOROUGH TAF's  
HOMER (20) & SOLDOTNA (70)

AIRCRAFT TAX:  
FLAT TAX FOR ALL BOROUGH TAF'S,  
SELDOVIA (10) & SOLDOTNA (70)  
Borough Flat Portion + City Flat Portion  
TAG'S 20,40 &41  
Full value X TAF Millrate  
Plus (+) Borough Flat Portion

BOAT TAX:  
FLAT TAX FOR ALL BOROUGH TAF'S  
HOMER(20),SOLDOTNA(70),SELDOVIA(10)  
Borough Flat Portion + City Flat Portion  
TAG'S 40 & 41 (Seward )  
Full value X TAF Millrate PLUS (+)  
Borough Flat Portion  
TAG 30 Class 1 & 2 Exempt and  
Class 3-7 Full value X TAF Millrate  
PLUS (+) Borough Flat Portion

Senior Exemptions:  
Borough 300,000 exempt unless Variable  
10,20,30,40,41,70,80 upto 150,000 exempt  
over is Taxed at City TAF Rate

Disability Tax Credit:  
TAF 30 Kenai \$250.00  
Borough TAF'S \$500.00





# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

Office of the City Manager

491 East Pioneer Avenue  
Homer, Alaska 99603

[citymanager@cityofhomer-ak.gov](mailto:citymanager@cityofhomer-ak.gov)

(p) 907-235-8121 x2222

(f) 907-235-3148

## Memorandum

TO: Mayor Castner and Homer City Council  
FROM: Katie Koester, City Manager  
DATE: June 19, 2019  
SUBJECT: June 24<sup>th</sup> City Manager Report

---

### **Final Draft of Planning Assistance to States (PAS) Study Released**

The City of Homer engaged the Army Corps in a Planning Assistance to States (PAS) study last year to provide a preliminary assessment of the benefits and costs of building a large vessel harbor to the north of the existing small boat harbor. A 2008 general investigation study on harbor expansion was shelved due to a benefit-to-cost ratio finding of 0.5-0.7. Preliminary indications show that the ratio this time around ranges between 0.89-1.0. Staff feels strongly that there are areas where that BCR can be improved with additional data and study. The final draft of the report was received in May of this year; Port and Harbor Director Hawkins will provide the Council with a 10 minute overview of the report (included in your packet) at the Committee of the Whole. The Port and Harbor Commission will take a more in depth look at the report at their June 26<sup>th</sup> meeting (6pm – Council Chambers) which members are welcome to attend.

The next step to move the Large Vessel Expansion Project forward will be re-initiating the general investigation study with the Army Corps. This is a \$3 million study with a 50/50 federal/nonfederal cost share. In 2008, ADOT split the non-federal portion with the City and we will be working with them again to hopefully partner on this project. Nevertheless, the minimum commitment from the City is \$750,000 to provide the project with preliminary design, environmental, geophysical and economic analyses. This will put the project in a 'shovel ready' status to start advocating for construction funds.

### **AML Online Sales Tax Update**

On June 6<sup>th</sup> I traveled to Anchorage to attend a meeting of municipalities with taxable sales along with 60 other attorneys, managers and finance directors from around the state. There are over 100 different taxing jurisdictions in Alaska, which is why aligning on definitions, framework and governance structure is so important. The Wayfair decision dictates that collecting sales tax cannot be unduly burdensome on a vendor (there must be a single point of contact) and we are only one of five of states that does not have a state wide sales tax. This is where AML hopes to jump in as a single representative that collects the tax and then distributes it to municipalities. Interestingly, any online sales tax that the Kenai Peninsula Borough is currently collecting is not due to the Wayfair decision but based on their physical presence in the Borough (Amazon and Home Depot, for example, both have physical locations in the central peninsula). This means there are still a lot of taxable sales that won't be taxed until this organizational structure is complete, which adds some urgency to the project. Larry Persily who was hired by AML to work on the project estimated that on the low end \$20 million in online sales tax revenue state-wide is uncollected annually. If you divide that

revenue up on a per-capita basis, that is \$330,000 for Homer. Higher estimates of taxable sales given Alaska's above average use of online retailers put it closer to \$1 million.

The next step will be discussing a governance structure (like who has representation on the board) at the summer AML meeting in August. The City of Homer will need to weigh in on this, especially because the point came up that since Homer does not physically collect sales tax, we don't need representation. I argued that if the City is paying into the service, then we need the opportunity to be represented (Ketchikan Borough and Kenai Borough are the two entities that collect sales tax on behalf of their municipalities; the remainder are separate taxing administrations).

Keep in mind that there are some potentially heavy lifts in the near future if this sub-organization is going to get started in order to pay for mapping, staff, and contracting with a tax collection company. Member municipalities will be asked to contribute to this. The City of Homer has contributed \$4,500 thus far; I anticipate a much larger ask to get to launch. Any upfront costs will be recouped in increased revenue and will have the added benefit of leveling the playing field for our local brick and mortar stores that are such an important part of our community. However, it is important to not lose sight of the fact that the increased revenue comes from the same taxpayer - the City of Homer residents. Many municipalities in attendance expressed concern that passing the code changes necessary to implement online sales tax would be an uphill battle. Another important aspect Homer will watch closely is how goods for resale are treated as it is important our brick and mortar locations are not taxed twice on goods they sell. As you can see, there is a lot of work to be done and questions to figure out, but the conversation is moving forward quickly. AML is working on a public information document to help educate the public about the potential changes.

### **Update on Police Station**

Attached is a report detailing progress from May 7 through June 18 on the Police Station project. Further project detail can be found in the attached photos and end of week reports from the contractor. To summarize, significant site work has been completed including preparing the foundation for the next phase of work. No unexpected problems have come to light in this reporting period. In the future, Council will be provided with monthly progress reports to be able to track the project and any areas of concern or stumbling blocks during construction.

### **LIDAR Landslide Hazard and Bluff Stability Update**

Last year the City of Homer approached the Alaska Division of Geological & Geophysical Surveys (DGGS) on two ongoing projects related to slope stability in Homer: 1) Landslide Hazard Project and 2) Bluff Stability Project. Both projects are funded by FEMA and administered by DGGS.

The first project is a mapping project to help identify areas in Homer that are susceptible to landslide hazards. This will assist in developing future infrastructure decisions and produce some appropriate code regarding those areas identified as the highest risk, possibly such as the Judy Rebecca CT area or above the hospital.

DGGS is a bit behind the schedule as there were technical difficulties with obtaining LIDAR imaging, which is used to gain topographical data last fall. LIDAR data was just gained on June 3<sup>rd</sup> and is expected to be processed by the second week of July. They will be working on developing and distributing preliminary maps to FEMA. A project completion coordination meeting will be scheduled in August of next year, with finalized maps and data for publication completed by September 30, 2020.

The second project will be focused on evaluating bluff stability to help the City make better decisions regarding the safety of people and property in hazard areas. This project has been identified for funding by FEMA and a complete application is currently being finalized. This project will create a Coastal Bluff Stability Database and Coastal Bluff Stability Map and Report. The goal will be to evaluate our current policies for development in regards to the information. The project will be developed on a two-year time frame starting in October of this year.

### **New Airport Terminal Sublease Agreement between the City and Pioneer Car Rental**

Pioneer Car Rental has submitted an application for a new sublease agreement with the City since their current sublease expires September 2019. One of the changes proposed is an increase in the number of leased spaces they will have for their rental fleet (currently they formally lease 10 spaces yet pay for 17 and are now formally requesting 17). Pioneer Car Rental has been a great, long-term business for the Homer community and visitors alike to have at the airport and is budgeted to contribute \$43,512 in revenue for the Airport this year.

As background info, the City can enter into 5-year sublease agreements with the State's permission, however these sublease agreements cannot extend past March 30, 2023 since that is when the City's land lease with the State expires. In the upcoming years, the City will need to begin negotiations with the State concerning the airport land lease.

### **Fire Hydrant Testing**

In July, the Insurance Services Office (ISO) will be visiting Homer to re-evaluate the City's fire protection equipment and infrastructure. As part of this evaluation, Public Works will be flow testing many fire hydrants in the City this June and July. During this time, City water customers may experience reduced water pressure for short periods of time or experience some cloudy water as the high pressure of the water vigorously scrubs the inner walls of the pipes to dislodge accumulated material. If water becomes cloudy or discolored, flush water until color returns to normal. If water does not become clear call the Public Works Department at 235-3170.

### **Good News for Health Insurance**

Human Resources has been working with the Employee Committee and Brandon Nyberg from Understand, Service and Innovate (USI) Insurance to explore various health insurance plan options to keep costs down for the City. Employees have been happy with Premera, nevertheless the City is always looking for ways to think outside the box to control costs. After much back and forth, USI has presented the City with an exciting option that would move the City to an August 1<sup>st</sup> annual plan renewal date with Premera.

This would allow USI to work with the City to come up with plan renewals during off-peak renewal season, which is good for Premera and would work well with the City's budget schedule; I could present you with real numbers at budget time instead of having to estimate high and hope for the best.

Brandon from USI will be attending the July 22<sup>nd</sup> Council Meeting and a Resolution will be before you approving an August 1<sup>st</sup> renewal. The City's numbers look good so far in 2019 which means Premera is willing to not only offer the renewal, but offer a "Premium Holiday" to make it worth our while to lock in our renewal, but also switch to an August 1<sup>st</sup> renewal date. A Premium Holiday is the equivalent of one month of premiums taken off our overall renewal and will equate to a decrease in healthcare costs for the City. Yes, I said decrease (!).



## **HERC1 RFP**

The deadline for submitting proposals for the HERC1 RFP is Council Monday, June 24<sup>th</sup>. I will be able to give you a verbal report at the meeting regarding the number of proposals received. After June 24<sup>th</sup>, a selection committee will be formed to evaluate the proposals and make a recommendation to City Council. City Council will then tentatively review and approve/disprove of the recommendation at the July 22, 2019 meeting. If no proposals are received, I suggest Council schedule some time in the coming weeks to discuss next steps for the HERC1 building. As Council is aware, there are many deferred maintenance considerations at the facility and we are reaching a critical tipping point if the building is to be preserved. For example, a recent engineer's report regarding the HERC1's roof determined that the entire roof needs to be replaced rather than patched to protect against strong winds.

## **June 25<sup>th</sup> ADOT Open House**

Next Tuesday, ADOT will be hosting an open house in Council chambers between 4 and 7pm to discuss 6 area projects and provide updates: Pioneer Avenue, Homer Airport, Sterling Highway and Main Street Intersection, Lake Street, West Hill Road, and East Hill Road. More information can be found on the City's website (<https://www.cityofhomer-ak.gov/citymanager/dot-open-house-six-homer-projects-june-25>), also attached. This meeting will be advertised so all Councilmembers can attend.

## **Customer Comment Cards**

Over the last two quarters, the public provided seven customer comments cards, six of which compliment City staff for their excellent service. City staff in the Clerk's office, at the City Hall front desk and at the library were recognized for their positive, friendly and proactive services, and for the consideration the library gives for the underprivileged. It is affirming for staff to see acknowledgment from the public for their hard work and professional conduct. One card suggested simplifying the moorage fee structure by going to a flat fee based on vessel length. The card did not include contact information so Harbor staff was not able to follow up with the customer.

## **July 1 Deadline to Pay Natural Gas Assessments**

As a reminder, July 1 is the deadline to pay natural gas assessments. Payments have been steadily coming into City Hall and are increasing daily as the deadline approaches. Finance staff expects everything to go smoothly as there have been no issues with the mail out and last year went smoothly. There have been roughly 600 out of the 1600 customers invoiced that have paid so far. In case anyone is counting, we are halfway through the 10 year payment schedule.

Enc:

Homer PAS Final Report

Progress Status Report for New Police Station Time Period May 7-June 18 (associated weekly reports and pictures)

Web Article: June 25<sup>th</sup> ADOT Open House

Customer Comment Card Summary



# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

Office of the City Manager

491 East Pioneer Avenue  
Homer, Alaska 99603

[citymanager@cityofhomer-ak.gov](mailto:citymanager@cityofhomer-ak.gov)

(p) 907-235-8121 x2222

(f) 907-235-3148

## Memorandum

TO: Mayor Castner and Homer City Council  
FROM: Katie Koester, City Manager  
DATE: July 17, 2019  
SUBJECT: July 22 City Manager Report

---

### Question Period for Attorney Services RFP

The request for proposals (RFP) for attorney services has been advertised. We will be collecting questions from prospective proposers and addressing them in an addendum after the advertisement has run for one week. A response to Mr. Evans' questions submitted as public testimony for the July 10 special meeting will be included in that addendum.

### City receives Homer Seawall Study from HDR

My office received the final Seawall study July 9<sup>th</sup>, and I met with Public Works Director Meyer to discuss the report's findings and the 5 conceptual maintenance solutions posed (price range is \$0.6M - \$4.4M). We will be sending out the final report to the Ocean Drive Loop Service Area (ODLSA) property owners, along with a Seawall maintenance/construction cash flow analysis. The purpose of the cash flow analysis will be to compare the current, annual "reactive" maintenance costs to the Rough Order Magnitude costs associated with concepts that use riprap/armor stone (Concept 1) and geotextile (Concept 2) as detailed in the Study. All ODLSA residents will be requested to attend an August neighborhood meeting to discuss next steps (tentatively scheduled for either August 20<sup>th</sup> or 21<sup>st</sup>). The City's call-in bridge line will be open for residents who cannot attend in person. In addition, HDR's coastal engineer Ronny McPherson will telephonically participate at this meeting to answer questions posed by residents in regards to the Seawall study.

### Current Procedures for filling seats of City Boards and Commissions

The City currently has one advisory board, four advisory commissions, and one standing committee that meet once a month, with the exception of the Planning Commission which meets twice a month. The board and commissions have two to three seats that expire in a designated month each year as follows:

- February - Port and Harbor Advisory Commission (PHC)
- April - Library Advisory Board (LAB) and Economic Development Advisory Commission (EDC)
- July - Planning Commission
- October - Parks Art Recreation and Culture Advisory Commission (PARCAC)
- Term expirations were not outlined for the ADA Compliance Committee when it was established by Resolution 16-019.

The Planning Commission has one seat available for a non-city resident while the LAB, EDC, and PHC have two non-resident seats and PARCAC has three non-resident seats.

Thirty days prior to a term expiration, the Clerk's office staff notify expiring members and request they submit an application for re-appointment if they are interested. The City Clerk runs a Public Notice of Advisory Body Openings in the Homer News and it's published as featured content on the City of Homer main webpage. All openings are included, as space/time allows, in the weekly meeting notice published in the Homer News and announced on the Clerk's radio report with KBBI, which airs on Mondays. Information is also available on the Commission and Board webpages which can be accessed through the City Clerk's webpage or from the "Government" tab on the City's main webpage. The Commission and Board page lists current openings and links to each advisory body's page for additional information, as well as a link to apply via webform or download a pdf application. Applications are also available at the City Clerk's office.

Currently there are openings on the Planning Commission (city resident only), the Economic Development Advisory Commission (city resident or non-resident), and Student Representative Seats for the upcoming school year.

### **City Responsiveness to Slope Stability concerns in Baycrest Subdivision**

Coastal bluff erosion, slope instability and drainage problems are common landscape features in Homer that are exacerbated in certain areas such as the Baycrest Subdivision. Since my tenure as City Manager and even before, staff and Councilmembers have repeatedly discussed and met with Baycrest homeowners on this topic and conducted site visits. We have escalated the issue to at least three sequential ADOT&PF Commissioners as a top City of Homer priority during legislative meetings. The Homer City Council has passed resolutions that supported the Planning Commission investigating the creation of a Natural Hazards Overlay District for the Baycrest Subdivision and requested the State of Alaska's involvement, especially with the Sterling Highway's installation of beehive drainage. Public Works has spent time on ditch clearing to help drainage in the area. The City partnered with the United States Geological Survey (USGS) to secure funding by FEMA to conduct a Bluff Stability Study. The City of Homer's response to the concerns brought up by residents of Baycrest subdivision (specifically Judy Rebecca Court) for the last three years is summarized below. Former City Manager Wrede was also involved with Baycrest Subdivision erosion through litigation that occurred with both Homer Electric and the Country Club Estates Subdivision between 2006-2008.

#### *Brief Summary of Actions Related to Baycrest Subdivision Over the Last Three Years:*

**2017:** Councilmember Erickson, City Manager Koester, and Public Works Director Meyer meet with homeowners multiple times; Public Works Department ditches to improve drainage; City passes Resolution 17-082 (Natural Hazards Overlay District).

**2018:** City passes Resolution 18-008 requesting ADOT&PF fix Sterling Highway drainage; City meets with ADOT&PF Leadership in Juneau; City continues notifying State Delegation regarding Baycrest Subdivision; City staff and Councilmember Erickson conduct site visits, Public Works replaces culverts.

**2019:** Mayor Castner and Homer City Council continue notifying AKDOT&PF Leadership and State Delegation regarding Baycrest Subdivision; City receives notice that FEMA would like to fund the bluff stability project in Homer in coordination with USGS.

The City will continue to prioritize communications with the State regarding this issue. In the meantime, the City is in communication with the attorney representing Judy Rebecca Court residents regarding scheduling a professional engineer to conduct a site visit to the impacted properties and provide the City with additional analysis. Thank you for the opportunity to provide an update on this important and sensitive topic.

### **Notice to Rescind Issued from East Road Cottages**

On March 27, 2019, Homer City Council passed Ordinance 19-09(S) which authorized the extension of City of Homer Water services to a planned low income housing development (East Road Cottages) in Kachemak City. Alaska Statute AS 29.35.020 allows municipalities to provide utility services outside their boundaries with the approval of the other municipality by ordinance. Condition a(ii) of the agreement between the City of Homer and East Road Cottages stated that “applicant must provide an ordinance or resolution passed by Kachemak City Council confirming that the utility service to East End Cottages meets the requirements set forth in Kachemak City Code 6.02 Water Rules and Regulation and approval of services as required in Alaska Statute 29.35.020(b).”

On July 10, Kachemak City Council introduced Resolution 2019-04, “expressing a condition of city approval by ordinance as required by AS 29.35.020(b) to allow the water utility of the City of Homer, Alaska to extend water utility service to lot 2B Puffin Acres located within the boundaries of Kachemak City.” On July 17, I received notice from East Road Cottages that they were rescinding the agreement they submitted for City water service due to their inability to meet the conditions of the agreement.

Enc:

July Anniversaries

Kachemak City Resolution 2019-04

Letter of support for SVT grant application

Updates on Police Station Project from Project Manager McNary





# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

Office of the City Manager

491 East Pioneer Avenue  
Homer, Alaska 99603

[citymanager@cityofhomer-ak.gov](mailto:citymanager@cityofhomer-ak.gov)

(p) 907-235-8121 x2222

(f) 907-235-3148

## Memorandum

TO: MAYOR CASTNER AND CITY COUNCIL  
FROM: Katie Koester  
DATE: July 22, 2019  
SUBJECT: July Employee Anniversaries

---

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

<b>John Wythe,</b>	<b>Public Works</b>	<b>28</b>	<b>Years</b>
<b>Brian McCarthy,</b>	<b>Port</b>	<b>20</b>	<b>Years</b>
<b>Lori Sorrows,</b>	<b>Finance</b>	<b>20</b>	<b>Years</b>
<b>Dan Olsen,</b>	<b>Public Works</b>	<b>18</b>	<b>Years</b>
<b>Julie Engebretsen,</b>	<b>Planning</b>	<b>17</b>	<b>Years</b>
<b>Rick Abboud,</b>	<b>Planning</b>	<b>11</b>	<b>Years</b>
<b>Dave Welty,</b>	<b>Public Works</b>	<b>11</b>	<b>Years</b>
<b>David Bernard,</b>	<b>Library</b>	<b>8</b>	<b>Years</b>
<b>Jason Hoffman,</b>	<b>Public Works</b>	<b>4</b>	<b>Years</b>
<b>Clinton Scritchfield,</b>	<b>Police</b>	<b>1</b>	<b>Year</b>







## City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

## Office of the City Manager

491 East Pioneer Avenue  
Homer, Alaska 99603

[citymanager@cityofhomer-ak.gov](mailto:citymanager@cityofhomer-ak.gov)

(p) 907-235-8121 x2222

(f) 907-235-3148

Crystal Collier, President  
Seldovia Village Tribe  
P. O. Drawer L  
Seldovia, Alaska 99663  
*Submitted electronically*

July 22<sup>th</sup>, 2019

Dear Ms. Collier,

The “open door policy” of Seldovia Village Tribe (SVT)’s Community Health Center provides an affordable continuum of care for all residents of the Kenai Peninsula, especially for vulnerable community members who are at-risk, low income, and/or uninsured.

The City of Homer supports SVT’s application for the U.S. Health Resources & Service Administration Health Center Program’s FY2020 Service Area Competition (SAC) Technical Assistance grant, which will help SVT continue their comprehensive primary health care for Kenai Peninsula residents.

On average from 2016-2018, 60% of SVT patients had incomes at or lower than 200% of the federal poverty level. This compares to 52% from 2013-2015. This increase in places additional pressure on SVT to provide much needed services to the greater Homer community.

The City of Homer would like to thank SVT for 18 years of service to Kenai Peninsula residents, and applaud them for opening their doors to people in need.

Sincerely,

Katie Koester

City Manager



PROGRESS STATUS REPORT

**New Homer Police Station**

June 19 – July 16, - 2019

**Work Completed this Period:**

Form/pour valley drive gutters, north entries. Form/rebar/pour footings for VSB. Form/rebar/pour all lower lever footings and elevator pit/sump. Form/rebar/pour GL-7 stem wall. Strip/prepare for backfill. Strip footings and begin tall wall, elevator pit wall form work. Begin rebar install, all lower walls. Staging of structural forms and framing materials. New main WL fittings on back order.

**Work to be Performed Next Period:**

Trench/install main waterline and new hydrant. Continue form/rebar/pour structural concrete for walls. Form/rebar/pour VSB stem walls. Install drain tile. Form lower slab. Begin framing on lower level. Install Lift station and sewer lines. Prep structural concrete for backfill.

**Schedule Status:** Below are milestone start dates for this period:

<b>Milestone Task</b>	<b>Original Start Date</b>	<b>Actual Start Date</b>
Foundation Forming	06/27/19	06/12/19

**Anticipated Problems:** No specific problems are anticipated at this time.

End of week, (Friday), Daily Reports with site photos attached for information.

Prepared by: Pat McNary  
Project Manager



# Homer Public Safety Building

Grubstake Avenue Homer, Alaska 99603



Date Fri 06/21/2019

Job # 1809-2

Prepared By Carl Brinkerhoff



## Weather

6:00 AM

50°

Overcast

Wind: 4 MPH | Precipitation: .0" | Humidity: 82%

12:00 PM

52°

Drizzle

Wind: 3 MPH | Precipitation: .0" | Humidity: 85%

4:00 PM

53°

Overcast

Wind: 7 MPH | Precipitation: .01" | Humidity: 83%

## Work Logs

Name	Description	Quantity	Hours	Hours To Date
Matt Hanson, Ron Frazier, Tanner Stengel, Carl Brinkerhoff	Supervision, coordination and documentation. Placed, finished and cured and sealed curb and gutter at north and west driveway entrances. Built concrete wash out and secondary containment for diesel tank. <small>Carl Brinkerhoff   06/21/19   04:45PM</small>	4	1	196
<b>Total</b>		4	4	670.5

## Time Cards

No entry

## Notes, Issues, Concerns

- Got email confirmation that rebar will be onsite Tuesday morning. Placers I would assume based on conversation will be here then as well.

Carl Brinkerhoff | 06/21/19 | 04:48PM

## Site Safety Observations

- Site safety protocols were observed onsite today.

Carl Brinkerhoff | 06/21/19 | 04:48PM



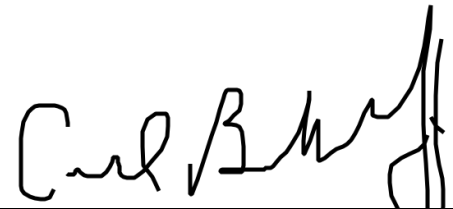
# Quality Control Observations

1. 4 yards of 3000 psi concrete with 6% air was placed today.

Carl Brinkerhoff | 06/21/19 | 04:49PM

## Survey

Questions	N/A	No	Yes	Description
1. Any accidents on site today?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Any schedule delays occur?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. Did weather cause any delays?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4. Any visitors on site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	John Bishop stopped by today. Carl Brinkerhoff   06/21/19   04:52PM
5. Any areas that can't be worked on?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Concrete in footings waiting on rebar arrival and placement. Carl Brinkerhoff   06/21/19   04:52PM
6. Any equipment rented on site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	



I, Carl Brinkerhoff, have reviewed and completed this report.

Carl Brinkerhoff | 06/21/19 | 04:52PM

# Homer Public Safety Building

Grubstake Avenue Homer, Alaska 99603



Date Fri 06/28/2019

Job # 1809-2

Prepared By Carl Brinkerhoff



## Weather

6:00 AM	12:00 PM	4:00 PM
<h3 style="margin: 0;">54°</h3> <p><b>Clear</b></p> <p>Wind: 2 MPH   Precipitation: .0"   Humidity: 84%</p>	<h3 style="margin: 0;">65°</h3> <p><b>Partly Cloudy</b></p> <p>Wind: 6 MPH   Precipitation: .0"   Humidity: 66%</p>	<h3 style="margin: 0;">64°</h3> <p><b>Partly Cloudy</b></p> <p>Wind: 6 MPH   Precipitation: .0"   Humidity: 69%</p>

## Work Logs

Name	Description	Quantity	Hours	Hours To Date
Matt Hanson, Ron Frazier, Tanner Stengel, Chad Albertsons, Ryan Fox	Supervision, coordination, documentation. Crew placed and finished concrete at lower level footings and elevator sump pit.placed concrete at parking shed footings and pilaster footings. 32 yards of concrete pumped , placed and finished onsite today. Tester was onsite taking tests for air , slump and temperature. Took sample cylinders from first to trucks per Carey Meyers directive. All concrete placed met spec. <small>Carl Brinkerhoff   06/28/19   09:08PM</small>	5	8	<b>40</b>
<b>Total</b>		5	40	<b>808.5</b>

## Time Cards No entry

## Notes, Issues, Concerns No entry

## Site Safety Observations

1. Site safety protocols were observed onsite today.  
Carl Brinkerhoff | 06/28/19 | 09:09PM

# Quality Control Observations

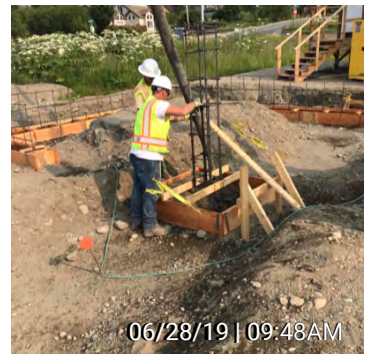
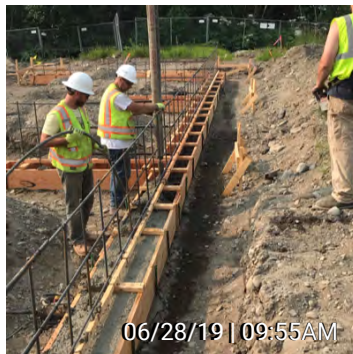
1. All concrete placed on site today met contract specifications.

Carl Brinkerhoff | 06/28/19 | 09:10PM

## Survey

Questions	N/A	No	Yes	Description
1. Any accidents on site today?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Any schedule delays occur?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. Did weather cause any delays?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4. Any visitors on site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Bill Smith was onsite to drop off plans for electrical / comm sleeve locations and required sleeves at concrete walls. Carl Brinkerhoff   06/28/19   09:15PM
5. Any areas that can't be worked on?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. Any equipment rented on site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

## Attachments



Carl Brinkerhoff

---

I, Carl Brinkerhoff, have reviewed and completed this report.

Carl Brinkerhoff | 06/28/19 | 09:15PM





# Homer Public Safety Building

Grubstake Avenue Homer, Alaska 99603



Date Wed 07/03/2019

Job # 1809-2

Prepared By Carl Brinkerhoff



## Weather

6:00 AM

54°

Clear

Wind: 2 MPH | Precipitation: .0" | Humidity: 86%

12:00 PM

63°

Clear

Wind: 5 MPH | Precipitation: .0" | Humidity: 66%

4:00 PM

63°

Clear

Wind: 5 MPH | Precipitation: .0" | Humidity: 67%

## Work Logs

Name	Description	Quantity	Hours	Hours To Date
Matt Hanson, Ron Frazier, Tanner Stengel, Chad Albertsons, Ryan Fox	Supervision, coordination and documentation. Started forming 12 " tall walls to 8'. Set J-bolts and hold down anchor rods on grid 7 walls. Installed sleeves for electrical on grid 7 per drawing provided by Puffin. Picked up under slab vapor barrier and tape from Spenard's. <small>Carl Brinkerhoff   07/03/19   06:34PM</small>	5	8	160
<b>Total</b>		5	40	928.5

## Time Cards

No entry

## Notes, Issues, Concerns

- After reviewing detail 11/ S 401 we realized rebar suppliers missed supplying hair pins for each side of anchor rods. I purchased 5ea. 29 foot sticks of #4 ( they don't sell #3 at spenard) and used a rebar bender to manufacture on site. Installed per detail @8 locations on grid 7 wall.  
Carl Brinkerhoff | 07/03/19 | 06:39PM

## Site Safety Observations

- Site safety protocols were observed onsite today.  
Carl Brinkerhoff | 07/03/19 | 06:39PM



# Quality Control Observations

1. All materials and workmanship performed onsite today met or exceeded project specifications.

Carl Brinkerhoff | 07/03/19 | 06:40PM

## Survey

Questions	N/A	No	Yes	Description
1. Any accidents on site today?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Any schedule delays occur?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. Did weather cause any delays?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4. Any visitors on site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Pat McNary was onsite this morning Carl Brinkerhoff   07/03/19   06:54PM
5. Any areas that can't be worked on?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. Any equipment rented on site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

## Attachments



I, Carl Brinkerhoff, have reviewed and completed this report.

Carl Brinkerhoff | 07/03/19 | 06:54PM

# Homer Public Safety Building

Grubstake Avenue Homer, Alaska 99603



Date Fri 07/12/2019

Job # 1809-2

Prepared By Carl Brinkerhoff



## Weather

6:00 AM	12:00 PM	4:00 PM
<p><b>54°</b> </p> <p><b>Clear</b></p> <p>Wind: 3 MPH   Precipitation: .0"   Humidity: 87%</p>	<p><b>61°</b> </p> <p><b>Mostly Cloudy</b></p> <p>Wind: 5 MPH   Precipitation: .0"   Humidity: 76%</p>	<p><b>61°</b> </p> <p><b>Mostly Cloudy</b></p> <p>Wind: 7 MPH   Precipitation: .0"   Humidity: 77%</p>

## Work Logs

Name	Description	Quantity	Hours	Hours To Date
Matt Hanson, Ron Frazier, Tanner Stengel, Chad Albertsons, Ryan Fox	Supervision, coordination and documentation. Crew continued forming top of outside forms. Moved everything out of lower level in anticipation of rebar placers being here Monday. Installed hydrophilic water stop at both ends of grid 7 foundation where it joins grid A &K. Installed sleeves for mechanical penetrations at grid A. <small>Carl Brinkerhoff   07/12/19   04:47PM</small>	4	8	<b>352</b>
<b>Total</b>		4	32	<b>1120.5</b>

## Time Cards No entry

## Notes, Issues, Concerns

- Finished review of doors and sent to Anthony. Reviewed steel shops and elevator support rails. Got sleeve from Eysers plumbing for elevator sump discharge.  
Carl Brinkerhoff | 07/12/19 | 05:11PM

## Site Safety Observations

- Site safety protocols were observed onsite today.  
Carl Brinkerhoff | 07/12/19 | 05:12PM

# Quality Control Observations

1. All work and materials onsite today met or exceeded project specifications.

Carl Brinkerhoff | 07/12/19 | 05:12PM

## Survey

Questions	N/A	No	Yes	Description
1. Any accidents on site today?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Any schedule delays occur?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. Did weather cause any delays?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4. Any visitors on site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Terry Hansen was onsite today. Carl Brinkerhoff   07/12/19   05:15PM
5. Any areas that can't be worked on?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. Any equipment rented on site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

## Attachments



I, Carl Brinkerhoff, have reviewed and completed this report.

Carl Brinkerhoff | 07/12/19 | 05:15PM

## Economic Development Advisory Commission 2019 Meeting Calendar

MEETING	AGENDA DEADLINE	ANNUAL TOPICS/EVENTS
<b>JANUARY</b> 6:00 p.m. Tuesday, January 8	5:00 p.m. Wednesday, January 2	Land Allocation Plan Review
<b>FEBRUARY</b> 6:00 p.m. Tuesday, February 12	5:00 p.m. Wednesday, February 6	
<b>MARCH</b> 6:00 p.m. Tuesday, March 12	5:00 p.m. Wednesday, March 6	Appointment Renewals Due
<b>APRIL</b> 6:00 p.m. Tuesday, April 9	5:00 p.m. Wednesday, April 3	Terms Expire April 1 <sup>st</sup> Election of Chair & Vice Chair Review of Strategic Plan/Goals
<b>MAY</b> 6:00 p.m. Tuesday, May 14	5:00 p.m. Wednesday, May 8	
<b>JUNE</b> 6:00 p.m. Tuesday, June 11	5:00 p.m. Wednesday, June 5	City Budget Review/Develop Requests
<b>JULY</b>	No Meeting	
<b>AUGUST</b> 6:00 p.m. Tuesday, August 13	5:00 p.m. Wednesday, August 7	Capital Improvement Plan Review
<b>SEPTEMBER</b> 6:00 p.m. Tuesday, September 10	5:00 p.m. Wednesday, September 4	
<b>OCTOBER</b> 6:00 p.m. Tuesday, October 8	5:00 p.m. Wednesday, October 2	
<b>NOVEMBER</b> 6:00 p.m. Tuesday, November 12	5:00 p.m. Wednesday, November 6	Upcoming Year Schedule Review
<b>DECEMBER</b>	No Meeting	



**2019 HOMER CITY COUNCIL MEETINGS  
ADVISORY COMMISSION/ BOARD ATTENDANCE**

Commissions are invited to report to the City Council at the Council’s regular meetings under Item 8 – Announcements/Presentations/Borough Report/Commission Reports. This is the Commission’s opportunity to give Council a brief update on their work. Generally the Commissioner who will be reporting will attend one of the two meetings for the month they are scheduled to attend.

The 2019 meeting dates for City Council is as follows:

January 14, 28	_____
February 11, 25	_____
March 11, 26*	_____
April 8, 22	_____
May 13, 28*	_____
June 10, 24	_____
July 22**	_____
August 12, 26	_____
September 9, 23	_____
October 14, 28	_____
November 25**	_____
December 9, 16****	_____

City Council’s Regular Committee of the Whole Meeting at 5:00 pm to no later than 5:50 pm prior to every Regular Meeting which are held the second and fourth Monday of each month at 6:00 pm.

\*Tuesday meeting due to Memorial Day/Seward’s Day.

\*\* There will be no first regular meeting in July or November.

\*\*\*Council traditionally reschedules regular meetings that fall on holidays or high school graduation days, for the following Tuesday.

\*\*\*\*Council traditionally cancels the last regular meeting in December and holds the first regular meeting and one to two special meetings as needed. Generally the second special meeting during the third week of December will not be held.