



**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, January 11, 2022 at 6:00 PM**

**Cowles Council Chambers In-Person & via Zoom Webinar**

**Webinar ID: 990 0366 1092 Password: 725933**

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

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

#### **AGENDA APPROVAL**

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

#### **RECONSIDERATION**

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

- A. December 14, 2021 Regular Meeting Minutes

#### **VISITORS/PRESENTATIONS**

- A. Peter Briggs, Corvus Designs – Wayfinding & Streetscape Draft Plan
- B. Jennifer Gibbons, Pratt Museum Director – Future Pratt Museum Projects

#### **STAFF & COUNCIL REPORT/COMMITTEE REPORTS**

- A. EDC Staff Report
- B. Chamber Director Report – Homer Chamber of Commerce Annual Report
- C. Kenai Peninsula Economic Development District (KPEDD) Report

#### **PUBLIC HEARING**

#### **PENDING BUSINESS**

- A. Wayfinding-Streetscape Plan Approval
  - i. Sign Family – Two Color Scheme Options
  - ii. Sign Master Plan
  - iii. Homer Streetscape Plan
  - iv. Homer Wayfinding Standards

## **NEW BUSINESS**

### **INFORMATIONAL MATERIALS**

- [A.](#) Homer News Article dated December 23, 2021
- [B.](#) EDC 2021-2022 Strategic Plan/Goals
- [C.](#) City Manager's Report for January 10, 2022
- [D.](#) EDC 2022 Calendar

### **COMMENTS OF THE AUDIENCE** (3 minute time limit)

### **COMMENTS OF THE CITY STAFF**

### **COMMENTS OF THE COMMISSION**

### **ADJOURNMENT**

Next Regular Meeting is **TUESDAY, FEBRUARY 8, 2022 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 and via Zoom Webinar.

Session 21-11 a Regular Meeting of the Economic Development Advisory Commission was called to order by Chair Karin Marks at 6:03 p.m. on December 14, 2021 at the Conference Room, City Hall located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar, and opened with the Pledge of Allegiance.

**PRESENT:** COMMISSIONERS MARKS, BROWN, SPEAKMAN, GAMBLE, AREVALO, CHEROK, PERSON

**STAFF:** DEPUTY CITY PLANNER ENGBRETSSEN  
DEPUTY CITY CLERK TUSSEY

### **AGENDA APPROVAL**

Chair Marks asked for a motion to approve the agenda.

AREVALO/PERSON MOVED TO APPROVE THE AGENDA.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

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

### **RECONSIDERATION**

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

A. November 9, 2021 Regular Meeting Minutes

Chair Marks read the Consent Agenda and requested a motion to approve.

SPEAKMAN/GAMBLE MOVED TO APPROVE THE CONSENT AGENDA.

In response to a procedural question from Commissioner Person, Deputy City Clerk Tussey explained how a commissioner can move a consent agenda item to new business if they wish to discuss it and how they can provide minute amendments to the clerk before a meeting.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

### **VISITORS/PRESENTATIONS**

A. Peter Briggs, Corvus Designs – Wayfinding & Streetscape Draft Plan Presentation

Chair Marks introduced Peter Briggs with Corvus Designs to speak to the draft Wayfinding and Streetscape Plan and gather feedback from commissioners and any attendees.

Mr. Briggs provided an overall explanation of the draft plan, its sections and their purpose, and where they are at in the process. His goal for the evening is for aesthetic guidance and discussing the scope for delivering this contract; where we now lie is getting feedback from City staff and others before going to Council. If there are any items they may have missed, commissioners can forward those recommendations or comments to Deputy City Planner Engebretsen.

Chair Marks opened the floor for discussion. Mr. Briggs and Ms. Engebretsen facilitated discussion with the commission on the following topics:

- Overall voice of approval for the designs, the fonts, and the use of natural materials.
- Confirming if East Hill and Skyline Drive is part of the signage.
- Shorter bollard signs: are they necessary and how do commissioners feel about them; they would be used often in places like crosswalks in lieu of using bigger sign posts or as part of inner-city trail signs.
- The fibers used to fasten sign bollards together is not specified but the overall consensus is that it be natural materials such as hemp rope
- Commission's preference for having metal caps on the ends of the sign post timbers; likes the caps so long as they are of a material that naturally ages along with the wood (a patina look).
- Clarification that this plan is for implementing on civic buildings or other wayfinding that is City-related; won't be for private businesses to implement.
- Suggestion to add something about noise limits in the signage mainly around parks, that sign lighting remains low to not be a nuisance, and that the planting list include peonies.
- Sizing of the signage, preferences about the color selections, and other design specifications.
- Confirming that the area-specific artwork at the gateway locations can be procured a few different ways; should be a community choice through a public process.

Chair Marks thanked Mr. Briggs for attending. There was clarification on the next steps in the process for Council approval.

**STAFF & COUNCIL REPORT/COMMITTEE REPORTS**

Chair Marks initiated discussion with the commission and staff on reports, if some could be moved to a quarterly basis and reflect on the calendar instead of being a running report item, and why the Homer Marine Trades Association has its own report versus others. Staff agreed to discuss the subject further with Chair Marks during the next agenda review.

A. EDC Staff Report

Deputy City Planner Engebretsen spoke to her written report, noting the HERC survey that's about to roll out, update on the Planning Commission, and the upcoming Kenai Peninsula Economic Development District (KPEDD) 2022 Industry Outlook Forum taking place on January 6, 2022.

B. Chamber Director Report

Chair Marks noted the director was not in attendance. She shared information she had from the director regarding quarterly tax revenue.

C. Homer Marine Trades Association Report

D. Kenai Peninsula Economic Development District (KPEDD) Report

**PUBLIC HEARING**

**PENDING BUSINESS**

- A. Wayfinding-Streetscape Plan Project
  - i. Wayfinding Master Sign Plan
  - ii. Wayfinding & Streetscape Plan – December 2021 Draft
  - iii. Streetscape Plan – December 2021 Draft

Chair Marks introduced the agenda item by reading the title and noted that no action was needed at this time. Deputy City Planner Engebretsen answered that they would be not be making a motion until EDC's January meeting.

**NEW BUSINESS**

- A. 2022 Draft Land Allocation Plan
  - i. HCC 18.08.020
  - ii. 2022 Draft Land Allocation Plan
  - iii. Map, City lands on the Homer Spit

Chair Marks introduced the item by reading the title and deferred to Deputy City Planner Engebretsen.

Ms. Engebretsen explained the Land Allocation Plan (LAP) process, what staff is asking of the commission at this meeting, and what recommendations and feedback the Port and Harbor Advisory Commission had already provided regarding land use on the Spit.

Commissioner Arevalo inquired on the direct benefit of removing the travel lift designation for Lot 20 when its use was established by resolution. Ms. Engebretsen explained how the LAP is like an encyclopedia of city-owned lands, so if a person from the public or Council were to look at it now they would assume the travel lift is a real thing when it's not. The lot's designation was initially established that way for that potential use, but after several years the conditions have changes and it is no longer accurate.

Further questions from Commissioner Arevalo reflected a need to update the Quiet Creek subdivision maps.

PERSON/AREVALO MOVED TO RE-DESIGNATE TRACTS A AND B AS PARKLAND, AND LOT 20 TO NO LONGER BE DESIGNATED AS A SPOT FOR A TRAVEL LIFT AS RECOMMENDED BY STAFF.

Commissioner Gamble clarified the motion made.

In response to Commissioner Person's question, Ms. Engebretsen explained what is being planned for the parkland designations.

VOTE: YES: CHEROK, AREVALO, MARKS, BROWN, PERSON, SPEAKMAN, GAMBLE

Motion carried.

### **INFORMATIONAL MATERIALS**

- A. EDC 2021-2022 Strategic Plan/Goals
- B. Sister City Japan-Alaska Photo + Essay Campaign Flyer
- C. City Manager's Report for December 13, 2021 (laydown)
- D. EDC 2022 Calendar

### **COMMENTS OF THE AUDIENCE**

#### **COMMENTS OF THE CITY STAFF**

Deputy City Planner Engebretsen had no further comments. She wished everyone a happy holidays.

Deputy City Clerk Tussey requested that the commission go through the EDC 2022 calendar and designate at least two Council meetings per commissioner to give reports at. Commissioners can always revise it later in case things come up and someone needs to switch meetings, but this ensures everyone is getting a turn at giving the EDC report to Council. The commission took a moment to select who would attend the first half of 2022 and would select the rest at their January meeting.

#### **COMMENTS OF THE COMMISSION**

Commissioner Brown commented that it was a good meeting.

Commissioner Speakman wished everyone a happy holidays, to stay safe, and that it looked like we're going to keep on getting a workout in reference to the continuing snowfall.

Commissioner Gamble thanked everyone. He commented that the wayfinding and streetscapes is a really interesting project to him and that he will read through this packet a little more in depth so that he can be of more assistance in the future.

Commissioner Person said it was good to meet Commissioner Gamble by Zoom. She voiced her appreciation for everybody's comments on the wayfinding and streetscape plan, even when opinions are different; she thinks it just makes it really valuable. She wished everyone a Happy Holidays, Merry Christmas, and to stay warm.

Commissioner Cherok commented a good night to everyone.

Commissioner Arevalo spoke to KBBI radio station's first ever scavenger hunt event which was entirely geared towards driving people to local small businesses. People were asked to do a list of tasks and take selfies of them doing it and post them to social media. If they don't do social media, they could bring their proof into the station and the prize was a coffee mug full of candy. It wasn't a big stakes game, but the point was to drive people to underwriters' businesses. As she went around to the different businesses they were very thankful for the assist and said that plenty of people showed up that haven't ever walked into their brick and mortar stores before. She wished a Merry Christmas to all the businesses and to all a good night.

Chair Marks commented on the EDC's request that City Council provide \$25,000 to support the Small Business Development Center employee in Homer, Robert Green, was introduced at last night's Council meeting. The ordinance's second reading and public hearing is scheduled for the January 10<sup>th</sup> Council meeting and she requested that commissioners and/or business owners that had been assisted by the center come and make comments of support. In response to questions, Deputy City Clerk Tussey explained when the next meeting was in relation to the EDC's meeting and report, and the ordinance process.

**ADJOURN**

There being no further business to come before the Commission, Chair Marks adjourned the meeting at 7:47 p.m. Their next regular meeting is Tuesday, January 11, 2022 at 6:00 p.m. and is scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

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RACHEL TUSSEY, CMC, DEPUTY CITY CLERK II

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



# City of Homer

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## Planning

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

(p) 907-235-3106

(f) 907-235-3118

TO: Economic Development Advisory Commission  
FROM: Julie Engebretsen, Deputy City Planner  
DATE: January 6, 2022, 2022  
SUBJECT: January Staff Report

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### **Staff Activities**

- HERC Project - corner of Pioneer and the Sterling Highway. We've had great success with the survey monkey and will likely reach the goal of 500 responses. We also had over 30 businesses express interest in using the facility. This week, staff is conducting interviews with potential anchor tenants. These are a handful of operations that could help pay for the ongoing maintenance and operation of the building. Next up will be the other business users who could use a facility for special events or other ideas we have not heard yet!
- I was able to watch most of the KPEDD Industry Forum on Thursday. I had hoped to attend in person but my workload didn't allow me to be out of the office for a full day. Our office was unusually busy over the holidays as people begin to plan 2022 construction projects and pursue business ideas.

### **Planning Commission Activities**

The Commission continues to review the results of a recent erosion study on the Homer coastline. Some updates to the city code are needed. For the most part, these rules apply to new home construction along the bluff.





## 2022 INDUSTRY OUTLOOK FORUM

HOSTED BY

**Kenai Peninsula Economic Development District**  
**And Supported By**

**Cities and Chambers of Commerce of:**  
**Kenai, Soldotna, Homer, and Seward**

**Thursday, January 6<sup>th</sup>, 2022 - Kenai Chamber of Commerce in Kenai, Alaska**

8:15	Registration & Continental Breakfast	30 min
8:45 - 8:50	<b>Safety Minute</b> <i>Brittany Brown, Executive Director of the Kenai Chamber</i>	5 min
8:50 – 8:55	<b>Pledge of Allegiance &amp; Overview of the Day</b> <i>Tim Dillon, Executive Director of KPEDD</i>	5 min
8:55 – 9:05	<b>Welcome &amp; Update</b> <i>Brian Gabriel, Mayor of Kenai</i>	10 min
9:05 – 9:20	<b>Regional Real Estate Update:</b> <i>Dale Bagely, President Elect Alaska Association of Realtors</i>	15 min
9:20 – 9:50	<b>Tourism Update:</b> <i>Sarah Leonard, CEO Alaska Travel Industry Association (ATIA)</i>	30 min
9:50 – 10:10	<b>State of Alaska Marine Highway System Update:</b> <i>Robert Venables, Executive Director Southeast Conference</i>	20 min
10:10 – 10:20	<b>Networking Break</b>	10 min
10:20 – 10:40	<b>Medical Services Impact on the Economy:</b> <i>Jared Kosin, President and CEO, Alaska State Hospital and Nursing Home Association</i>	20 min
10:40 – 11:10	<b>Transition and Succession Planning for Businesses:</b> <i>Jon Bittner, Executive Director Alaska Small Business and Development Center (AKSBDC)</i>	30 min

11:10 – 11:35	<b>KPEDD Resources and Business Resiliency Program:</b> Cassidi Cameron, Kenai Peninsula Development District	25min
11:35-11:40	<b>Central Peninsula Young Professionals:</b> Kim Sparacio, Monique Burgin	5 min.
11:40 – 12:00	<b>Regulatory Changes &amp; Potential Impacts on Cook Inlet:</b> Jim Butler, Nate Berga	20 min
12:00 – 1:00	<b>Lunch: <i>The Kenai Peninsula Solar Farm</i></b> Brad Janorschke, General Manager Homer Electric Association Jenn Miller, Chief Executive Officer Renewable IPP CEO	1 hr
1:00 – 1:20	<b>Alaska Manufacturing:</b> Alyssa Rodrigues, Director	20 min
1:20 – 1:40	<b>Mariculture Update:</b> Julie Decker, Executive Director Alaska Fisheries Development Foundation	20 min
1:40 – 1:50	<b>Networking Break</b>	10 min
1:50 – 2:10	<b>Kenai Peninsula Borough Land Management Update:</b> Marcus Mueller, Land Management Officer	20 min
2:10 – 2:40	<b>Gas and Oil Update:</b> Kara Moriarty, CEO Alaska Oil and Gas Association	30 min
2:40 – 3:10	<b>Statewide CEDS and Economy Update:</b> Nolan Klouda, Executive Director University Of Alaska Center for Economic Development	30 min
3:10 – 3:30	<b>Allutiiq Pride Marine Institute – An introduction:</b> Willow Hetrick, Executive Director of Chugach Regional Resources Commission	20 min
3:30 – 3:40	<b>KPEDD Upcoming Events and Closing</b> Tim Dillon, Executive Director	10 min



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## Memorandum

TO: ECONOMIC DEVELOPMENT ADVISORY COMMISSION

FROM: JULIE ENGBRETSSEN, DEPUTY CITY PLANNER & SPECIAL PROJECTS  
COORDINATOR

DATE: JANUARY 6, 2022

SUBJECT: FINAL WAYFINDING AND STREETSCAPE PLAN RECOMMENDATION

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### **Requested Action:**

- Review “Sign Family” sheet and vote on which color scheme to use
- The goal for this meeting is to make a recommendation on the plan to the City Council.

### **From the last meeting:**

There was some discussion about the design and colors not feeling like Homer. I asked the consultant to show the same designs but using the City color scheme – it’s what we use on our City logo, on the current wooden Dan Coe painted park signs, and also for parks amenities (green trash cans and benches). The green is not used in this sign scheme, but it coordinates. I’d like the Commission to take a look at the first two comparison sheets, and make a motion on which you want to use.

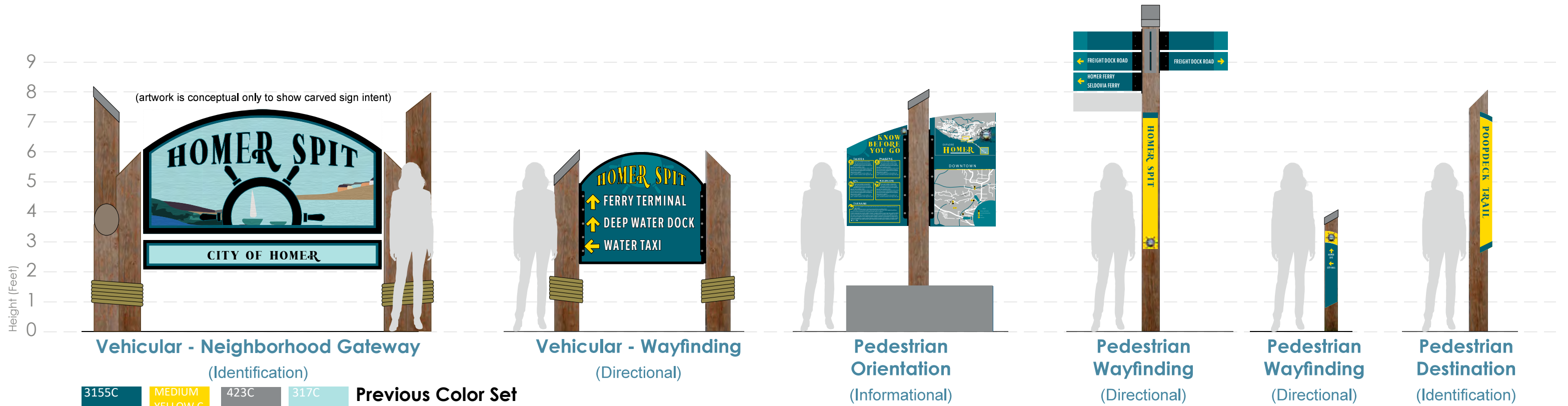
### **What Happens Next?**

1. EDC makes a recommendation to the City Council
2. Staff and the consultant finish proofing the document, include a final plant list, construction costs and technical review by Public Works
3. The Plan is presented to the City Council, and adopted by resolution. (February 14 or 28)

### **Attachment:**

1. Sign Family sheets with both color schemes. The Revised Color Set are City of Homer logo colors
2. Homer Sign Master Plan
3. Homer Streetscape Plan
4. Homer Wayfinding Standards

# SIGN FAMILY



Previous Color Set			
3155C 80%	MEDIUM YELLOW C	423C	317C
5405CP	7404CP		658CCP
Revised Color Set			

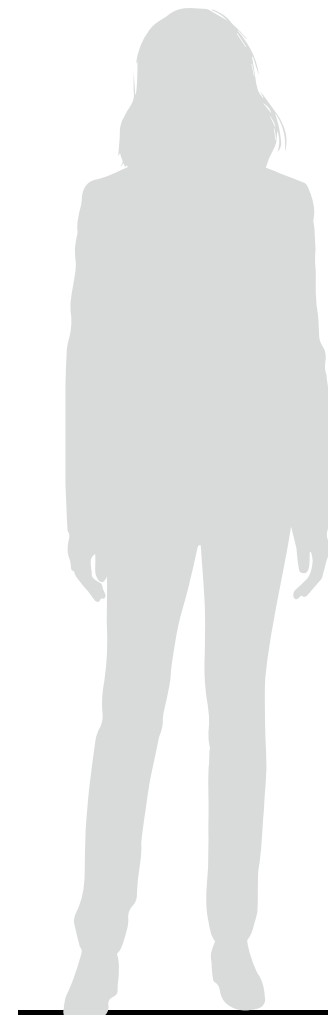




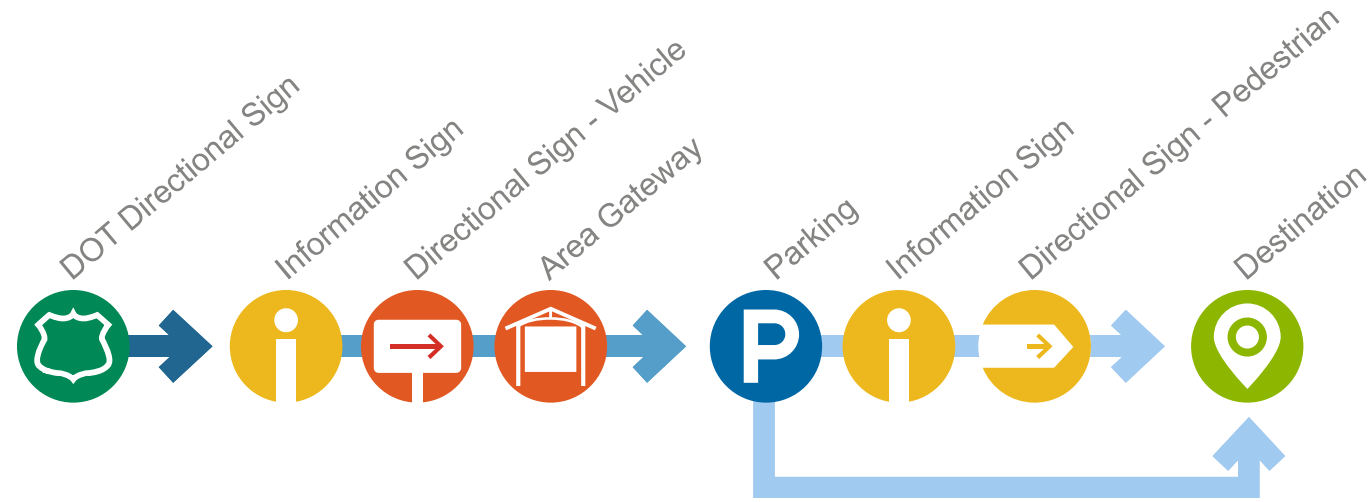
Previous Color Set



Revised Color Set



# FINDING YOUR DESTINATION



## Getting to your destination

People need to figure out where they want to get to, and how to get there.

Homer has some key destinations, and these destinations include areas where there are multiple things to do and see. The map to the right shows some of these “destination areas”.

Most people entering into Homer will be doing so in a vehicle (car, boat, or plane). Wherever they enter Homer, there should be a way for them to figure out how to get to their already known destination, or figure out their destination. Information signs at key entries to Homer should provide information on emergency services and civic destinations. These locations are also good places to partner with entities like the Chamber of Commerce to identify private sector and for-profit opportunities and experiences.

Then, people can either get to their final specific destination, or find a place to park and continue their travel to their destination or destinations. Roadway signs are important to help people get to specific key destinations, or these destination areas.

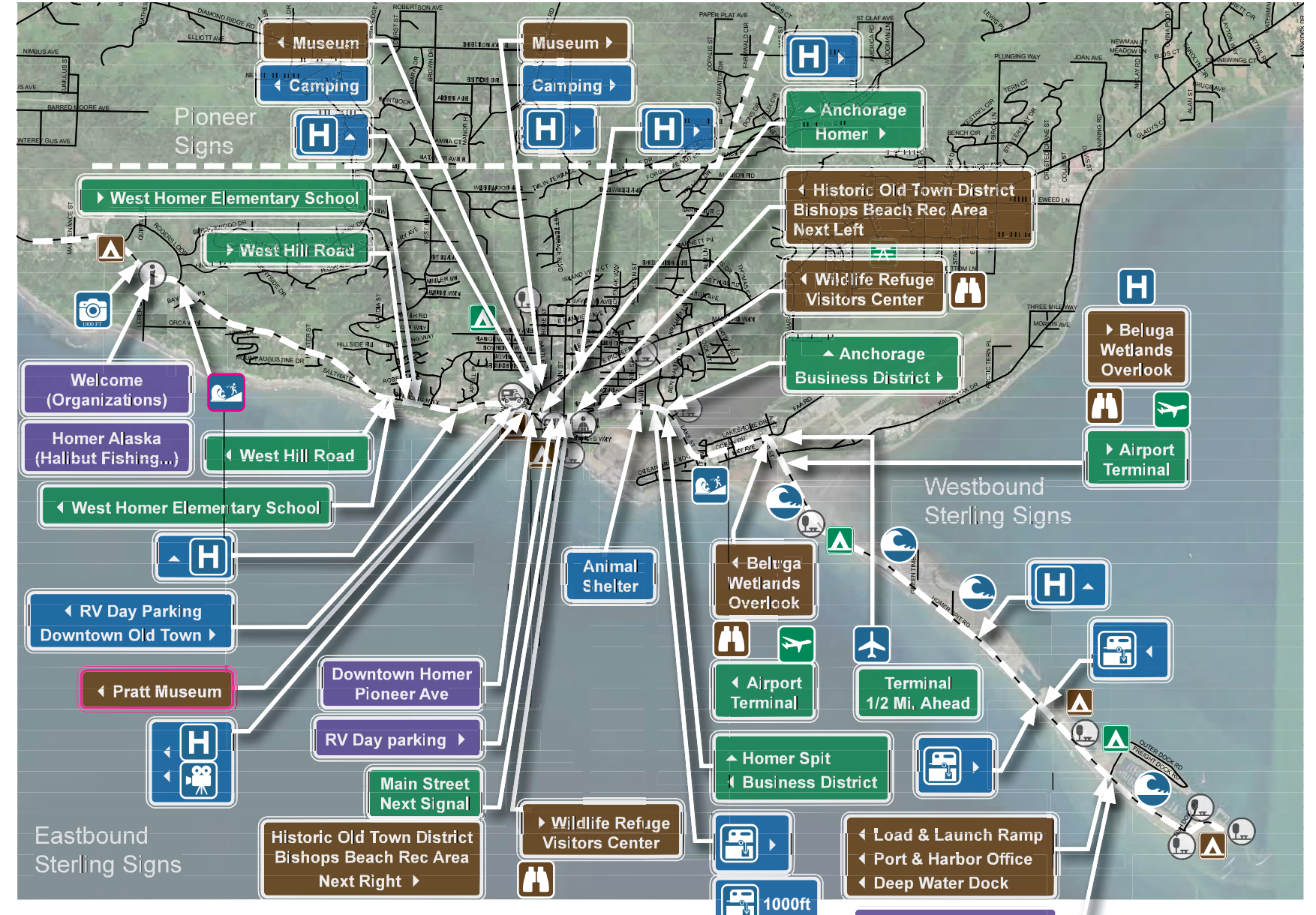
Once people are out of their cars, area specific information can be provided with a different type of information sign that focuses on a smaller area, supported by pedestrian sized signs to assist people in navigating.

The flowchart on this sheet is intended to illustrate this process of figuring out where you want to go, how to find your way there, and then how to navigate to your final destination if it involves parking and walking.



- Downtown (Destination Area)
- Old Town (Destination Area)
- Ocean Drive (Destination Area)
- Homer Spit (Destination Area)
- Not Specifically Addressed in this Plan**
- Skyline Drive (Destination Area) and Wynn Nature Center (Destination)
- Hornaday Park (Destination)

# EXISTING HIGHWAY SIGNS



- RV Parking
- Visitor Services
- Park
- Information
- City Campground
- Private Campground
- Location** DOT 'brown' Sign - Recreational and Cultural Interest Area Signs (RCIA)
- Location** DOT 'green' Sign - Directional
- Location** DOT 'blue' Sign - Tourist Oriented Directional Signs (TODS)
- Location** Local Sign - Directional or Gateway



## Criteria for Sign Placement

Sterling Highway and Pioneer Avenue are both owned as rights-of-way by the Alaska Department of Transportation (ADOT). Signs located within these rights-of-way need to be permitted with ADOT and have strict requirements related to design and placement. These requirements generally relate to vehicle safety should a driver lose control with their car leaving the road. Requirements dictate how close to a road a sign may be, and the design of the sign as it relates to how easily it will shear from its base on impact.

While the sign system includes a Vehicular Directional Sign, this sign type may not be significantly used since the areas where these are needed are within ADOT rights-of-way.

For Neighborhood Gateway signs, their placement will be limited due to the needed distance from traffic. Depending on location, this may require them (as designed) to be located on adjacent land.

## Homer Sign Focus Areas

### Baycrest Overlook

The overlook area is the first place where people have an opportunity to pull over from the highway and orient themselves for their Homer arrival. The only warning for this area is a “scenic overlook” icon to the west. The existing “Homer Alaska” sign is used for photographs, there is a small map of civic destinations on the toilet building, and there is a tourism information gazebo that when open has information available.

Proposed Conditions:

The wayside should be provided with an information sign that would be used by the City of Homer to provide a map and civic destinations, accompanied by Chamber of Commerce information for local businesses and the services they offer. Information should include specific targeted messages unique to Homer or to particular audiences. For example, what to expect in Homer if you are driving a motorhome, and safety information including tsunami and wildlife preparedness. A highway sign should be provided to better identify the wayside and that it provides local information.

### Downtown and Old Town

Signs leading to downtown are not clear, with DOT signs pointing to Business District and Main Street. DOT signs for Old Town are clear. Neither area has an entry point that is branded to encourage entry by celebrating the destination.

Proposed Conditions:

The intent is to clearly assist drivers with getting to and parking at a specific destination, or to park and have access to an outdoor information sign. The goal is to allow them to leave their vehicle in a location and to walk/bike within the area. See pedestrian sheets for wayfinding once people are out of their vehicles.

Clearer directional signs for Downtown are needed. More importantly, both Downtown and Old Town would benefit from Gateways at key entry locations. These would strengthen wayfinding by providing an obvious visual clue for where to turn, and also illustrate that there is something special in the area. Due to the strength of the Homer Spit as a destination, emphasizing other destinations to those moving through the Sterling Highway corridor could encourage people to come back into town.

### Ocean Drive

The airport terminal is the first place where people have an opportunity to orient on their arrival into Homer. The lobby contains pamphlets and rack cards for visitor information. Those arriving by air taxi (land or water) might also be able to access similar information in the lobby of the air company they are using.

Proposed Conditions:

The intent is to clearly assist drivers with getting to and parking at a specific destination, or to park and have access to an outdoor information sign. The goal is to allow them to leave their vehicle in a location and to walk/bike within the area. See pedestrian sheets for wayfinding once people are out of their vehicles.

Homer Airport will benefit from an exterior information sign. As the airport also connects people to and from other forms of transportation, information should be provided to help them get to their next mode of transportation. Wayfinding signage should help not only identify where people may need to go, but also help them understand distances. This helps establish expectations, and allows people to choose whether they walk or use vehicular transportation.

### Homer Spit

The two ferry terminals, harbormaster’s office, terminal, and harbor in general are the first places where people have an opportunity to orient on their arrival into Homer. Exterior information is not available at these locations. The Homer Spit is a congested area for driving and parking, and there is little directional signage for destinations or for clarity in parking.

Proposed Conditions:

The intent is to clearly assist drivers with getting to and parking at a specific destination, or to park and have access to an outdoor information sign. The goal is to allow them to leave their vehicle in a location and to walk/bike within the area. See pedestrian sheets for wayfinding once people are out of their vehicles.

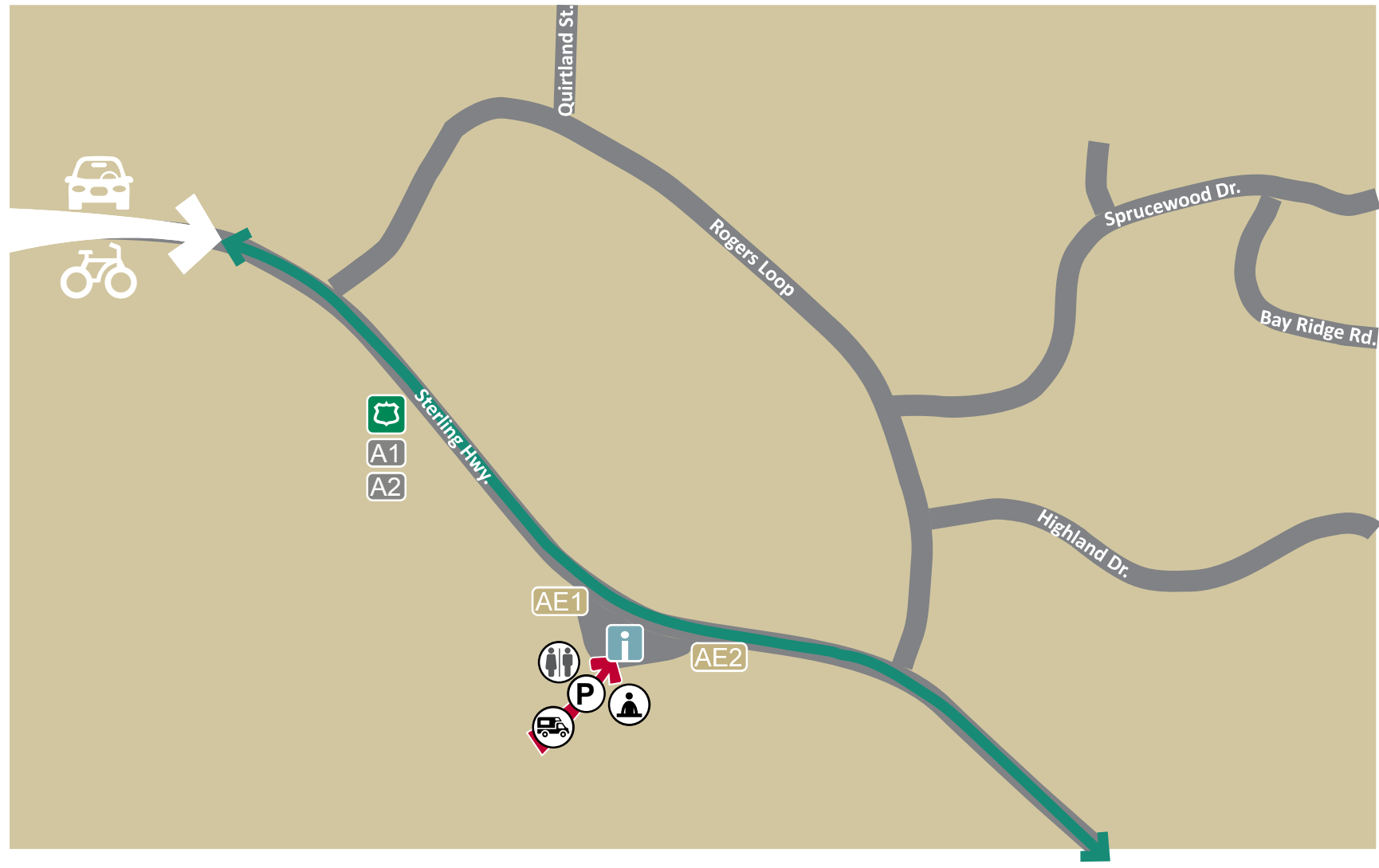
Similar to the airport, the Homer Spit connects people to and from other forms of transportation. Information should be provided to help them get to their next mode of transportation, or to experience Homer. Wayfinding signage should help not only identify where people may need to go, but also help them understand distances. This helps establish expectations, and allows people to choose whether they walk or use vehicular transportation.

## Vehicular Signs within ADOT Rights-of-Way

The following sheets are designed for the City of Homer to work with the ADOT. ADOT approval is required for any actions related to signage within state rights-of-way. The City of Homer is expected to be responsible for all aspects of moving, replacing, or adding signs within ADOT rights-of-way.



# Baycrest OVERLOOK



### Existing DOT Signs

(shaded signs are replaced or removed, non-shaded are to remain)

None

### Existing Local Signs

AE2: Eastbound Sign



AE1: Eastbound Sign



### Modified or New Signs

A1: Eastbound Sign  
HOMER

A2: Eastbound Sign  
▶ VISITOR INFORMATION

- ROADS**
- Main Route
  - Secondary Route

- RESOURCES**
- Visitor Services (Partner)
  - Public Toilet

- WAYFINDING**
- DOT Directional Sign
  - Area Gateway
  - Information Homer
  - Information - Neighborhood
  - Information - Partner
  - Existing Sign (AE1)
  - Proposed Sign (A1)

- ACCESS/PARKING**
- On-site public parking (P)
  - Possible adjacent parking, none on-site (R)
  - Space for on-site RV parking for park and walk (RV)
  - Information Hub & Available Parking (red arrow)

All signs are diagrammatic only, to show content and directions.

# DOWNTOWN & OLD TOWN



- ROADS**
- Main Route
  - Secondary Route
  - Important Intersection

- RESOURCES**
- Visitor Services (Partner)
  - Public Toilet
  - Civic Destination
  - Park

- WAYFINDING**
- DOT Directional Sign
  - Area Gateway
  - Information Homer
  - Information - Neighborhood
  - Information - Partner
  - Existing Sign (AE1)
  - Proposed Sign (A1)

- ACCESS/PARKING**
- On-site public parking
  - Possible adjacent parking, none on-site
  - Space for on-site RV parking for park and walk
  - Information Hub & Available Parking

**Existing DOT Signs**

(shaded signs are replaced or removed, non-shaded are to remain)

- BE1: Eastbound Sign**  
 ◀ RV Day Parking Downtown Old Town ▶  
 Replaced by B1 & B2 below
- BE2: Eastbound Sign**  
 ▲ Homer Spit  
 ◀ Business District  
 Replaced by B1 below
- BE3: Eastbound Sign**  
 Main Street  
 Next Signal  
 Remove sign (low priority)
- BE4: Eastbound Sign**  
 Historic Old Town District  
 Bishops Beach Rec Area  
 Next Right ▶
- BE5: Eastbound Sign** ▶ Wildlife Refuge Visitors Center
- BE6: Eastbound Sign**  
 Animal Shelter
- BE7: Eastbound Sign**
- BE8: Westbound Sign**  
 ▲ Anchorage Business District ▶  
 Replaced by B4 below
- BE9: Westbound Sign**  
 ◀ Wildlife Refuge Visitors Center
- BE10: Westbound Sign**  
 ◀ Historic Old Town District Bishops Beach Rec Area  
 Next Left
- BE11: Westbound Sign**  
 ▲ Anchorage Homer ▶  
 Replaced by B4 below

**Existing Local Signs**

- BE12: Eastbound Sign**
- 
- Replaced by B1 below
- Can Homer provide a better photo?

**Modified or New Signs**

- B1: Eastbound Sign**  
 ◀ DOWNTOWN PIONEER AVE  
 ▶ OLD TOWN  
 ▲ OCEAN DRIVE  
 ▲ HOMER SPIT  
 Replaces BE1 and BE2 above
- B2: Eastbound Sign**  
 ◀ RV DAY ACCESS/PARKING  
 ◀ \*\*ACCESS/PARKING LOCATIONS\*\*  
 Replaces BE1 above
- B3: Westbound Sign**  
 ◀ OLD TOWN  
 ▶ DOWNTOWN PIONEER AVE
- B4: Westbound Sign**  
 ▲ ANCHORAGE  
 ▶ DOWNTOWN PIONEER AVE  
 ▲ OLD TOWN  
 Replaces BE8 and BE11 above
- B5: Eastbound Sign**  
 ◀ DOWNTOWN PIONEER AVE  
 ▲ OCEAN DRIVE  
 ▲ HOMER SPIT
- B6: Eastbound Sign**  
 ▲ East End Road
- B7: Westbound Sign**  
 ▶ East End Road
- B8: Eastbound Sign**  
 ▶ East End Road
- B9: Eastbound Sign**  
 ◀ KAREN HORNADAY PARK  
 ◀ PRATT MUSEUM
- B10: Westbound Sign**  
 ▶ KAREN HORNADAY PARK  
 ▶ PRATT MUSEUM
- B11: Westbound Sign**  
 ▶ East End Road
- B12: Eastbound Sign**  
 ◀ East Hill Road  
 ◀ Skyline Drive  
 Located at East Hill and East End

All signs are diagrammatic only, to show content and directions.

# OCEAN DRIVE



### Existing DOT Signs

(shaded signs are replaced or removed, non-shaded are to remain)

- CE1: Eastbound Sign**  
◀ Airport Terminal
- CE2: Eastbound Sign**  
◀ Beluga Wetlands Overlook
- CE3: Eastbound Sign**  
Wildlife Viewing
- CE4: Eastbound Sign**  
Airport
- CE5: Eastbound Sign**  
Terminal 1/2 Mi. Ahead

### Existing Local Signs

None

### Modified or New Signs

- C1: Eastbound Sign**  
▲ AIRPORT  
▲ HOMER SPIT
- C2: Westbound Sign**  
◀ OLD TOWN  
◀ DOWNTOWN PIONEER AVE

#### ROADS

- Main Route
- Secondary Route
- Important Intersection

#### RESOURCES

- Civic Destination

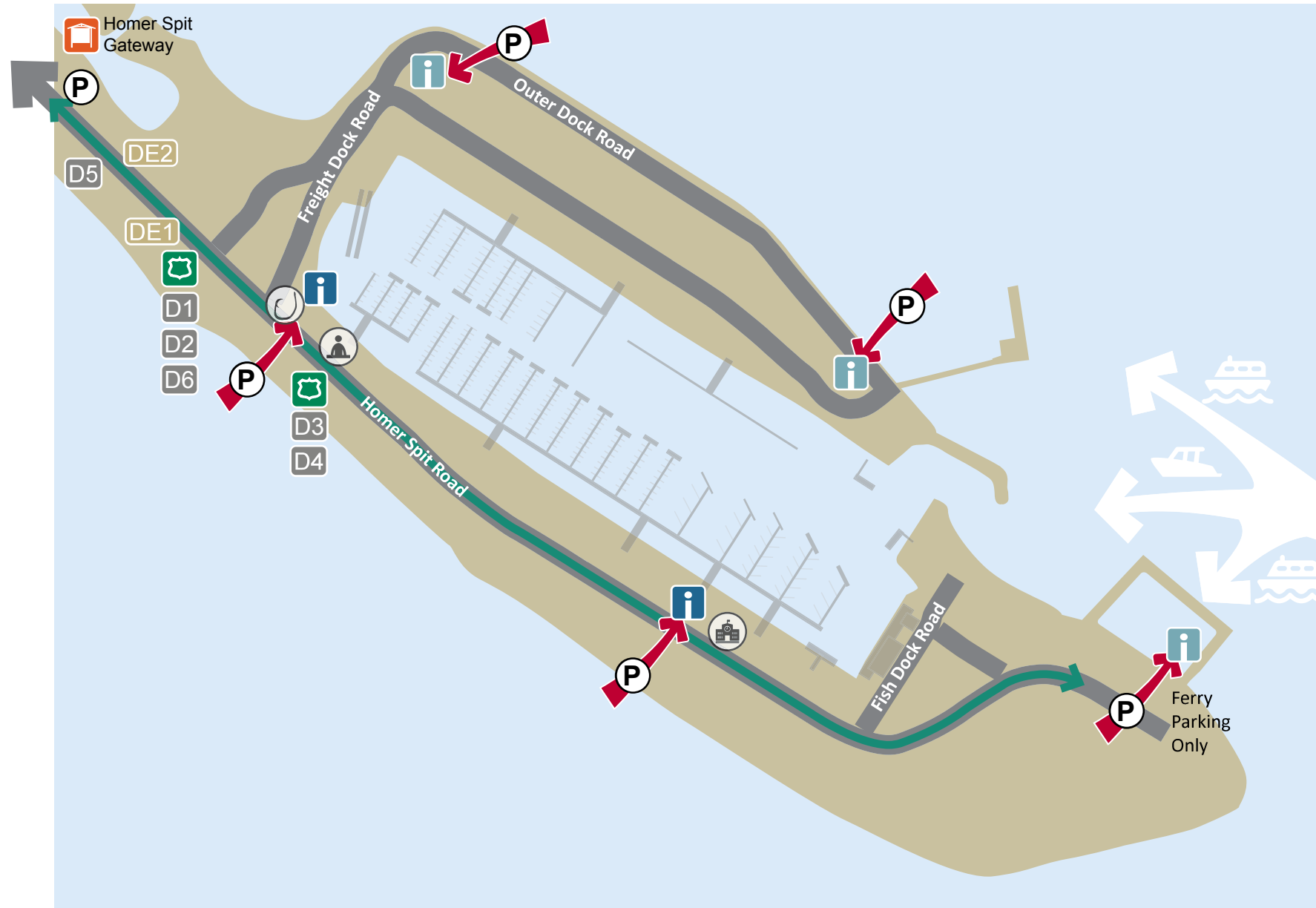
#### WAYFINDING

- DOT Directional Sign
- Area Gateway
- Information Homer
- Information - Neighborhood
- Information - Partner
- AE1 Existing Sign
- A1 Proposed Sign

#### ACCESS/PARKING

- On-site public parking
- Possible adjacent parking, none on-site
- Space for on-site RV parking for park and walk
- Information Hub & Available Parking

# HOMER SPIT



- ROADS**
- Main Route
  - Secondary Route
  - Important Intersection

- RESOURCES**
- Visitor Services (Partner)
  - Public Toilet
  - Civic Destination
  - Park
  - Trailhead
  - Wayfinding Icon

- WAYFINDING**
- DOT Directional Sign
  - Area Gateway
  - Information Homer
  - Information - Neighborhood
  - Information - Partner
  - Existing Sign
  - Proposed Sign

- ACCESS/PARKING**
- On-site public parking
  - Possible adjacent parking, none on-site
  - Space for on-site RV parking for park and walk
  - Information Hub & Available Parking

**Existing DOT Signs**

(shaded signs are replaced or removed, non-shaded are to remain)

- DE1: Southbound Sign**
- Load & Launch Ramp
  - Port & Harbor Office
  - Deep Water Dock

Replaced by D2 below

**Existing Local Signs**

**DE2: Southbound Sign**



**Modified or New Signs**

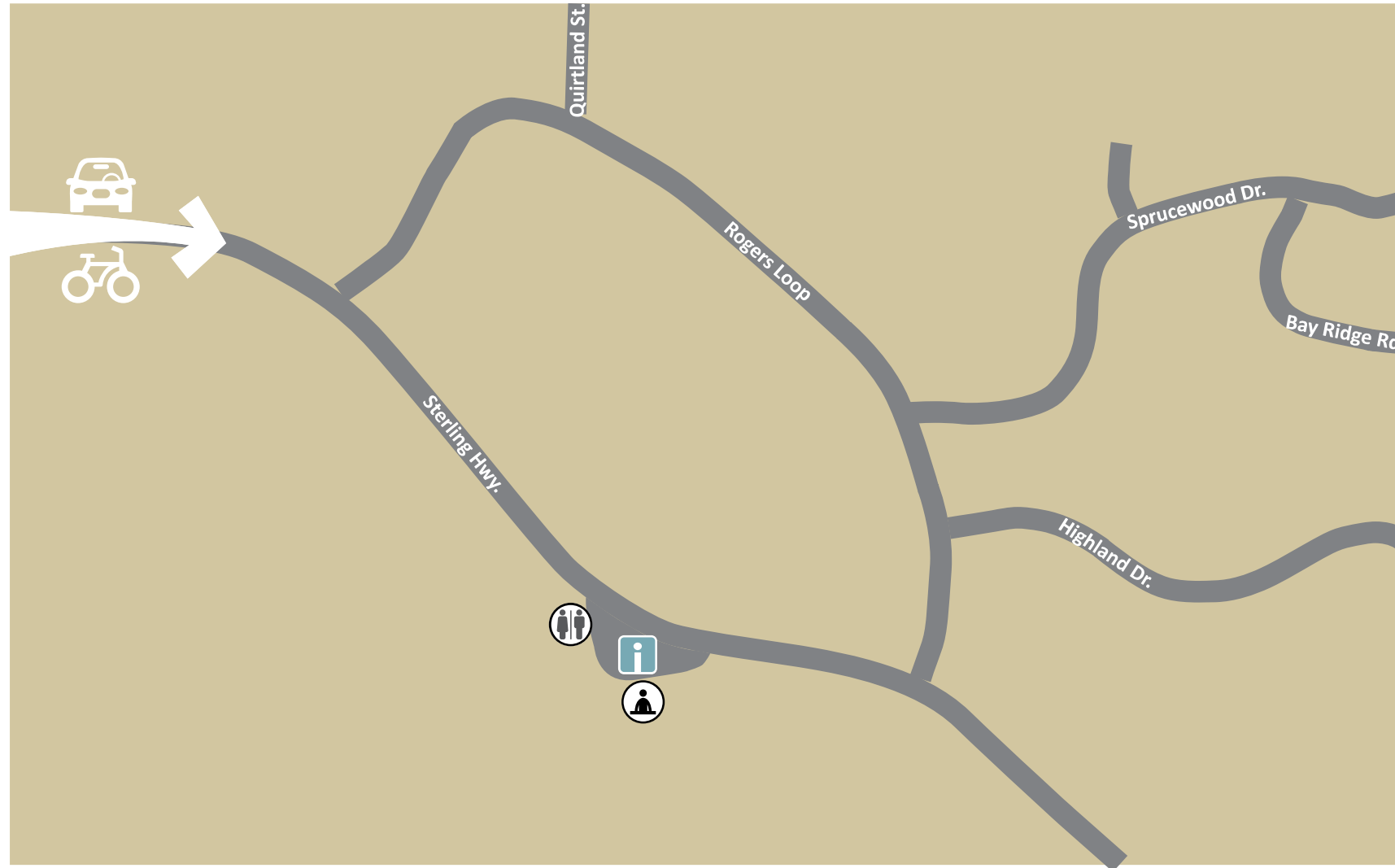
- D1: Southbound Sign**
  - FREIGHT DOCK RD
- D2: Southbound Sign**
  - LOAD & LAUNCH RAMP
  - RAMPS 1 - 5
  - RAMPS 6 - 8
  - PORT & HARBOR OFFICE
  - DEEP WATER DOCK
  - SELDOVIA FERRY TERMINAL
- D3: Northbound Sign**
  - FREIGHT DOCK RD
- D4: Northbound Sign**
  - LOAD & LAUNCH RAMP
  - RAMPS 6 - 8
  - PORT & HARBOR OFFICE
  - DEEP WATER DOCK
  - SELDOVIA FERRY TERMINAL
- D5: Northbound Sign**
  - OCEAN DRIVE
  - OLD TOWN
  - DOWNTOWN PIONEER AVE

Replaces DE1 above

- DE6: Eastbound Sign**
- PORT OF HOMER
  - SMALL BOAT HARBOR

All signs are diagrammatic only, to show content and directions.

# Baycrest OVERLOOK



## Information Signs

### Baycrest Overlook

This sign will likely be the first sign that someone sees on their visit to Homer. The intent for this sign is to orient people to Homer, help them find and prepare themselves for destinations (such as knowing where to park), prepare them with general information for how they will experience Homer (such as RV or bicycling), alert them to specific safety information (such as Tsunami), and possibly change or expand where they might go and what they might do during their time in Homer.

Information at the Baycrest Overlook should focus on:

- Orientation to Homer
- Wayfinding: Identification of civic destinations
- Safety: Tsunami
- Safety: Wildlife
- Guidance: Parking
- Guidance: RV Expectations
- Guidance: Walking/Bicycling in Homer
- Regulation: General

### TRAILS

Trail/Pedestrian Route

### RESOURCES

Visitor Services (Partner)

Public Toilet

### NEW WAYFINDING

Information - Homer

# DOWNTOWN & OLD TOWN



- TRAILS**
- Trail/Pedestrian Route
  - Sidewalk/Pedestrian Route

- RESOURCES**
- Visitor Services (Partner)
  - Public Toilet
  - Civic Destination
  - Park
  - Trailhead
  - Crosswalk

- NEW WAYFINDING**
- Information - Homer
  - Information - Neighborhood
  - Information - Partner
  - Pedestrian Wayfinding

**Information Signs**

**Chamber of Commerce and Library**

The signs at these locations may be the first sign that someone sees on their visit to Homer. The intent for this sign is to orient people to Homer, help them find and prepare themselves for destinations (such as knowing where to park), prepare them with general information for how they will experience Homer (such as RV or bicycling), alert them to specific safety information (such as Tsunami), and possibly change or expand where they might go and what they might do during their time in Homer.

Information at these locations should focus on:

- Orientation to Homer
- Wayfinding: Identification of civic destinations
- Safety: Tsunami
- Safety: Wildlife
- Guidance: Parking
- Guidance: RV Expectations
- Guidance: Walking/Bicycling in Homer
- Regulation: General

**Chamber of Commerce, Library, Pioneer Ave Toilets, Bishop's Beach**

Each of these locations provides information to help someone explore the area. The intent for these signs is to orient people to the area, help them find destinations, and possibly change or expand where they might go and what they might do in the area.

Information at these locations should focus on:

- Orientation to the area (also providing context with Homer)
- Wayfinding: Identification of civic destinations
- Wayfinding: Trails, trailheads, and pedestrian routes

**Information Partners**

There may be locations where local partners may wish to host the standard Homer information signs.

# OCEAN DRIVE



**TRAILS**

- Trail/Pedestrian Route
- Sidewalk/Pedestrian Route

**RESOURCES**

- Civic Destination
- Crosswalk

**NEW WAYFINDING**

- Information - Homer
- Information - Neighborhood
- Pedestrian Wayfinding

**Information Signs**

**Homer Airport**

This sign will likely be the first sign that someone sees on their visit to Homer. The intent for this sign is to orient people to Homer, help them find and prepare themselves for destinations, prepare them with general information for how they will experience Homer (such as bicycling), alert them to specific safety information (such as Tsunami), and possibly change or expand where they might go and what they might do during their time in Homer. This location would have less emphasis on vehicle information such as where to park.

Information at these locations should focus on:

- Orientation to Homer
- Wayfinding: Identification of civic destinations
- Safety: Tsunami
- Safety: Wildlife
- Guidance: Walking/Bicycling in Homer
- Regulation: General

**Area Information Sign**

Each of these locations provides information to help someone explore the area. The intent for these signs is to orient people to the area, help them find destinations, and possibly change or expand where they might go and what they might do in the area.

Information at these locations should focus on:

- Orientation to the area (also providing context with Homer)
- Wayfinding: Identification of civic destinations
- Wayfinding: Trails, trailheads, and pedestrian routes

# HOMER SPIT



**TRAILS**

- Trail/Pedestrian Route
- Sidewalk/Pedestrian Route

**RESOURCES**

- Visitor Services (Partner)
- Public Toilet
- Civic Destination
- Park

**NEW WAYFINDING**

- Information - Homer
- Information - Neighborhood
- Pedestrian Wayfinding

**Information Signs**

**Ferry Terminals and Boat Ramp**



These signs will likely be the first signs that someone sees on their visit to Homer. The intent for these signs is to orient people to Homer, help them find and prepare themselves for destinations, prepare them with general information for how they will experience Homer (such as bicycling), alert them to specific safety information (such as Tsunami), and possibly change or expand where they might go and what they might do during their time in Homer. These locations would have less emphasis on vehicle information such as where to park.

Information at these locations should focus on:

- Orientation to Homer
- Wayfinding: Identification of civic destinations
- Safety: Tsunami
- Safety: Wildlife
- Guidance: Walking/Bicycling in Homer
- Regulation: General

**Chamber of Commerce and The Boat House**



Each of these locations provides information to help someone explore the area. The intent for these signs is to orient people to the area, help them find destinations, and possibly change or expand where they might go and what they might do in the area.

Information at these locations should focus on:

- Orientation to the area (also providing context with Homer)
- Wayfinding: Identification of civic destinations
- Wayfinding: Trails, trailheads, and pedestrian routes



# CITY OF HOMER

## Streetscape Plan

January 2022 Draft





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# DOCUMENT PURPOSE

# INTRODUCTION

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It is a City of Homer priority to improve City streetscapes. The role for the City of Homer is to implement streetscape improvements on their land, coordinate with the Alaska Department of Transportation and Public Facilities (ADOT&PF) for improvements within ADOT&PF road rights-of-way, and to encourage and enable private landowners adjacent to roads to contribute to streetscapes.

This Streetscape Plan provides an overview of what a successful streetscape contains, establishes design standards for improvements within City of Homer and ADOT&PF rights-of-way, and provides guidance for adjacent property owners as to how improvements on their properties can enhance the streetscape for the community.

Implementing streetscape improvements will improve pedestrian and vehicular experience for both Homer residents and visitors.

There is a specific focus on improving Pioneer Avenue. Existing decisions within this corridor hamper its development into a pedestrian-friendly streetscape, and as possible in the future, improvements should be made within the existing framework.

For future development, pedestrian scale lighting, sidewalk location and widths and integration with adjacent businesses should be considered.

The City of Homer Streetscape Plan includes the following components:

## Streetscape Goals

This section provides an overview of what makes for a successful streetscape.

## Furnishings

This section provides a suite of standard furnishings, including items like banners.

## Planting

This section provides a simplified list of recommended trees, shrubs, and perennials to be used within streetscapes, and example designs to provide a place to start for implementation ideas.

## Cost Estimates

The Cost Estimate section provides expected sign costs at the time of development of this document (December 2021). These costs are expected to change over time.

## PURPOSE AND USE OF DOCUMENT

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The intent of this document is to provide criteria specific to site furnishings, with recommendations for a suite of standard site furnishings that would be used for the City of Homer. The general criteria for this should be a balance of durability, cost, and aesthetics. Standardizing products helps to create continuity and simplify maintenance and procurement.

This document also provides basic information for the selection and use of vegetation within road corridors.





# STREETSCAPE OVERVIEW

# STREETSCAPE OVERVIEW

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## A Good Streetscape

A good streetscape provides: beauty and comfort, facilitates commerce, and contributes toward sustainability in many ways (including economic, ecological and maintenance). A streetscape can also contribute to a sense of place, and create a desirable place to use and experience.

## Streetscape Factors for Current Conditions

Good streetscape design balances the pressures and variables that influence any given area. The factors provided below give a general overview, and are not intended to be detailed or exhaustive.

### Visual Complexity

Provide a visually harmonious streetscape, with visual hierarchy to elements and a sense of order. This should be compatible with the potential wide variety of adjacent business and facility aesthetics. Streetscape elements (lighting, furniture, amenities) should be consistent and (typically) limited in variety.

### Safety (Crime Prevention Through Environmental Design – CPTED)

Follow CPTED principles, with emphasis on allowing clear sightlines for active and passive surveillance. A clear area between 24” and 72” (min.) off the ground should be maintained, reducing the possibility for hiding.

### Safety (Pedestrian Protection)

Provide implied or actual separation between vehicles and pedestrians in the form of continuous vertical separation (curbing/walls/bollards), implied separation (vertical objects such as light poles or trees), or horizontal distance.

### Maintenance (Ongoing)

Provide sufficient clear sidewalk width for equipment movement without danger for potential damage to streetscape elements. All seasons must be considered.

### Longevity (Materials & Installation)

Identify the desired life-span for project components, and determine materials and fabrication qualities that achieve those lifespans. Where components could be removed and reinstalled (such as benches), prioritize durability and high-quality.

Ensure that construction documents detail installations correctly to ensure longevity, maintain warranties, and ensure that streetscape installations operate as a ‘system’ where each part works well with others. Ensure that construction period administration and inspections verify (and enforce) the desired level of quality for components and installation.

### Business Benefits (Usable Space)

Provide space for occasional or ongoing business-use in front of buildings. This contributes to an engaging/lively environment, and allows for flexibility (such as what we’ve discovered as a result of COVID 19 and social distancing).

### Business Benefits (Ease Of Wayfinding)

Maintain or improve views from the street to buildings, businesses, or points of interest. Views and sightlines are critical to businesses success.

### Landscaping

Street trees and planting beds are important for aesthetics and comfort within a streetscape. Regular placement of street trees can help to define and separate pedestrian and vehicular zones, and help to provide a human scale within a road corridor. Street trees should only be included if they can be provided with correct soil volumes and quantity (a healthy 10" caliper tree can require up to 700 cubic feet of soil) and be protected from chemical and physical damage. Plantings provide the same benefit for defining zones and creating comfort, and further enhance aesthetics.

### Amenities (Bicycle Parking)

Provide convenient and quality bicycle parking.

### Amenities (Seating)

Provide seating, with a significant proportion of seating having backs and armrests (critical for the elderly or people with physical limitations). Seating provides places for people to rest, relax and socialize.

### Amenities (Artwork/Interpretation)

Prioritize aesthetic and educational opportunities within the streetscape to increase it's attractiveness, interest, and function as a desired destination.

## Streetscape Factors for Future Conditions

### Pedestrians (Ease Of Movement)

Provide sidewalk open widths relative to expected pedestrian use. In order to minimize potential competition for this space, additional space should be provided at the front and back of the sidewalk to accommodate business and public uses that might otherwise intrude on pedestrian movement.

Design with universal access in mind. Americans with Disability Act access guidelines establish minimum requirements and recommendations, and should be exceeded wherever possible to achieve barrier free design if not universal design.

### Pedestrians (Ease Of Access From Vehicles)

If conditions allow on-street parking, allow for movement between vehicles and sidewalks. Provide sufficient clear sidewalk area next to vehicles to allow door swing, access in and out of vehicles, and access to the main sidewalk area.

### Lighting

Provide for minimum lighting levels for safety, and provide a lighting design that contributes to a vibrant and attractive streetscape. For Homer, this should have a focus on winter lighting. Provide convenient electric outlets for seasonal lighting (pole and ground mounted). In the future, pedestrian-scale light poles should be considered for their benefit in creating a pedestrian scale. These are typically designed to be approximately 40 to 50 feet apart.

### Maintenance (Lighting, Utilities)

As streetscapes are improved, ensure that conduit, junction boxes, and other infrastructure is in place to allow maintenance, flexible use, and utility growth/changes without significant construction impacts. Choose streetscape elements that can be maintained easily.



# FURNISHINGS

# BENCHES

Benches should have backs and arms and an ergonomic design that provides good support and facilitates ease of sitting down and getting up. This is important to provide comfortable accessible seating, use by the elderly, and use by people with physical limitations. Benches should be durable and easily maintained. The City of Homer should standardize on one bench type in order to have consistent aesthetics, and simplify maintenance. A model with free-standing, surface-mounted, or embedded attachment options allows flexibility in use. There will be locations or situations where a custom bench or a unique model may be appropriate. These should prioritize bench criteria as stated above.

## Existing Examples of Custom Benches



Custom Bench - City of Homer Land



Custom Bench - City of Homer Land



Custom Bench - Private Land

## Criteria Summary:

- Accessibility (backs and arms, ergonomic)
- Comfort (wood or composite slats)
- Durability (no or low maintenance)
- Design (consistent/subtle, or unique in special locations)
- Attachment (free-standing or surface-mount)



Landscape Forms - Neliviano Bench



Victor Stanley - C-138

Picnic tables should provide a comfortable sitting and table height, and be of a design to integrate a wheelchair user at the table. Picnic tables should be durable and easily maintained. The City of Homer should standardize on one picnic table type in order to have consistent aesthetics, and simplify maintenance. A model with free-standing or surface-mounted options allows flexibility in use. When not permanently attached, picnic tables should include a method to anchor them in place.

## Existing Picnic Table



Picnic Table - City of Homer Land



Picnic Table - City of Homer Land

## Criteria Summary:

- Accessibility (wheelchair access and mobility-friendly)
- Comfort (wood or composite seating)
- Durability (no or low maintenance)
- Design (consistent/subtle)
- Attachment (free-standing with anchoring method or surface-mount)



7' long concrete ADA picnic table



Heavy duty aluminum picnic table



# BICYCLE RACKS

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Bike racks should have provide two points of contact with bicycles for stability. The City of Homer should standardize on one bike rack type in order to have consistent aesthetics, and simplify maintenance. A model with surface-mounted or embedded attachment options allows flexibility in use. There will be locations or situations where a custom bike rack or a unique model may be appropriate. These should prioritize bench criteria as stated above.

## Existing Examples of Custom Bike Racks



Custom Bench - City of Homer Land

## Criteria Summary:

- Durability (no or low maintenance)
- Design (consistent/subtle, or unique in special locations)
- Attachment (surface-mount or embedded)
- Special Criteria (two points of bike contact, branding)



Dero - Round Rack



Litter Receptacles should only be used in locations where they will be regularly maintained. The City of Homer should standardize on one or two litter receptacle types in order to have consistent aesthetics, and simplify maintenance. A model with free-standing or surface-mounted options allows flexibility in use. Where appropriate, 55-gallon drums that have been painted should continue to be used. Where a different aesthetic is desired, a standardized manufacture litter receptacle should be used. For locations where the presence of bears is expected, a bear-proof model should be used.

## Existing Litter Receptacles



Litter Receptacles - City of Homer Land



Litter Receptacle - City of Homer Land

## Criteria Summary:

- Durability (no or low maintenance)
- Design (consistent/subtle)
- Attachment (free-standing or surface-mount)



Landscape Forms - FGP Litter



Bear Saver - Bear Proof Litter Receptacle

# BANNERS

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With the consistent use of light poles within road corridors, banners are an opportunity for bold community branding and the ability to change banners based on events, seasons, or other reasons. Banners that are expected to be hung for long periods of time should be wind-resistant, color-fast, UV stable and otherwise compatible with Homer's climate.

## Existing Examples of Banners



Existing Banner - City of Homer Land



Existing Banner - City of Homer Land

## Criteria Summary:

- Durability (no or low maintenance)
- Design (based on purpose)
- Attachment (banner arms)
- Special Criteria (UV stable, weather and wind resistant)





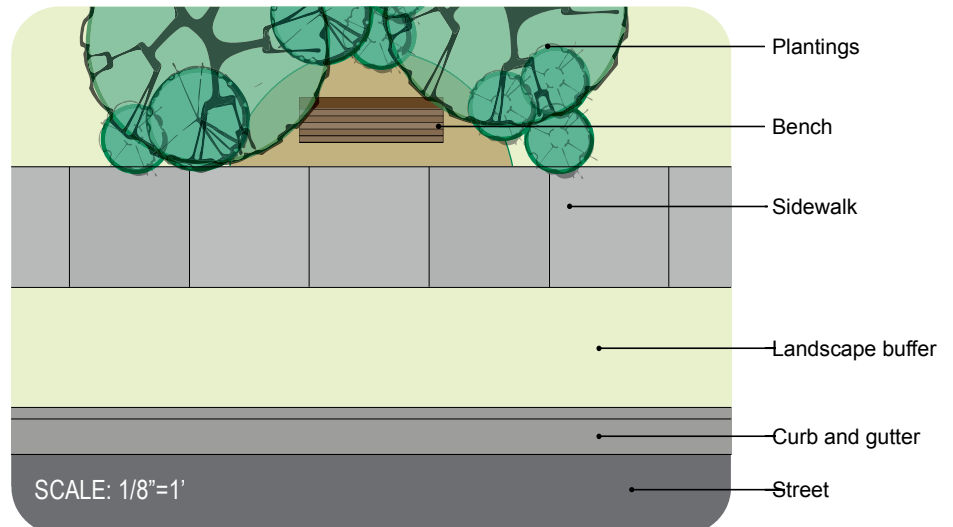
# PATTERN BOOK

# STREETSCAPE SEATING & LANDSCAPE DESIGN

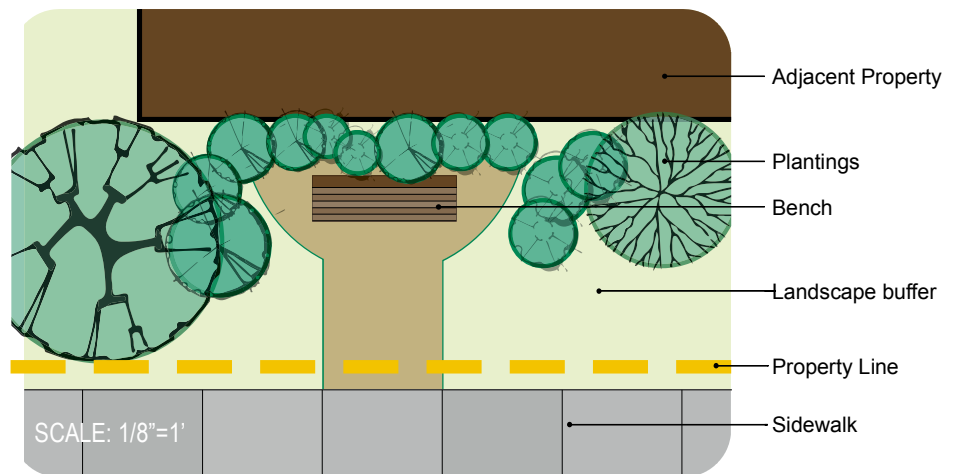
## Seating

Areas of seating should be provided within or adjacent to street rights-of-way. These should be spaced a convenient distance to allow resting, or to take advantage of the benefits of a particular location. Ideally, these locations should be separated by some distance from the street to provide a calmer space, be aesthetically landscaped with plantings and improvements such as landscape rock or artwork, and take advantage of elements that help to create a pedestrian scale and feeling of refuge. The latter could include adjacent planters, light poles, and walls of a reasonable height.

Due to limited rights-of-way widths, collaboration with adjacent land owners will provide great benefit to the streetscape. Where possible, attractive seating areas on adjacent land will help to create more comfortable refuges from busy roadways. These should be designed to ensure that they are well and obviously connected to sidewalks, and are clearly to be used by the public. If opportunities for separation aren't available, there may be locations where a bench should be provided even though it is adjacent to traffic.



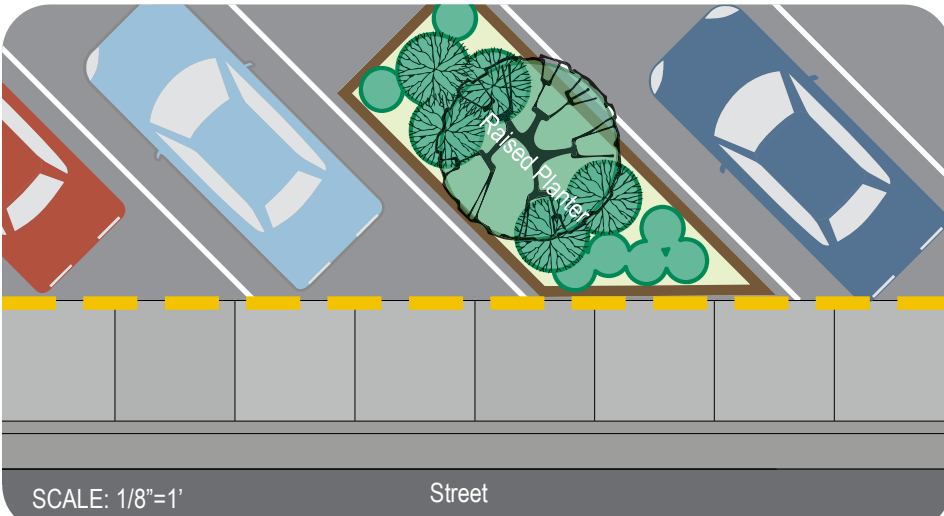
Preferred: Landscape buffer separating sidewalk from back of curb



Preferred: Distance from road is optimized, and still feels public



Least Preferred: Sidewalk adjacent to back of curb



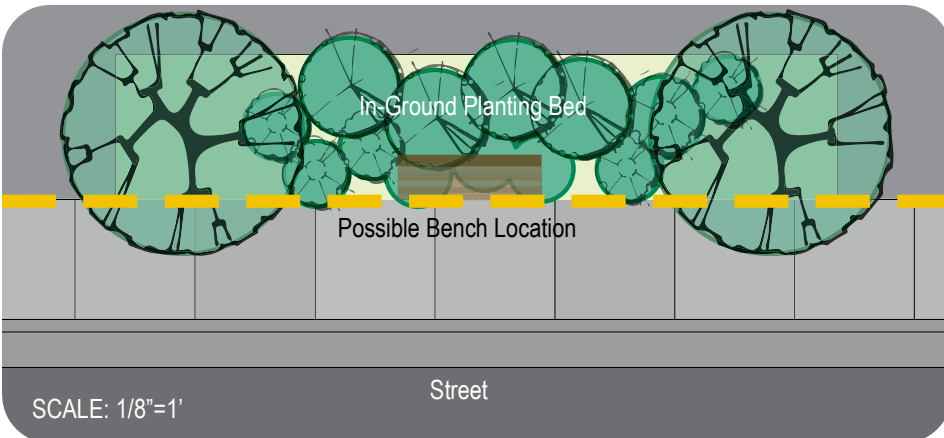
Raised planter for locations where existing conditions require parking extends to the property line

**Beautification**

Due to limited rights-of-way widths, collaborating with adjacent property owners will be necessary to achieve streetscape goals.



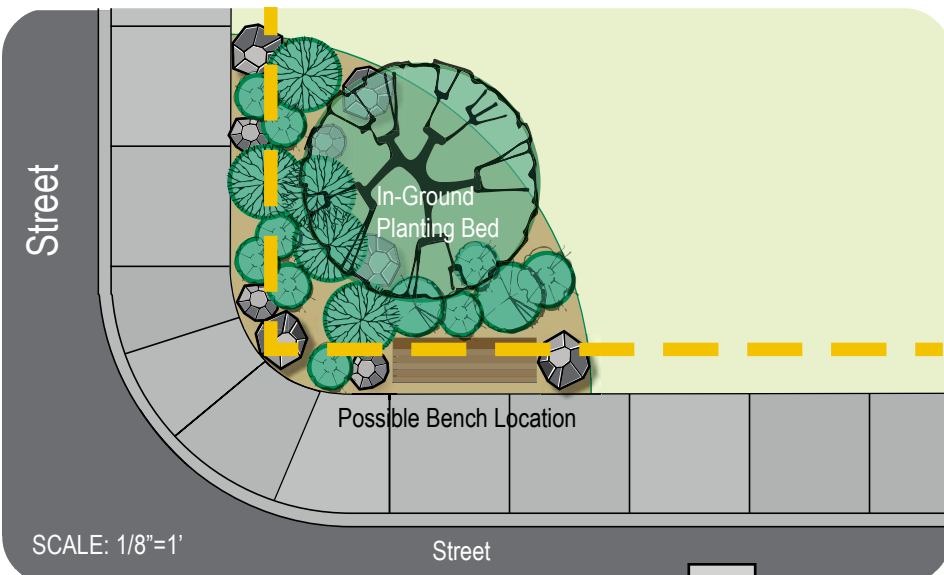
Existing example



In-ground (or raised) planting beds along a property edge where existing conditions allow this use.



Existing examples



In-ground (or raised) planting beds at property corners where existing conditions allow this use.



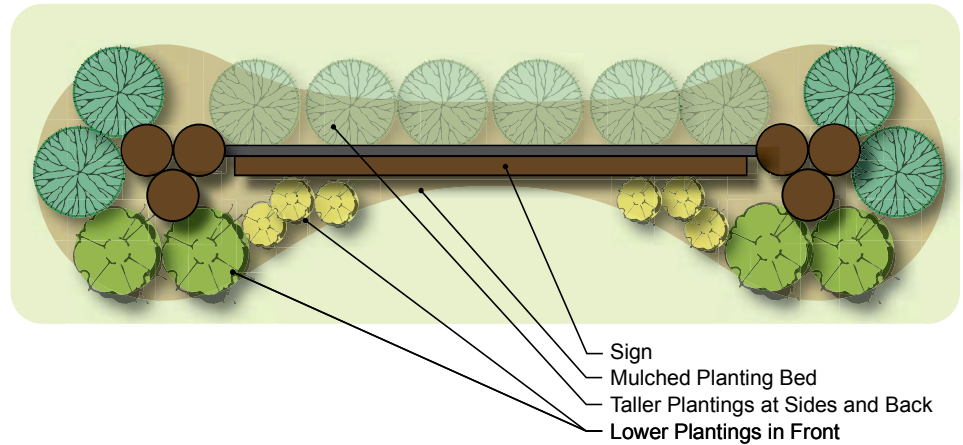
Existing example

# SIGN PLACEMENT & LANDSCAPE DESIGN

## Gateway Sign

Each gateway sign will have a carved and painted image unique to its location and the character of the area that it represents. Its placement will be guided by safety-related criteria related to the adjacent road, and clear visibility. Adjacent landscaping should complement and emphasize the sign without distracting from it, and could include special elements that relate to the theme of the sign's artwork.

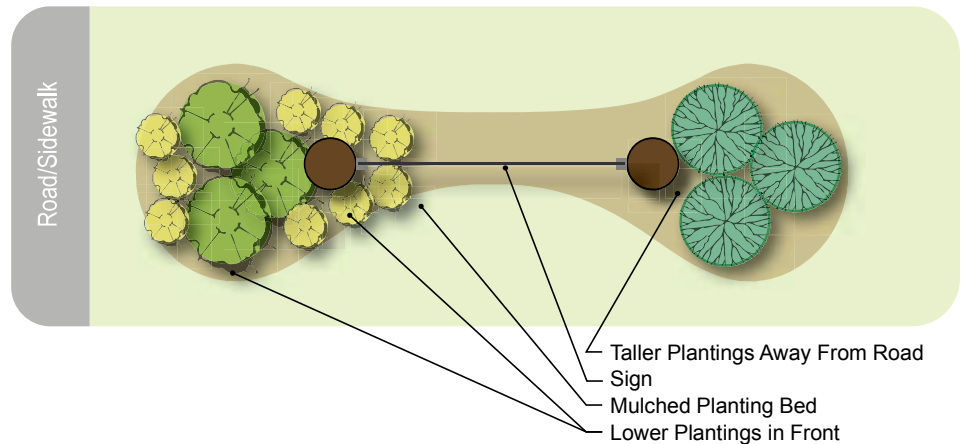
**\*\*Draft exhibit\*\***



## Vehicular Wayfinding Sign

Placement will be guided by safety-related criteria related to the adjacent road, and clear visibility. Adjacent landscaping should complement and emphasize the sign without distracting from it.

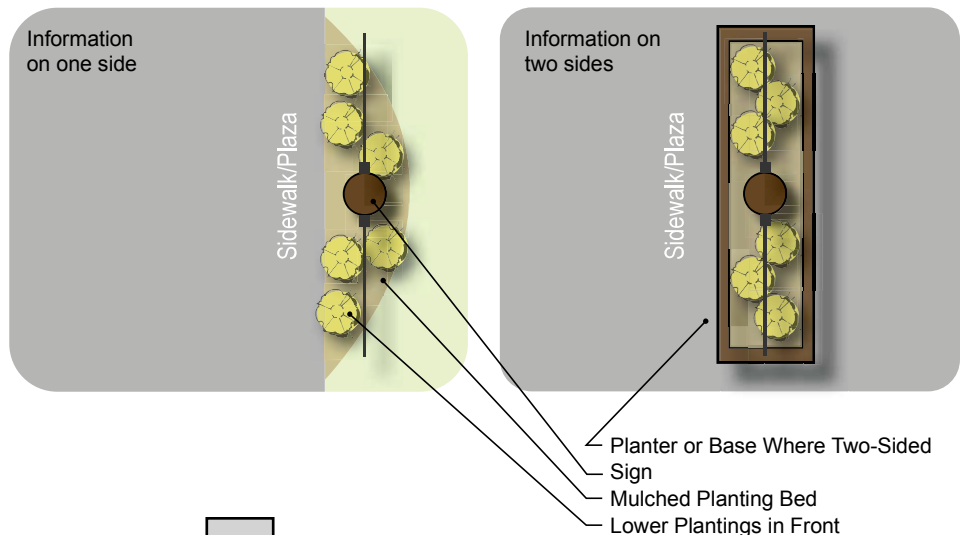
**\*\*Draft exhibit\*\***



## Pedestrian Orientation

Placement of the sign should be in high-visibility locations. Where the sign is one-sided, it should be placed adjacent to pedestrian area. Where a sign is two-sided or has pedestrian movement around it, it should be provided a base or planter to define it at ground level. This is to meet ADA protruding objects requirements.

**\*\*Draft exhibit\*\***

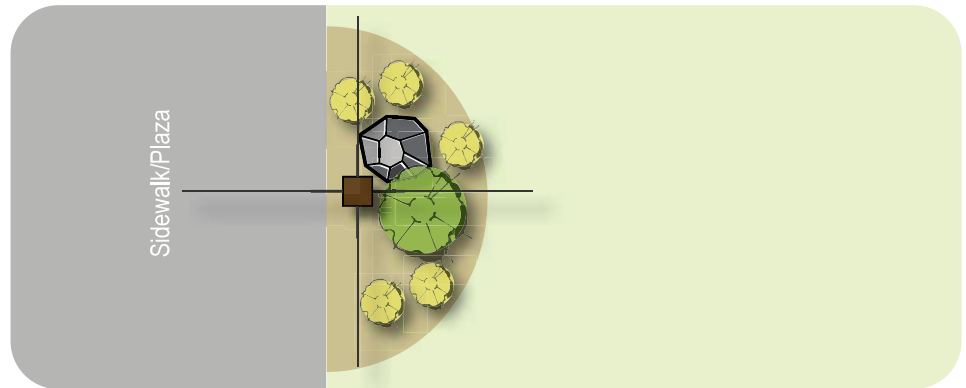




### Pedestrian Wayfinding Post

Placement of the sign should be in high-visibility locations. The bottom-most sign blade shall be greater than 80" above the ground to meet ADA protruding objects requirements. Adjacent landscaping should complement and emphasize the sign without distracting from it.

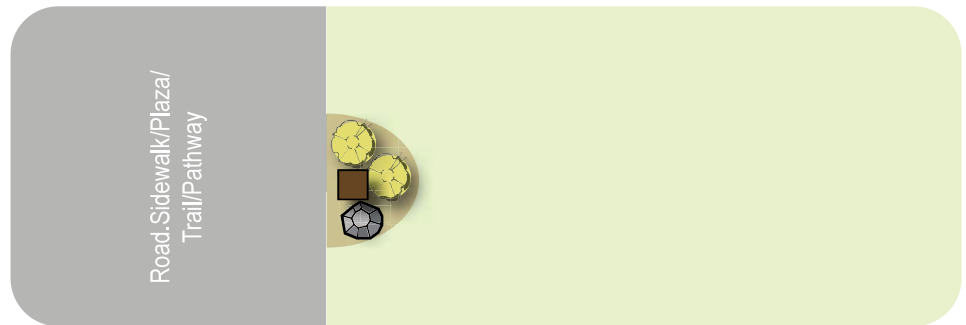
**\*\*Draft exhibit\*\***



### Pedestrian Wayfinding Bollard

Placement of the sign should be in high-visibility locations. Adjacent landscaping should complement and emphasize the sign without distracting from it.

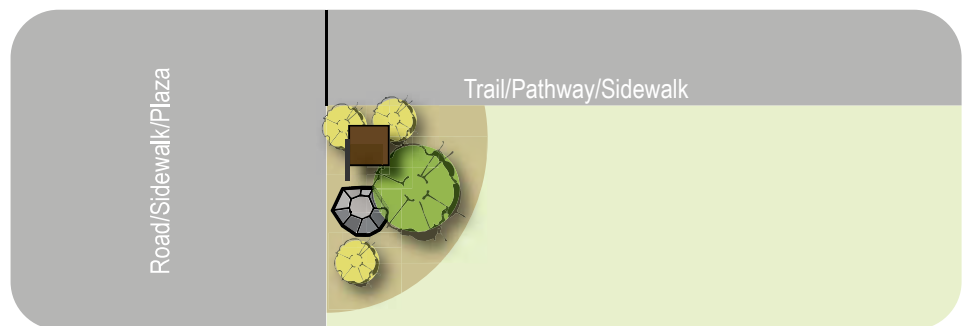
**\*\*Draft exhibit\*\***



### Pedestrian Destination

Placement of the sign should be in high-visibility locations. Adjacent landscaping should complement and emphasize the sign without distracting from it.

**\*\*Draft exhibit\*\***



# PLANT SPECIES

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Below is a list of plant species that are climate appropriate. The intent of this list is to provide a very basic list of hardy species that are expected to establish well with suitable soils and watering. Should property owners wish to move beyond these 'basics', they are encouraged to do so based on their own knowledge, or consulting beneficial horticultural expertise for assistance.

**\*\*list is being reviewed to condense it to act as this basic list of 'easy' species for simple commercial site plantings\*\***

## Evergreen Trees

Fir - Subalpine 'Arizona'	<i>Abies lasiocarpa</i>
Fir - Siberian	<i>Abies siberica</i>
Hemlock - Mountain	<i>Tsuga mertensiana</i>
Pine - Lodgepole	<i>Pinus contorta</i> ssp. <i>latifolia</i>
Pine - Scotch	<i>Pinus sylvestris</i>
Pine - Swiss Stone	<i>Pinus cembra</i>
Pine - Limber	<i>Pinus flexilis</i>
Spruce - Colorado Green	<i>Picea pungens</i>
Spruce - White	<i>Picea glauca</i>

## Deciduous Trees

Amur chokecherry	<i>Prunus maackii</i>
Aspen - Columnar Swedish	<i>Populus tremula</i> 'Erecta'
Aspen - Quaking	<i>Populus tremuloides</i>
Birch - Cutleaf Weeping Birch	<i>Betula papyrifera</i> 'Gracilis'
Birch - Paper	<i>Betula papyrifera</i>
Birch - Parkland Pillar	<i>Betula platyphylla</i> 'Jefpark'
Crabapple	<i>Malus</i> sp.
Crabapple - Siberian	<i>Malus baccata</i>
European Mountain Ash	<i>Sorbus aucuparia</i>
Maple - Helena	<i>Acer platanoides</i> 'Helena'
Siberian Larch	<i>Larix sibirica</i>

## Shrubs

Black Chokeberry	<i>Aronia melanocarpa</i>
Cotoneaster	<i>Cotoneaster lucidus</i>
Cranberry - American Highbush	<i>Viburnum trilobum</i>
Cranberry - Highbush	<i>Viburnum edule</i>
Currant - Alpine	<i>Ribes alpinum</i>
Currant - Bristly Black	<i>Ribes lacustre</i>
Dogwood - Red-Twig	<i>Cornus sericea</i> 'Bailey'
Dogwood 'Ivory Halo'	<i>Cornus alba</i> 'Ivory Halo'
False Spirea	<i>Sorbaria sorbifolia</i>
Forsythia	<i>Forsythia ovata</i>
Glossy Servicberry	<i>Amelanchier alnifolia</i> 'Regent'
Honeysuckle - Arnold Red	<i>Lonicera tatarica</i> 'Arnold Red'
Juniper - Creeping	<i>Juniperus horizontalis</i>
Juniper 'Savin'	<i>Juniperus sabina</i>
Lilac - Common Purple or Common White	<i>Syringa vulgaris</i>
Lilac - Late	<i>Syringa villosa</i>
Lilac 'Miss Kim'	<i>Syringa patula</i> 'Miss Kim'
Lilac - Preston	<i>Syringa x prestoniae</i>
Mock Orange	<i>Philadelphus lewissii</i>
Mugo Pine - Dwarf	<i>Pinus mugho</i> 'Pumilio'
Ninebark - Common	<i>Physocarpus opulifolius</i> 'Diablo'
Ninebark 'Dart's Gold'	<i>Physocarpus opulifolius</i> 'Dart's Gold'
Potentilla (numerous good options)	<i>Potentilla</i> sp.
Purple Leaf Sandcherry	<i>Prunus x cisterna</i>
Raspberry	<i>Rubus odoratus</i>
Rose (numerous good options)	<i>Rose</i> sp.
Rose Tree Of China	<i>Prunus triloba</i>
Spirea (numerous good options)	<i>Spiraea</i> sp.
Spruce - Bird's Nest	<i>Picea abies</i> 'Nidiformis'

## Plant Species - Cont'd

### Perennials

Artemisia (numerous good options)	Artemisia sp.
Astilbe (numerous good options)	Astilbe sp.
Bunchberry	Cornus canadensis
Catmint	Nepeta mussinii
Daylily (numerous good options)	Hemerocallis sp.
Elephant Ears 'Morning Red'	Bergenia cordifolia 'Morning Red'
Geranium - Wild	Geranium erianthum
Goatsbeard	Aruncus dioicus
Grey-leaf Cranesbill	Geranium cinereum
Hosta (numerous good options)	Hosta sp.
Iris - Siberian	Iris sibirica
Iris - Wild	Iris setosa
Lady's Mantle	Alchemilla mollis
Ligularia (numerous good options)	Ligularia sp.
Peony (numerous good options)	Paeonia sp.
Primrose (numerous good options)	Primula sp.
Rhubarb	Rheum palmatum var. tanguticum
Sage Wormwood	Artemisia stelleriana 'Silver Brocade'
Salvia	Rheum Salvia nemorosa 'East Friesland'
Silver Mound	Artemesia schmidtiana
Yarrow	Achillea millefolium 'X'

\*\*Due to the very large availability of perennials, it might be better to NOT include perennials, OR... narrow it down to a just few bomb-proof perennials that would establish a minimum on a place like pioneer. Like, peony, iris, ligularia, astilbe. Anyone who would move beyond a very basic list like that would likely have their own knowledge, or access that of a friend or a local nursery anyways.\*\*

### Perennials - Grasses

Beach Wildrye	Leymus mollis
Blue Oat Grass	Helictotrichon sempervirens
Elijah Blue Fescue	Festuca glauca 'Elijah Blue'
Feather Reed Grass	Calamagrostis x acutiflora 'Karl Foerster'
Gold Crinkled Hair Grass	Deschampsia flexuosa 'Aurea'
Little Bluestem Grass	Schizachyrium scoparium 'The Blues'
Variegated Reed Grass	Calamagrostis x acutiflora 'Overdam'
Variegated Ribbon Grass	Phalaris arundinacea picta 'Feeseey'

### Perennials - Groundcover

Bishop's Weed	Aegepodium podagraria 'Variegatum'
Lily of the valley	Convallaria majalis
Strawberries	Fragaria sp.
Sweet Woodruff	Galium odoratum

### Perennials - Ferns

Lady Fern	Athyrium felix-femina
Ostrich Fern	Matteuccia struthiopteris
Wood Fern	Dryopteris erythrosora

### Perennials - Vines

Clematis	Ranunculaceae sp.
Hops	Humulus sp.
Kiwi Vine - Variegated	Actinidia kilomikta

# CITY OF HOMER

## Wayfinding & Streetscape Plan

January 2022 Draft





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# DOCUMENT PURPOSE

# INTRODUCTION

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It is a City of Homer priority to establish a standard wayfinding system and streetscape branding. This Wayfinding and Streetscape Plan sets this standard signage system, providing a strong identity, unified aesthetic, and consistency in wayfinding and the provision of information.

Implementing this signage system unifies people's experience between all roads and streets and helps people identify and locate destinations. The target audiences are both Homer residents (new and long-standing) or visitors. A unified sign design helps users orient themselves and navigate through Homer comfortably.

The signage family is simple, easily recognizable, and legible. Six sign types provide for a variety of situations.

This Wayfinding and Streetscape Plan presents the overall look and feel of the signage family and provides specific information for graphic design, materials, and fabrication. City of Homer staff will determine sign locations on a case-by-case basis, in addition to the informational and graphic content explicit to a particular site.

The City of Homer Wayfinding and Streetscape Plan Package includes the following components:

## **Index of Sign Types**

The Index of Sign Types section provides a quick overview of the sign graphics and content, information on the specific function and proper use for each sign, and their basic components.

## **Sign Detail**

The Sign Detail section provides the standard generic information that is needed for the fabrication of each sign type, and information/guidance on the necessary sign content customization needed for specific locations.

## **Specifications & Details**

The Specifications & Details section provides information required for sign customization, fabrication, and installation.

## **Cost Estimates**

The Cost Estimate section provides expected sign costs at the time of development of this document (December 2021). These costs are expected to change over time.

## PURPOSE AND USE OF DOCUMENT

---

The intent of signage guidelines for the City of Homer's Wayfinding and Streetscape system is to create a cohesive system of presenting information. The goals of such a system are to effectively brand and label major roads, neighborhoods, trails, and facilities; to help people identify and navigate to desired destinations; to provide continuity within and between locations through a common aesthetic; and to streamline the development of new signage and maintenance of existing.

This document serves two purposes: to illustrate the sign types, and to provide the information needed for their fabrication and installation.

The beginning of this document shows the range of sign types and their uses, and provides a hierarchy of applications for guidance in their selection. Key to the proper use of signage is the recognition of how any particular sign fits into an overall hierarchy of information presentation.

Whether an individual sign, or a network of signs, their design and implementation are dependent upon the level of information they are expected to provide. This level of information is dictated through such things as choosing the proper sign, and for how it is used.

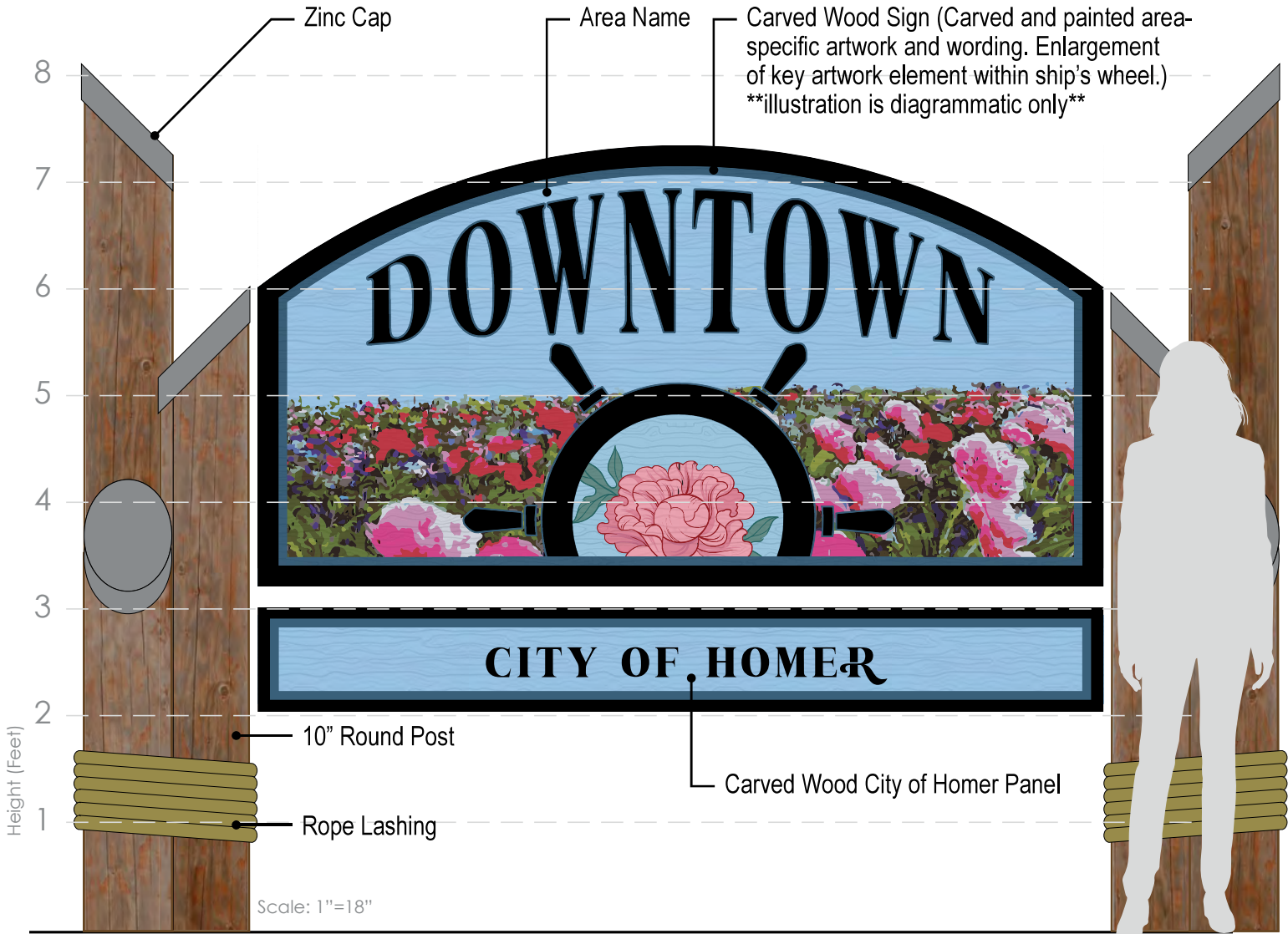
This document illustrates the typical information required for each sign, and how this information is typically arranged. Each sign type provides guidance in developing the information needed to develop content for a sign.

Lastly, this document provides the specific information needed to construct each sign type. This includes information for designers or contractors to modify, construct, and install the signs properly.



# INDEX OF SIGN TYPES

# DESTINATION - GATEWAY



The Destination - Gateway Sign is used at key vehicular entry points to an 'identity' area within Homer. These will be for: Homer Spit, Downtown (shown), Old Town, Ocean View Drive, and potential future locations.

The main and secondary sign panels (carved wood) are mounted to a steel frame that is attached to groupings of three timber posts (one grouping on either side of the panels).

The artwork for each sign location will be determined at the time of design and fabrication. The intent is that a conceptual design is procured, with a fabricator turning the design into a commercial sign product. While the conceptual design for each location will be different, the final products will be stylistically the same for consistency.

## DIRECTIONAL - ROAD (ADOT&PF)

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Pioneer Avenue and the Sterling Highway are Alaska Department of Transportation and Public Facilities (ADOT&PF) rights-of-way. Signage within these road corridors should prioritize using standardized ADOT&PF sign types for directional purposes. Non-standard signs will need to meet ADOT&PF standards and their limitations.

There are three standard sign types:

- Road Guide Sign (green)
- RCIA - Recreational and Cultural Interest Area sign (brown)
- TODS - Tourist Oriented Directional Sign (blue)

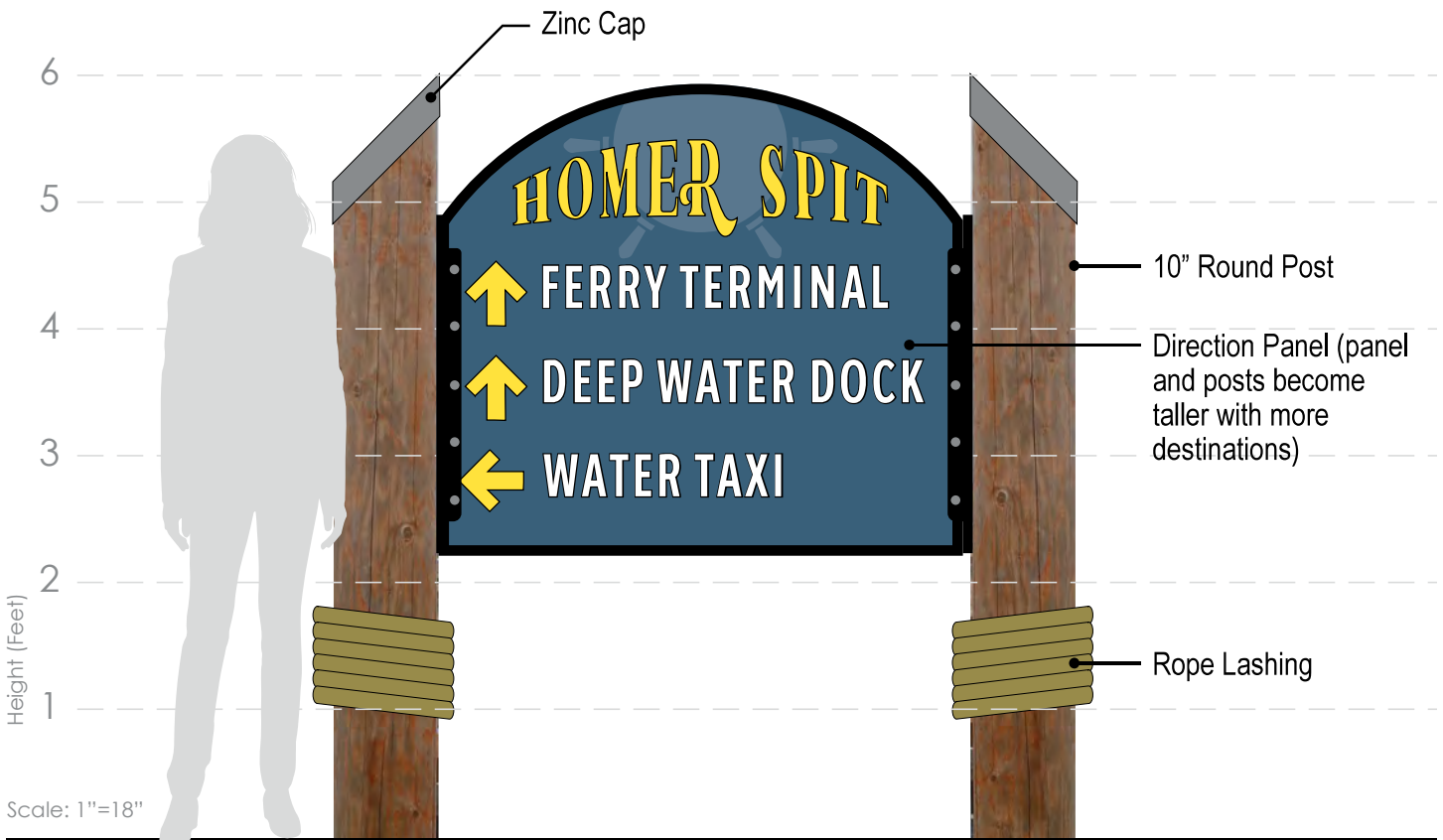


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The Directional - Road (ADOT&PF) is used to direct vehicular traffic. These require ADOT&PF permitting and design and construction need to meet ADOT&PF standards.



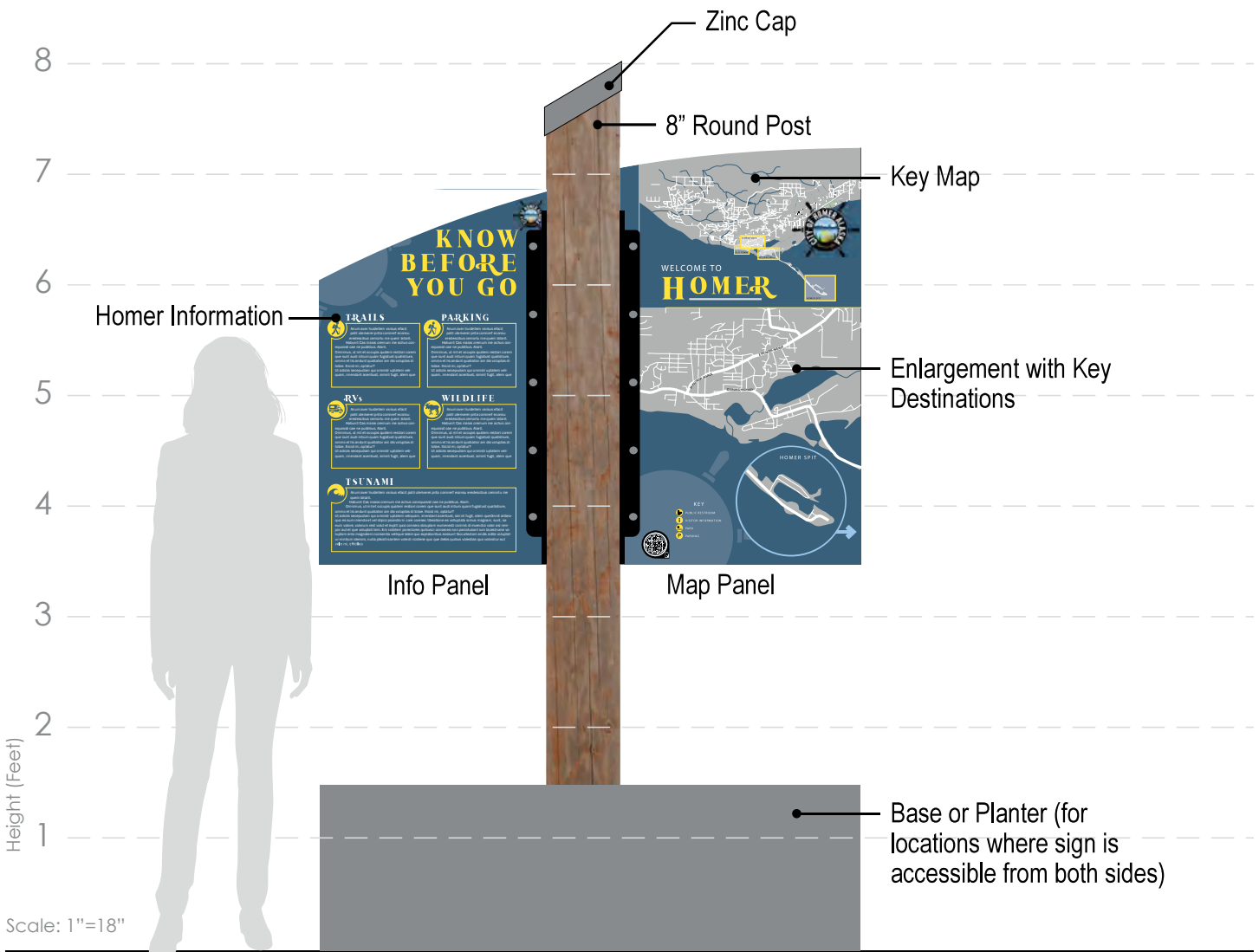
## DIRECTIONAL - ROAD (HOMER)



The Directional - Road (Homer) Sign is used on City of Homer roads to direct vehicular traffic to an area or specific destination. Use of these signs within ADOT&PF rights-of-way would require permitting, and potential re-design for safety requirements.

The main sign panel (high pressure laminate) is mounted to a steel frame attached to two timber posts.

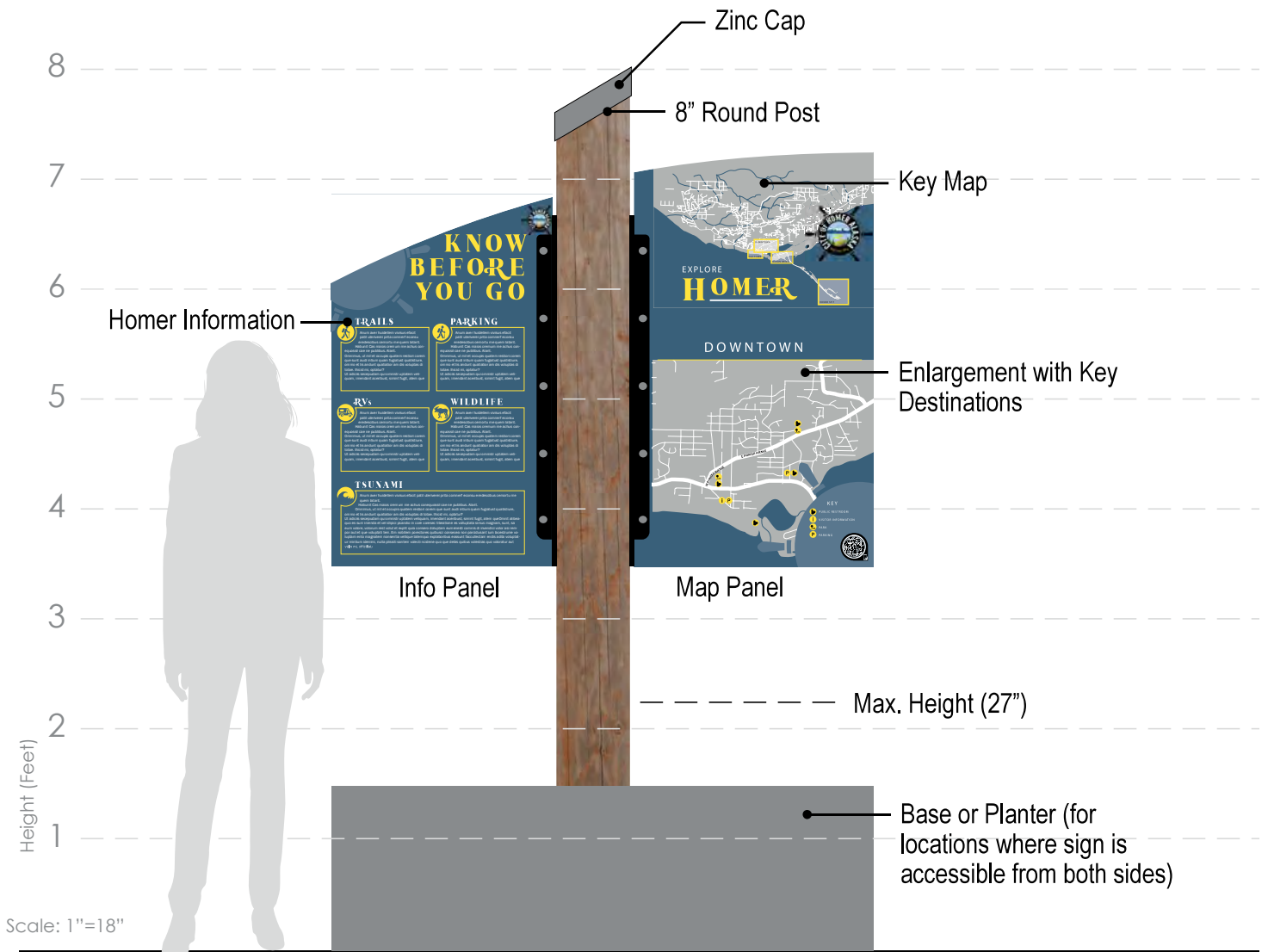
# INFORMATION (HOMER)



The Information (Homer) sign is used at key arrival locations to Homer. The purpose of this sign is to help people find and prepare themselves for destinations, prepare them with general information for how they will experience Homer, alert them to specific safety information (such as Tsunami), and possibly change or expand where they might go and what they might do during their time in Homer. The main signs include a map and information text. The supporting sign provides information to help shape their time in Homer, and may be different depending on the location and expected audience.

The sign panels (high pressure laminate) are mounted to steel frames attached to a single post.

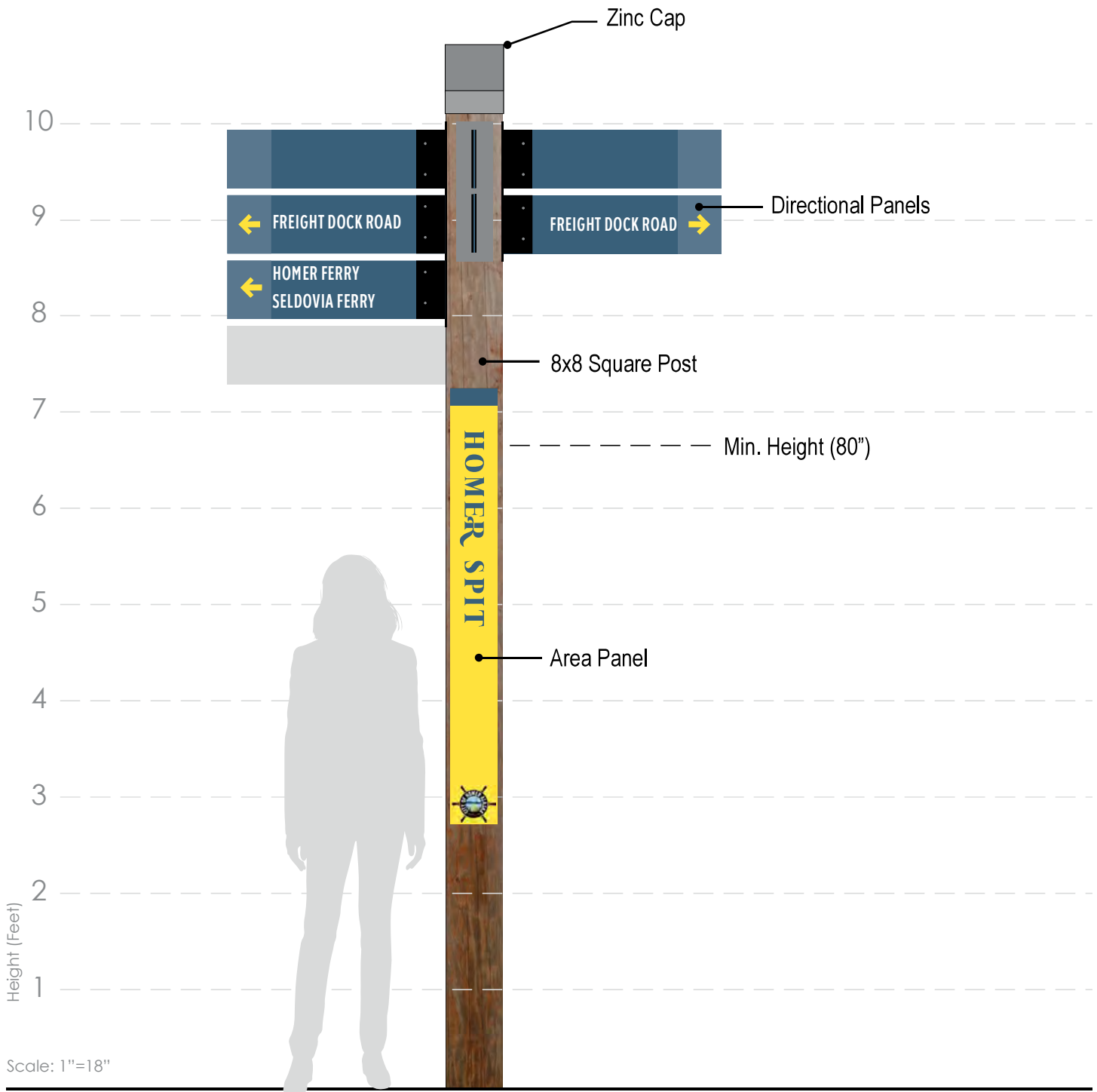
# INFORMATION (AREA)



The Information (Area) sign is used at key arrival locations where people would benefit from a higher level of detail for the area. The goal is to encourage people to use non-motorized transportation to explore within the area, or move to other areas of Homer. The purpose of this sign is to help people navigate to specific destinations in the area, connect them to safe walking routes, and possibly change or expand where they might go and what they might do during their time in Homer. The main signs include a map and information text.

The sign panels (high pressure laminate) are mounted to steel frames attached to a single post.

# DIRECTIONAL - POST

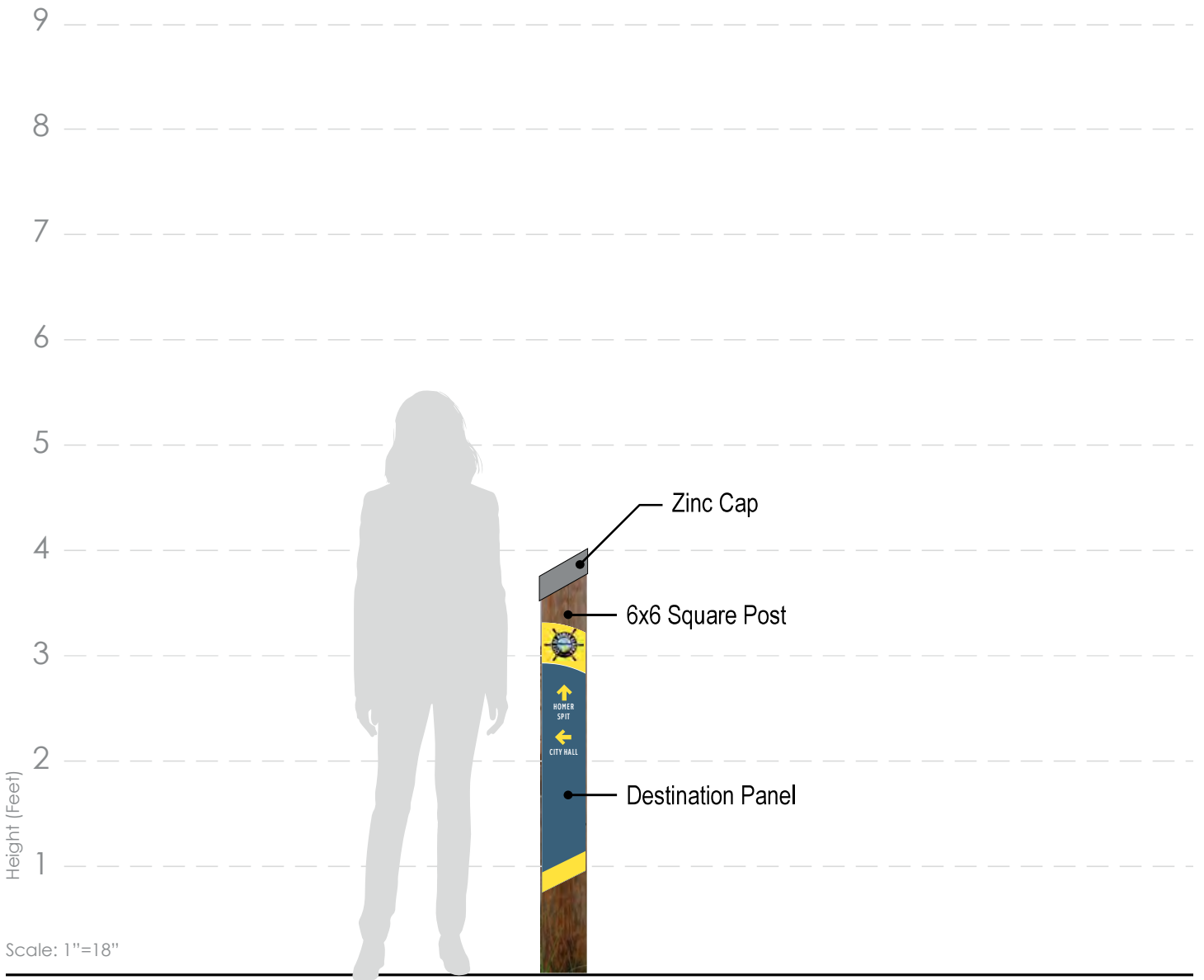


The Directional - Post Sign is used to provide directional information to pedestrians.

The sign panels (high pressure laminate) are mounted to steel frames attached to a single post, and include arrows to specific destinations.

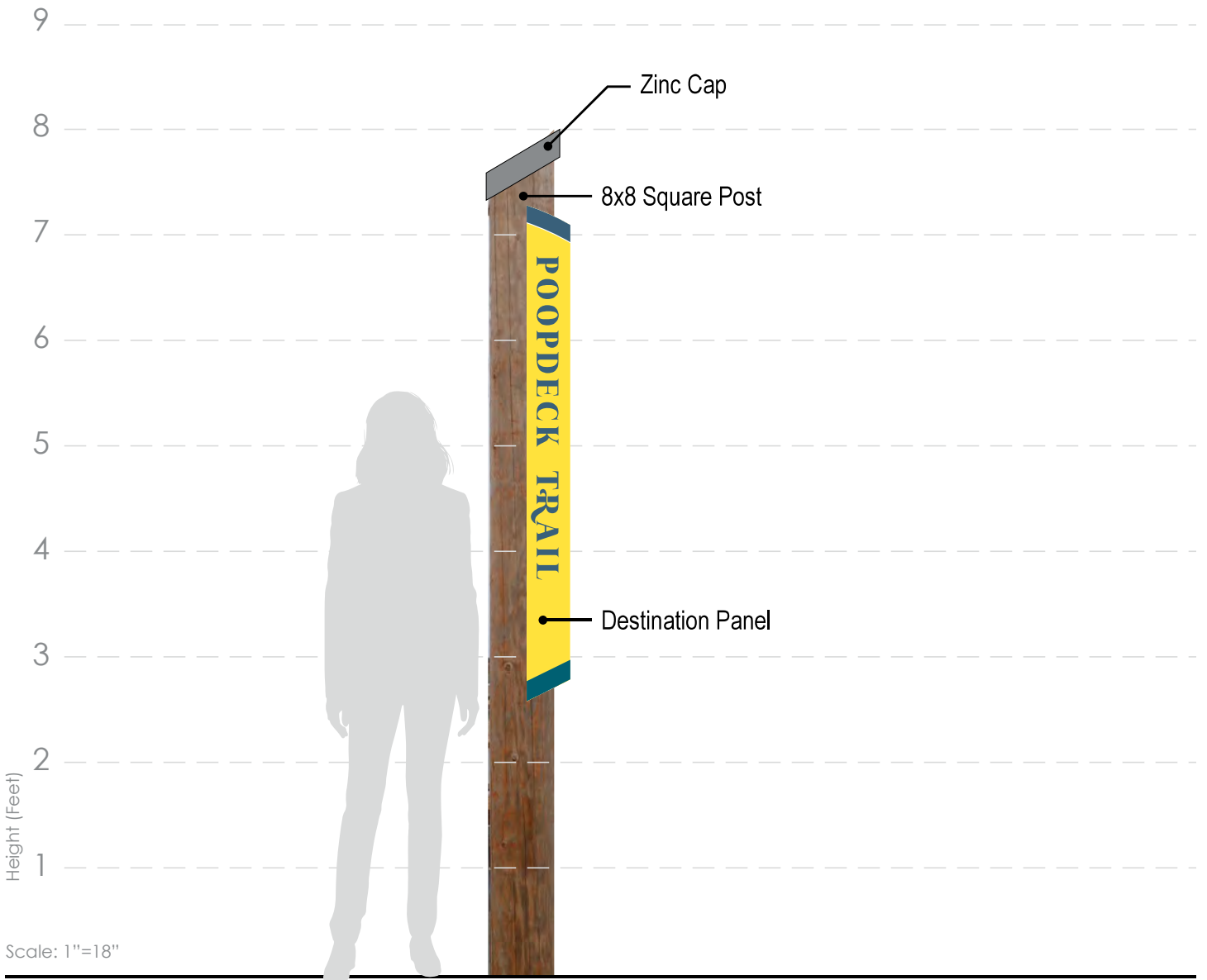
# DIRECTIONAL - BOLLARD

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The Directional - Bollard is used to provide directional information to pedestrians.  
The sign panel (high-pressure laminate) is mounted directly to the single wood post bollard.

# DESTINATION - POST



The Destination Sign is used to identify public locations (such as trailheads) when another sign type is not appropriate (i.e. park signs where there is an existing standard)

The sign panel (high-pressure laminate) is mounted directly to a single wood post.



# SIGN DETAIL



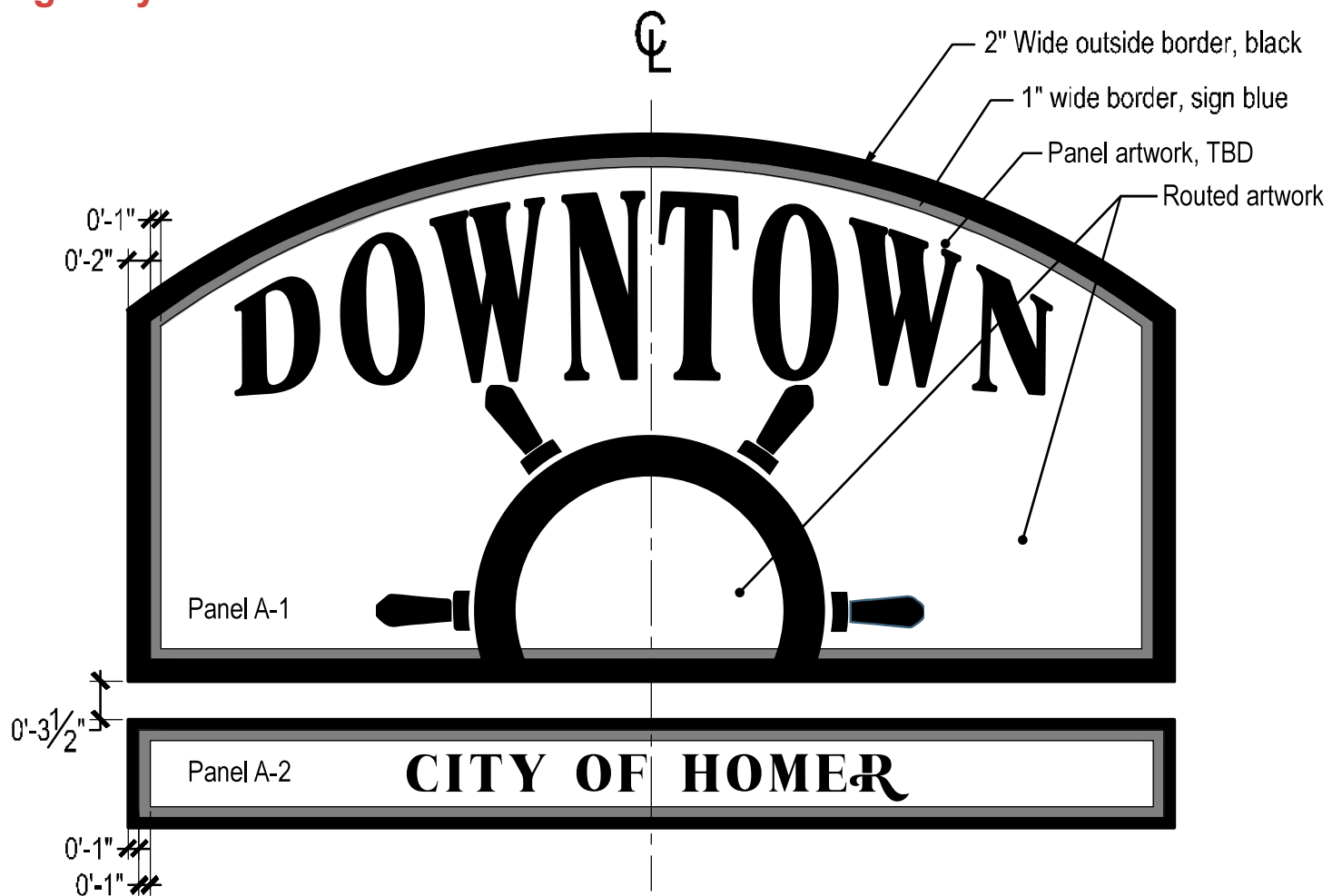
# DESTINATION - GATEWAY

## Text and Graphics

Item	Dimensions	Description	Notes
Panel A-1	96" x 50 1/8"	Panel Composed of Laminated 4x6	Artwork Developed by Artist
Panel A-2	96" x 10"	Panel Composed of Laminated 4x6	
Primary Lettering	min. 5" Ht, max. 14" Ht, Rockabye All Caps	Carved into Panel A-1	Area Name
Secondary Lettering	4" Ht, Rockabye All Caps	Carved into Panel A-2	City of Homer

## Sign Layout

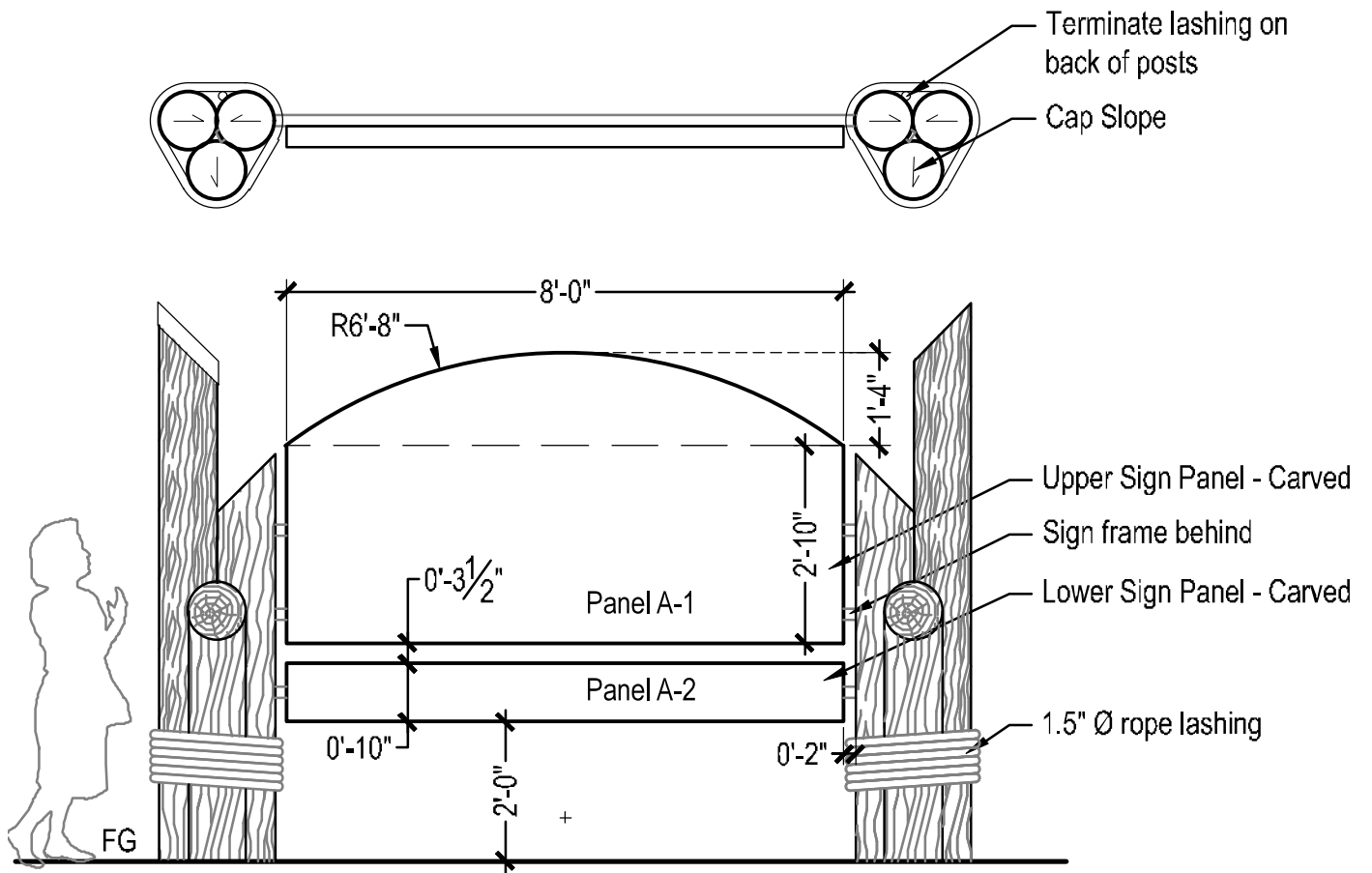
Scale: 1"=1'-0"



Details

Scale: 3/8"=1'-0"

Elevation and Plan - Sign Panel and Posts

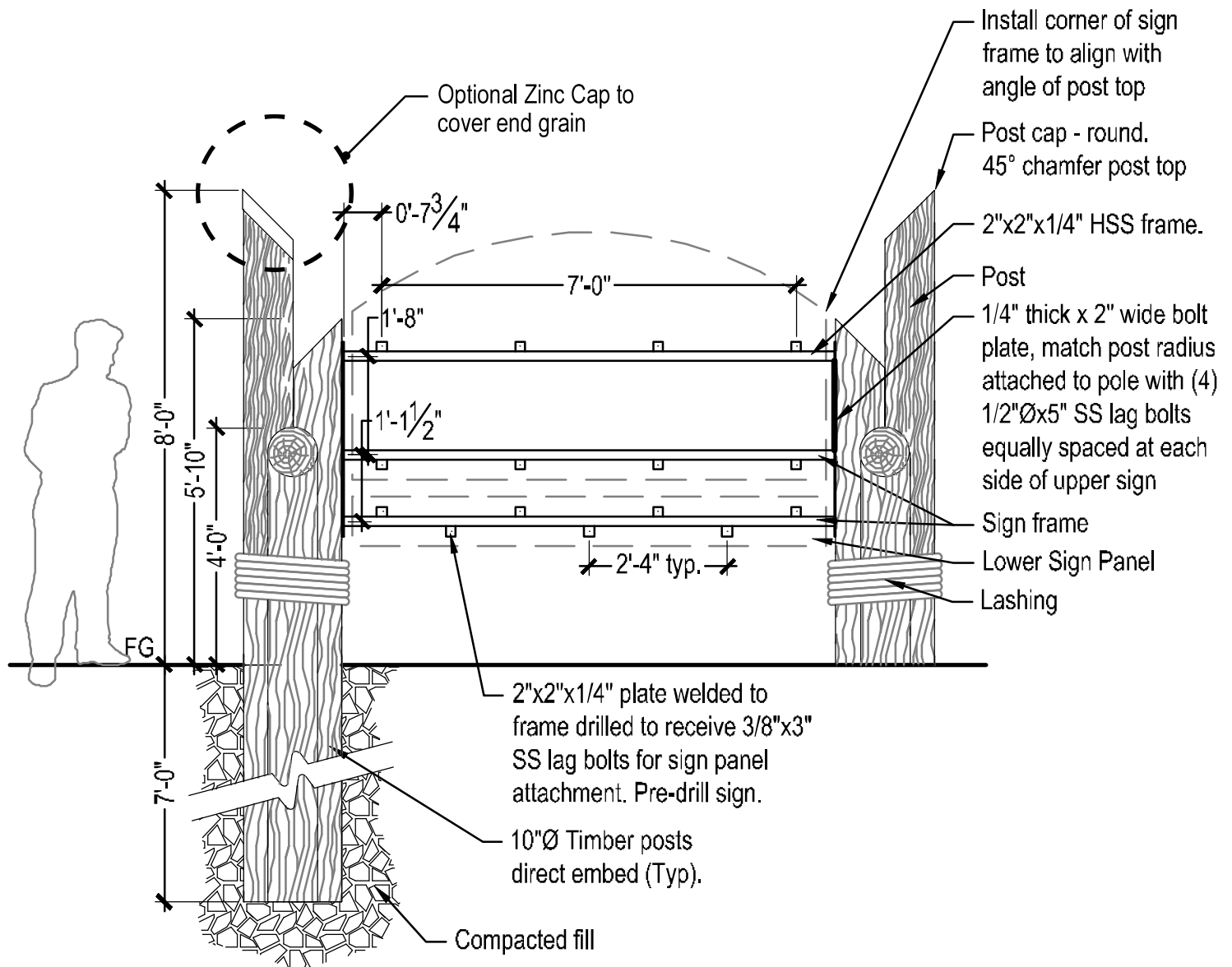


# Destination - Gateway - Cont'd

## Details

Scale: 3/8"=1'-0"

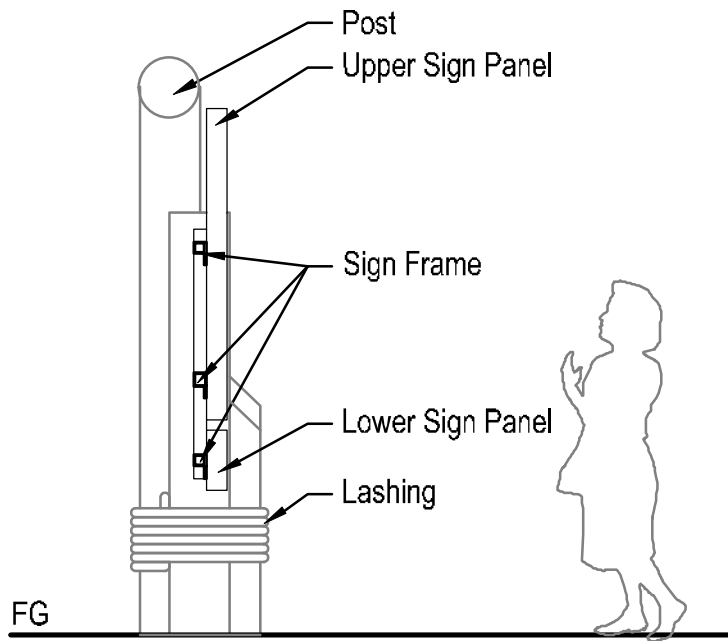
Elevation - Post and Footing



**Details**

Scale: 3/8"=1'-0"

Elevation - Side



# DIRECTIONAL - ROAD (HOMER)

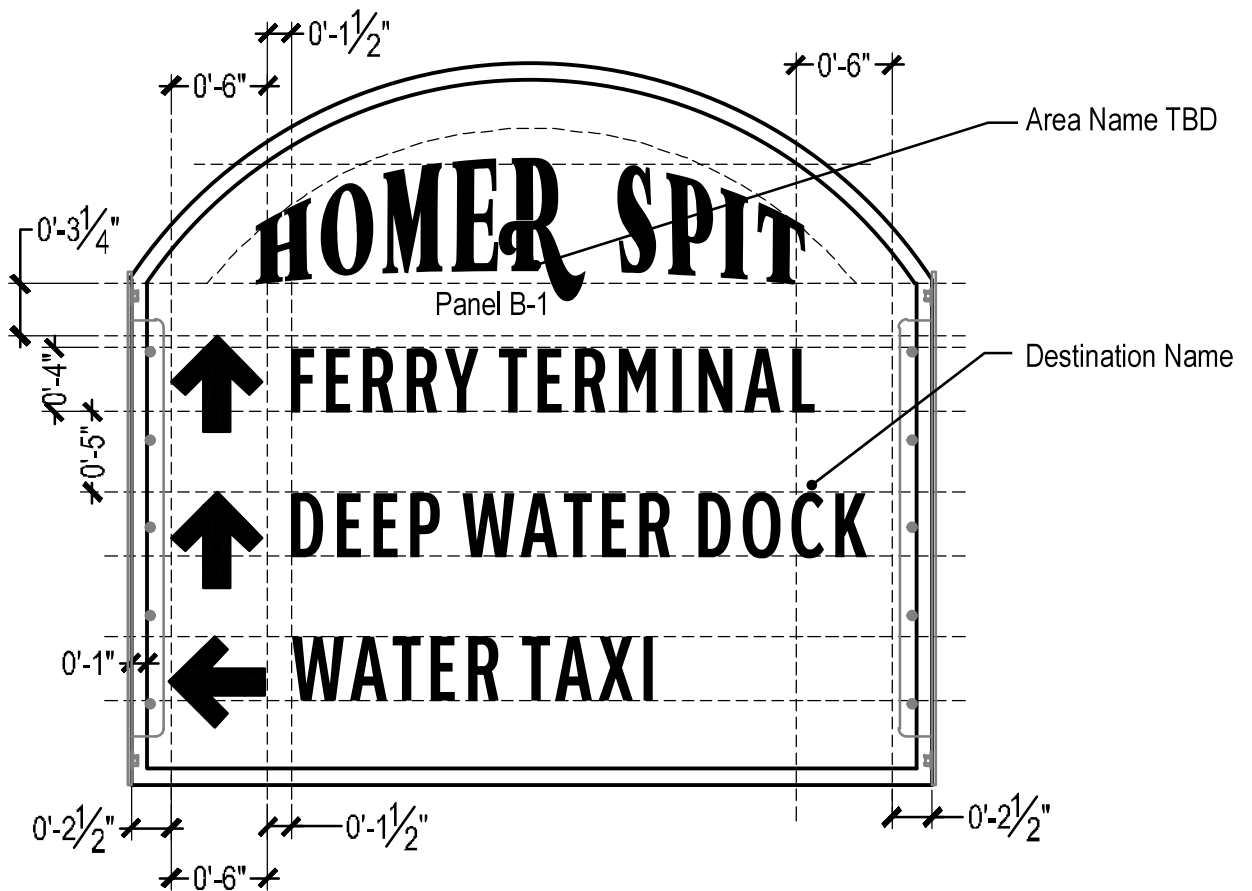
## Text and Graphics

Item	Dimensions	Description	Notes
Panel B-1	50" x 45.5"	1/2" High Pressure Laminate	
Primary Lettering	min. 3" Ht, max 4" Ht, Rockabye All Caps	Printed on Panel B-1	Area Name
Secondary Lettering	4" Ht, Roadgeek All Caps	Printed on Panel B-1	Destinations
Arrow	6" Ht.	Printed on Panel B-1	

## Sign Layout

Scale: 1"=1'-0"

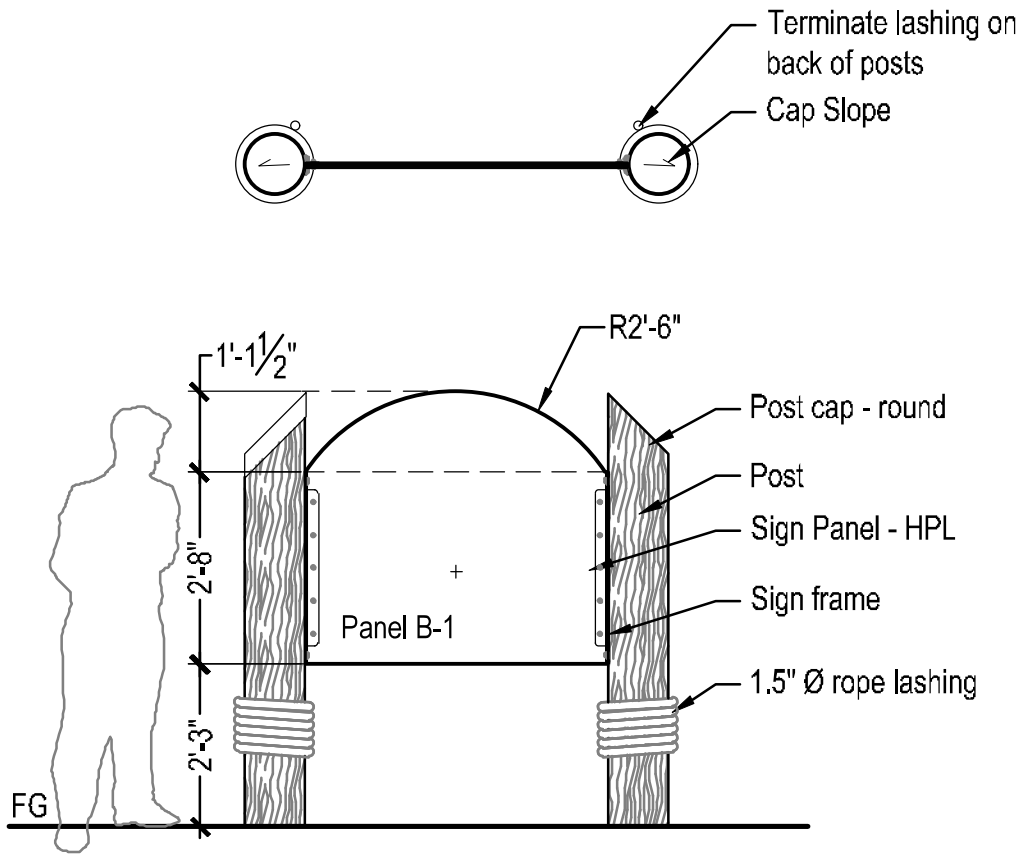
Dimensions are shown for information only. Panels are to be ordered with camera-ready artwork generated using InDesign template.



Details

Scale: 3/8"=1'-0"

Elevation and Plan - Sign Panel and Posts



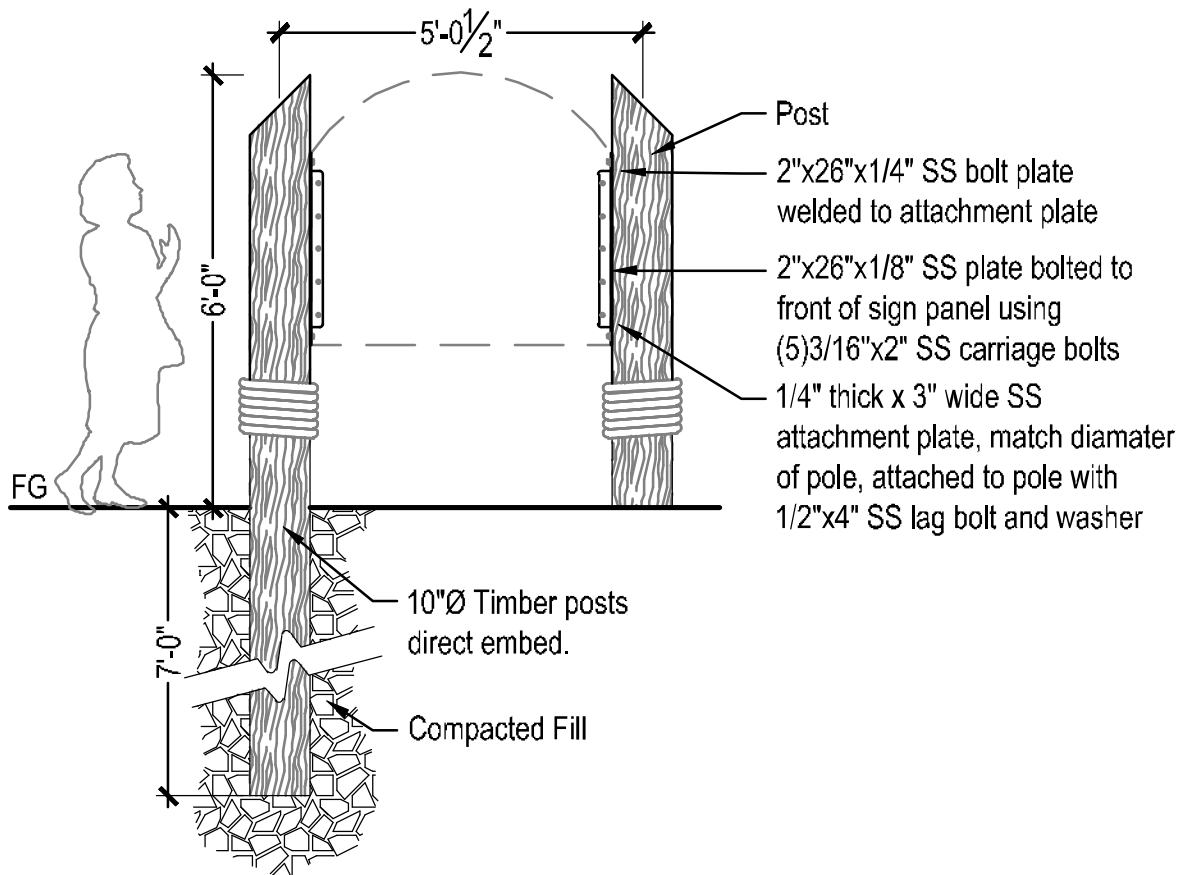
Scale: 3/8"=1'-0"

# Directional - Road (Homer) - Cont'd

## Details

Scale: 3/8"=1'-0"

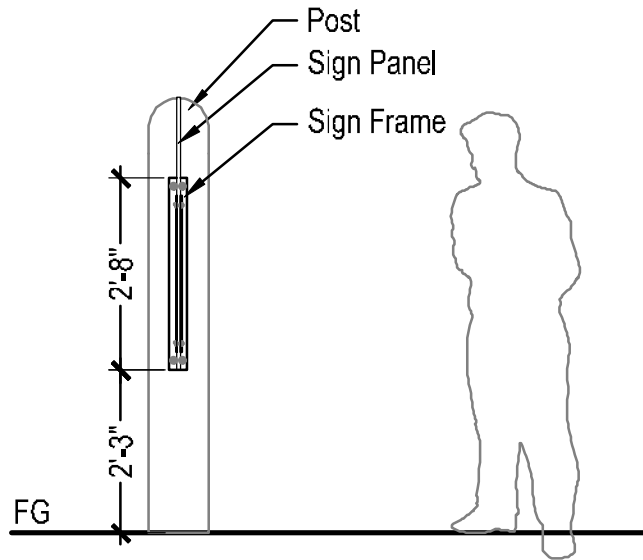
Elevation - Post and Footing



**Details**

Scale: 3/8"=1'-0"

Elevation - Side





# INFORMATION - HOMER & AREA

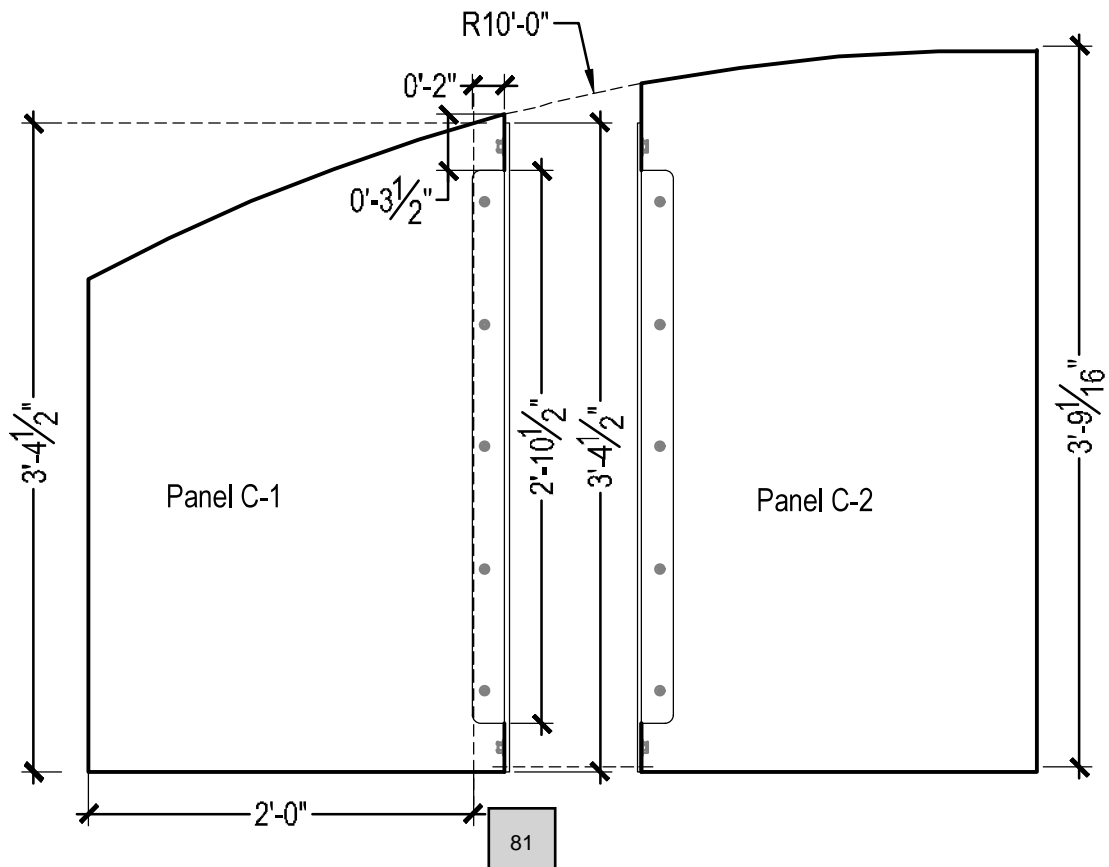
## Text and Graphics

Item	Dimensions	Description	Notes
Panel C-1	26" x 40.5"	High-pressure laminate	Cut line
Panel C-2	26" x 44.0625"	High-pressure laminate	Cut line
Icons	2" x 2"	Printed on Panel C-1	
Homer Map	26" x 16"	Printed on Panel C-2	Information to be confirmed with graphic layout
Location Map	26" x 22"	Printed on Panel C-2	
Primary Lettering	2" Ht, Rockabye All Caps	Printed on Panel C-1	
Secondary Lettering	1.25" Ht, Franklin Gothic Condensed	Printed on Panel C-2	
Text 1	0.75" Ht, Rockabye All Caps	Printed on Panel C-1	
Text 2	0.375" Ht, Franklin Gothic Book Regular	Printed on Panel C-1	

### Sign Layout

Scale: 1"=1'-0"

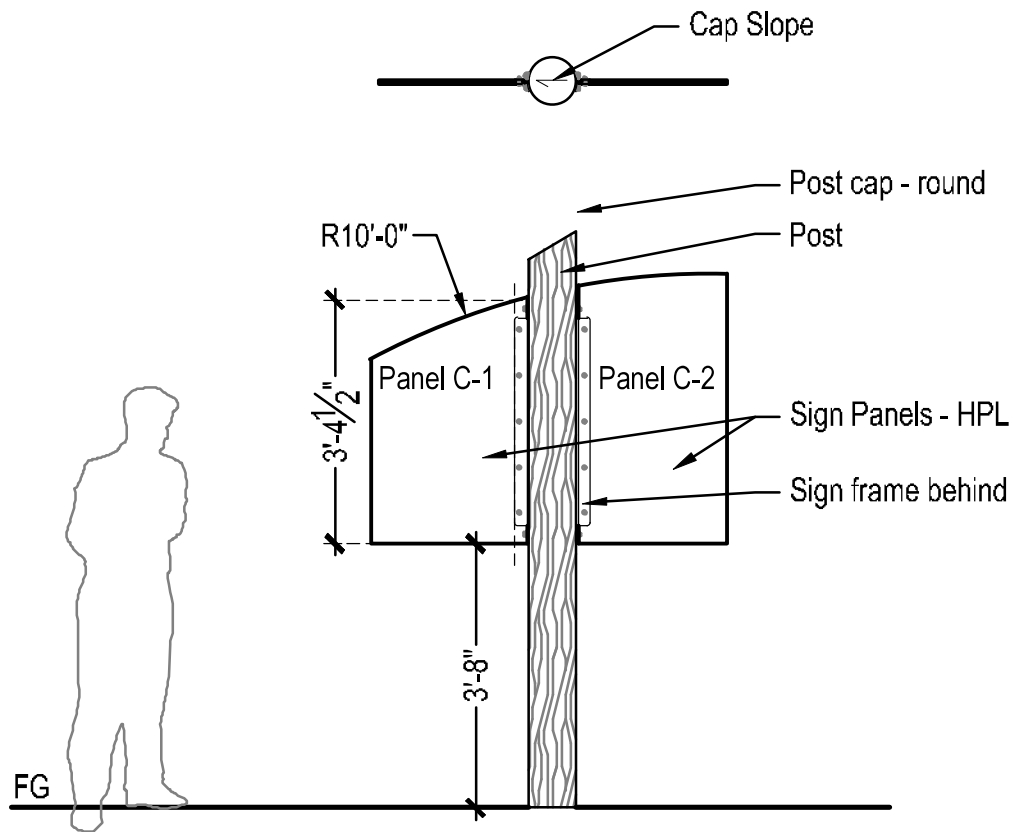
Dimensions are shown for information only. Panels are to be ordered with camera-ready artwork generated using InDesign template.



Details

Scale: 3/8"=1'-0"

Elevation and Plan - Sign Panel and Posts

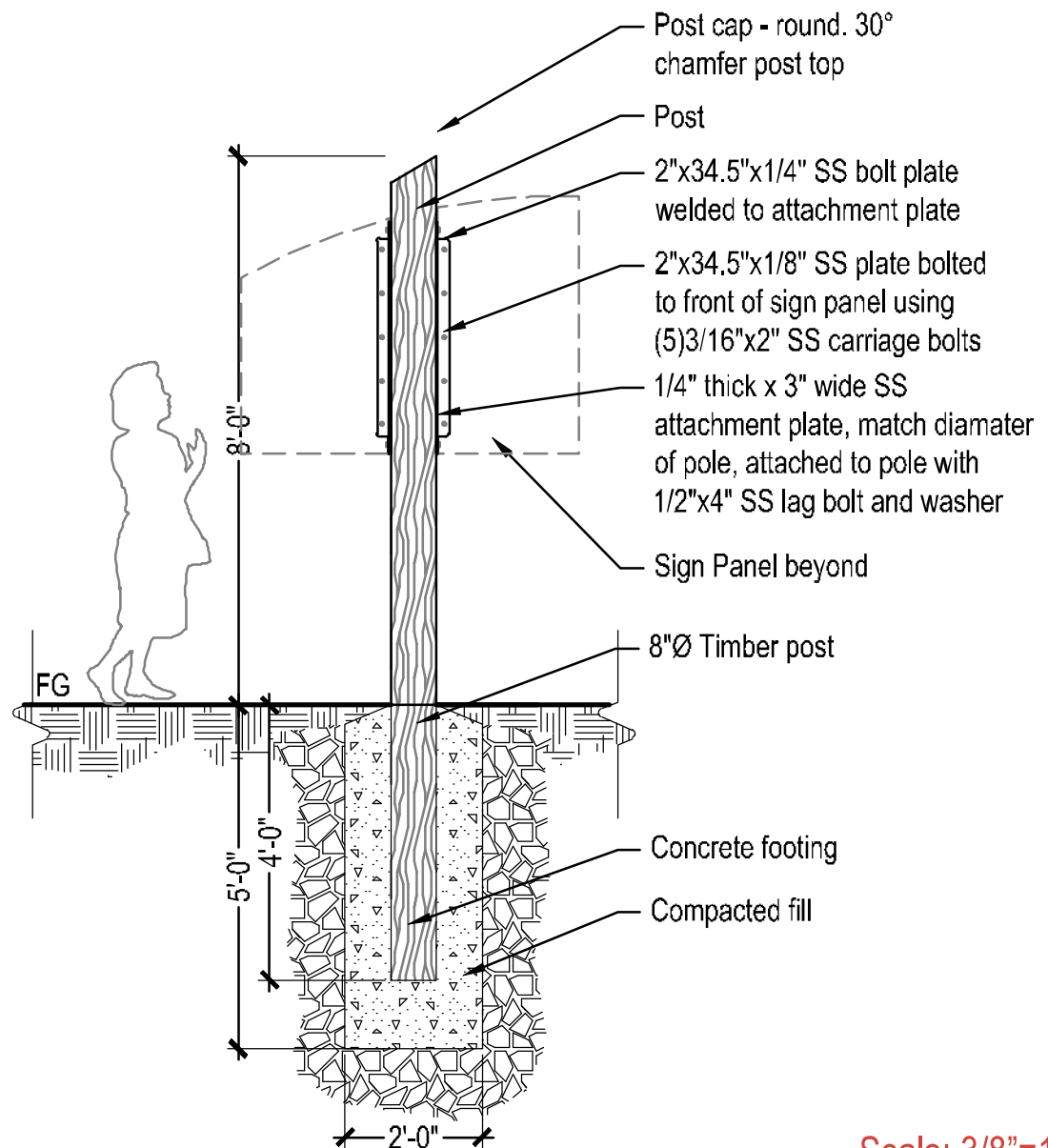


# Information Sign - Cont'd

## Details

Scale: 3/8"=1'-0"

### Elevation - Post and Footing



## Front Elevation - Attachment and Footing

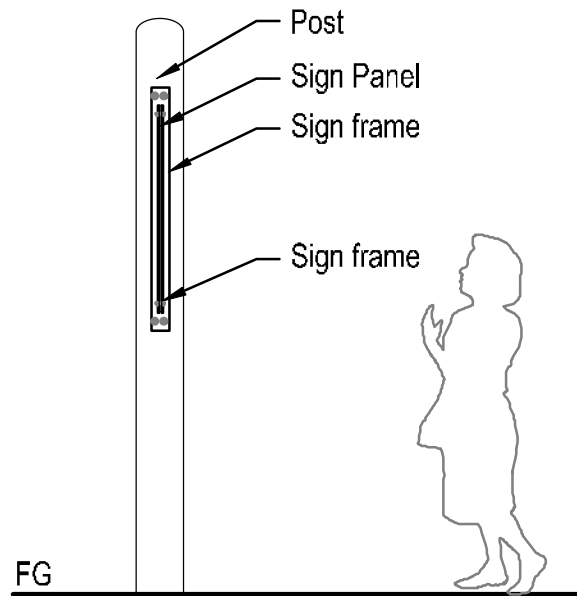
Scale: 3/8"=1'-0"

# Information Sign - Cont'd

## Details

Scale: 3/8"=1'-0"

Elevation - Side



Side Elevation

Scale: 3/8"=1'-0"

# DIRECTIONAL - POST

## Text and Graphics

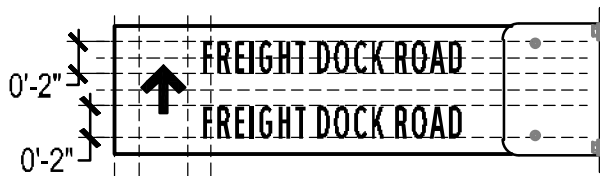
Item	Dimensions	Description	Notes
Panel D-1	30" x 8"	High-pressure laminate	Destination
Panel D-2	54" x 6.5"	High-pressure laminate	Area Name
Primary Lettering	min. 3.25" Ht, max. X" Ht, Rockabye All Caps	Printed on Panel D-1	
Secondary Lettering	2" Ht, Franklin Gothic Condensed	Printed on Panel D-2	
Arrow	3" Ht	Printed on Panel D-2	

## Sign Layout

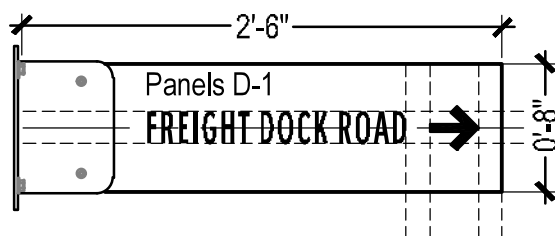
Scale: 1"=1'-0"

Dimensions are shown for information only. Panels are to be ordered with camera-ready artwork generated using InDesign template.

Direction Panel - Double Destination

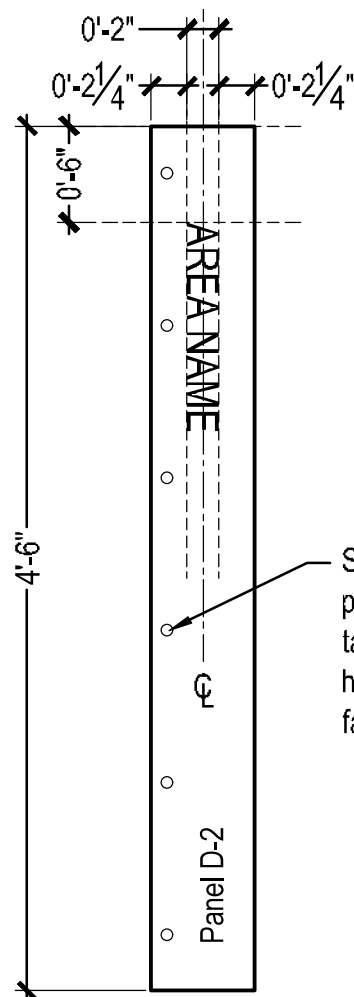


Direction Panel - Single Destination



Right Panel

Area Name Panel



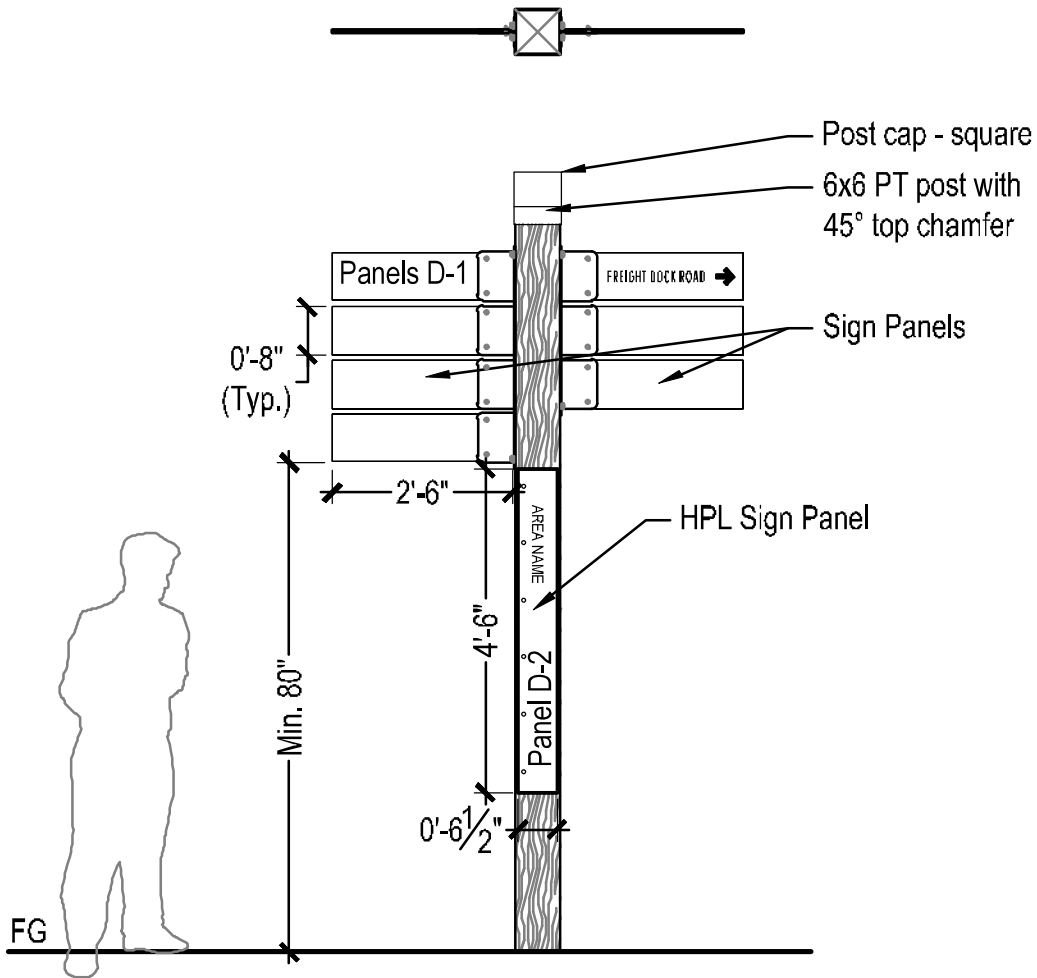
Sign panel attached to post with #24"x3" SS tamper-proof button head sheet metal screw, fastened into post (Typ.)

# Directional Post - Cont'd

## Details

Scale: 3/8"=1'-0"

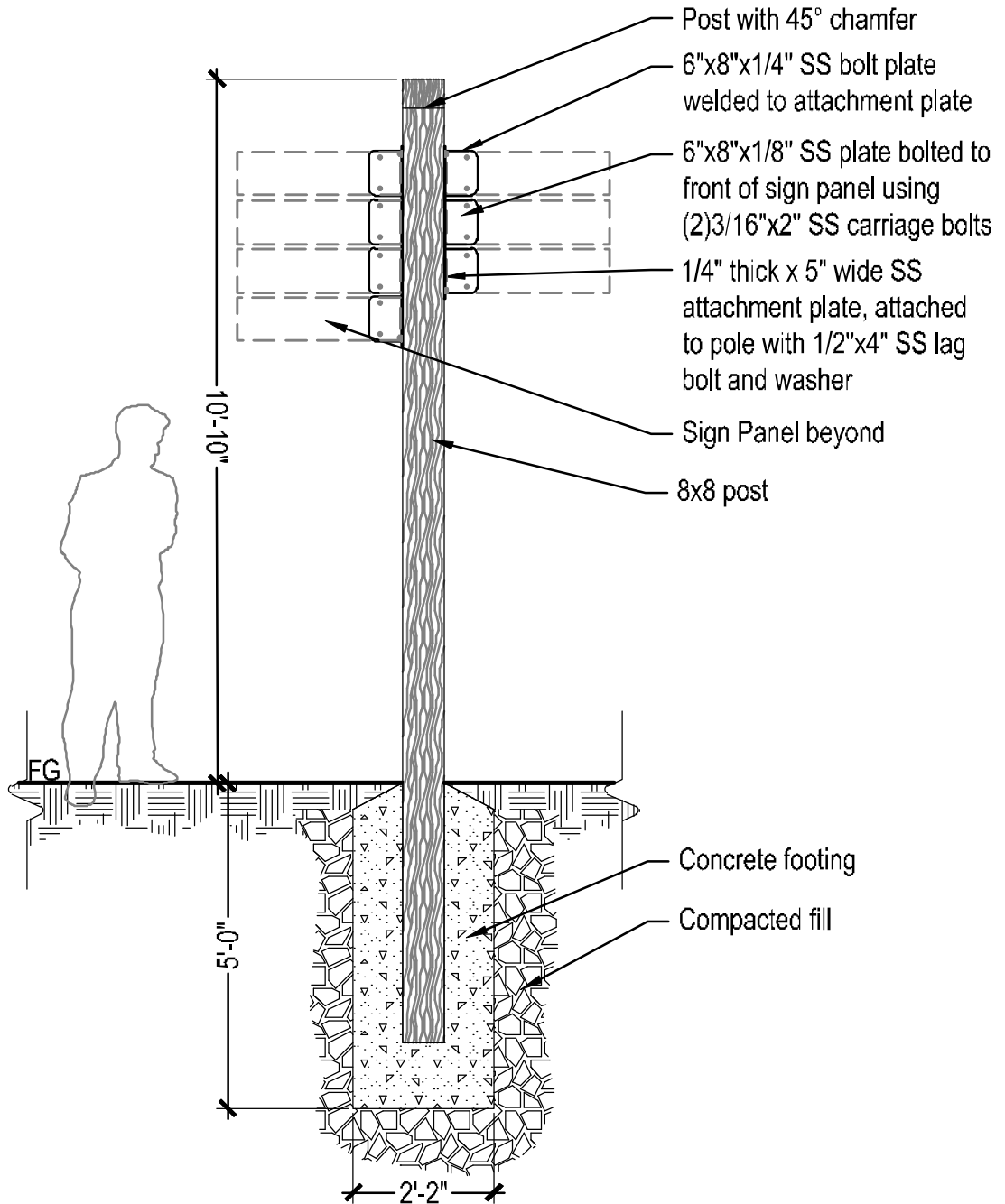
Elevation and Plan - Sign Panel and Posts



Details

Scale: 3/8"=1'-0"

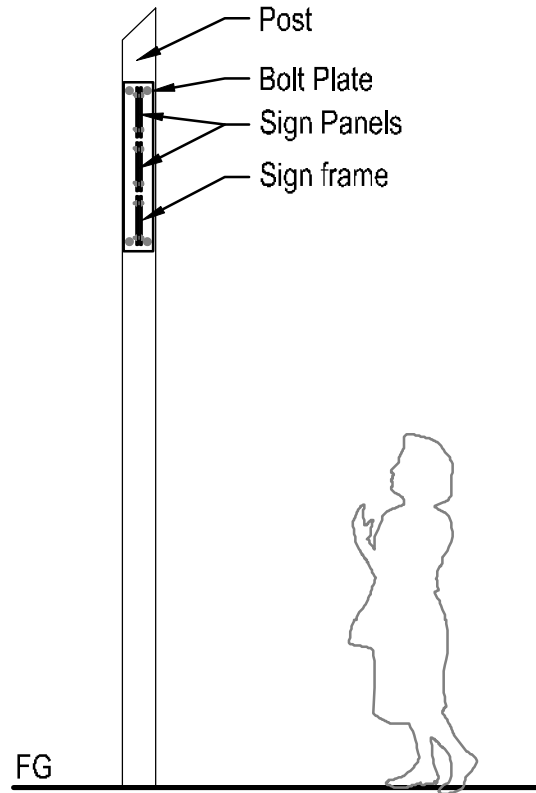
Elevation - Post and Footing



**Details**

Scale: 3/8"=1'-0"

Elevation - Side





# DIRECTIONAL - BOLLARD

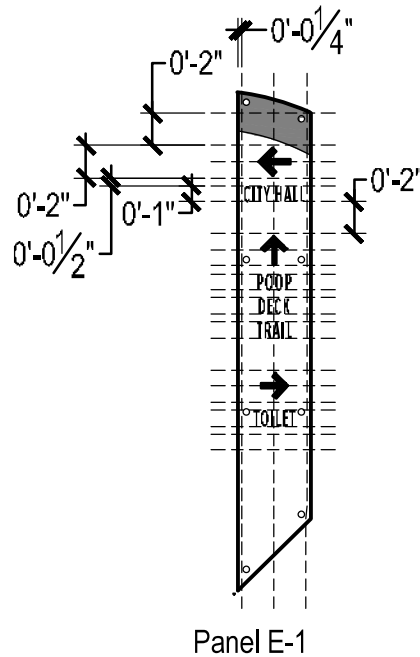
## Text and Graphics

Item	Dimensions	Description	Notes
Panel E-1	4.5" x 31"	High-pressure laminate	Cut line
Primary Lettering	0.75" Ht, Franklin Gothic Condensed	Printed on Panel E-1	
Arrow	1" Ht	Printed on Panel E-1	

## Sign Layout

Scale: 1"=1'-0"

Dimensions are shown for information only. Panels are to be ordered with camera-ready artwork generated using InDesign template.



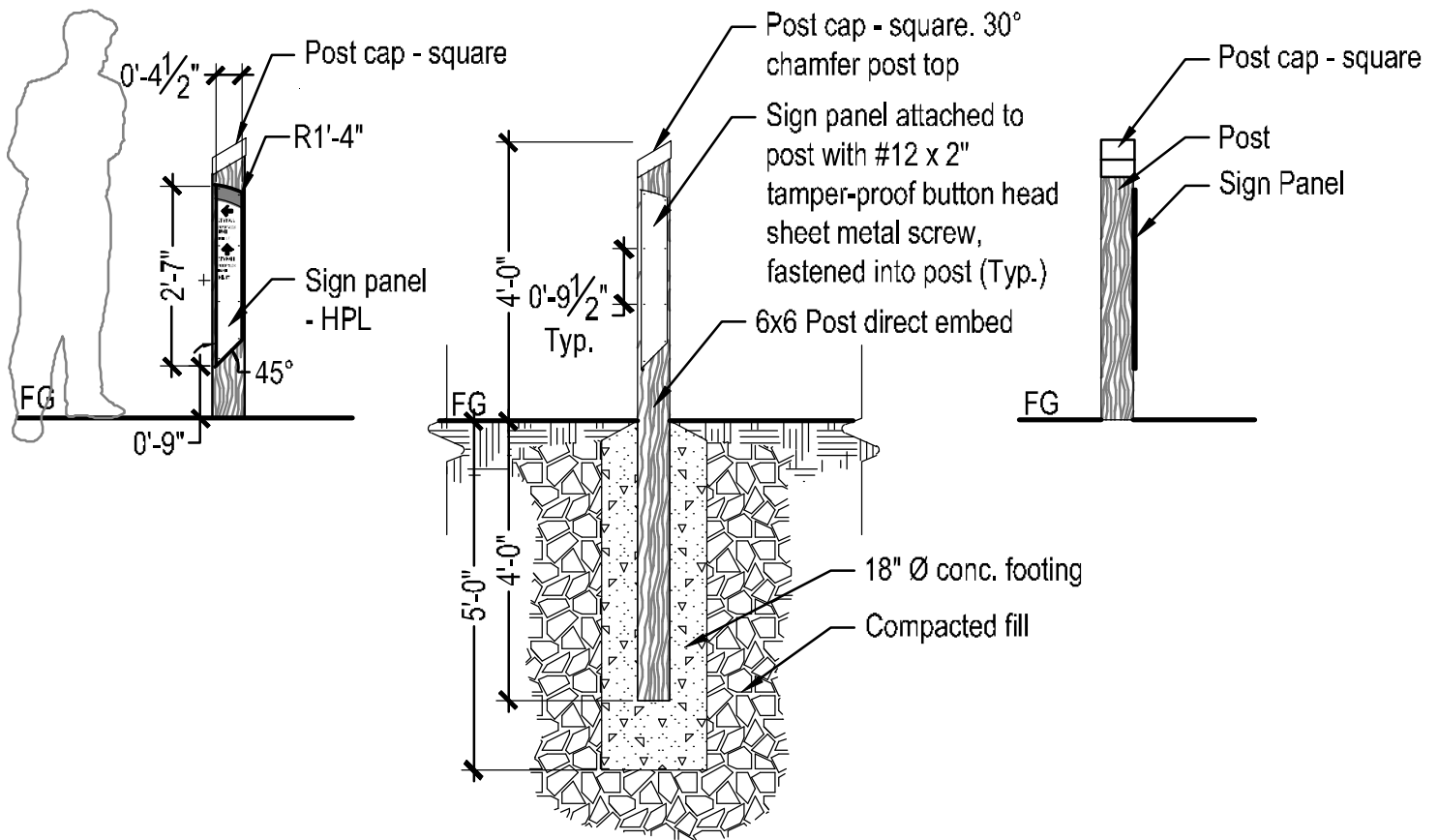
Details

Scale: 3/8"=1'-0"

Elevation - Sign Panel and Post

Elevation - Post and Footing

Elevation - Side



Side Elevation

Scale: 3/8"=1'-0"

# DESTINATION - POST

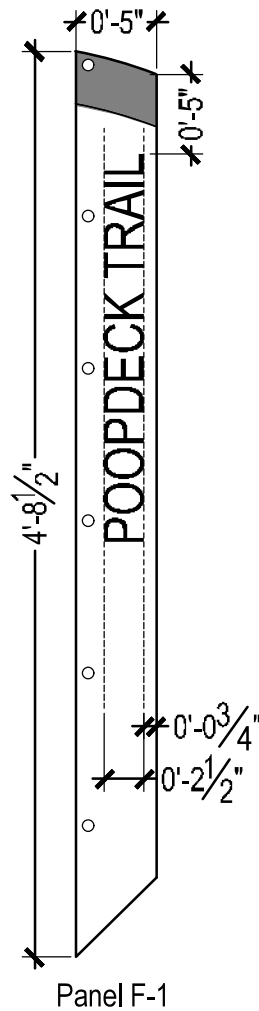
## Text and Graphics

Item	Dimensions	Description	Notes
Panel F-1	5" x 56.5"	High-pressure laminate	Cut line
Primary Lettering	2.5" Ht, Rockabye All Caps	Printed on Panel F-1	

## Sign Layout

Scale: 1"=1'-0"

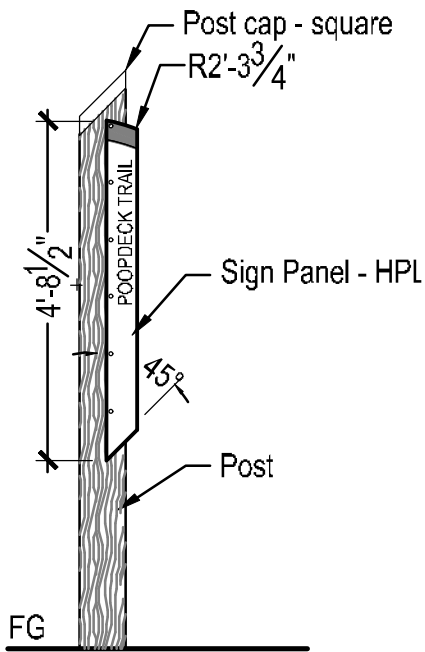
Dimensions are shown for information only. Panels are to be ordered with camera-ready artwork generated using InDesign template.



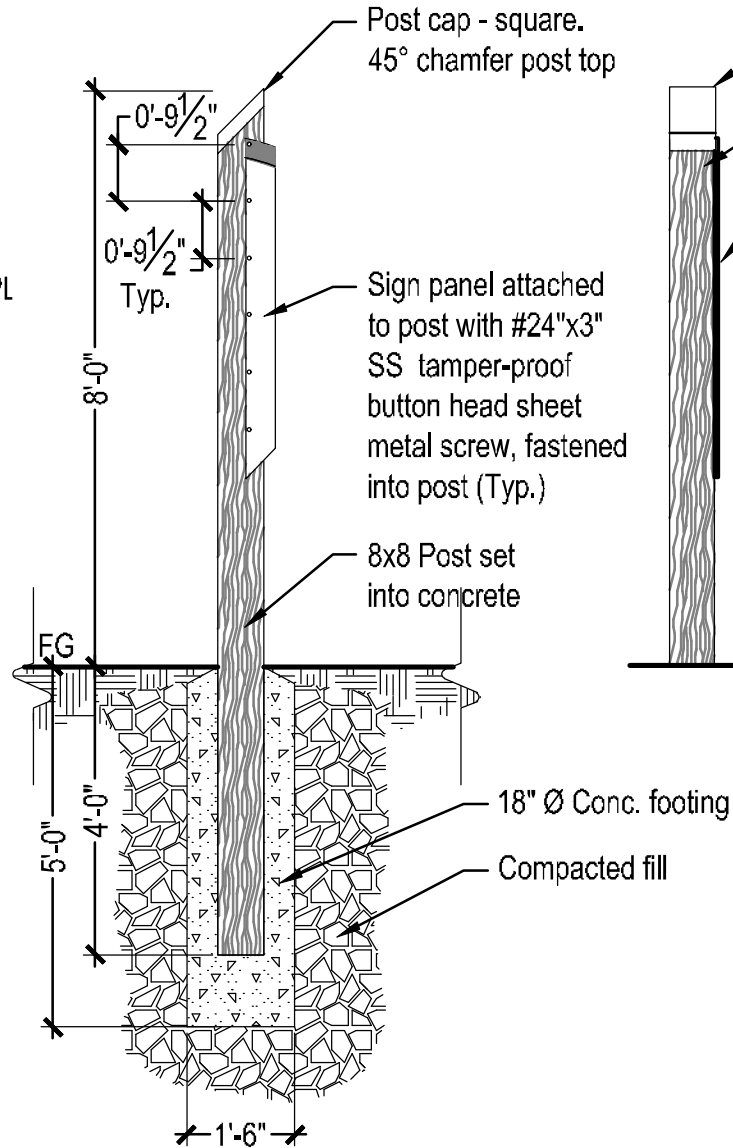
Details

Scale: 3/8"=1'-0"

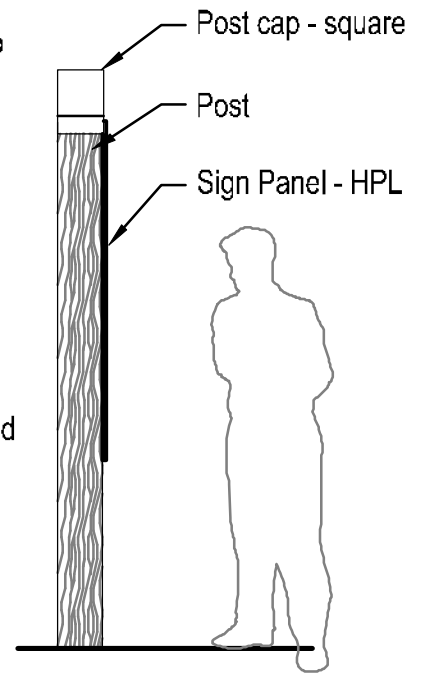
Elevation - Sign Panel and Post



Elevation - Post and Footing



Elevation Side





# SPECIFICATIONS & DETAILS

## TYPEFACE AND COLORS

Rockabye

**A B C D E F G H I J K L M N O P Q R S T U V W X Y Z**  
**0 1 2 3 5 6 7 8 9**

Franklin gothic MEDIUM condensed

**A B C D E F G H I J K L M N O P Q R S T U V W X Y Z**  
**0 1 2 3 5 6 7 8 9**

Franklin gothic Book regular

**A B C D E F G H I J K L M N O P Q R S T U V W X Y Z**  
**a b c d e f g h i j k l m n o p q r s t u v w x y z**  
**0 1 2 3 5 6 7 8 9**

Roadgeek 2005 Series 1B

**A B C D E F G H I J K L M N O P Q R S T U V W X Y Z**  
**0 1 2 3 5 6 7 8 9**

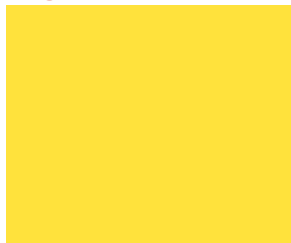
Pantone 5405CP

**Sign Blue**



Pantone 7404CP

**Sign Yellow**



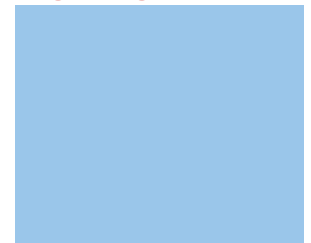
Pantone 423C

**Sign Grey**



Pantone 658CP

**Sign Light Blue**



**80%  
TINT**

# SIGN GRAPHICS

## City of Homer Logo

Use of the City of Homer logo is guided by the City of Homer Logo and Graphic Use Standards Manual.



## Map Icons

The map icons are used on the maps to show key destinations or information to assist in route planning.



Public Toilet



Public Parking



Trailhead



Information



Civic Destination



Crosswalk



Park

## Arrows



## QR Code





# STANDARD SPECIFICATIONS

Specifications and detailing are being refined in hand with cost estimation and reviewing materials, methods, and means with fabricators. These are expected to be modified over time, especially after lessons learned with an initial prototype phase.

## Materials

### Metals, General:

- Provide materials with smooth, flat surfaces without blemishes. Do not use materials with exposed pitting, seam marks, roller marks, rolled trade names, or roughness.
- Steel, aluminum or stainless steel will be detailed in accordance with standard industry practice and suitable for the use intended.
- Remove tool and die marks and stretch lines.
- Fasteners and connectors used together will be compatible.

### Metals

- **Steel: Commercial steel sheet**
- **Stainless Steel: Type 304 or 316**
- **Aluminum: 6061-T6 alloy**
- **Zinc:**

### Custom Carved Panels:

- Custom Carved Panels will be composed of laminated 4x western red cedar (#1 grade or better). Lamination will be done with an exterior grade/waterproof polyvinyl acetate (PVA) glue such as Titebond III, or an accepted equivalent. After carving (hand and/or CNC) the surfaces will be clean and free of dust and all other foreign substances and treated as appropriate to remove mill glaze.
- Prime panels all sides with a high quality exterior oil-based primer, applied per manufacturer's recommendations. A suitable product is Sherwin Williams Exterior Oil-Based Wood Primer. Recommended film thickness is expected to be: 4 mils wet and 2.3 mils dry.
- Sign information and artwork to be applied with a compatible high quality oil-based paint, applied per manufacturer's recommendations. A suitable product is color tinted Sherwin Williams SWP Exterior Oil Base Gloss Paint. Recommended film thickness is expected to be: 4 mils wet and 2.1 mils dry. paint to be applied as necessary to achieve consistent colors.
- Completed painted sign to be topcoated with a minimum of 2 coats of satin finish exterior urethane, applied per manufacturer's recommendations. A suitable product is Minwax Helmsman Spar Urethane

### Custom High-Pressure Laminate:

- Custom High-Pressure Laminate material will be composed of the required layers of FSC Certified phenolic resin impregnated brown or black kraft filler paper to produce 1/2" thick panels, surfaced by a layer of melamine overlay, graphics imaged on saturation grade paper with UV resistant pigment based process color inks, and with an optically clear UV overlay that will resist no less than 99% of all sunlight and UV rays, as well as provides a graffiti resistant surface that allows for removal with standard cleaners.

### Round Lumber Posts:

- Western Red Cedar: #1 grade or better.

### Dimensional Lumber:

- Western Red Cedar: #1 grade or better.
- Surfaced smooth on four sides with eased edges; kiln dried, free of knots, solid stock of species indicated.

### Post Base/Brackets

- **Post Brackets:** Simpson, MPBZ Moment Post Base with 1 inch post stand-off.
- **Finish:** ZMAX coating
- **Size:** To match post size
- **Installation Method:** As indicated by manufacturer and shown on Drawings. Use supplied SDS Heavy-Duty Connector screws.

### Footings

- All work shall conform to the minimum standards of <TBD>
- Foundations are designed based on class 3, 4, or 5 materials from IBC Table 1806.2:
  - Allowable Bearing Pressure of 1500 PSF and lateral soil pressure of 100 PSF/Ft.
- The concrete for each isolated footing shall be placed in one (1) continuous placement against undisturbed soil.
- No construction shall commence until all seasonal frost has thawed or been removed from the ground.
- All concrete construction shall conform to CHP 19 of the code and the provisions in ACI 318.
- Cast-in-place concrete shall have a minimum 28 day compressive strength of 4,500 PSI, a maximum water- cement ratio of 0.45, and air entrainment between 4-7%. Footing was designed using 2500 PSI concrete. Therefore no special inspections are required.
- Portland Cement shall conform to ASTM Standard C-150, Type I or III.
- Aggregate for hard-rock concrete (150 PCF) shall conform to the requirements and tests of ASTM C-33
- All reinforcing bars shall be deformed bar conforming to the standards of ASTM A615, Grade 60.
- Maximum slump shall be 4 inches, UON.

### Finishes

#### Metals:

- **General:** Polished, sanded, or otherwise finished; smooth all surfaces, free from burrs, barbs, splinters, and sharpness; all edges and ends rolled, rounded, or capped.
- **Steel:** Mill finish.
- **Stainless Steel:** Mill finish.
- **Aluminum:** Mill finish.
- **Zinc:** Mill finish.

#### Custom High-Pressure Laminate:

- Matte finish.

### Coatings and Sealers

- **Steel Coating:** Urethane Alkyd Enamel Primer and Paint: Black colored, matte finish, two part application, primer and finish, for exterior steel applications. Products include Benjamin Moore, Super Spec HP-P23 Primer and Benjamin Moore, Super Spec HP-P22 Finish, or approved equivalent.
- **Wood Sealer: Penetrating Clear Sealer:** Clear, matte finish penetrating sealer for exterior applications and use on cedar. Products include Cedarcide, Cedarshield Wood Treatment, or approved equivalent.

## Standard Specifications - Cont'd

### Hardware

#### General:

- Type 304 stainless-steel fasteners, commercial quality, tamper-proof, vandal and theft resistant, for exterior use (unless otherwise noted)

#### High-Pressure Laminate Panel Attachments:

- This includes HPL attachment to steel frame, and HPL attachment to wood posts.
- HPL attachment to steel frame: #12x2" tamper-proof button head sheet metal screw, black oxide alloy steel
- HPL attachment to wood posts: #12 x 2" tamper-proof button head sheet metal screw, black oxide alloy steel

#### Wood Post Attachments:

- This includes steel cap attachments to wood posts.
- All attachments will be #10 1 -1/2" button head sheet metal screws

### Fabrication

- Form to required shapes and sizes with true, consistent lines, and angles.
- Cut, drill, and punch metals cleanly and accurately. Remove burrs and ease edges to a radius of approximately 1/32 inch, unless otherwise indicated. Remove sharp or rough areas on exposed surfaces.
- Form bent-metal corners to smallest radius possible without causing grain separation or otherwise impairing work.
- Form exposed work true to line and level with accurate angles and surfaces and straight edges.
- Cut, reinforce, drill, and tap metal fabrications as indicated to receive finish hardware, screws, and similar items.
- Provide for anchorage of type indicated; coordinate with supporting structure. Space anchoring devices to secure metal fabrications rigidly in place and to support indicated loads.

### Examination

- Examine areas and conditions for compliance with requirements for correct and level finished grade, mounting surfaces, installation tolerances, and other conditions affecting performance.
- Proceed with installation only after unsatisfactory conditions have been corrected.

### Installation

- Comply with manufacturer's written installation instructions for sign panels, unless more stringent requirements are indicated.
- Verify the layout, dimensions and attachment of all sign components prior to installation. Notify the Owner of any discrepancies.
- Stake locations of signs as indicated on Drawings. Adjust locations when requested and obtain Owner acceptance of layout before installing. Make minor adjustments as required.
- Field verify the location of all sign components and layout and dimensions for installation of signs. Owner to approve location of all signs prior to installation.
- Install signs level, plumb, true, and securely anchored at locations indicated on Drawings.
- Concrete Footings: perform earthworks, install rebar, and place concrete as specified in City of Homer Standard Specifications, and as indicated on Drawings.

- Post Setting: Set cast-in support posts in concrete footing with smooth top, shaped to shed water. Protect portion of posts above footing from concrete splatter. Verify that posts are set plumb or at correct angle and are aligned and at correct height and spacing. Hold posts in position during placement and finishing operations until concrete is sufficiently cured.
- Assemble sign components as indicated on Drawings.
- All threaded anchoring and fasteners to receive thread-lock during installation.

### Cleaning

- After completing sign installation, inspect components. Remove spots, dirt, and debris. Repair damaged finishes to match original finish or replace component.

### Typical Abbreviations

COH	City of Homer	PSI	Pounds per Square Inch
TYP	Typical	PCF	Pounds per Cubic Foot
CL	Center Line	SF	Square Foot
Ht	Height	Ft	Foot
w/	With	UON	Unless otherwise noted
MIN	Minimum	CHP	Chapter
MAX	Maximum	ACI	American Concrete Institute
HPL	High-Pressure Laminate	ASTM	American Society for Testing & Materials
IBC	International Building Code		
UV	Ultraviolet		
MI	Miles		
SS	Stainless Steel		
PSF	Pounds per Square Foot		

## SIGN FOOTING DETAILING

Specifications and detailing are being refined in hand with cost estimation and reviewing materials, methods, and means with fabricators. These are expected to be modified over time, especially after lessons learned with an initial prototype phase.

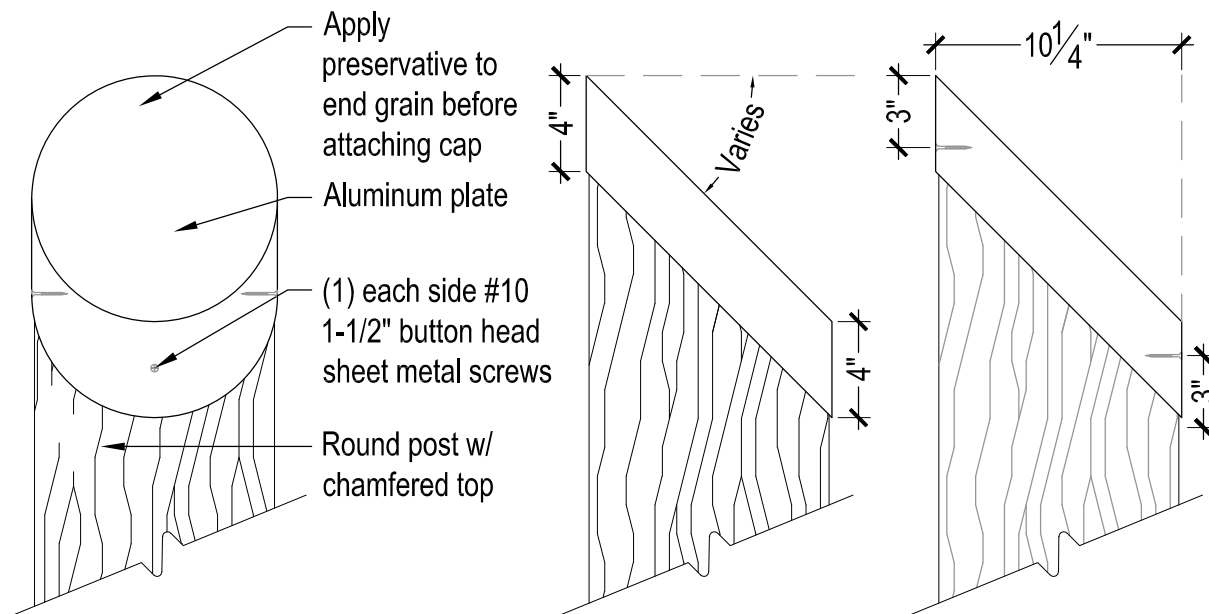
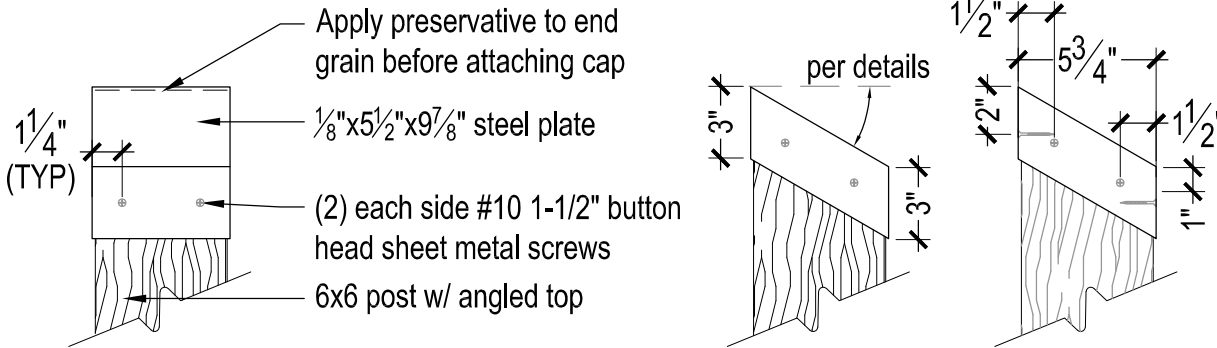
Footing information to be provided based on structural review TBD

Direct post burial (with extensive embedment in the ground) is being assessed against helical piers.

Scale: 3/4"=1'-0"

# POST CAP DETAILING

## Steel Cap Detail



The material for the cap is being assessed. Zinc is being considered as it weathers consistently and aesthetically. Copper is an option, but it introduces another material, and a significantly different 'look'. Aluminum could also be an option as uncoated aluminum weathers to a dull finish.

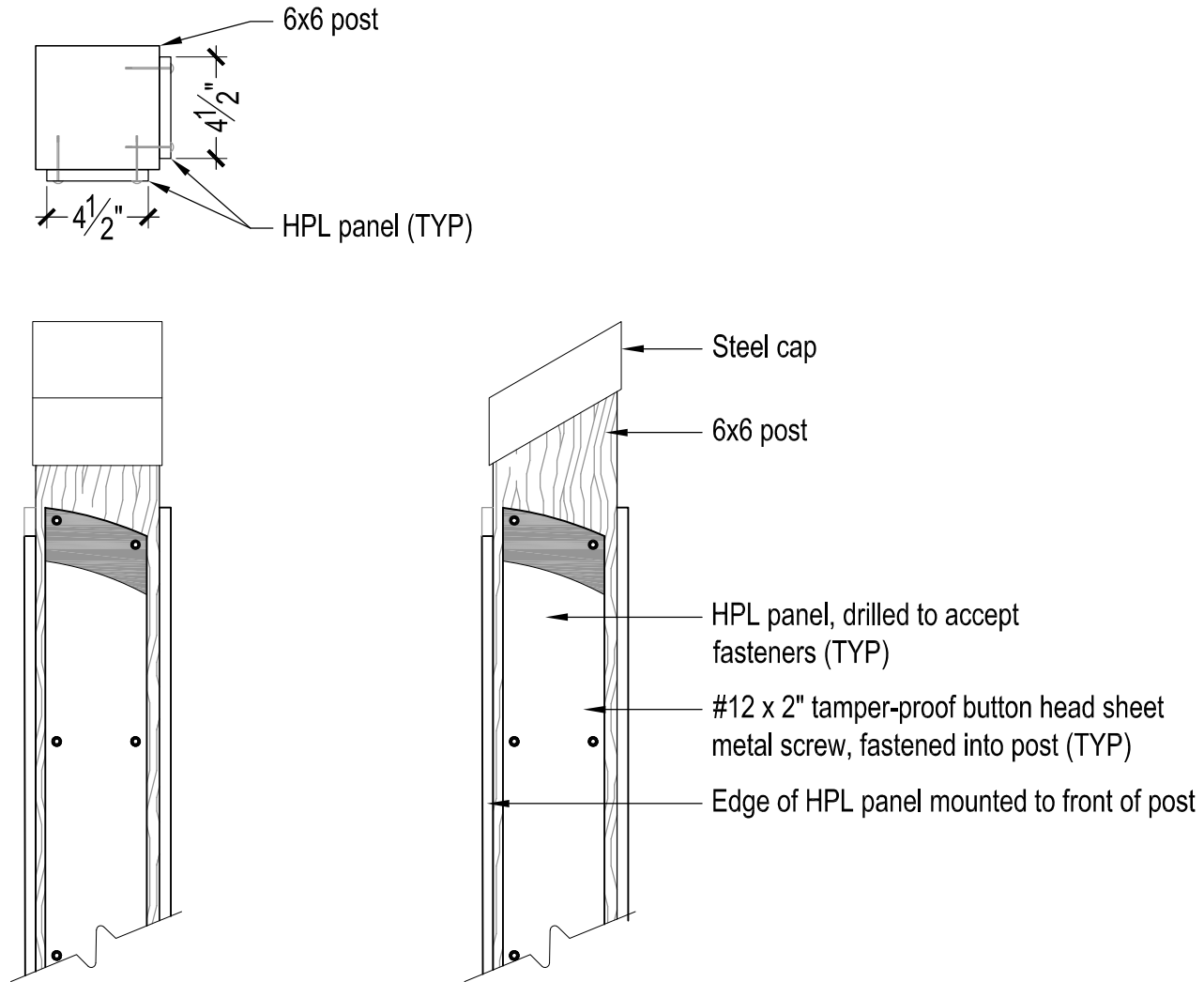
Scale: 1-1/2"=1'-0"

### Notes:

- Steel cap dimensions are inside dimensions. Verify with post dimensions

# HIGH PRESSURE LAMINATE TO POST DETAILING

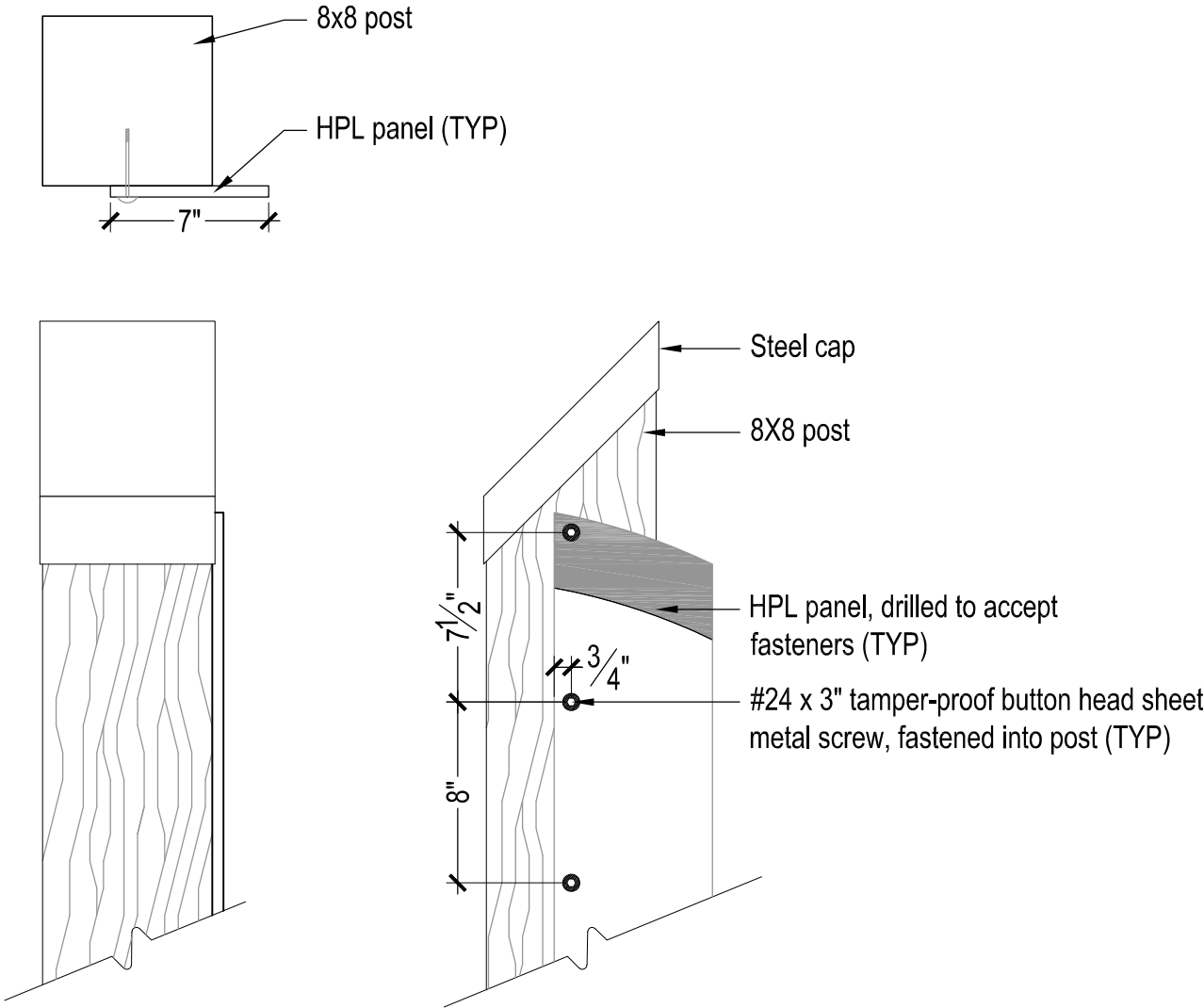
## High-Pressure Laminate Sign to bollard Attachment



Scale: 1-1/2"=1'-0"

# HIGH PRESSURE LAMINATE TO POST DETAILING

## High-Pressure Laminate Sign to Post Attachment

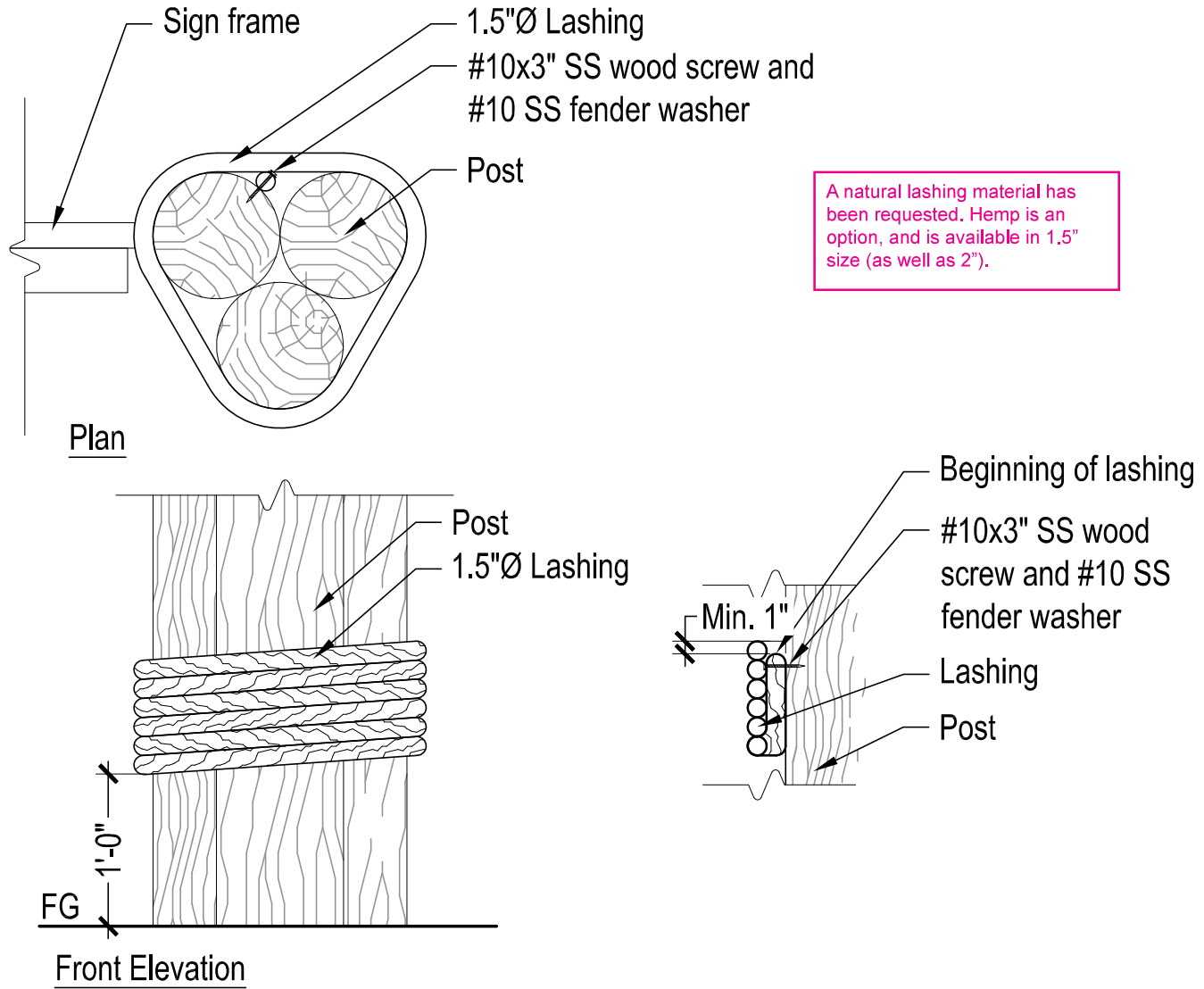


Scale: 1-1/2"=1'-0"



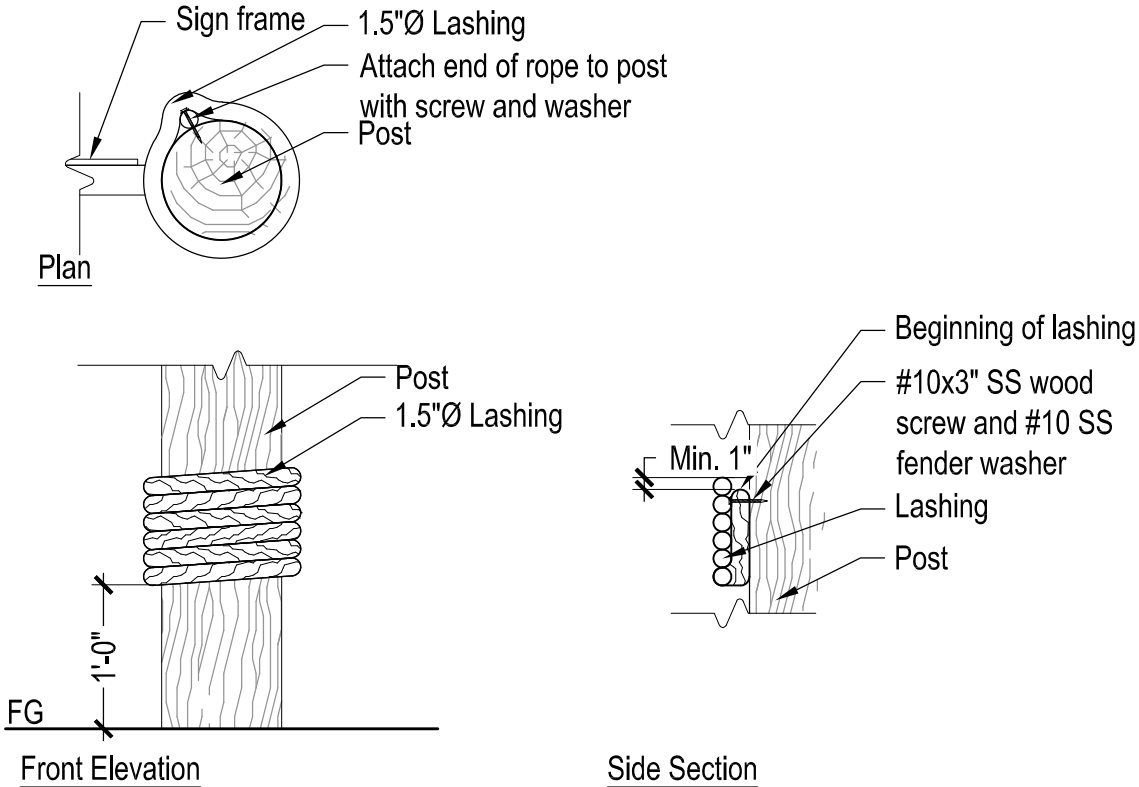
# LASHING DETAILING

## Lashing details



Scale: 1"=1'-0"

Lashing details



Scale: 1"=1'-0"



# COST ESTIMATES (TBD)

## DESTINATION - GATEWAY

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Cost Estimate

Cost Estimate

# ORIENTATION - HOMER & AREA

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Cost Estimate

Cost Estimate



## DIRECTION - BOLLARD

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Cost Estimate

Cost Estimate

# Grant would boost Alaska, peninsula mariculture

Mariculture refers to marine farming or aquaculture in marine environments.

- By [Ashlyn O'Hara](#)
  - Thursday, December 23, 2021 12:51pm
  - [NEWSLOCAL NEWS](#)
- 

Mariculture in Alaska's coastal communities stand to grow extensively if a proposal to develop marine farming and aquaculture is awarded through a competitive federal grant program.

The Build Back Better Regional Challenge, offered by the U.S. Economic Development Administration, is a two-phase competition touted as the "marquee" of the EDA's American Rescue Plan programs meant to boost economic recovery in response to the COVID-19 pandemic.

Mariculture refers to marine farming or aquaculture in marine environments. The project narrative submitted to the EDA by the Southeast Conference — the federally designated economic development district for southeast Alaska — proposes developing a "viable and sustainable" industry in Alaska producing shellfish and aquatic plants.

Though the coalition behind the project is led by Southeast Conference, it also includes the Prince William Sound Economic Development District, KPEDD, the Southwest Alaska Municipal Conference, the State of Alaska, the Central Council of the Tlingit and Haida Tribes of Alaska, the Alaska Mariculture Alliance, Alaska Sea Grant, Mariculture Research Training Center, Alaska Fisheries Development Foundation, the University of Alaska system, the Alaska Blue Economy Center and the Alaska Longline Fishermen's Association.

Tim Dillon, executive director of the Kenai Peninsula Economic Development District, said Wednesday he thinks the coalition's project proposal stood out, in part, because of the strong regional partnerships between stakeholders and because of the industry's potential to increase jobs in Alaska.

He described the peninsula's current mariculture scene as being more of a cottage industry than a year-round operation. There's already some operations at work on the peninsula, such as oyster farming in Kachemak Bay and a kelp nursery in Seward. The proposal submitted to the federal government, however, lays out plans to turn mariculture in Alaska's coastal communities into a \$100 million per year industry.

“I honestly believe that is possible, especially if we’re able to land this other \$50 million to be able to do the different things that we need to do to help and support the industry,” Dillon said of the goal.

The cohort put forth eight potential component projects that would be funded with the \$50 million requested, all of which they say represent priority recommendations from the Alaska Mariculture Development Plan, the Five-Year Action Plan and the Final Report to Gov. Mike Dunleavy.

Those project components include \$15 million for an Alaska Integrated Hatchery Network that would integrate and maximize the state’s existing mariculture capacity, \$15 million for capital to incentivize private investment in the industry by reducing risk and \$10 million for the expansion of existing mariculture programs within the University of Alaska Sea Grant network.

That is all in addition to \$3 million for vessel energy audits and efficiency improvements, \$2 million for a technology innovation competition, \$1 million for product and market development and \$1 million for boosting coordination between stakeholders and improving public understanding and outreach.

Looming questions Dillon said need to be addressed specifically on the Kenai Peninsula include what will be done with mariculture products once they’ve been picked or processed, who is going to process them and who is going to buy them. Ultimately, Dillon said, the success of the industry depends on whether or not the financials pencil out.

“You can have the greatest idea in the world ... but if — number one — there’s no one at the end that wants to buy it, and —number two — you can’t take it from growing, to processed, to being shelf-ready at a reasonable price ... then really, your concept isn’t worth anything, if you can’t get it there,” Dillon said.

Between now and March 15 — the Phase 2 deadline — Dillon said the coalition is working to take a comprehensive inventory of Alaska’s mariculture industry, such as what systems already exist, what successes and failures those systems have experienced and what is needed to take certain operations to the next level.

A key focus, he said, will be to see how private investment in mariculture can be supported. Historically, interest in Alaska’s mariculture industry has been contingent on how much funding is available. Under the EDA program, Dillon said that funding would become available.

“For years, people have talked about mariculture and there’s been different kinds of task forces and things, and everything has come back to ‘Well, we need money to do things,’” Dillon said. “We have an opportunity to have some money with this (program).”

At the very least, Dillon said, the competition offers an opportunity for KPEDD and other stakeholders to examine in-depth the potential of the peninsula's mariculture industry.

"If, by chance, we don't get this next round of funding, we at least have the answers to some of the questions that we've been fighting ourselves about over the last couple of years trying to understand better, and I think that's really important," Dillon said. "No matter what, we're going to wind up with information that's going to help us."

More information about the Build Back Better Regional Challenge can be found at [eda.gov/arpa/build-back-better](https://eda.gov/arpa/build-back-better).

*Reach reporter Ashlyn O'Hara at [ashlyn.ohara@peninsulaclarion.com](mailto:ashlyn.ohara@peninsulaclarion.com).*

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

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

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

**OVERALL EDC DUTIES AND RESPONSIBILITIES**

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

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

**DUTIES OF COMMISSION/STAFF**

Commissioners

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

Staff (Julie Engebretsen)

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

Clerk’s Office

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



# City of Homer

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

Office of the City Manager

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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: Rob Dumouchel, City Manager  
DATE: January 6, 2022  
SUBJECT: City Manager's Report for January 10, 2022 Council Meeting

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### HERC Update

The HERC survey is almost complete. The survey will close January 10<sup>th</sup> and we appear to be on track to meet our target of 500 responses (over 400 at the time this report was written). The survey was promoted through Facebook ads, a newspaper insert, and some targeted outreach to schools, community groups, etc. Additionally, we hosted an in-person event at the HERC on January 4<sup>th</sup> and a second event will be held at the Library on January 8<sup>th</sup> (after this report is submitted). We have begun to do outreach and interviews with potential private partners who indicated an interest in using a potential facility. Once the survey is closed, staff and Stantec will work on an analysis of the data collected to include a comparison of the data to the 2015 Park, Art, Recreation and Culture Needs Assessment.

### Ice in the Harbor

The Harbor has had intermittent issues with ice accumulating in the harbor mouth this year with the cold temperatures. Most of the ice originates on the Fox River flats and floats down the bay where winds and tides drive it to the spit and eventually into the harbor. This ice creates a navigation hazard, especially for smaller craft. The City does not have ice breaking capability and encourages a great deal of caution when planning trips in and out of the harbor during this cold winter. If you intend to get on the water, it is advised to contact the Harbormaster's office for information on current conditions.





## **Harbor Dumpsters**

In September, the City Council adopted Ordinance 21-53 which specifically prohibits the dumping of non-Port & Harbor related waste in Port & Harbor Dumpsters. The ordinance also made funds available from the Port & Harbor Reserves to promote the updated dumpster ordinance to the public. Harbor staff have placed signage near all Port & Harbor dumpsters. Harbor staff will be working to break the habit of household trash dumping by educating the public in regards to the ordinance.

## **Parity Study Getting Underway Soon**

Section 4.2.2 of the Personnel Regulations requires the Human Resources Director to review the Position Classification System no less than every five years and report the findings to the City Manager for review. The City's next Parity Study will be completed in 2022. The Salary & Benefits Survey will be sent out this month to multiple municipalities and once the data has been compiled, and analysis complete, the results will be shared with Council. This is an important tool for Administration that allows for comparison and lets us accurately evaluate our current wages and how the City stacks up to other municipalities for individual job classifications.

## **FY24/25 Preliminary Budget Schedule**

Attached to this report is a preliminary budget schedule for the FY24/25 cycle. The plan is to begin work on the budget in July 2022 and have it ready for adoption in April 2023. Administration is trying to give the budget process enough time to be very thorough and unrushed. The extended timeline will give more time to Council, commissions, and the public to comment and engage with staff on the next two-year budget as it develops.

## **FY22 1<sup>st</sup> Quarter Report**

See attached for a report from the Finance Department covering the first quarter of fiscal year 2022 (July to September 2021). A report for the second quarter (October to December 2021) is expected to be available at the first meeting in February. We are working on getting Finance reports onto a more consistent and predictable schedule. Beginning in 2022, we are intending to publish reports on this schedule: FY22 2<sup>nd</sup> Quarter – first meeting in February; FY22 3<sup>rd</sup> Quarter – first meeting in May; FY22 4<sup>th</sup> Quarter – first meeting in August; FY23 1<sup>st</sup> Quarter – first meeting in November.

## **Chair Person Training**

The Clerk's Office will be conducting a Chair Person training for all Advisory Body Chairs, Vice Chairs, and members who may be interested in serving as Chair on Wednesday, January 13<sup>th</sup> at noon. Lunch will be provided and RSVP's are requested. The Clerk's Office held a Chair's training in July 2019 with the intent of it being an annual event, but didn't schedule it in 2020 due to the general upheaval from COVID-19. They'll also be holding Advisory Body training which will be scheduled for each of the groups in the month that their seats renew, kicking off the year with the Port and Harbor Advisory Commission at their February meeting.

## **Personnel Updates**

**Public Works:** Jenna Luchaco has joined the Public Works roads crew as an Equipment Operator Apprentice. Jenna has worked for Parks seasonally for a number of years and is excited to shift to a full-time role!

Enclosures:

1. January Employee Anniversaries
2. Preliminary budget schedule for FY24/25
3. FY21 First Quarter Report and memo from Finance Director



# City of Homer

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Office of the City Manager

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(p) 907-235-8121 x2222

(f) 907-235-3148

## Memorandum

TO: MAYOR CASTNER AND CITY COUNCIL  
FROM: Andrea Browning  
DATE: January 10, 2022  
SUBJECT: January 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>Teresa Sundmark</b>	<b>Library</b>	<b>15</b>	<b>Years</b>
<b>Tomasz Sulczynski</b>	<b>IT</b>	<b>14</b>	<b>Years</b>
<b>Andrea Browning</b>	<b>Admin</b>	<b>10</b>	<b>Years</b>
<b>Brody Jones</b>	<b>Public Works</b>	<b>8</b>	<b>Years</b>
<b>Burton Gregory</b>	<b>Harbor</b>	<b>8</b>	<b>Years</b>
<b>Jona Focht</b>	<b>Dispatch</b>	<b>7</b>	<b>Years</b>
<b>Lynda Gilliland</b>	<b>Finance</b>	<b>4</b>	<b>Years</b>
<b>Kaela Jiron</b>	<b>Finance</b>	<b>1</b>	<b>Year</b>
<b>Amy Woodruff</b>	<b>Port</b>	<b>1</b>	<b>Year</b>

**City of Homer**  
**Preliminary Budget Development Schedule**  
**for Fiscal Year 2024 and 2025**

Dates	Event
1/10/2022	Preliminary Budget Development Schedule introduced to Council
July 2022	Begin FY24/25 budget discussions with departments
7/25/2022	Final Budget Development Schedule delivered to Council
August - October 2022	Budget Worksessions (Council and Commissions)
2nd October 2022 Meeting	Committee of the Whole, Council to discuss budget priorities for the coming year
	Regular Meeting, Public Hearing - public input on budget priorities for the coming year
Beginning of November 2022	Submit to departments, budget work sheets including salary and fringe benefit costs
1st December 2022 Meeting	During Committee of the Whole, Council to discuss Revenue Sources for General Fund and preliminary budget assumptions.
End of December 2022	Departmental Draft Budget and narratives to Finance
Mid-January 2023	Compile data and return copy to departments for review
End of January 2023	City Manager - Budget Review with Finance Director and Department Heads
2nd February 2023 Meeting	City Manager's Budget (Proposed Budget) and Utility Rate Model to Council
	Committee of the Whole, Council to discuss budget
	Regular Meeting - Public Hearing
1st March 2023 Meeting	Committee of the Whole, Council to discuss budget
	Regular Meeting - to introduce Budget Ordinance and Fee/Tariff Resolutions
2nd March 2023 Meeting	Committee of the Whole, Council to discuss budget
1st April 2023 Meeting	Committee of the Whole, Council to discuss budget
	Regular Meeting - Public Hearing
2nd April 2023 Meeting	Regular Meeting - Public Hearing & FY 24/25 Budget Adoption

Quarterly General Fund  
Expenditure Report  
For Quarter Ended September 30, 2021

	Current Fiscal Analysis				Historical Fiscal Analysis			
	Adopted	Actual		%	Actual	Actual	Actual	Actual
	FY22	July - Sept	Budget	Budget	July - Sept	July - Sept	July - Sept	July - Sept
	Budget	2021	Remaining	Remaining	2018	2019	2020	2021
<b>Revenues</b>								
Property Taxes	\$ 3,794,794	\$ 1,977,401	\$ 1,817,394	48%	\$ 1,739,464	\$ 1,792,888	\$ 1,868,414	\$ 1,977,401
Sales and Use Taxes	6,099,969	2,424,606	3,675,364	60%	2,318,982	1,918,910	1,720,234	2,424,606
Permits and Licenses	46,595	12,196	34,399	74%	14,030	7,923	14,465	12,196
Fines and Forfeitures	22,930	11,292	11,638	51%	6,561	12,198	5,075	11,292
Use of Money	146,718	(6,701)	153,418	105%	10,562	29,387	24,112	(6,701)
Intergovernmental	562,866	95,800	467,066	83%	110,017	126,017	-	95,800
Charges for Services	597,597	251,484	346,113	58%	169,379	209,971	224,226	251,484
Other Revenues	-	75,108	(75,108)	0%	1,198	605	12,481	75,108
Airport	198,729	58,180	140,549	71%	54,043	65,229	39,232	58,180
Operating Transfers	1,905,916	10,000	1,895,916	99%	-	-	-	10,000
<b>Total Revenues</b>	<b>\$ 13,376,115</b>	<b>\$ 4,909,366</b>	<b>\$ 8,466,749</b>	<b>63%</b>	<b>\$ 4,424,236</b>	<b>\$ 4,163,127</b>	<b>\$ 3,908,239</b>	<b>\$ 4,909,366</b>
<b>Expenditures &amp; Transfers</b>								
Administration	\$ 1,281,755	\$ 247,942	\$ 1,033,814	81%	\$ 206,229	\$ 223,261	\$ 215,497	\$ 247,942
Clerks	873,182	187,694	685,488	79%	153,591	291,935	176,774	187,694
Planning	416,528	88,538	327,990	79%	80,460	86,577	96,487	88,538
Library	949,036	195,667	753,370	79%	204,364	203,340	189,328	195,667
Finance	873,394	174,528	698,865	80%	150,708	152,622	162,047	174,528
Fire	1,432,183	299,177	1,133,006	79%	218,320	236,059	295,450	299,177
Police	3,739,209	920,450	2,818,760	75%	784,315	764,705	823,903	920,450
Public Works	3,020,354	644,687	2,375,667	79%	609,105	656,606	643,659	644,687
Airport	226,517	29,937	196,580	87%	39,827	30,224	32,510	29,937
City Hall, HERC	189,087	25,455	163,632	87%	36,972	35,585	32,686	25,455
Non-Departmental	94,000	-	94,000	100%	-	-	-	-
<b>Total Operating Expenditures</b>	<b>\$ 13,095,247</b>	<b>\$ 2,814,076</b>	<b>\$ 10,281,171</b>	<b>79%</b>	<b>\$ 2,483,889</b>	<b>\$ 2,680,914</b>	<b>\$ 2,668,340</b>	<b>\$ 2,814,076</b>
Transfer to Other Funds								
Leave Cash Out	\$ 136,126	\$ 136,126	\$ -	0%	\$ -	\$ -	\$ -	\$ 136,126
Other	113,823	113,823	-	0%	-	-	-	-
<b>Total Transfer to Other Funds</b>	<b>\$ 249,949</b>	<b>\$ 249,949</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 136,126</b>
Transfer to CARMA								
General Fund Fleet CARMA	\$ 20,918	\$ 20,918	\$ -	0%	\$ -	\$ -	\$ -	\$ 20,918
Seawall CARMA	10,000	10,000	-	0%	-	-	-	-
<b>Total Transfer to CARMA Funds</b>	<b>\$ 30,918</b>	<b>\$ 30,918</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 20,918</b>
<b>Total Expenditures &amp; Transfers</b>	<b>\$ 13,376,115</b>	<b>\$ 3,094,943</b>	<b>\$ 10,281,171</b>	<b>77%</b>	<b>\$ 2,483,889</b>	<b>\$ 2,680,914</b>	<b>\$ 2,668,340</b>	<b>\$ 2,971,120</b>
<b>Net Revenues Over (Under) Expenditures</b>	<b>\$ -</b>	<b>\$ 1,814,422</b>						

Quarterly Water and Sewer Fund  
Expenditure Report  
For Quarter Ended September 30, 2021

	Current Fiscal Analysis				Historical Fiscal Analysis			
	Adopted FY22 Budget	Actual July - Sept 2021	Budget Remaining	% Budget Remaining	Actual July - Sept 2018	Actual July - Sept 2019	Actual July - Sept 2020	Actual July - Sept 2021
<b>Revenues</b>								
Water Fund	\$ 2,014,420	\$ 687,742	\$ 1,326,678	66%	\$ 597,682	\$ 735,421	\$ 661,240	\$ 687,742
Sewer Fund	1,762,264	581,597	1,180,668	67%	585,537	575,945	508,851	581,597
<b>Total Revenues</b>	<b>\$ 3,776,685</b>	<b>\$ 1,269,339</b>	<b>\$ 2,507,346</b>	<b>66%</b>	<b>\$ 1,183,219</b>	<b>\$ 1,311,366</b>	<b>\$ 1,170,091</b>	<b>\$ 1,269,339</b>
<b>Expenditures &amp; Transfers</b>								
<u>Water</u>								
Administration	\$ 202,025	\$ 74,096	\$ 127,929	63%	\$ 61,450	\$ 57,035	\$ 52,248	\$ 74,096
Treatment Plant	616,638	143,429	473,209	77%	147,854	134,112	158,434	143,429
System Testing	27,400	2,602	24,798	91%	12,399	7,382	5,008	2,602
Pump Stations	93,119	14,137	78,982	85%	29,403	24,737	37,644	14,137
Distribution System	348,073	64,970	283,102	81%	55,171	60,739	71,757	64,970
Reservoir	17,326	2,532	14,794	85%	10,484	11,812	3,262	2,532
Meters	181,863	27,494	154,368	85%	(25,497)	55,584	21,204	27,494
Hydrants	203,479	48,685	154,795	76%	45,436	49,420	40,995	48,685
<u>Sewer</u>								
Administration	\$ 191,623	\$ 64,438	\$ 127,185	66%	\$ 47,632	\$ 46,414	\$ 42,000	\$ 64,438
Plant Operations	689,890	110,393	579,497	84%	141,542	164,976	196,446	110,393
System Testing	14,500	3,436	11,064	76%	15,718	3,909	4,215	3,436
Lift Stations	210,079	44,123	165,956	79%	41,403	44,719	42,961	44,123
Collection System	326,795	74,238	252,558	77%	79,528	59,646	53,720	74,238
<b>Total Operating Expenditures</b>	<b>\$ 3,122,810</b>	<b>\$ 674,573</b>	<b>\$ 2,448,236</b>	<b>78%</b>	<b>\$ 662,523</b>	<b>\$ 720,486</b>	<b>\$ 729,894</b>	<b>\$ 674,573</b>
Transfer to Other Funds								
Leave Cash Out	\$ 72,026	\$ 72,026	\$ -	0%	\$ -	\$ -	\$ -	\$ 72,026
GF Admin Fees	588,359	-	588,359	100%	-	-	-	-
Other	23,030	23,030	-	0%	-	-	-	23,030
<b>Total Transfer to Other Funds</b>	<b>\$ 683,415</b>	<b>\$ 95,056</b>	<b>\$ 588,359</b>	<b>86%</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 95,056</b>
Transfers to CARMA								
Water	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	\$ -
Sewer	-	-	-	0%	-	-	-	-
<b>Total Transfer to CARMA Funds</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total Expenditures &amp; Transfers</b>	<b>\$ 3,806,225</b>	<b>\$ 769,629</b>	<b>\$ 3,036,596</b>	<b>80%</b>	<b>\$ 662,523</b>	<b>\$ 720,486</b>	<b>\$ 729,894</b>	<b>\$ 769,629</b>
<b>Net Revenues Over(Under) Expenditures</b>	<b>\$ (29,541)</b>	<b>\$ 499,710</b>						

Note: The budgeted deficit was expected, per ORD 21-32(S).

Quarterly Port and Harbor Fund  
Expenditure Report  
For Quarter Ended September 30, 2021

	Current Fiscal Analysis				Historical Fiscal Analysis			
	Adopted FY22 Budget	Actual July - Sept 2021	Budget Remaining	% Budget Remaining	Actual July - Sept 2018	Actual July - Sept 2019	Actual July - Sept 2020	Actual July - Sept 2021
<b>Revenues</b>								
Administration	\$ 596,909	\$ 165,430	\$ 431,479	72%	\$ 134,980	\$ 166,555	\$ 176,276	\$ 165,430
Harbor	3,312,100	2,003,256	1,308,844	40%	1,519,953	1,671,229	1,836,495	2,003,256
Pioneer Dock	330,646	115,000	215,646	65%	108,205	101,663	92,656	115,000
Fish Dock	565,242	243,957	321,284	57%	257,739	295,891	219,838	243,957
Deep Water Dock	161,889	66,303	95,586	59%	120,332	87,998	23,003	66,303
Outfall Line	4,800	-	4,800	100%	-	-	-	-
Fish Grinder	7,191	6,803	389	5%	5,573	5,860	5,215	6,803
Load and Launch Ramp	126,483	57,797	68,686	54%	56,012	53,479	56,350	57,797
<b>Total Revenues</b>	<b>\$ 5,105,259</b>	<b>\$ 2,658,546</b>	<b>\$ 2,446,713</b>	<b>48%</b>	<b>\$ 2,202,794</b>	<b>\$ 2,382,674</b>	<b>\$ 2,409,833</b>	<b>\$ 2,658,546</b>
<b>Expenditures &amp; Transfers</b>								
Administration	\$ 683,339	\$ 224,549	\$ 458,791	67%	\$ 154,065	\$ 177,409	\$ 163,566	\$ 224,549
Harbor	1,355,331	272,728	1,082,603	80%	305,319	319,984	328,591	272,728
Pioneer Dock	81,451	21,548	59,903	74%	13,880	16,840	24,867	21,548
Fish Dock	644,058	119,921	524,137	81%	172,793	182,869	178,322	119,921
Deep Water Dock	85,324	22,311	63,013	74%	33,518	21,599	18,807	22,311
Outfall Line	6,500	-	6,500	100%	-	-	-	-
Fish Grinder	27,833	12,649	15,184	55%	8,495	15,333	9,940	12,649
Harbor Maintenance	445,576	80,290	365,285	82%	102,974	119,191	110,237	80,290
Main Dock Maintenance	40,768	8,277	32,491	80%	8,645	9,263	7,527	8,277
Deep Water Dock Maintenance	51,268	8,289	42,980	84%	14,444	10,225	8,376	8,289
Load and Launch Ramp	92,282	24,012	68,270	74%	23,067	24,002	19,933	24,012
<b>Total Operating Expenditures</b>	<b>\$ 3,513,732</b>	<b>\$ 794,574</b>	<b>\$ 2,719,158</b>	<b>77%</b>	<b>\$ 837,200</b>	<b>\$ 896,716</b>	<b>\$ 870,167</b>	<b>\$ 794,574</b>
<b>Transfer to Other Funds</b>								
Leave Cash Out	\$ 66,243	\$ 66,243	\$ -	0%	\$ -	\$ -	\$ -	\$ 66,243
GF Admin Fees	453,392	-	453,392	100%	-	-	-	-
Debt Service	69,285	69,285	-	0%	-	-	-	69,285
Other	301,517	301,517	-	0%	-	-	-	301,517
<b>Total Transfer to Other Funds</b>	<b>\$ 890,437</b>	<b>\$ 437,045</b>	<b>\$ 453,392</b>	<b>51%</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 437,045</b>
<b>Transfers to Reserves</b>								
Harbor	\$ 666,889	\$ -	\$ 666,889	100%	\$ -	\$ -	\$ -	\$ -
Load and Launch Ramp	34,201	34,201	-	0%	-	-	-	34,201
<b>Total Transfer to Reserves</b>	<b>\$ 701,090</b>	<b>\$ 34,201</b>	<b>\$ 666,889</b>	<b>95%</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 34,201</b>
<b>Total Expenditures &amp; Transfers</b>	<b>\$ 5,105,259</b>	<b>\$ 1,265,820</b>	<b>\$ 3,839,439</b>	<b>75%</b>	<b>\$ 837,200</b>	<b>\$ 896,716</b>	<b>\$ 870,167</b>	<b>\$ 1,265,820</b>
<b>Net Revenues Over(Under) Expenditures</b>	<b>\$ -</b>	<b>\$ 1,392,726</b>						



# City of Homer

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

Finance Department

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## Memorandum

TO: Mayor Castner and Homer City Council  
THROUGH: Rob Dumouchel, City Manager  
FROM: Elizabeth Walton, Finance Director  
DATE: January 2, 2022  
SUBJECT: FY2022 1<sup>st</sup> Quarter Financials

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This memo will provide additional information related to the FY2022 1<sup>st</sup> Quarter Financial Report.

### **Report Basics:**

The purpose of these reports is to provide a budget versus actual comparison for City Council and at the same time illustrating the operating revenues and expenditures each fund has experienced within a given time period. Therefore, it is important to remember that these reports are not all inclusive and do not represent all financial activity of the City. The focus is to report on those revenues and expenditures that present themselves as operating and are included in our budget.

In prior years, operating transfers associated with admin fees have been recorded in the first month of the fiscal year. We are making a fundamental shift in this process to coincide with the timing of our new fiscal year. It is fiscally more responsible to perform these transfers at the end of the fiscal year to account for any unforeseen financial impacts on the funds being charged (Water, Sewer and Port funds). This change will also delay revenue to the General Fund until the end of the fiscal year.

Another update to this report is the inclusion of a historical fiscal analysis. The purpose of this section is to provide City Council and the public comparative data for the same date range. As time goes on, this data will allow for better trend analysis and benchmarking.

### **General Fund:**

Revenue Breakdown:

- Property tax is collected and administered by the Kenai Peninsula Borough and remitted to the City. The majority of these payments are remitted in September, October and November. Taxpayers can either split tax installments in two (first half due on September 15 and second half due on November 15) or can pay taxes in full on October 15.

- Sales tax is collected and administered by the Kenai Peninsula Borough (KPB) and then remitted to the City. KPB remits sales tax revenue to the City on a monthly basis, but there is a two month “lag” in the revenue received. This means that the revenue that is received by the City in one month is not a reflection on sales tax actually earned in that particular month.
- Use of money represents the interest income earned (lost) on investments held. This particular quarter experienced a net loss in investment earnings.
- Intergovernmental revenues include: Prisoner Care Contract with the State of Alaska for \$440,066; Pioneer Avenue Maintenance Contract with the State of Alaska for \$34,000; Police Special Services Contract with the State of Alaska for \$36,000; and the Borough 911 Contract with the Kenai Peninsula Borough for \$52,800.
- Charges for services include revenues received from the certain services provided by the City (i.e. application fees, ambulance fees, camping fees).
- Other revenues received for this quarter is primarily from ACS for \$75,000 (reference ORD 21-42).
- Airport revenues represent those revenues collected through business at the Homer airport (leases, car rental, concessions, and parking fees).
- Operating transfers represent the admin fees charged to Water, Sewer and Port funds. The budget transfer from HART-Roads and HART-Trails to contribute to road and trail maintenance is also under this category. The \$10,000 transfer is representative of the amount the Utility Fund transfers to the General Fund to contribute to Public Works maintenance costs connected with Utility facilities and equipment.

#### Expenditure Highlights:

- Administration includes: City Manager, Personnel, IT, and Community Recreation.
- Clerks includes: Mayor/Council, City Clerk and City Elections.
- Non-Departmental includes contributions to Pratt Museum and Homer Foundation.
- Other transfers include: transfer to health insurance fund (balancing mechanism), transfer to water hydrants and transfers to revolving energy fund (city hall, airport, animal shelter, library, and public works).

Preliminary estimates show the General Fund experiencing a roughly \$1.8 million operating surplus after the first quarter for FY22.

#### **Water and Sewer Fund:**

##### Revenue Breakdown:

- Revenues received into the water fund include: metered sales, connection fees, investment income, penalties, and hydrant transfer from the General Fund.
- Revenues received into the sewer fund include: metered sales, inspection fees and dump station fees.

##### Expenditure Highlights:

- General Fund Admin Fees have not been posted for the Utility Fund, as we are waiting until the end of the fiscal year to align with new processes.



- Other transfers include: transfer to health insurance fund (balancing mechanism), transfers to revolving energy fund (water fund) and \$10,000 transfer to General Fund for Public Works maintenance.

Preliminary estimates show the Water and Sewer Fund experiencing a roughly \$500k operating surplus after the first quarter for FY22.

### **Port and Harbor Fund:**

#### Revenue Breakdown:

- Administration revenues include: rents and leases, storage fees, investment income and any surplus revenues.
- Harbor revenues primarily represent stall revenues, but it also includes income received from energy charges, parking revenue and commercial ramp wharfage.
- Pioneer dock revenues include: Coast Guard leases, fuel wharfage, water sales and docking fees.
- Fish dock revenues include: ice sales, cold storage, crane rental, seafood wharfage and fish tax.
- Deep water dock revenues primarily represent docking and water sales at the deep water dock.

#### Expenditure Highlights:

- General Fund Admin Fees have not been posted for the Port Fund, as we are waiting until the end of the fiscal year to align with new processes.
- Debt Service transfer represents the Lot 42 loan with the General Fund. The Port has budgeted to pay this loan off by the end of FY23.
- Harbor transfers to reserves have not been posted for the Harbor, as we are waiting until the end of the fiscal year to align with new processes.
- Load and Launch Ramp transfers to reserves have been made, as these revenues are expected to exceed expenditures. These revenues in excess are accounted for separately from the larger harbor reserves.

Preliminary estimates show the Port and Harbor Fund experiencing just shy of a \$1.4 million operating surplus after the first quarter for FY22.

## ECONOMIC DEVELOPMENT ADVISORY COMMISSION 2022 Calendar

	AGENDA DEADLINE	MEETING	CITY COUNCIL MEETING FOR REPORT*	ANNUAL TOPICS/EVENTS
<b>JANUARY</b>	Wednesday 1/5 5:00 p.m.	Tuesday 1/11 6:00 p.m.	Monday 1/24 6:00 p.m. <a href="#">[Arevalo]</a>	<ul style="list-style-type: none"> <li>• City Budget Review/Develop Requests *may not be applicable during non-budget years</li> </ul>
<b>FEBRUARY</b>	Wednesday 2/2 5:00 p.m.	Tuesday 2/8 6:00 p.m.	Monday 2/14 6:00 p.m. <a href="#">[Person]</a>	
<b>MARCH</b>	Wednesday 3/2 5:00 p.m.	Tuesday 3/8 6:00 p.m.	Monday 3/14 6:00 p.m. <a href="#">[Gamble]</a>	<ul style="list-style-type: none"> <li>• Clerk Reappointment Notices Sent Out</li> <li>• Update from Public Works Director</li> <li>• KPEDD CEDS Review</li> </ul>
<b>APRIL</b>	Wednesday 4/6 5:00 p.m.	Tuesday 4/12 6:00 p.m.	Monday 4/25 6:00 p.m. <a href="#">[Speakman]</a>	<ul style="list-style-type: none"> <li>• Terms Expire April 1<sup>st</sup></li> <li>• Advisory Body Training Worksession</li> <li>• Election of EDC Officers</li> <li>• Annual Review of Strategic Plan/Goals/BR&amp;E</li> </ul>
<b>MAY</b>	Wednesday 5/4 5:00 p.m.	Tuesday 5/10 6:00 p.m.	Monday 5/23 6:00 p.m. <a href="#">[Brown]</a>	<ul style="list-style-type: none"> <li>• Comprehensive Plan Review</li> </ul>
<b>JUNE</b>	Wednesday 6/8 5:00 p.m.	Tuesday 6/14 6:00 p.m.	Monday 6/27 6:00 p.m. <a href="#">[Cherok]</a>	
<b>JULY</b>	Wednesday 7/6 5:00 p.m.	Tuesday 7/12 6:00 p.m.	Monday 7/25 6:00 p.m.	<ul style="list-style-type: none"> <li>• Update from Public Works Director</li> </ul>
<b>AUGUST</b>	Wednesday 8/3 5:00 p.m.	Tuesday 8/9 6:00 p.m.	Monday 8/22 6:00 p.m.	<ul style="list-style-type: none"> <li>• Capital Improvement Plan Review</li> </ul>
<b>SEPTEMBER</b>	Wednesday 9/7 5:00 p.m.	Tuesday 9/13 6:00 p.m.	Monday 9/26 6:00 p.m.	<ul style="list-style-type: none"> <li>• Workforce Development Speaker</li> </ul>
<b>OCTOBER</b>	Wednesday 10/5 5:00 p.m.	Tuesday 10/11 6:00 p.m.	Monday 10/24 6:00 p.m.	
<b>NOVEMBER</b>	Wednesday 11/2 5:00 p.m.	Tuesday 11/8 6:00 p.m.	Monday 11/28 6:00 p.m.	<ul style="list-style-type: none"> <li>• Chamber's Annual Presentation to City Council *usually occurs 1<sup>st</sup> Council Meeting in Nov.</li> <li>• Approve Meeting Schedule for Upcoming Year</li> </ul>
<b>DECEMBER</b>	Wednesday 12/7 5:00 p.m.	Tuesday 12/13 6:00 p.m.	Monday 1/9/23 6:00 p.m.	<ul style="list-style-type: none"> <li>• Upcoming Year Schedule Review</li> <li>• Land Allocation Plan Review</li> </ul>

\*The Commission's opportunity to give their report to City Council is scheduled for the Council's regular meeting following the Commission's regular meeting, under Agenda Item 8 – Announcements/ Presentations/ Borough Report/Commission Reports.