



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

## **City of Homer Agenda**

**City Council Regular Meeting  
Monday, September 09, 2019 at 6:00 PM  
City Hall Cowles Council Chambers**

### **CALL TO ORDER, PLEDGE OF ALLEGIANCE**

**AGENDA APPROVAL** (Addition of items to or removing items from the agenda will be by unanimous consent of the Council. HCC 2.08.040.)

### **MAYORAL PROCLAMATIONS AND RECOGNITIONS**

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

### **RECONSIDERATION**

**CONSENT AGENDA** (Items listed below will be enacted by one motion. If a separate discussion is desired on an item, that item may be removed from the Consent Agenda and placed on the Regular Meeting Agenda at the request of a Councilmember.)

- a. City Council Unapproved Regular Meeting Minutes of August 26, 2019. City Clerk. Recommend adoption.
- b. Memorandum 19-113 from Mayor Re: Appointment of Student Representative to the Library Advisory Board. Recommend approval.
- c. Memorandum 19-114 from Deputy City Clerk Re: Liquor License Restaurant Designation for Wild Honey Bistro. Recommend approval.
- d. Memorandum 19-115 from Deputy City Clerk Re: Confirmation of Election Judges for the City of Homer Regular Election October 1, 2019. Recommend approval.
- e. Resolution 19-057, A Resolution of the City Council of Homer, Alaska, Awarding the Contract for the 2019-20-22 Snow Removal and Sanding Services to the Firm of Gregoire Construction of Homer, Alaska, in the Amount of \$570 Per Trip for Snow Removal and \$466 Per Trip for Sanding, and Authorizing the City Manager to Execute the Appropriate Documents. City Clerk/Public Works Director. Recommend approval.

Memorandum 19-116 from Public Works Superintendent as backup

- f. Ordinance 19-40, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code Chapter 21.27.040, Dimensional Requirements, to Allow Commercial Buildings up to 75 Feet in Height in the East End Mixed Use District with a Conditional Use Permit. Planning Commission. Recommended Dates Introduction September 9, 2019 Public Hearing and Second Reading September 23, 2019

Memorandum 19-121 from Planning Director as backup

- g. Ordinance 19-41, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code Chapter 21.24.020, Permitted Uses and Structures; and Homer City Code 21.26.020, Permitted Uses and Structures, to Expand Manufacturing Activities in the General Commercial 1 and General Commercial 2 Zoning Districts. Planning Commission. Recommended Dates Introduction September 9, 2019 Public Hearing and Second Reading September 23, 2019

Memorandum 19-122 from City Planner as backup

- h. Resolution 19-058, A Resolution of the City Council of Homer, Alaska, Acknowledging the Rosebud Court Road Reconstruction and Paving Special Assessment District will not be Created Based on Property Owner Objections. City Clerk. Recommend adoption.

- i. Resolution 19-059, A Resolution of the City Council of Homer, Alaska, Noting the Insufficiency of the Petition for Cityview Avenue Road Reconstruction and Paving Special Assessment District. City Clerk. Recommend Adoption.

- j. Resolution 19-061, A Resolution of the City Council of Homer, Alaska, Selecting Alliant Insurance Services, Inc. to Provide Marine General Liability, Workboat Hull and Equipment, and Workboat Protection and Indemnity Insurance Coverage for the Homer Harbor and Authorizing the City Manager to Execute the Appropriate Documents. City Manager. Recommend adoption.

## **VISITORS**

### **ANNOUNCEMENTS / PRESENTATIONS / REPORTS (5 Minute limit per report)**

- a. Worksession Report
- b. Committee of the Whole Report
- c. Mayor's Report
- d. Borough Report
- e. Library Advisory Board
- f. Homer Advisory Planning Commission
- g. Economic Development Advisory Commission

- h. Parks Art Recreation and Culture Advisory Commission
- i. Port and Harbor Advisory Commission
- j. Americans with Disabilities Act Compliance Committee

**PUBLIC HEARING(S)**

- [a.](#) Ordinance 19-39, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code 1.16.040, Disposition of Scheduled Offences-Fines Schedule. Lord/Venuti. Introduction August 26, 2019 Public Hearing and Second Reading September 9, 2019

Memorandum 19-102 from Port Director as backup

- [b.](#) Resolution 19-052, A Resolution of the City Council of Homer, Alaska, Amending the Port of Homer Tariff and the City of Homer Fee Schedule Under Barge Ramp Cargo Facility. Lord/Venuti. Follows Ordinance 19-39.

Memorandum 19-102 from Port Director as backup

- [c.](#) Resolution 19-061, A Resolution of the City Council of Homer, Alaska, Adopting the 2020-2025 Capital Improvement Plan and Establishing Capital Improvement Project Legislative Priorities for Fiscal Year 2021.

Memorandum 19-119 from Special Projects and Communications Coordinator as backup

**ORDINANCE(S)**

**CITY MANAGER'S REPORT**

- [a.](#) City Manager's Report

**PENDING BUSINESS**

- [a.](#) Ordinance 19-19 (S)(A), An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code Title 14.08, "Water Rules and Regulations" to add HCC 14.08.015, "Water Service Area" and Permitting the City to Provide Water Service Outside the City of Homer so long as the Property Served is Adjacent to a Water Main Installed to Serve City Property and such Service is Required by Law or Authorized by Ordinance and Requiring a Council Approved Agreement Regulating Use, Operation, Installation, and Maintenance of Water Service on the Property. Introduction April 22, 2019, Postponed to May 28, 2019, Public Hearing June 10, 2019, Referred to Planning Commission, Port & Harbor Advisory Commission and Economic Development Advisory Commission, Postponed to August 26, 2019 and September 9, 2019

Ordinance 19-19(S-2)(A), An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code Title 14.08, "Water Rules and Regulations" to add HCC 14.08.015, "Water Service Area" and Permitting the City to Provide Water Service Outside the City

of Homer so long as the Property Served is Adjacent to a Water Main Installed to Serve City Property and such Service is Required by Law or Authorized by Ordinance and Requiring a Council Approved Agreement Regulating Use, Operation, Installation, and Maintenance of Water Service on the Property.

Memorandum 19-117 from City Attorney as backup

- [b.](#) Ordinance 19-38(A), An Ordinance of the City Council of Homer, Alaska, Amending the FY 2019 Operating and Capital Budgets to Provide for Necessary Mid-Year Adjustments by Appropriating and Transferring funds from the General and Water Sewer Funds. City Manager/Finance Director. Introduction August 12, 2019, Public Hearing and Second Reading August 26, 2019 Postponed to September 9, 2019

Ordinance 19-38(A)(S), An Ordinance of the City Council of Homer, Alaska, Amending the FY 2019 Operating and Capital Budgets to Provide for Necessary Mid-Year Adjustments by Appropriating and Transferring funds from the General and Water Sewer Funds.

Memorandum 19-099 from Finance Director as backup

Memorandum 19-118 from City Manager as backup

## **NEW BUSINESS**

### **RESOLUTIONS**

- [a.](#) Resolution 19-060, A Resolution of the City Council of Homer, Alaska, Expressing its Intent to Enter into a Contractual Agreement with the Firm to be Named to Provide Legal Services to the City of Homer. Mayor/Council.

### **COMMENTS OF THE AUDIENCE**

### **COMMENTS OF THE CITY ATTORNEY**

### **COMMENTS OF THE CITY CLERK**

### **COMMENTS OF THE CITY MANAGER**

### **COMMENTS OF THE MAYOR**

### **COMMENTS OF THE CITY COUNCIL**

### **ADJOURNMENT**

Next Regular Meeting is Monday, September 23, 2019 at 6:00 p.m., Worksession 4:00 p.m. Committee of the Whole at 5:00 p.m. and a Worksession September 16, 2019 3:00 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.



Session 19-23 a Regular Meeting of the Homer City Council was called to order on August 26, 2019 by Mayor Ken Castner at 6:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska, and opened with the Pledge of Allegiance.

**PRESENT:** COUNCILMEMBERS: ADERHOLD, ERICKSON, LORD, SMITH, STROOZAS, VENUTI

**STAFF:** CITY MANAGER KOESTER  
CITY CLERK JACOBSEN  
LIBRARY DIRECTOR BERRY  
CITY ATTORNEY WELLS

**AGENDA APPROVAL** (Addition of items to or removing items from the agenda will be by unanimous consent of the Council. HCC 2.08.040.)

The following changes were made: **Mayoral Recognitions and Proclamations** Swearing in City of Homer Police Officers Kellen Stock and Tyler Jeffres; **Consent Agenda** Resolution 19-053, A Resolution of the City Council of Homer, Alaska, Amending the Homer Public Library, Library Card Registration Policy to Change Library Card Renewal to Every Two Years and Add Accepted Residency Documentation. Aderhold/Venuti. Amended Library Card Policy Document as backup; **Visitors** Legislative Update from Representative Vance; **Public Hearings** Rosebud Court Road Reconstruction and Paving Special Assessment District Memorandum 19-111 from City Clerk as backup; **City Manager's Report** Schedule for Attorney RFP process.

VENUTI/ERICKSON MOVED TO APPROVE THE AGENDA AS AMENDED.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

### **MAYORAL PROCLAMATIONS AND RECOGNITIONS**

- a. Swearing in City of Homer Police Officers Kellen Stock and Tyler Jeffres

Chief Robl swore in Officers Stock and Jeffres

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

Tony Neal commented regarding Memorandum 19-108 under New Business requesting Council veto the drainage easement vacation because the Borough mishandled the process.

Robert Archibald, city resident, commented regarding 19-19(S) and encouraged discussion on the ramifications of extending water, having suitable water do said project, and realizing the responsibly to the citizens of Homer to maintain a proper supply of water.

## RECONSIDERATION

**CONSENT AGENDA** (Items listed below will be enacted by one motion. If a separate discussion is desired on an item, that item may be removed from the Consent Agenda and placed on the Regular Meeting Agenda at the request of a Councilmember.)

- a. Homer City Council Unapproved Special and Regular Meeting Minutes of August 12, 2019. City Clerk. Recommend approval.
- b. Memorandum 19-100 from Mayor Castner Re: Appointments to the Planning Commission, Economic Development Advisory Commission, and Library Advisory Board. Recommend approval.
- c. Memorandum 19-101 from Deputy City Clerk Re: New Retail Marijuana License and Manufacturing License Renewal for Cosmic Seaweed. Recommend approval.
- d. Ordinance 19-39, An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code 1.16.040, Disposition of Scheduled Offences-Fines Schedule. Lord/Venuti. Recommended Dates Introduction August 26, 2019, Public Hearing and Second Reading September 9, 2019

Memorandum 19-102 from Port Director as backup

- e. Resolution 19-052, A Resolution of the City Council of Homer, Alaska, Amending the Port of Homer Tariff and the City of Homer Fee Schedule Under Barge Ramp Cargo Facility. Lord/Venuti. Follows Ordinance 19-39.

Memorandum 19-102 from Port Director as backup

- f. Resolution 19-053, A Resolution of the City Council of Homer, Alaska, Amending the Homer Public Library, Library Card Registration Policy to Change Library Card Renewal to Every Two Years and Add Accepted Residency Documentation. Aderhold/Venuti. Recommend adoption.

Memorandum 19-103 from Library Director as backup

Moved to Resolutions a. Aderhold

- g. Resolution 19-054, A Resolution of the City Council of Homer, Alaska, Awarding the Contract for Real Estate Broker Services to Homer Real Estate of Homer, Alaska, for a Period of Three Years with Option to Extend, Compensating the Broker 10% Commission Fee for each Land Sale and up to 6% for each Improved Property Sale, and Authorizing the City Manager to Execute the Appropriate Documents. City Clerk. Recommend adoption.

Memorandum 19-107 from City Clerk as backup

- h. Resolution 19-055, A Resolution of the City Council of Homer, Alaska, Confirming the Americans with Disabilities Act (ADA) Compliance Committee as a Standing Committee of the City Council. Aderhold. Recommend adoption.
- i. Resolution 19-056, A Resolution of the City Council of Homer, Alaska, Approving a Noncompetitive Forty-Two Month Short-Term Lease at the Homer Airport Terminal with Pioneer Car Rental, Inc. and Authorizing the City Manager to Execute the Appropriate Documents. City Manager. Recommend adoption.

Item f. moved to Resolutions a. Aderhold

Mayor Castner asked for a motion for the adoption of the consent agenda as read.

ERICKSON/VENUTI SO MOVED

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

## **VISITORS**

- a. South Kenai Peninsula Opioid Task Force Update (10 minutes)

Hannah Gustafson reported in May a fundraiser was held for The Exchange and over \$6400 was raised to support the project. The Task Force was awarded a grant from the State of Alaska Office of Substance Misuse and Addition Prevention for support of Task Force Initiatives. The funds have been used for several thing including the Sober Tent at Salmonfest and funding for Task Force members travel to the MatSu to collaborate with their Task Force. September is National Recovery Month and the 2019 theme is “Join the Voices for Recovery, we are Stronger Together”. Events include a local Stories of Recovery night at KBay; Quarterly MAPP Meeting with a theme of Building Community through Art, Stories of Healing, Wellness and Recovery; family friendly/alcohol free activities as part of the World Arts Festival; and a Thriving Thursday with SVT. The Task Force is in a series of three strategic planning sessions with the Foraker Group, the facilitator of the Statewide Opioid Action Plan, and the local plan will be in line with State initiatives which will help alignment and stability of our local Task Force. Mike Tupper shared a story of recovery from a community member who wished to remain anonymous.

- b. Legislative Update – Representative Vance (10 minutes)

Representative Sarah Vance provided an update on the fires. She commented her nonsupport for the repeal of the Fish Tax repeal and the oil and gas tax. She emphasized there needs to be

further discussion on what is truly equitable for our communities and the State. She's taken heed on the communications from the City and Borough that have been sent regarding the effect of those repeals. The senior benefits have been restored and people will receive their benefits on September 1, retroactive back to July 1, and there is a supplemental payment for those who didn't receive benefits in May. Funding to the Division of Agriculture was restored and Representative Vance noted some of the programs that benefit from that. The Governor has signed a compact with the University of Anchorage for a \$70 million reduction over three years, \$25 million for the first and second year, and \$20 million the last year. The State Council on the Arts has been restored, as well as Early Learning Programs, and K-12 funding for the base student allocation. SB91 was repealed and a new crime bill was enacted that gives our law enforcement the ability to make arrests and protect private citizens once again. They are looking at a 3<sup>rd</sup> special session to address the dividend. It's at \$1600 right now, which is not the statutory formula, and the special session will address the remaining \$1400 to make up the difference of the statutory formula. The overall takeaway is the Governor cut his vetoes in half to about \$222 million in vetoes, reducing the deficit by nearly 1/3 while having discussion about the programs that are important to Alaska. She reviewed her schedule for Capital Updates throughout the district and commented people can follow her updates and sign up for newsletters on her Facebook page @repsarahvance.

**ANNOUNCEMENTS / PRESENTATIONS / REPORTS** (5 Minute limit per report)

a. Committee of the Whole Report

Councilmember Smith reported Council discussed next steps for the HERC and the discussion directed them to look at the demolition of the building and formulating short and long term plans of filling the needs of the community in its absence.

b. Worksession Report

City Manager Koester reported Council discussed the 2020-2025 Capital Improvement Plan. A lot of conversation was had about a new community recreation center and elevating as a priority for the City and Council. At the next meeting Councilmembers will have an opportunity to establish their top five priorities.

c. Special Meeting Report

d. Mayor's Report

Mayor Castner reported on his attendance at the Alaska Conference of Mayors in Soldotna. There was a lot of discussion on the issues that Representative Vance covered and they shared their concerns on the budget effects on communities and what could happen in the next session. On Friday the City received good news on Enstar with settlement that is fair to both sides. He's pleased with the outcome. The City Manager will talk more about that and a press

release will be issued. He welcomed Jason Davis to the Planning Commission, John Mink to the Economic Development Advisory Commission, and Clark Fair to the Library Advisory Board.

e. Borough Report

f. Library Advisory Board

Marcia Kuzmaul, Library Advisory Board Chair, thanked outgoing member Mark Massion for his service on the Board and welcomed back former member Clark Fair and also Student Representative applicant Marina Greear. Ms. Kuzmaul thanked Councilmembers Aderhold and Venuti for sponsoring Resolution 19-053 and asked for Council support for the mid-year adjustment to replace the library cameras. The Governor announced the Online with Library's, the OWL program will be fully funded and will re-start. It's a program that is used by 96 libraries in the state including Homer. They will be holding a worksession on September 3<sup>rd</sup> at 3:30 pm to discuss the Library's Gift Acceptance Policy before their regular meeting at 5:30. Lastly she reported that September is Library Card Sign up Month.

g. Homer Planning Commission

i. Memorandum from City Planner Re: Transportation and Wayfinding Plan

Tom Bos, Planning Commissioner, reported the Commission has forwarded a draft ordinance to Council regarding requirements to allow buildings up to 75 feet in height by CUP in the East End Mixed Use District, and one regarding expanded manufacturing activities in General Commercial I & II Districts. The formulated a memo regarding Ordinance 19-19(S) to Mayor and Council, they continued discussion on permitting, surveying, and site plan requirements as they're related to the Planning Office, and voted on their CIP recommendations.

h. Economic Development Advisory Commission

Nicole Arevalo, Commissioner, reported they held a worksession to discuss and define their strategic plan and goals for the next year and the long term. At their regular meeting the reviewed and discussed the Capital Improvement Plan and forwarded their recommended projects which were the Storm Water Master Plan and Large Vessel Mooring Facility. They had hearty discussion on Ordinance 19-19(S) and forwarded on their recommendations and considerations through the filter of economic development perspective. She thanked staff for providing information from the City that impact economic development in our area. She welcomed John Mink, their newest member, and noted there is one opening for member who lives in or outside city limits.

i. Parks Art Recreation and Culture Advisory Commission

David Lewis, Commissioner, commented the group heard a presentation on Klondike Alley Pedestrian Trail, which is a good project, but they feel sidewalks on Main Street and Svedlund

are still their priority at this time. They had an update from the Parks Maintenance Coordinator Steffy on the progress on the new equipment for Ben Walters Park, campground usage and revenue which was down \$10,000 in June, \$5000 in July, and probably more for August because of the fires. They had a report from Community Recreation Manager Illg that the Pickle Ball Tournament went well, and that he needs additional staff to assist with programs. They passed on a recommendation on Wayfinding and Streetscapes plan.

j. Port and Harbor Advisory Commission

k. Americans with Disabilities Act Compliance Committee

Councilmember Aderhold reported the Committee received an update from Port and Harbor staff on some of the ADA issues that were identified in the Harbor area, one being identifying accessible slips for vessels and a policy for how to move vessels around for someone who needs an accessible slip. The committee also reviewed the recommendations for the Capital Improvement Plan.

l. AML Summer Conference Travel Report - Councilmember Venuti

Councilmember Venuti reviewed her travel report that was included in the packet.

## **PUBLIC HEARING(S)**

a. Rosebud Court Road Reconstruction and Paving Special Assessment District

Mayor Castner opened the public hearing.

Mary Sanders, city resident in the district, commented she and her husband own two lots in the district. They understand there is a great need for reconstruction and pavement, but the problem is there are several lots without sewer. It's their understanding that if the reconstruction goes forward now, and if there is a sewer project in that area later, the property owners would be responsible for costs associated with taking up the road, installing sewer, and repaving the road.

Seeing no one coming forward to comment, Mayor Castner noted there is no action scheduled tonight and opened the floor for discussion by Council.

Councilmember Aderhold commented there is written testimony in the packet. She appreciates testimony for the public hearing and to know where property owners stand on the full scope of the issues.

Councilmember Lord acknowledged this is only for public hearing tonight and asked about next steps. City Clerk Jacobsen commented a resolution will come back to Council regarding the district after further discussion with the City Attorney.

There were other members who wanted to testify and there was no objection from the Council.

Alfonso Lamendola, city resident, lives off East Hill just next to Rosebud and Fireweed. He shared some history of the water improvements in the area and commented about challenges he's experienced with getting a sewer improvement district in the area.

Matt North, city resident in the district, commented a lot of them on the street want it paved and it makes sense financially for it to happen. He thinks there is just some confusion as to what would happen for those who don't have sewer and potential costs.

Diane Caso-Morris, resident in the district, commented that the input from the City has been confusing regarding the cost share, it was initially stated 75% paid by property owners and 25% paid by the City, then they received a corrected notice that it's 25% paid by property owners and 75% paid by the City. It would be helpful to have the cost lined out for those who have sewer and those who don't, so everyone is clear about the potential financial responsibility over time.

There were no further comments and the hearing was closed.

- b. Ordinance 19-36, An Ordinance of the City Council of Homer, Alaska Authorizing the Expenditure in an Amount of up to \$1,500 from the HART Funds for Work on the Woodard Creek and Fairview Trails with Karen Hornaday Park. Venuti. Introduction August 12, 2019, Public Hearing and Second Reading, August 26, 2019

Memorandum 19-095 from PARCAC as backup

Mayor Castner opened the public hearing.

Robert Archibald, city resident, commented in support of Ordinance 19-36, the trail is several years old and has had a chance to settle. There are a few spots that need some work and this funding go toward materials. The labor will be done by volunteers.

There were no further comments and the hearing was closed.

VENUTI/STROOZAS MOVED TO ADOPT ORDINANCE 19-36 BY READING OF TITLE ONLY FOR SECOND AND FINAL READING.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

- c. Ordinance 19-38, An Ordinance of the City Council of Homer, Alaska, Amending the FY 2019 Operating and Capital Budgets to Provide for Necessary Mid-Year Adjustments by Appropriating and Transferring funds from the General and Water Sewer Funds. City Manager/Finance Director. Introduction August 12, 2019, Public Hearing and Second Reading August 26, 2019

Memorandum 19-099 from Finance Director as backup

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

ADERHOLD/VENUTI MOVED TO ADOPT ORDINANCE 19-38 BY READING OF TITLE ONLY FOR SECOND AND FINAL READING.

Councilmember Smith questioned the necessity of the expenditure for cameras at the library. There were comments from Councilmembers that the library is a very public area and should have working cameras in place to help protect the building, the users and employees.

Library Director Berry was asked to comment and he shared some history of past cases where the donation jar has been stolen from the counter, indecent exposure in the library, theft of materials, and the cameras have been helpful in identifying people who have done such things and have also been helpful in trying to resolve disputes.

Councilmember Smith questioned the necessity of the design for the airport roof replacement project, he feels this is too expensive. We have contractors who can tell us how to replace a roof that's in existence and engineering that has been done for the building. There was discussion that if there are going to be changes in the roof structure, an engineered design would be necessary, but may not be necessary for taking off an asphalt roof and putting a new asphalt roof on.

City Manager Koester shared the reason they had engineering was done for the City Hall roof because the cost estimates, without having any professional analysis, ranged from \$200,000 to \$400,000, and she wanted more concrete information to bring to Council when requesting full funding for the project.

There was further discussion about process and the benefits of following through with the upfront design cost and get a more solid number for the roof replacement project.

It was suggested that since no one at the table is an engineer and the City Manager has their questions on this topic, that they work through the rest of the ordinance and postpone to the next meeting to get answers.



There was brief discussion regarding the water meters, that the City has been behind in replacing the meters, but they have the capacity now to get back on schedule. The money for this project has been allocated, but it hasn't been used.

ADERHOLD/LORD MOVED TO AMEND THE ORDINANCE TO INCLUDE THE AUTHORIZATION TO SPEND \$35,000 FROM THE OLD MIDDLE SCHOOL DEPRECIATION ACCOUNT FOR THE DEMOLITION STUDY FOR THE HERC.

Councilmember Smith noted he wants to ensure there is good framework around this. We have information on hand from a prior study and that could limit what we need to spend here. He doesn't want a duplication of labor. He'd like to know what we've had done and make sure it's incorporated and used.

Councilmember Aderhold noted there is a scope of work that addresses the four considerations proposed by Council for HERC 1-

- (1) Keep the gym and portion of the upstairs that has the ventilation system and boiler, and demolish everything else;
- (2) Keep the concrete foundation to refurbish and demolish everything else; and
- (3) Demolish all of HERC1, including the concrete foundation.
- (4-Optional) Evaluate demolition process and costs for HERC2. Given the selected firm will already be visiting the site for HERC1, this could be a cost saving measure for the City, however it would increase the estimated cost of the study.

There was discussion about removing number 1, the cost involved in enclosing and securing after the demolition is done, would likely be beyond what they'd want to spend to keep it. It was noted there has been a lot of public discussion about keeping the gym, and this could provide the opportunity to answer the question and confirm that it isn't feasible.

ADERHOLD/ERICKSON MOVED TO AMEND TO REMOVE ITEM 1 FROM THE SCOPE OF WORK.

There was brief discussion.

VOTE (secondary amendment): NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

There was no further discussion.

VOTE (primary amendment): NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

ERICKSON/ADERHOLD MOVED TO POSTPONE TO THE NEXT MEETING.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion to postpone carried.

## **ORDINANCE(S)**

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

a. City Manager's Report

City Manager Koester reported on the settlement agreement regarding the reported on settlement agreement for gas tariff. The rate Homer will pay remains at \$1 per mcf, and this payment will end in 2032 or sooner if sales are higher than predicted. It was a major victory for your area and was great that the Southern Peninsula worked together in the effort.

### **PENDING BUSINESS**

- a. Ordinance 19-19(S), An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code Title 14.08, "Water Rules and Regulations" to add HCC 14.08.015, "Water Service Area" and Permitting the City to Provide Water Service Outside the City of Homer so Long as the Property Served is Adjacent to a Water Main Installed to Serve City Property and Such Service is Required by Law or Authorized by Ordinance and Requiring a Council Approved Agreement Regulating Use, Operation, Installation, and Maintenance of Water Service on the Property. Aderhold. Introduction April 22, 2019, Postponed to May 28, 2019, Public Hearing June 10, 2019, Referred to Planning Commission, Port & Harbor Advisory Commission and Economic Development Advisory Commission, Postponed to August 26, 2019.

Memorandum 19-072 from Councilmember Aderhold as backup

Memorandum 19-104 from Port & Harbor Advisory Commission as backup

Memorandum 19-105 from Economic Development Advisory Commission as backup

Memorandum 19-106 from Planning Commission as backup

ADERHOLD/VENUTI MOVED TO ADOPT ORDINANCE 19-19(S) BY READING OF TITLE FOR SECOND AND FINAL READING.

Councilmember Aderhold thanked the Commissions for their input, they provided a lot of good information. She also commented she has had community members come with concerns about potential conflicts of interest. City Attorney Wells explained this ordinance is a general ordinance that affects everyone the same, and even if it has an impact on a particular member or their family, it's not a conflict according to city code. The problem with ordinances like this is if the reality is that this ordinance is going to impact one street or area, and they don't foresee that being something that happens in the future in another area, then we need to treat it as if it's impacting that one street.

Mayor Castner called for a 10 minute recess at 7:57 p.m. to allow Council to review the water/sewer area map to see if there are locations besides the East End Road extension that can be built out in a similar manner. The meeting reconvened at 8:05 p.m.

Mayor Castner questioned each Councilmember as to their potential for conflict of interest.

Councilmembers Venuti, Lord, Aderhold, and Stroozas stated they have no conflict.

Councilmember Smith stated he does not believe he has a conflict. He explained this was borne out of infrastructure in the ground, and this ordinance addresses the larger policy that affects all extraterritorial properties that have a boundary with the City of Homer. He never got into the discussion in the first place because of property his father owns, and to this day it has nothing to do with the decision he's making at the table. He gains no benefit from adopting this policy and he doesn't believe his dad will benefit either.

Councilmember Erickson commented she looks at this as a general policy. She believes they will see other districts that are going to run along the road. As we as a City grow and as our utilities go up along Skyline where one side is City and the other is Borough, these are the kinds of things we need to have in place going forward. She thinks this is about the big picture, not one spot and how it might or might not affect her. She wants to make sure what's in code works for all of us. She said she owns two properties on East Road that are adjacent to the water line.

Councilmember Lord noted she has proposed amendments that were included in the supplemental packet. The purpose is to clarify that connection to extraterritorial water shall only be allowed when the property outside city limits fronts a main extension within City limits. In no circumstance would a new main extension be constructed entirely outside of City limits.

LORD/ADERHOLD MOVED TO AMEND THE ORDINANCE AS FOLLOWS:

- Line 39, delete "extend," insert "**permit connection to**"
- Line 40, delete "extension," insert "**service**"
- Line 41, delete "the extension"
- Line 51, delete "extending," insert "**providing**"

- Line 52, insert “**of any costs and fees associated with connecting to the water main, including costs associated with the original main extension,**” before “for the property or properties;”
- Line 57, delete “the extension of,” insert “**permitting connection to**”
- Line 60, delete “Notwithstanding the other provisions of this Section, after,” insert “**Connection to**”
- Line 61, delete “extended,” insert “**permitted**”
- Delete lines 64-66.
- Line 68, insert “**connection to**” after “Before,” delete “extended,” insert “**permitted**”
- Line 75, delete “extension of,” insert “**connection to the**”
- Lines 75, delete “property,” insert “**water main**”
- Line 77, delete “the amount of the extension,”
- Line 78, delete “the extension,” insert “**connecting to the water main, including costs associated with the original main extension,**”
- Line 88, insert “**Connection to the City**” before “**water**”
- Line 88, delete “extended,” insert “**permitted**”

Discuss ensued between Council and City Attorney Wells.

It was suggested the proposed amendment to line 60 is relevant because there aren't other provision of the section that would not be withstanding the subsequent verbiage. City Attorney Wells noted statutory requirements for particular verbiage within the code, and that this could be narrowed down to the subsection for clarity, and use language such as “except as otherwise provided by law”.

LORD/ADERHOLD MOVED TO AMEND THE AMENDMENT ON LINE 60 TO DELETE “NOTWITHSTANDING THE OTHER PROVISIONS OF THIS SECTION, AFTER, AND HAVE THE VERBIAGE READ “UNLESS OTHERWISE REQUIRED BY LAW,”

There was brief comment the rest of the language remains the same including adding the effective date.

VOTE (secondary amendment): NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Lines 64-66 are subsection (c) and Councilmember Lord explained if we are not expanding the main outside city boundaries, and through this ordinance providing a mechanism by which individual properties or groups could connect to a city owned main, she doesn't see why an outside jurisdiction would take over a financial or managerial role in our city owned water system.

City Attorney Wells commented there are two things happening with this section one is foresight in what would happen in a situation, second, the City has had those types of agreements and arrangements in other arenas in the past so we want to provide for it being permissible if it's Councils direction.

The Mayor agreed with deleting this relative to water and sewer.

There was no further discussion on the amendment as amended.

VOTE (primary amendment): NON OBJECTION, UNANIMOUS CONSENT

Motion carried.

SMITH/STROOZAS MOVED TO AMEND LINE 40 TO ADD AFTER REQUESTED "OR PREVIOUSLY DETERMINED AS ALLOWED" BY THE GOVERNING BODY.

Brief discussion ensued explaining this is a fundamental policy shift, because the trigger for this ordinance is the request from the outside jurisdiction and this changes it so it's more of a passive trigger.

VOTE (amendment): NO: VENUTI, SMITH, ADERHOLD, LORD, STROOZAS, ERICKSON

Motion failed.

SMITH/ADERHOLD MOVED TO AMEND LINE TO CHANGE THE WORD EXTENSION TO CONNECTION.

There was brief comment the follows the same language as the earlier amendment.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

SMITH/ADERHOLD MOVED TO AMEND LINE 92 TO CHANGE PERSONS TO WATER CUSTOMERS.

There was no discussion.

VOTE (amendment): NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

SMITH/ADERHOLD MOVED TO AMEND LINE 94 TO CHANGE IT TO READ "TO PERMITTING WATER AND CONNECTION FEES AND BILLING PRACTICES"

There was discussion that this amendment says we'll treat everyone the same regarding permitting, and this code is not treating people outside the city the same as inside the in terms of permitting connection to the water system. The City treats people outside the city different in regards to permitting access to the water system.

VOTE (amendment): NO: ADERHOLD, LORD, VENUTI, STROOZAS, SMITH, ERICKSON

Motion failed.

SMITH/STROOZAS MOVED TO DELETE LINES 84-86.

Councilmember Smith commented he thinks this is an overreach of our capacity and is inappropriate as a municipality. We provide water by bulk without any requirements.

There was discussion of the difference between bulk water and working with a customer in the City who delivers the water, and our piped water service and issues that could arise that would negatively impact the City's water supply, such as a negligent property owner who creates a back flow of contaminated water into the system. The City has a right to regulate the land use only to the extent it impacts the water system. Opposing comments were raised about the notion of regulating property outside the City regarding any use of the property that may or may not impact the water system.

Councilmember Aderhold commented there have been several amendments made and that she has compiled notes about the concerns with this section. She suggested voting this amendment down and postpone to the next meeting, and she'll work with the Attorney to draft some revised language on this section.

VOTE (amendment): YES: SMITH

NO: LORD, ADERHOLD, ERICKSON, STROOZAS, VENUTI

Motion failed.

ADERHOLD/ERICKSON MOVED TO POSTPONE TO SEPTEMBER 9<sup>TH</sup>.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

## **NEW BUSINESS**

- a. Memorandum 19-108 from City Clerk Re: Vacation a 10 foot wide drainage easement on lot 24-A, AA Mattox Peggi's Addition granted by AA Mattox Peggi's Addition (Plat HM 99-

64) within Section 17, Township 6 South, Range 13 West, Seward Meridian, Alaska, within the Kenai Peninsula Borough. KPB File 2019-048V.

LORD/VENUTI MOVED TO UPHOLD THE KENAI PENINSULA BOROUGHS DECISION TO APPROVE THE VACATION OF A 10 FOOT WIDE DRAINAGE EASEMENT ON LOT 24-A, AA MATTOX PEGGI'S ADDITION, GRANTED BY AA MATTOX PEGGI'S ADDITION PLAT HM 99-64, KPB FILE 2019-048V

Mayor Castner commented that vacation of something is typically not rigorously opposed, especially when it affects adjacent property owners. In this regard, Mr. Neal made salient points about the process it would take to vacate a drainage easement. Moreover, once we approve something like this, all of a sudden we become defendants in an action, and he doesn't believe we have the proper basis to defend the action. He's concerned about upholding the Borough's decision, even though our Planning Commission approved it.

Councilmember Aderhold said she's confused about what their role is and how this came to Council, because it's a Borough action. They are above us as a municipality so she's like the Attorney help them understand what action they're taking.

City Attorney Wells explained when the administration first got a letter from Mr. Neal regarding the process with the Borough it was her interpretation that this is not a utility easement but a public right of way easement. There is a trigger in the borough code for the City to grant or withhold consent. The Borough processed this as a utility easement which doesn't require a hearing. In discussion with the Borough, they went back and looked at it, and that's when they said, without making a definitive decision, they're going to treat it like a public right of way vacation. She recommends the Council determine this is the Borough's process, and it will ultimately be their determination, because that changes whether or not it matters what the Council says. The second issue is the petitioner asking for the vacation bears the burden of seeking that vacation. Our Commission has weighed in and supported approval and also stated as a matter of policy, that the City does not support a private right of way, when there is a dedicated public right of way. She thinks because we don't have a standard of review, we know where the burden lies, we don't know what the City's role is and how to weigh things, then she suggests treating this like a public policy oversight of review. She would give both parties a chance to do so and make a decision based on the best interest of the public.

Councilmember Smith noted they use a non-objection or veto, and questioned if they have the capacity to veto the action. City Attorney Wells replied Borough code says they cannot vacate the easement without putting it before the Council. If Council says no, it doesn't go.

He added absent any real clarity of their process it's clear they can't just offer non-objection because of testimony received and not knowing if the borough followed their own procedure. He proposed they veto so it goes back to the Borough to continue their part and they can send it back. City Attorney Wells clarified if the Council vetoes tonight, it won't come back to the City and the property owner can't reapply for a year.

There was discussion about vacation and process and how utility easements differ from right of way easements. They also addressed postponing this to a special meeting to get clarification from the Borough and a process in which both parties can comment.

Councilmember Lord requested to withdraw her motion. There was no objection to withdrawing the motion.

Councilmember Smith noted that if we are going to hold hearing we have to be cognizant of ex-parte communications. Councilmember Lord added that includes not going on expeditions to look at the property. Mayor Castner confirmed Council will only examine the information provided at the hearing.

There was consensus of the Council to postpone to a special meeting to be scheduled on a date to be determined following city attorney clarification from Kenai Peninsula Borough regarding process questions/concerns.

## **RESOLUTIONS**

- a. Resolution 19-053, A Resolution of the City Council of Homer, Alaska, Amending the Homer Public Library, Library Card Registration Policy to Change Library Card Renewal to Every Two Years and Add Accepted Residency Documentation. Aderhold/Venuti. Recommend adoption.

Memorandum 19-103 from Library Director as backup

ADERHOLD/VENUTI MOVED TO ADOPT RESOLUTION 19-053 BY READING OF TITLE.

ADERHOLD/LORD MOVED TO AMEND LINE 16 TO READ AMENDING THE RENEWAL PERIOD TO EVERY TWO YEARS WILL **REDUCE THE ADMINISTRATIVE BURDEN FOR LIBRARY STAFF AND THE GENERAL PUBLIC;**

There was no discussion.

VOTE (amendment): NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

ADERHOLD/LORD MOVED TO LINE 29 TO READ: REQUIREMENT **AND ADD ACCEPTED RESIDENCY DOCUMENTATION.**

There was no discussion.

VOTE (amendment): NON OBJECTION: UNANIMOUS CONSENT



Motion carried.

There was no further discussion on the main motion as amended.

There was no discussion.

VOTE (main motion): NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

### **COMMENTS OF THE AUDIENCE**

No comments

### **COMMENTS OF THE CITY ATTORNEY**

City Attorney Wells had no comments.

### **COMMENTS OF THE CITY CLERK**

City Clerk Jacobsen announced openings on the Economic Development Advisory Commission and the ADA Compliance Committee

### **COMMENTS OF THE CITY MANAGER**

City Manager Koester had no comments.

### **COMMENTS OF THE MAYOR**

Mayor Castner noted the issues with the amount of time it took to download this Council packet and that staff is working with the third party provider to resolve the problem.

### **COMMENTS OF THE CITY COUNCIL**

Councilmember Stroozas had no comments.

Councilmember Aderhold expressed her appreciate to the fire fighters who are working on the fires and to community members who are taking action on their own to reduce fire risks. She thanked Pier 1 Theater for a great season, and announced on September 21<sup>st</sup> there will be a Belugas Count at the Baycrest overlook. There will be other stations in Kenai and Anchorage, and activities at the Anchorage Zoo.

Councilmember Erickson also expressed appreciation for the fire fighters and volunteers working in our area. As we come into hunting season and Labor Day weekend she encouraged everyone to pay attention and be fire wise.

Councilmember Lord thanked Mayor Castner for his work on Enstar, his efforts haven't gone unnoticed and she congratulated the new police officers who were sworn in. She thanked the fire fighters and recognized this opportunity to talk with her family about how safe it is around their home and steps to be taken. She commented regarding Philip Licht's letter in the paper and applauds the efforts to work the the Opioid Task Force and the community to find a location for the treatment center.

Councilmember Smith shared he has talked with Mr. Licht who remains positive and hopeful about their efforts to secure a location. He thanked Mayor Castner for his efforts on the Enstar issue, welcomed the new police officers, and announced his grandson was born and he got to hold him for the first time today. Lastly he gave kudos to the women's D team who won the State Softball Tournament, and shared the men's team came in 5<sup>th</sup> out of 23 teams.

Councilmember Venuti thanked Representative Vance for giving a report tonight and thanked City Clerk Jacobsen for the work she does in getting the packets together. She commented that classes are up and running at the college and she encouraged people to come out and vote on October 1<sup>st</sup>.

#### **ADJOURN**

There being no further business to come before the Council Mayor Castner adjourned the meeting at 9:49 p.m. The next Regular Meeting is Monday, September 9, 2019 at 6:00 p.m., Committee of the Whole at 5:00 p.m. and a Special Meeting on August 28, 2019 at 3:00 p.m. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

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Melissa Jacobsen, MMC, City Clerk

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



# City of Homer

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

Office of the Mayor

491 East Pioneer Avenue  
Homer, Alaska 99603

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

(p) 907-235-3130

(f) 907-235-3143

## Memorandum 19-113

TO: HOMER CITY COUNCIL  
FROM: MAYOR CASTNER  
DATE: SEPTEMBER 4, 2019  
SUBJECT: APPOINTMENT OF STUDENT REPRESENTATIVE TO THE LIBRARY ADVISORY BOARD

---

Marina Greear is appointed to serve as the Student Representative on the Library Advisory Board for a term to expire May 2020.

**Recommendation:** Confirm the appointment of Marina Greear to the Library Advisory Board as Student Representative.



CITY OF HOMER  
APPLICATION TO SERVE ON ADVISORY BODY  
COMMISSION, BOARD, COMMITTEE, TASK FORCE

AUG 05 2019 PM03:50 *lit*

CITY CLERK'S OFFICE  
CITY OF HOMER  
491 E. PIONEER AVE  
HOMER, AK 99603  
PH. 907-235-3130  
FAX 907-235-3143  
clerk@cityofhomer-ak.gov

The information below provides some basic background for the Mayor and Council  
This information is public and will be included in the Council Information packet

Name: Marina L. Greear Date: 8-5-19  
Physical Address: [REDACTED] Homer, Ak 99603  
Mailing Address: [REDACTED]  
Phone #: [REDACTED] Cell #: [REDACTED] Work #: \_\_\_\_\_  
Email Address: [REDACTED]

The above information will be published in the City Directory and within the city web pages if you are appointed by the Mayor and your appointment is confirmed by the City Council

Please indicate the advisory body that you are interested in serving on by marking with an X.  
You may select more than one.

**ADVISORY PLANNING COMMISSION**

1ST & 3RD WEDNESDAY OF THE MONTH AT 6:30 PM  
WORKSESSION PRIOR TO EACH MEETING AT 5:30 PM

**PARKS ART RECREATION & CULTURE ADVISORY COMMISSION**

3RD THURSDAY OF THE MONTH AT 5:30 PM  
NO MEETINGS IN JANUARY, JULY & DECEMBER

**PORT & HARBOR ADVISORY COMMISSION**

4th WEDNESDAY OF THE MONTH  
OCT-APRIL AT 5:00 PM  
MAY - SEPT AT 6:00 PM

**ECONOMIC DEVELOPMENT ADVISORY COMMISSION**

2ND TUESDAY OF THE MONTH AT 6:00 PM

**CITY COUNCIL**

2ND & 4TH MONDAY OF THE MONTH  
SPECIAL MEETINGS & WORKSESSIONS AT 4:00 PM  
COMMITTEE OF THE WHOLE AT 5:00 PM  
REGULAR MEETING AT 6:00 PM

**LIBRARY ADVISORY BOARD**

1ST TUESDAY OF THE MONTH AT 5:30 PM  
NO MEETINGS IN JANUARY, JUNE AND JULY

**OTHER - PLEASE INDICATE**

Student

I have been a resident of the city for 16 years. I have been a resident of the area for 16 years.  
I am presently employed at Coal Point processing Co.

Please list any special training, education or background you may have which is related to your choice of advisory body.

I have attended Homer High School for the past three years. last year I was a foreign exchange student and organized several events with that (leadership role)

Have you ever served on a similar advisory body? If so please list when, where and how long:

No I have not

Why are you interested in serving on the selected advisory body?

I would really like to give a new perspective on youth engagement and trying to connect teens to the community.

Please list any current memberships or organizations you belong to related to your selection(s):

None

Please answer the following only if you are applying for the Advisory Planning Commission:  
Have you ever developed real property other than a personal residence, if so briefly explain:

Please answer if your are applying for the Port & Harbor Advisory Commission:  
Do you use the Homer Port and/or Harbor on a regular basis?

Yes  No  What is your primary use? Commercial  Recreational

Please include any additional information that may assist the Mayor in his/her decision making:

I am very respectful and love to listen to others ideas  
I also am not affraide to offer my opinion and input.  
Thank you for considering me.

When you have completed the application please review and return to the City Clerk's Office. You may also email this to [clerk@cityofhomer-ak.gov](mailto:clerk@cityofhomer-ak.gov) or fax to 907-235-3143. Thank you for applying!



# City of Homer

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

## Office of the City Clerk

491 East Pioneer Avenue  
Homer, Alaska 99603

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

(p) 907-235-3130

(f) 907-235-3143

## Memorandum 19-114

TO: MAYOR CASTNER AND HOMER CITY COUNCIL  
FROM: RENEE KRAUSE, MMC, DEPUTY CITY CLERK  
DATE: SEPTEMBER 3, 2019  
SUBJECT: LIQUOR LICENSE RESTAURANT DESIGNATION FOR WILD HONEY BISTRO

---

The City Clerk's Office has been notified by the AMCO Board of a Restaurant Designation Permit Application for the following business:

License Type: Restaurant/Eating Place Public Convenience  
License #: 5607  
DBA Name: Wild Honey Bistro  
Service Location: 106 W Bunnell #2, Homer, AK 99603  
Licensee: Broad Point, LLC  
Contact Person: Melody Livingston

RECOMMENDATION: Voice non objection and approval for the liquor license for restaurant designation for Wild Honey Bistro.

Fiscal Note: Revenues.





Alcohol and Marijuana Control Office  
 550 W 7<sup>th</sup> Avenue, Suite 1600  
 Anchorage, AK 99501  
[alcohol.licensing@alaska.gov](mailto:alcohol.licensing@alaska.gov)  
<https://www.commerce.alaska.gov/web/amco>  
 Phone: 907.269.0350

Alaska Alcoholic Beverage Control Board

**Form AB-03: Restaurant Designation Permit Application**

**What is this form?**

A restaurant designation permit application is required for a licensee desiring designation under 3 AAC 304.715 – 3 AAC 304.795 as a bona fide restaurant, hotel, or eating place for purposes of AS 04.16.010(c) or AS 04.16.049. Designation will be granted only to a holder of a beverage dispensary, club, recreational site, golf course, or restaurant or eating place license, and only if the requirements of 3 AAC 304.305, 3 AAC 304.725, and 3 AAC 304.745, as applicable, are met. A menu or expected menu listing the meals, including entrees prepared onsite and offered to patrons, and copy of the DEC Food Service Permit (or corresponding DHHS documentation for licenses located in the Municipality of Anchorage) must accompany this form. Applicants should review AS 04.16.049 – AS 04.16.052 and 3 AAC 304.715 – 3 AAC 304.795. All fields of this form must be completed. The required \$50 permit fee may be made by credit card, check, or money order.

**Section 1 – Establishment Information**

Enter information for licensed establishment.

Licensee:	Broad Point, LLC		
License Type:	Restaurant/Eating Place <sup>Public</sup> <del>Commercial</del>	License Number:	5607
Doing Business As:	Wild Honey Bistro		
Premises Address:	106 W Bunnell #2		
City:	Homer	State:	AK ZIP: 99663
Contact Name:	Melody Livingston	Contact Phone:	907 942 5205

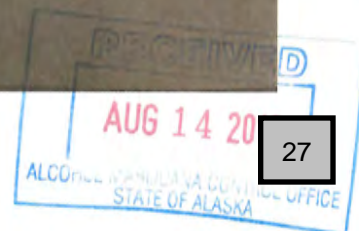
**Section 2 – Type of Designation Requested**

This application is for the request of designation as a bona fide restaurant, hotel, or eating place for purposes of AS 04.16.010(c) or AS 04.16.049, and for the request of the following designation(s) (check all that apply):

- Dining after standard closing hours: AS 04.16.010(c)
- Dining by persons 16 – 20 years of age: AS 04.16.049(a)(2)
- Dining by persons under the age of 16 years, accompanied by a person over the age of 21: AS 04.16.049(a)(3)
- Employment for persons 16 or 17 years of age: AS 04.16.049(c)  
 NOTE: Under AS 04.16.049(d), this permit is not required to employ a person 18 - 20 years of age.

OFFICE USE ONLY	
Transaction #:	1092913
Initials:	CJC

JUN 13 2019







Alcohol and Marijuana Control Office  
 550 W 7<sup>th</sup> Avenue, Suite 1600  
 Anchorage, AK 99501  
[alcohol.licensing@alaska.gov](mailto:alcohol.licensing@alaska.gov)  
<https://www.commerce.alaska.gov/web/amco>  
 Phone: 907.269.0350

Alaska Alcoholic Beverage Control Board

**Form AB-03: Restaurant Designation Permit Application**

**Section 3 – Minor Access**

Review AS 04.16.049(a)(2); AS 04.16.049(a)(3); AS 04.16.049(c)

List where within the premises minors are anticipated to have access in the course of either dining or employment as designated in Section 2. (Example: Minors will only be allowed in the dining area. OR Minors will only be employed and present in the Kitchen.)

Minors will be employed and present in the kitchen.  
 Minors will also be dining in the restaurant.  
 (accompanied by an adult)

Describe the policies, practices and procedures that will be in place to ensure that minors do not gain access to alcohol while dining or employed at your premises.

Minors do not handle alcohol at any time,  
 And are never left alone with alcohol.  
 See following email for more information

Is an owner, manager, or assistant manager who is 21 years of age or older always present on the premises during business hours?

Yes  No

**Section 4 – DEC Food Service Permit**

Per 3 AAC 304.910 for an establishment to qualify as a Bona Fide Restaurant, a Food Service Permit or (for licenses within the Municipality of Anchorage) corresponding Department of Health and Human Services documentation is required.

Please follow this link to the DEC Food Safety Website: <http://dec.alaska.gov/eh/fss/food/>

Please follow this link to the Municipality Food Safety Website:  
<http://www.muni.org/Departments/health/Admin/environment/FSS/Pages/fssfood.aspx>

IF you are unable to certify the below statement, please discuss the matter with the AMCO office:

Initials

I have attached a copy of the current food service permit for this premises OR the plan review approval.

*mg*

\*Please note, if a plan review approval is submitted, a final permit will be required before finalization of any permit or license application.

JUN 13 2019





**Craig, Carrie D (CED)**

---

**From:** (null) (null) <melodyliving@yahoo.com>  
**Sent:** Wednesday, August 28, 2019 1:23 PM  
**To:** Alcohol Licensing, CED ABC (CED sponsored)  
**Subject:** Re: #5607 dba Wild Honey Bistro AB-03

**Categories:** Carrie

Minors are never left alone with alcohol because there is always at least one, usually two, TAPPS Card holders working with them. The cafe is very small and minors are never left alone in the cafe. As part of training, Minor workers taught to never handle the alcohol or opened containers such as wine bottles.

Carrie, is this enough info? And do you want me to hand write it and send it to you, or will the above email be enough?

Thanks for your help in this matter.

Melody Livingston  
Wild Honey Bistro

On Aug 26, 2019, at 9:16 AM, Alcohol Licensing, CED ABC (CED sponsored) <[alcohol.licensing@alaska.gov](mailto:alcohol.licensing@alaska.gov)> wrote:

Good morning,

After a review of the corrections, we feel that additional information is needed. In the second box on the attached page, please describe in greater detail how you will ensure that minors will never be left alone with alcohol. You may use a separate sheet of paper if needed.

Completed documents (with the exception of fingerprint cards or payments) may be scanned and emailed, and questions or concerns may be sent to [alcohol.licensing@alaska.gov](mailto:alcohol.licensing@alaska.gov).

Thank you,

**Carrie Craig**  
Occupational Licensing Examiner  
State of Alaska DCCED  
Alcohol & Marijuana Control Office  
550 W 7<sup>th</sup> Ave, Ste. 1600  
Anchorage, AK 99501

<5607 AB-03 Pg 2.pdf>



Alaska Alcoholic Beverage Control Board

**Form AB-03: Restaurant Designation Permit Application**

**Section 5 – Hours of Operation**

Review AS 04.16.010(c).

Enter all hours that your establishment intends to be open. Include variances in weekend/weekday hours, and indicate am/pm:

Open 8am - 3pm Everyday during the summer.  
Closed on Wednesdays during the winter

**Section 6 – Entertainment & Service**

Review AS 04.11.100(g)(2)

Are any forms of entertainment offered or available within the licensed business or within the proposed licensed premises?

Yes  No

If "Yes", describe the entertainment offered or available and the hours in which the entertainment may occur:

[Empty box for describing entertainment]

Food and beverage service offered or anticipated is:

table service     buffet service     counter service     other

If "other", describe the manner of food and beverage service offered or anticipated:

[Empty box for describing other food and beverage service]





Alaska Alcoholic Beverage Control Board

**Form AB-03: Restaurant Designation Permit Application**

**Section 7 – Certifications and Approvals**

Read each line below, and then sign your initials in the box to the right of each statement:

Initials

There are tables or counters at my establishment for consuming food in a dining area on the premises.

*mf*

I have included with this form a menu, or an expected menu, listing the meals to be offered to patrons. This menu includes entrees that are regularly sold and prepared by the licensee at the licensed premises.

*mf*

I certify that the license for which I am requesting designation is either a beverage dispensary, club, recreational site, golf course, or restaurant or eating place license.

*mf*

I have included with this application a copy of the most recent AB-02 or AB-14 for the premises to be permitted. (AB-03 applications that accompany a new or transfer license application will not be required to submit an additional copy of their premises diagram.)

*mf*

I declare under penalty of perjury that this form, including all attachments and accompanying schedules and statements, is true, correct, and complete.

*mf*

Signature of licensee

Melody Livingston

Printed name of licensee

*[Signature]*

Signature of Notary Public

Notary Public in and for the State of Alaska

My commission expires: 8/14/22



Subscribed and sworn to before me this 6 day of June, 2019.

Local Government Review (to be completed by an appropriate local government official):

Approved

Denied

Signature of local government official

Date

Printed name of local government official

Title



Alaska Alcoholic Beverage Control Board

**Form AB-03: Restaurant Designation Permit Application**

AMCO Enforcement Review: \_\_\_\_\_ Enforcement Recommendation: Approve \_\_\_\_\_ Deny \_\_\_\_\_

\_\_\_\_\_  
Signature of AMCO Enforcement Supervisor

\_\_\_\_\_  
Printed name of AMCO Enforcement Supervisor

\_\_\_\_\_  
Date

**Enforcement Recommendations:**

AMCO Director Review: \_\_\_\_\_ Approved \_\_\_\_\_ Denied \_\_\_\_\_

\_\_\_\_\_  
Signature of AMCO Director

\_\_\_\_\_  
Printed name of AMCO Director

\_\_\_\_\_  
Date

**Limitations:**



## Crepes

### SAVORY

#### CLASSIC CHEESE

white cheddar • \$6  
+ egg \$2 • + bacon \$2 • + reindeer sausage \$3

#### CRÊPE MADAME

ham • gruyere • caramelized onions •  
\*\*sunny-side egg • avocado • mustard dressing • \$14

#### DÉJÀ VU

house-made fennel sausage (reindeer/pork) • sautéed green apples and onions • white cheddar • scrambled egg • maple syrup • \$14

#### FORAGER

mushrooms • chevre or gruyere • spinach • caramelized onions • balsamic reduction • \$12

#### GREEN GOBBLER

turkey breast • bacon • caramelized onions • avocado • avocado ranch dressing • \$14

#### MIDNIGHT SUN

sun-dried tomato pesto • chevre • artichoke hearts • arugula • avocado ranch dressing • \$14

#### SMOKED SALMON

smoked salmon • herbed cream cheese • capers • red onion • tomatoes • creme fraiche • \$14

#### SMOKEY APPLE

smoked cheddar • reindeer sausage • spinach • caramelized onion • green apple • mustard dressing • \$14

#### STEAK & EGG

house-smoked beef • sautéed mushrooms & onions • bell peppers • white cheddar •  
\*\*sunny-side egg • chipotle sour cream • \$15

### SWEET

#### BERRIES & CREAM

pastry cream whip • mixed berries • \$11

#### CINNAMON ROLL

organic sugar • cinnamon • dulce de leche • pastry cream whip • \$9

#### CITRON

lemon • organic sugar • lemon curd • \$7

#### CHOCOLATE MOOSE

house-made "nutella" mousse • \$11  
+ banana \$1 + berries \$1

#### LEMON DROP

lemon chiffon cream • cheese • mixed berries • lemon curd • \$12

#### SALTY KISS

house-made "nutella" mousse • dulce de leche • Kachemak Bay smoked sea salt • \$12

#### WILD HONEY

caramelized honey • \$8

*All Crepes can be made Gluten-Free or turned into an Omelette, +\$2  
ask about our daily soup, pastry & crepe specials  
Almost everything is made from scratch in house!*

*"The most delicious food I've ever had" - Chef and Owner, Amco*

AMCO

JUN 1 & 2019

# *Wild Honey*

H O M E R , A L A S K A

(907) 435 7635  
106 W Bunnell Ave, Homer, Alaska

Summer Hours  
8:00am to 3:00pm  
Everyday





**Alaska Food Code  
2019 Establishment Permit**  
Division of Environmental Health  
Food Safety & Sanitation Program

Permit Number: 5450  
Issued to: **Broad Point, LLC**  
For: **Wild Honey Bistro**  
For Operation of: **FF-1 Food Service**  
Located at: **106 W Bunnell AVE Homer, AK 99603**

This permit, issued under the provisions of 18 AAC 31, is valid until the noted expiration date or unless suspended or revoked by the department.

This permit is not transferable for change of ownership, facility location, or type of operation. It must be posted in plain view in the establishment and is the property of the State of Alaska.

Expiration Date:  
**December 31, 2019**

Program Manager:

**If you have questions or concerns regarding  
safe food handling practices call toll free:**

**1-87-SAFE-FOOD**

(In Anchorage call 334-2560)



RECEIVED

AUG 14 2019

35

ALCOHOL AND GAMING CONTROL OFFICE  
STATE OF ALASKA



# City of Homer

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

## Police Department

4060 Heath Street  
Homer, Alaska 99603

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

(p) 907-235-3150

(f) 907-235-3151

## Memorandum

TO: RENEK KRAUSE, MMC, DEPUTY CITY CLERK

FROM: MARK ROBL, CHIEF OF POLICE

DATE: September 3, 2019

SUBJECT: Liquor License Renewal

---

There is no objection to this license renewal for:

LICENSE TYPE: Restaurant/Eating Place

LICENSE # 5607

DBA NAME Wild Honey Bistro

SERVICE LOCATION: 106 W. Bunnell #2 Ave., Homer, AK 99603

LICENSEE: Broad Point, LLC

DESIGNATED LICENSEE: Melody Livingston

MAILING ADDRESS: 106 W. Bunnell Ave. #2, Homer, AK 99603





# City of Homer

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

## Office of the City Clerk

491 East Pioneer Avenue  
Homer, Alaska 99603

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

(p) 907-235-3130

(f) 907-235-3143

## Memorandum 19-115

TO: MAYOR CASTNER AND HOMER CITY COUNCIL

FROM: RENEE KRAUSE, MMC, DEPUTY CITY CLERK

DATE: SEPTEMBER 4, 2019

SUBJECT: CONFIRMATION OF ELECTION JUDGES FOR THE CITY OF HOMER REGULAR  
ELECTION OCTOBER 1, 2019

---

Pursuant to Homer City Code Sections 4.20.010 and 4.35.010 the Election Judges are approved by City Council and the Canvass Board is confirmed by the City Council. Election Central Judges and Absentee Voting Officials are appointed by the City Clerk and require no approval or confirmation of the City Council.

### Homer No. 1

Maryann Lyda, Chair

Chris Bowden

Louise Hall

Dixie Hart

Cindy Barker

### Homer No. 2

Alice Krivitsky, Chair

Terry Meyer

Karen Newell

Becky Lunqvist

### Canvass Board

Maryann Lyda

Terry Meyer

### Recommendation

Confirm the appointment of the Canvass Board and approve the appointment of the Election Judges for the October 1, 2019 City of Homer Regular Election.

Fiscal Note: Polling Place - \$10.50/hr. Chairs, \$10.00/hr. Judges, 12-18 hrs.

\$12.50/hr. Canvass board 2-4 hours or until done.

Account: 100.0102.5101-5107

1 **CITY OF HOMER**  
2 **HOMER, ALASKA**

3 City Clerk/  
4 Public Works Director

5 **RESOLUTION 19-057**

6  
7 A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,  
8 AWARDING THE CONTRACT FOR THE 2019-2022 SNOW REMOVAL  
9 AND SANDING SERVICES TO THE FIRM OF GREGOIRE  
10 CONSTRUCTION OF HOMER, ALASKA, IN THE AMOUNT OF \$570.00  
11 SNOW REMOVAL PER TRIP AND \$466.00 SANDING PER TRIP, AND  
12 AUTHORIZING THE CITY MANAGER TO EXECUTE THE APPROPRIATE  
13 DOCUMENTS.

14  
15 WHEREAS, In accordance with the Procurement Policy the Invitation to Bid was  
16 advertised in the Homer News on August 1 and 8, 2019; sent to two in-state plans rooms; and  
17 posted on the city website; and

18  
19 WHEREAS, Bids were due on August 22, 2019 and three bids were received; and

20  
21 WHEREAS, Gregoire Construction of Homer, Alaska, was found to be the lowest  
22 responsive bidder; and

23  
24 WHEREAS, This award is not final until written notification is received by the firm from  
25 the City of Homer.

26  
27 NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, awards the  
28 contract for the 2019-2020 Snow Removal and Sanding Services contract to the firm of Gregoire  
29 Construction of Homer, Alaska, in the amount of \$570.00 snow removal per trip and \$466.00  
30 sanding per trip, and authorizes the City Manager to execute the appropriate documents  
31 necessary to complete this work.

32  
33 PASSED AND ADOPTED by the Homer City Council this 9th day of September, 2019.

34  
35 CITY OF HOMER

36  
37  
38 \_\_\_\_\_  
39 KEN CASTNER, MAYOR

40 ATTEST:

41  
42  
43 \_\_\_\_\_  
44 MELISSA JACOBSEN, MMC, CITY CLERK

45			
46	Fiscal Note:	Fire Dept.	100.151.5210
47		Police Dept.	100.160.5244
48		City Hall	100.140.5210
49		Library	100.145.5244



## City of Homer

Dan Gardner, Superintendent

Public Works

3575 Heath Street

Homer, AK 99603

dgardner@ci.homer.ak.us

(p) 907-235-3170

(f) 907-235-3145

MEMORANDUM 19-116

To: Katie Koester, City Manager

From: Dan Gardner, Public Works Superintendent

Date: August 23, 2019

Subject: SNOW REMOVAL & SANDING SERVICES 2019 – 2022

---

On August 22, 2019, bids were opened for the referenced three-year renewable service contract. This work was advertised in the Homer News on 8/1/19 and 8/8/19. This service contract provides snow plowing and sanding services for City Hall, Fire Department, Police Department, Public Library, and the Skyline Fire Station.

Three bids were received from qualified firms. The bid results were totaled per citywide trip, and the results are as follows:

Firm Name	Snow Plow/Trip	Sanding/Trip	Total/Trip
<b>Gregoire Construction</b>	<b>\$570</b>	<b>\$466</b>	<b>\$1036</b>
ABH Building	\$970	\$900	\$1870
Dutch Boy Landscaping	\$835	\$650	\$1485

**RECOMMENDATION:** The City Council pass a resolution awarding the 2019-2022 Snow Removal & Sanding Services Contract to Gregoire Construction, of Homer, Alaska and authorize the City Manager to execute the appropriate documents.

Fiscal Note:

Account Numbers

Fire Department	100.0150.5210
Police Department	100.0160.5244
City Hall	100.0140.5210
Library	100.0145.5244

**ORDINANCE REFERENCE SHEET**  
**2019 ORDINANCE**  
**ORDINANCE 19-40**

An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code Chapter 21.27.040, Dimensional Requirements, to Allow Commercial Buildings up to 75 Feet in Height in the East End Mixed Use District with a Conditional Use Permit.

Sponsor: Planning Commission

1. City Council Regular Meeting September 9, 2019 Introduction

1 **CITY OF HOMER**  
2 **HOMER, ALASKA**

3 Planning  
4 Commission

5 **ORDINANCE 19-40**

6  
7 AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA  
8 AMENDING HOMER CITY CODE CHAPTER 21.27.040, DIMENSIONAL  
9 REQUIREMENTS, TO ALLOW COMMERCIAL BUILDINGS UP TO 75  
10 FEET IN HEIGHT IN THE EAST END MIXED USE DISTRICT WITH A  
11 CONDITIONAL USE PERMIT.  
12

13 WHEREAS, The 2018 Homer Comprehensive Plan goals include the support of a variety  
14 of well-defined commercial/business districts for a range of commercial purposes; and  
15

16 WHEREAS, The 2018 Homer Comprehensive Plan Land Use Chapter implementation  
17 table recommends re-evaluating height standards in mixed-use districts; and  
18

19 WHEREAS, The 2018 Homer Comprehensive Plan Economic Vitality Chapter objectives  
20 include promoting the marine trades; and  
21

22 WHEREAS, The marine trades industries located in the East End Mixed Use District has  
23 shown a desire for taller structures; and  
24

25 WHEREAS, The East End Mixed Use District has adopted nuisance standards; and  
26

27 WHEREAS, The Planning Commission supports expanded opportunities for the Marine  
28 Trades in the East End Mixed Use District.  
29

30 NOW THEREFORE, THE CITY OF HOMER ORDAINS:  
31

32 Section 1. Homer City Code 21.27.040 is hereby adopted to read as follows:  
33

34 The following dimensional requirements shall apply to all structures and uses in the East End  
35 Mixed Use District:  
36

37 a. Lot Size.

38  
39 1. The minimum area of a lot that is not served by public sewer or water shall be 40,000 square  
40 feet.  
41

42 2. The minimum area of a lot that is served by either a public water supply approved by the  
43 State Department of Environmental Conservation or a public or community sewer approved  
44 by the State Department of Environmental Conservation shall be 20,000 square feet.

45  
46 3. The minimum area of a lot that is served by both a public water supply approved by the State  
47 Department of Environmental Conservation and a public or community sewer approved by the  
48 State Department of Environmental Conservation shall be 10,000 square feet.

49  
50 b. Building Setbacks.

51  
52 1. All buildings shall be set back 20 feet from all dedicated rights-of-way other than alleys,  
53 except that adjacent to rights-of-way that lead to Kachemak Bay and have been determined to  
54 be unsuitable for road construction by resolution of the City Council, all buildings shall be set  
55 back from the boundary of the right-of-way according to the number of stories as follows:

56

57 Number of Stories	Setback (in feet)
58 1	5
59 1 ½	6
60 2	7
61 2 ½	8

62

63 2. The setback requirements from any lot line abutting an alley will be determined by the  
64 dimensional requirements of subsections (b)(3) and (4) of this section;

65  
66 3. Buildings shall be set back five feet from all other lot boundary lines unless adequate  
67 firewalls are provided and adequate access to the rear of the building is otherwise provided  
68 (e.g., alleyways) as defined by the State Fire Code and enforced by the State Fire Marshal;

69  
70 4. Any attached or detached accessory building shall maintain the same yards and setbacks as  
71 the main building.

72  
73 c. Building Height.

74 **1.** The maximum building height shall be 35 feet, ~~except as provided in paragraph 2. of this~~  
75 **subsection.**

76  
77 **2.** ~~When authorized by a conditional use permit, the maximum building height for a~~  
78 **building used solely for commercial purposes shall be 75 feet. A building for which a**  
79 **conditional use permit has been issued under this subsection shall not contain dwelling**  
80 **units.**

81  
82

83 d. No lot shall contain more than 8,000 square feet of building area (all buildings combined),  
84 nor shall any lot contain building area in excess of 30 percent of the lot area without an  
85 approved conditional use permit.

86  
87 e. Building Area and Dimensions – Retail and Wholesale. The total floor area of retail and  
88 wholesale business uses within a single building shall not exceed 75,000 square feet. No  
89 conditional use permit, planned unit development, or variance may be granted that would  
90 allow a building to exceed the limits of this subsection, and no nonconforming use or structure  
91 may be expanded in any manner that would increase its nonconformity with the limits of this  
92 subsection.

93  
94 f. Screening.

95  
96 1. When one or more side or rear lot lines abut land within an RO, RR, or UR district or when a  
97 side or rear yard area is to be used for parking, loading, unloading or servicing, then those side  
98 and rear yard areas shall be effectively screened by a wall, fence, or other sight-obscuring  
99 screening. Such screening shall be of a height adequate to screen activity on the lot from  
100 outside view by a person of average height standing at street level.

101  
102 2. Outside storage of materials, equipment and trash/dumpsters adjacent to East End Road  
103 and Kachemak Drive shall be screened. Screening may consist of walls, fences, landscaped  
104 berms, evergreen plantings, or any combination thereof.

105  
106 Section 2: This ordinance is of a permanent and general character and shall be included  
107 in the City Code.

108  
109 ENACTED BY THE CITY COUNCIL OF THE CITY OF HOMER THIS \_\_\_ DAY OF \_\_\_\_\_,  
110 2019.

111  
112 CITY OF HOMER

113  
114  
115 \_\_\_\_\_  
116 KEN CASTNER, MAYOR

117  
118 ATTEST:  
119  
120 \_\_\_\_\_  
121 MELISSA JACOBSEN, MMC, CITY CLERK

122  
123  
124



125 YES:  
126 NO:  
127 ABSTAIN:  
128 ABSENT:  
129  
130 First Reading:  
131 Public Hearing:  
132 Second Reading:  
133 Effective Date:  
134  
135 Reviewed and approved as to form:  
136  
137  
138 \_\_\_\_\_  
139 Katie Koester, City Manager  
140  
141 Date: \_\_\_\_\_

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



## City of Homer

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

### Planning

491 East Pioneer Avenue  
Homer, Alaska 99603

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

(p) 907-235-3106

(f) 907-235-3118

## Memorandum 19-121

TO: MAYOR CASTNER AND HOMER CITY COUNCIL  
THROUGH: KATIE KOESTER, CITY MANAGER  
FROM: RICK ABOUD AICP, CITY PLANNER  
DATE: AUGUST 29, 2019  
SUBJECT: PERMITTING BUILDINGS OVER 35 FEET AND UP TO 75 FEET WITH A  
CONDITIONAL USE PERMIT IN THE EAST END MIXED USE DISTRICT

While on the subject of zoning height standards, the Planning Commission received citizen input regarding the benefits to the boat building and repair industry for allowances of structures taller than the 35 feet height limit in the East End Mixed Use District (EEMU).

After extensive research and deliberation, the Commission is proposing an allowance for structures above 35 feet up to 75 feet with an approved conditional use permit (CUP) in the EEMU District. It is proposed that buildings greater than 35 feet be used for commercial purposes only and shall not contain any dwelling units. In order for a tall commercial structure to be built in the EEMU District, the structure will require approval from the State Fire Marshal and the FAA. Activities on site are subject to the nuisance standards currently found in code.

The Commission feels that the allowance for taller structures in the EEMU District will enhance economic activity by providing additional year-round opportunities for business and employees and can be developed in a responsible fashion in a district that currently supports the industry.

After being a subject in eight meetings, a public hearing was conducted at the August 21, 2019 meeting of the Commission. A vote of the Commission gained unanimous consent to recommend that the City Council adopt the proposed amendment.

### **Attachments:**

Ordinance

Staff reports and corresponding meeting minutes

## Bookmark Summary

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[SR 19-25, Building Height Definition, March 20, 2019](#)  
[Planning Commission Minutes March 20, 2019](#)  
[SR 19-29 Height requirements, April 3, 2019](#)  
[Planning Commission Minutes April 3, 2019](#)  
[SR 19-37 Building Height Measurement May 1, 2019](#)  
[Planning Commission Minutes May 1, 2019](#)  
[SR 19-44 EEMU Building Height, May 15, 2019](#)  
[Planning Commission Minutes May 15, 2019](#)  
[SR 19-53 Building Height in EEMU, June 5, 2019](#)  
[Planning Commission Minutes June 5, 2019](#)  
[SR 19-59 Building Height, June 19, 2019](#)  
[Planning Commission Minutes June 19, 2019](#)  
[SR 19-62 Building Height, July 17, 2019](#)  
[Planning Commission Minutes July 17, 2019](#)  
[SR 19-68 Building Height in EEMU, August 7, 2019](#)  
[Planning Commission Minutes August 7, 2019](#)  
[SR 19-73 EEMU building height PH, August 21, 2019](#)  
[Planning Commission Minutes August 21, 2019](#)



# City of Homer

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

## Planning

491 East Pioneer Avenue  
Homer, Alaska 99603

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

(p) 907-235-3106

(f) 907-235-3118

### Staff Report PL 19-25

TO: Homer Advisory Planning Commission  
THROUGH: Rick Abboud, City Planner  
FROM: Julie Engebretsen, Deputy City Planner  
DATE: March 20, 2019  
SUBJECT: Building Height Definition

---

#### Recap from 2/6/19 Work Session and Regular Meeting

Chief Purcell spoke at the last work session about Insurance Services Office (ISO) ratings, building height, life safety, fire department capabilities, and sprinkler systems. In summary, he provided information about the change in ISO ratings and evaluations, and that a building height of 35 feet was no longer the standard. He states in his email of February 26th that the new ISO standard is three stories, or 32 feet or more measured from ground to eaves. This new standard allows for more flexibility in roof design. Additionally, he recommended in his email that all three-story buildings have full fire sprinkler systems installed.

The current building height limit of 35 feet does allow for a three-story building, but limits a developer to a very low pitch roof. Changing the definition of building height, or how it is calculated, will give developers a little more leeway in roof design. Chief Purcell does not think that a small change in building height will affect the community's ISO rating. However, it is relevant from a life safety perspective, all three-story buildings, regardless of final roof height, should be sprinkled.

Based on Chief Purcell's comments, and Memorandum 19-016, the Planning Commission is looking at several topics related to building height. Staff would like to work through one to two topics per meeting. The 'topic list' as staff understands it is provided below.

1. Building height calculation in flood hazard areas
2. Definition of building height and grade
3. Existing sprinkler requirements in three story commercial structures
4. Building heights in EEMU, GC1, GC2, MC, MI
5. Sprinkler requirements for all three-story buildings, including residential
6. Should there be an allowance for buildings higher than 35 feet in the CBD?

**Staff comment:** This staff report has two sections below. The first section will address a possible code amendment to respond to Memorandum 19-016, regarding building height in flood hazard areas. The second section contains a discussion of the definitions of building height and grade. **Recommendation:** Work through section one and provide direction to the City Planner for next steps. Time allowing, discuss section two; does the city want to amend its height definition to allow for greater roof design variation? (We would follow that conversation up with a discussion of sprinklers, but first, does the Commission want to pursue this topic?)

## **Section 1 Building height in flood zones**

### **Analysis**

Staff has provided draft language for amending HCC 21.05.030, measuring heights. While there is a general standard of a 35 foot height limit, Homer City Code also specifies how this vertical distance is measured. See # 3 below. The proposed amendment would exclude the vertical distance for the required flood elevation, from the measurement of building height.

21.05.030 Measuring heights.

a. When measuring height of a building, the following are included in the measurement: screening, parapets, mansards or similar structures.

b. When measuring height of a building, the following are excluded from the measurement:

1. Steeples, spires, belfries, cupolas and domes if not used for human occupancy, chimneys, ventilators, weather vanes, skylights, water tanks, bulkheads, monuments, flagpoles, wind energy systems, television and radio antennas, other similar features, and necessary mechanical appurtenances usually carried above roof level.

2. Wireless communications equipment that does not extend more than 10 feet above the height of the building.

### **3. Elevation from grade to lowest horizontal structural member of the lowest floor for buildings located within an area of special flood hazard.**

c. When determining building height on a sloping lot, building height shall be calculated as follows: more than 50 percent of the perimeter of the building shall meet the maximum building height requirements; the maximum elevation of the remainder of the building shall not exceed the elevation of the first portion nor add more than 12 feet of building height at any point.

d. When determining the height of a nonbuilding structure, such as a sign, fence, amateur radio tower, communications tower or wireless communications support structure, the height shall

be calculated as the distance from the base of the structure at normal grade to the top of the highest part of the structure, excluding lightning rods. For this calculation, normal grade shall be construed to be the lower of (1) existing grade prior to construction or (2) the newly established grade after construction, exclusive of any fill, berm, mound, or excavation made for the purpose of locating or supporting the structure. In cases in which the normal grade cannot reasonably be determined, structure height shall be calculated on the assumption that the elevation of the normal grade at the base of the structure is equal to the elevation of the nearest point of the crown of a public street or the grade of the land at the principal entrance to the main building on the lot, whichever is lower. [Ord. 14-18(A)(S-2) §§ 2, 3, 2016; Ord. 09-34(A) § 3, 2009; Ord. 08-29, 2008].

**Part 1 Staff recommendation:** Discuss the code amendment proposed above. Ask for any additional information needed, and when ready, ask staff to draft an ordinance.

## **Part 2 Building height and grade Analysis**

Homer generally has a current height limit of 35 feet. While it is possible to build a three story building in 35 feet, the options for roof design are limited. Additionally, from Chief Purcell's information, 35 feet is no longer a standard that merits strict adherence. There is a lot more conversation to be had about sprinklered buildings, but for the start of this topic, is the Commission interested in amending code to allow for roof variation?

Staff has included zoning code language from Kenai and Soldotna. Both communities have adopted the building code and have a building permit review and inspection process. Staff brings this up because the adopted zoning code may have district height limitations, but may not be the definitive measure of height – or grade. This conversation about the relationship and effect of a building code vs the zoning code is rapidly advancing beyond what Homer planning staff is knowledgeable about.

Homer City Code: *"Building height" is the vertical distance from grade to the maximum point of measurement of the building, measured according to HCC 21.05.030.*

"Grade" in reference to adjacent ground elevation means the lowest point of elevation of the existing surface of the ground within the area between the structure and a line five feet from the structure.

**Soldotna:** "Building Height" means the vertical distance above the average existing grade measured to the highest point of the building. The height of a stepped or terraced building is the maximum height of any segment of the building. *(Staff note – generally, heights range from 36-48 feet)*

**Kenai:** “Building Height” means the vertical distance from the “grade,” as defined herein, to the highest point of the roof. *(Staff note: generally a 35 foot height limit in residential districts)*

“Grade (Ground Level)” means the average level of the finished ground at the center of all walls to a building. In case walls are parallel to and within five (5) feet of a public sidewalk, the ground level shall be measured at the sidewalk.

**2003 IBC Building Height:** The vertical distance from grade plane to the average height of the highest roof surface.

**Part 2 Staff Recommendation:** Be familiar with Homer definitions of height and grade. Briefly discuss if any changes should be considered, and provide staff direction. Should the City consider a code amendment to allow for more varied rooflines than are allowed under current code?

### **Attachments**

Memorandum 19-016  
Minutes excerpt from 3/6/19 meeting  
2/26/19 email From Chief Purcell



## **Memorandum 19-016**

TO: HOMER ADVISORY PLANNING COMMISSION

FROM: COUNCILMEMBERS SMITH AND ERICKSON

THROUGH: HOMER CITY COUNCIL

DATE: JANUARY 28, 2019

SUBJECT: PLANNING COMMISSION REVIEW OF REGULATORY REQUIREMENT FOR FLOOD  
ELEVATION ON HOMER SPIT

---

It has come to our attention that structures subject to increasing regulatory requirements for flood elevation may become noncompliant with height requirements due to circumstances out of their control.

Homer's participation in Federal Emergency Management Association (FEMA) Flood Insurance Program requires that new and rebuilt structures must elevate the bottom floor. This elevation is subject to change and is subject to increases in the future. Compliance with FEMA's Flood Insurance Program is critical for area wide insurance ratings and eligibility for FEMA funding.

The purpose of this memo is to request that the Planning Commission review the topic and consider a height allowance based on FEMA elevation requirements and prepare a draft Ordinance for review by City Council.



- Further discuss permitting more than one structure in the GC2, this includes application of the Design Manual which is triggered by Conditional Use Permits in the CBD, this does not apply in the GC1 and GC2

Discussion ensued on the large project requirements commercial versus residential; Addressing the more than one structure in the commercial districts, open GC2, GC1 there were a few more considerations and in the CBD there were even more restrictions to consider.

City Planner Abboud responded that over time maybe one or two Conditional Use Permits were issued when comparing the “more than one structure” category with “over 8000 sf” category.

Further discussion on the things that the City oversees versus what they should be concerned about ensued and that those items fell under a Building Department not planning and zoning. The commission commented that it should forward a recommendation to Council that the Commission has thoroughly reviewed the Conditional Use process and that it does not believe there is any way to sufficiently amend the City Code to reduce the number of applications since there are too many variables other than the Code Amendments the commission spoke about tonight.

City Planner Abboud will wrap up what they talked about here bring it back for the Commission review and public hearing.

## **NEW BUSINESS**

- A. Staff Report 19-20, Building Height Maximum

Chair Venuti introduced the item by reading of the title into the record.

City Planner Abboud commented on the topic and learning about the availability of residential sprinkler systems, three story buildings and how they measure height from Fire Chief Purcell at the worksession. He is not sure what direction to take on this issue noting that the City could possibly eliminate the issue of three stories if they are sprinklered.

Further discussion ensued with the Commission commenting on the following topics:

- FEMA requirements for the Spit and how that effects the height requirements
- Commercial three story building requirements on Fire Suppression systems
- Requiring conditions for commercial
- Evaluation of East End Mixed Use and codify the height with an exception in one district, Marine Commercial
- The need for three story commercial buildings
- Recommend Staff draft sprinkler code and bring back more info on the proposed regulation
- Have Fire Department involvement

Chair Venuti provided historical information on sprinkler system requirement in residential projects for the State.

### **INFORMATIONAL MATERIALS**

A. City Manager's Report for the February 11, 2019 Homer City Council meeting

### **COMMENTS OF THE AUDIENCE**

### **COMMENTS OF THE STAFF**

Deputy City Clerk Krause expressed apologies for omitting the page numbers on the Chair's Agenda.

City Planner Abboud commented on the holding the worksessions and further in development they haven't created a record to document the discussion such that they had tonight with Fire Chief Purcell. This is used to provide Council documentation of their work.

### **COMMENTS OF THE COMMISSION**

Commissioner Bos stated that it was a good meeting and was disappointed that no one stayed in the audience like they had for the worksession. He believes that the worksessions are valuable and provide the Commission an opportunity to make worthwhile process on the issues before them.

Commissioner Bernard will be absent for the March 20<sup>th</sup> commission meeting.

Commissioner Bentz echoed Commissioner Bos' sentiments on the worksessions as it allows them to work through the details without the pressure of Robert's Rules and noted that she will not be attending the March 20<sup>th</sup> meeting either.

Commissioner Smith is finally not feeling like a rookie and really sees that they are a board that is advocating for the development of Homer and that they advocate and facilitate for the individual but with concern for the whole. He noted that he is learning the language and working with Council and so forth. He appreciates how everyone is diligent and works through everything with respect for each other. Tonight was very interesting and he thoroughly enjoyed it.

Commissioner Banks is a fan of the worksessions and believes they are pretty useful for the commission, educating them on a broad variety of subjects and toss around ideas. It is a prerequisite for decisions. He noted that they are going to finalizing a few things on their worklist and getting them completed before summer.

Chair Venuti appreciated the worksessions also and agreed that it was a good meeting tonight.



Motion failed.

Commissioner Smith commented that he was in support on going forward with direction from City Council.

Chair Venuti requested a motion to forward a request to City Council.

Commissioner Bos stated he would support the statement made previously by Commissioner Banks.

Deputy City Clerk Krause read the statement:

BOS/BANKS MOVED TO REQUEST DIRECTION FROM CITY COUNCIL TO UPDATE THE PLANNING AND ZONING SECTION OF THE CLIMATE ACTION PLAN.

There was no discussion.

Chair Venuti inquired if there was any dissent to the motion. Dissent was indicated. Chair Venuti requested a roll call vote.

VOTE. YES. BANKS, BOS, SMITH, VENUTI

VOTE. NO. HIGHLAND.

Motion carried.

C. Staff Report 19-25, Building Height

Chair Venuti introduced the item by reading of the title.

City Planner Abboud provided information and review on the discussion from the worksession with Fire Chief Purcell regarding ISO rating and building height limitations. He referenced the memorandum in the packet and suggested the Commission work through section one and if time allowed section two.

City Planner Abboud provided a brief explanation on how the vertical distance is measured currently in Homer City Code 21.35.030. He clarified how effectively the Fire Department fights fire now as well as he understood Chief Purcell's explanation.

Further discussion and comments ensued on determining building heights and how the determination of 35 feet in maximum height.

City Planner Abboud recommended waiting on having a discussion or recommendation on sprinkler system regulations. He reaffirmed that he is not advocating a blanket increase for building height.

Commissioner Banks recommended specificity in location on the structural member.

City Planner Abboud responded that in addressing the particular location this was the recommended language from FEMA.

Commissioner Smith reiterated a discussion the Commission had at the last meeting that whatever they drafted they would submit it to the Fire Chief for review before submittal to Council. He then informed the Commission that he had a discussion with one local company who advocated for 52 feet height limit and is currently playing phone tag with another company and suggested that they have a worksession prior to the next meeting with those two for official communication so the Commission can have a discussion on height limitations in Commercial versus Residential applications to allow for flexibility.

Chair Venuti inquired if Commissioner Smith was making a motion.

City Planner Abboud did not recommend addressing residential unless the Commissioners felt it was really necessary. He preferred to review it by district.

There was a brief discussion on further review and proper input on the issue and bringing it back for additional discussion by the Commission.

#### D. Staff Report 19-26, Permitting Process and Building Location Verification

Chair Venuti introduced the item by reading of the title into the record.

City Planner Abboud provided a very brief summary of requested action for Staff by the Commission.

Commissioners recommended inviting local contractors, surveyors, realtors and person who performed clearing and or dirt work.

City Planner Abboud responding to a question from Chair Venuti that there was one issue within the last year before the commission that was required to purchase additional property and had to replat their property.

Additional discussion was entertained on the following points:

- adding the requirement of providing an Asbuilt upon completion of the project
- Making it a requirement of the conditional use permitting process
- Good conversation the commission should have in a worksession
- Preference to leave some ability for conceptual planning



# City of Homer

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## Planning

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(p) 907-235-3106

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### Staff Report PL 19-29

TO: Homer Advisory Planning Commission  
THROUGH: Rick Abboud, City Planner  
FROM: Julie Engebretsen, Deputy City Planner  
DATE: April 3, 2019  
SUBJECT: Building Height

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### Introduction

- The goal at this meeting is for the Commission to continue discussions on building height. We will continue working from last meeting's staff report, SR 19-25. It is attached to this report with the minutes.
- Commissioner Smith provided an email about some conversations he has had with businesses located in the East End Mixed Use District. Currently, EEMU allows for a building height of 35 feet. I'd like the Commission to think of some questions they would ask the business owners and the Fire Chief, so that staff can put together a work session in May.
- What is the level of interest on the Commission to require sprinklers on all three-story buildings – residential and commercial? What additional information would you like to have prior to making a recommendation?

### Analysis

Staff has continued to analyze the draft code amendment concerning building height measurement, within a flood area. The language below is staff's new recommendation:

**For buildings located within an area of special flood hazard, the vertical distance between grade and the Base Flood Elevation (BFE) plus two feet is excluded from the calculation of building height.**

If the Commission is satisfied with this language, please make a motion and move to public hearing.

### Attachments

1. Staff report 19-25 from 3/20/19 meeting **REMOVED - ALREADY INCLUDED IN PACKET**
2. Minutes excerpt from 3/20/19 meeting **REMOVED - ALREADY INCLUDED IN PACKET**
3. Email from Commissioner Smith re: EEMU height limit

To: Rick/Travis  
From: Scott Smith  
Date: March 27, 2019  
Re: EEMU Build Height Discussion

Greetings,

I was finally able to have a talk with Ken Moore, owner of Northern Enterprises. He offered insights on the inability to truly serve the growing Homer fleet of vessels due to the current building height limitations.

He reflected on how most commercial boat owners have to build temporary sheds often costing in excess of \$20,000 to be able to work on their vessels. These temporary structures are built as extensions to structures owned by Northern Enterprises to facilitate the needed repairs and alterations. Mr. Moore said they dreaming of building a structure that would have 50' to 60' doors into which a commercial vessel could fully fit without the need to build a temporary shed. If the Planning commission could increase the building height in this area, they would probably move forward with construction. He offered the building would need sufficient height to have a sloped roof rather than flat roof which has much higher maintenance costs, which will need to be considered in the discussion.

Both Mr. Moore and Mr. Alan Engebretsen would attend a Work Session to answer direct questions from the Planning Commission. Mr. Moore is in Utah and would need to be phoned in. Mr. Moore suggested we include Eric Sloth, owner of Sloth Boats, who does additions and repairs on fiberglass boats in Homer.

Mr. Engebretsen offered a building of 52' would be very helpful toward their desired growth. He has other suggestions that are worthy of consideration.

I am suggesting we have a work session soon including these three men to discuss the topic of Building Height in the EEMU district as soon as possible. I am happy to set this up.

Contact information:

Alan Engebretsen	907-399-4895
Ken Moore	907-299-0188
Eric Sloth	907-435-7881

There was no further discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

## **PLAT CONSIDERATION**

### **PENDING BUSINESS**

#### **A. Staff Report 19-29, Building Height Maximum**

Chair Venuti introduced the item into the record by reading of the title.

Deputy City Planner Engebretsen reviewed the three items of action that is requested of the Commission:  
1. Approve the recommended amended language, *for buildings located within an area of special flood hazard, the vertical distance between grade and the Base Flood Elevation (BFE) plus two feet is excluded from the calculation of building height* and forward to Public Hearing.

Deputy City Planner Engebretsen explained that in further review of the existing city code that this recommendation would fit the broadest number of categories, it could be a future standard.

Commissioner Bentz questioned the typical vertical distance for applicable properties.

Deputy City Planner Engebretsen responded that it would be dependent on the location as the Spit, Beluga Lake or Old Town would be different. She noted that it addresses the request from Council and does not answer all the questions with Building Height issue and moving forward this would be one solution.

**BOS/HIGHLAND MOVE TO AMEND HOMER CITY CODE CONCERNING BUILDING HEIGHT MEASUREMENT WITHIN A FLOOD AREA WITH LANGUAGE RECOMMENDED IN STAFF REPORT 19-29 AND MOVE TO A PUBLIC HEARING.**

There was a discussion on possible issues with height, definition of grade, and nuances in city code. There was some concerns expressed by the Commission with creating more issues especially with a limitation of 35 feet and that this would address the difference in the height that due to flood issues you could not build.

Clarification was provided by Staff:

- that the recommendation was to address specific issues as requested;
- was not particularly time sensitive
- easier to address specific sections than the whole
- This change does not allow additional usable occupied space in the structure

Chair Venuti asked if there was any dissent to the motion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.



Commissioner Smith spoke with some business owners in EEMU who recommended building heights and Staff would like input from Commission on scheduling a worksession with these businesses and the Fire Chief to discuss building heights and sprinkler systems.

Discussion ensued by the Commission on points of interest in addressing during the worksession for the following:

- EEMU as industrial uses, No residential space in the buildings or use of short term rentals.
- Viewshed issues
- Possible limitation of residential use to the first floor only
- Composition of structure steel versus wood due to size
- Fire Marshall approval requirement
- The use of combustible materials used in the boat building industry

Item three for discussion was Fire Sprinkler System requirements for three story buildings

Deputy City Planner Engebretsen inquired what additional information the commission required before making a recommendation.

Discussion ensued and covered the following points:

- Information on measurements
- Definition in city code for "story" there is definitions to support the determination of a 2 or 3 story building
- Consideration of a building that is on pilings/piers
- If a structure has a daylight or basement that is considered a story
- Building a structure with 8 foot walls and height to 30 feet would allow only for a flat roof
- Most residential buildings are 1 or 2 story

Commissioner Banks expressed concern if the discussion should follow building heights instead of preceding it stating that currently there is probably not many, if any 3 story commercial buildings. He opined that the Commission should consider building heights then sprinkler systems.

There was a brief discussion on applying the standard language when speaking with the contractors and outlining the schedule for discussion on building height and sprinklers for the meetings in April, May and June.

Discussion ensued briefly on fire service to structures that are higher than the Fire Department is able to service further comments on choosing not to regulate to that standard.

#### **B. Staff Report 19-30, Permitting Process and Building Location Verification**

Chair Venuti noted the feedback received during the worksession.

Commissioners then commented on the following:

- lack of the perspective from a surveyor and emphasized the benefits from hearing from that profession
- enforcement of regulations
- Asbuilts



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### Staff Report PL 19-37

TO: Homer Advisory Planning Commission  
THROUGH: Rick Abboud, City Planner  
FROM: Julie Engebretsen, Deputy City Planner  
DATE: May 1, 2019  
SUBJECT: Measuring Building Heights

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#### Introduction

No action is requested on this topic for this meeting. The information is provided so the Commission may become more educated on the topics of grade, building height, and how stories are measured. Staff does not have specific recommendations for code amendments yet, although the discussion of Height, Building, on pages 35-37 differs from Homer City Code. Food for thought!

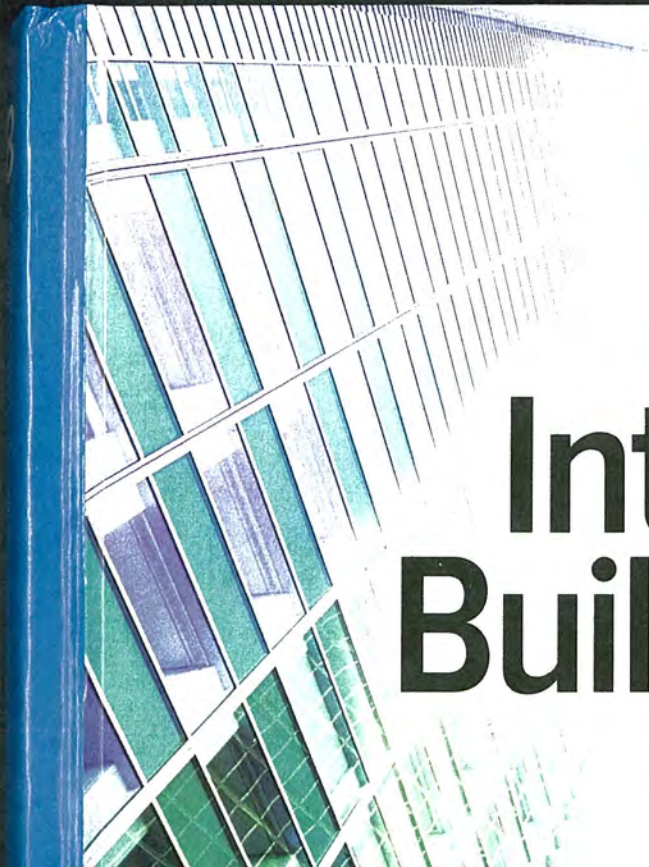
#### Staff Recommendation

Review the attached information, and ask any questions at the meeting. At the May 15<sup>th</sup> work session, the Commission will specifically learn about height changes in the East End Mixed Use District. Fire Chief Purcell and two area business owners have been invited to the work session.

#### Attachments

2018 International Building Code Illustrated Handbook, excerpt pages





# 2018

# International Building Code<sup>®</sup> Illustrated Handbook

- Updated to fully align with the 2018 IBC<sup>®</sup>
- Features more than 500 full-color illustrations
- Covers both fire- and life-safety and structural provisions
- Includes in-depth discussions and applications



Douglas W. Thornburg, AIA, CBO  
Chris Kimball, SE, MCP  
William C. Bracken, PE, CFM



Projections extending beyond an exterior wall or column line that are not intended to create usable space below are not to be considered in the determination of gross floor area. Areas often considered accessory-type spaces, such as closets, corridors, elevator shafts, and stairways, must also be considered a part of the gross floor area, as are areas occupied by furniture, fixtures, and equipment.

**FLOOR AREA, NET.** The net floor area is considered the portion of the gross floor area that is typically occupied. Normally unoccupied accessory areas such as corridors, stairways, closets, toilet rooms, equipment rooms, and similar spaces are not to be included in the calculation of net floor area. In addition, the measurements are based on clear floor space, allowing for the deduction of building construction features such as interior walls and columns, as well as elevator shafts and plumbing chases. The use of net floor area in the calculation of design occupant load is typically permitted only in assembly and educational uses as set forth in Table 1004.5. It is important to note that in calculating net floor area, as well as gross floor area, the floor space occupied by furniture, fixtures, and equipment is not to be excluded in the calculation. The floor-area-per-occupant factor established in Table 1004.5 includes any such anticipated furnishings in the establishment of an appropriate density estimate.

**FLOOR FIRE DOOR ASSEMBLY.** Although a fire door is typically viewed as an element protecting an opening in a vertical building element such as a wall, it is possible that such doors can be effective if installed horizontally for the protection of an opening in a fire-resistance-rated floor. The floor fire door assembly, like other fire door assemblies, includes the door, frame, hardware, and other accessories that make up the assembly, and provides a specified level of fire protection for the opening.

**FOLDING AND TELESCOPING SEATING.** Folding and telescoping seats are structures that provide tiered seating, which can be reduced in size and moved without dismantling. Utilized quite often in school gymnasiums, such seating presents the same concerns and risks as permanently installed bleacher seating when occupied. Such seating is regulated by ICC 300, *Standard for Bleachers, Folding and Telescopic Seating, and Grandstands*.

**GRADE PLANE.** The code indicates that the grade plane is a reference plane representing the average of the finished ground level adjoining the building at its exterior walls. Under conditions where the finished ground level slopes significantly away from the exterior walls, that reference plane is established by the lowest points of elevation of the finished surface of the ground within an area between the building and lot line, or where the lot line is more than 6 feet (1,829 mm) from the building, between the building and a line 6 feet (1,829 mm) from the building. Where the slope away from the building is minimal (typically provided only to drain water away from the exterior wall), the elevation at the exterior wall provides an adequate reference point.

The method for calculating grade plane can vary based on the site conditions. Where the slope is generally consistent as it passes across the building site, it may only require the averaging of a few points along the exterior wall of a rectangular-shaped building, as illustrated in Figure 202-12. Where the slope is inconsistent or retaining walls are utilized, or where the building footprint is complex, the determination of grade plane can be more complicated. In such cases, a more exacting method for calculating the grade plane must be utilized. In addition, where fire walls are present, the elevation points should be taken at the intersections of the fire wall and the exterior walls.

This definition is important in determining the number of stories above grade plane within a building as well as its height in feet. In some cases, the finished surface of the ground may be artificially raised with imported fill to create a higher grade plane around a building so as to decrease the number of stories above grade plane or height in feet. The code does not prohibit

Grade plane is reference plane representing average of finished ground level adjoining building. In this example, the grade plane is approximately 101.5.

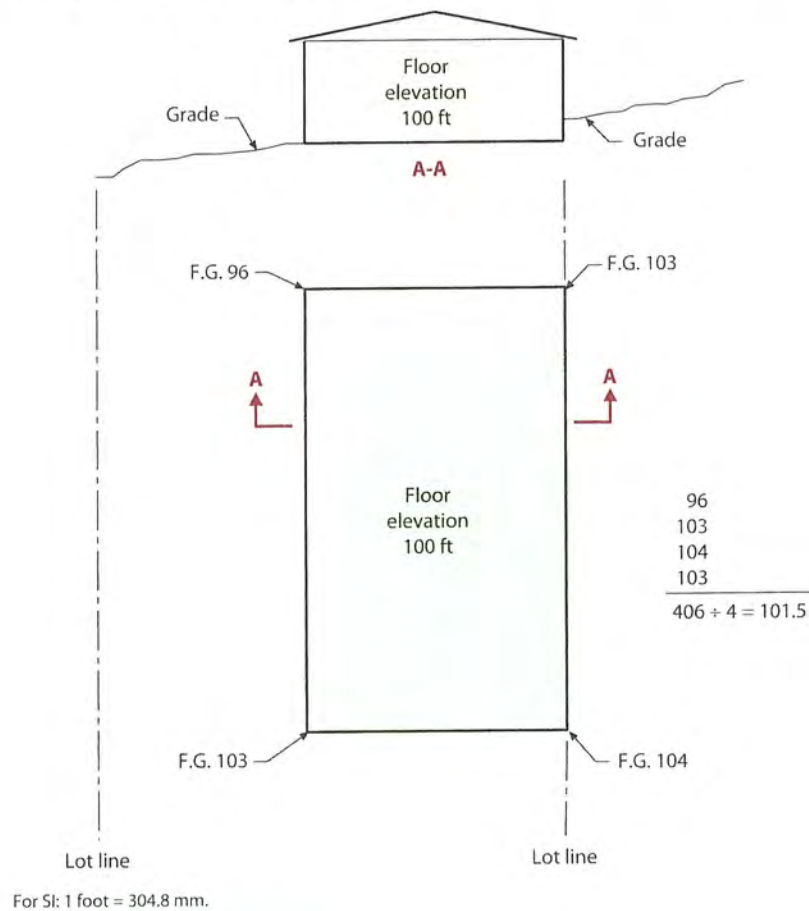


Figure 202-12 **Grade plane calculation.**

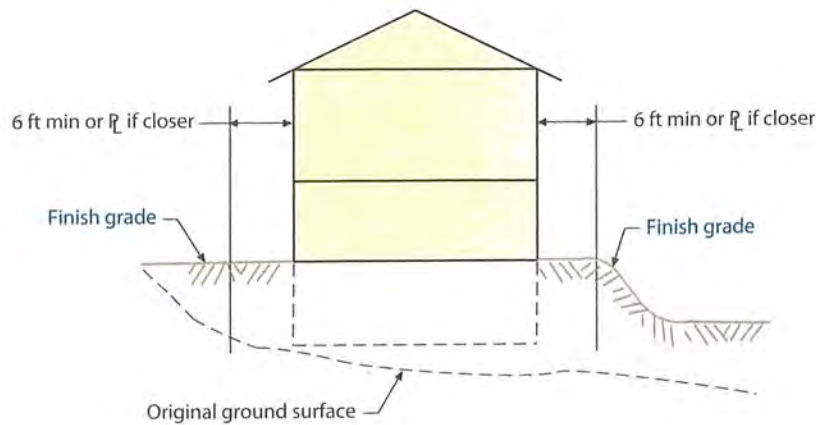
this practice, provided the building meets the code definition and restriction for height or number of stories above grade plane. See Figure 202-13.

It is important to note that for the vast majority of buildings, it is not necessary to precisely calculate the grade plane. In such buildings, a general approximation of grade plane is sufficient to appropriately apply the code. A detailed calculation is only necessary in those limited situations where it is not obvious how the building is to be viewed in relationship to the surrounding ground level.

**GRANDSTAND.** The definition of grandstand is also applicable to bleachers. Further information is provided in the discussion of the definition of bleachers. Grandstands are to be regulated by ICC 300, *Standard for Bleachers, Folding and Telescopic Seating, and Grandstands*.

**GUARD.** A component or system of components whose function is the minimization of falls from an elevated area is considered a guard. Placed adjacent to the elevation change, a guard





For SI: 1 foot = 304.8 mm.

Figure 202-13 Use of built-up soil to raise finished grade.

must be of adequate height, strength, and configuration to prevent someone from falling over or through the guard. Outside of the code, this element is more commonly described as a guardrail.

**HABITABLE SPACE.** An area within a building, typically a residential occupancy, used for living, sleeping, eating, or cooking purposes would be considered habitable space. Those areas not considered to meet this definition include bathrooms, closets, hallways, laundry rooms, storage rooms, and utility spaces. Obviously, habitable spaces as defined in this section are those areas usually occupied, and as such are more highly regulated than their accessory use areas. Although typical, it is not necessary that a room or area be finished in order to be considered habitable space. It is not uncommon for a dwelling unit to have a large basement that is not completely finished-out. Nevertheless, the basement may be used as living space, particularly for children who use it as a playroom. Such a basement would be considered habitable space, as the definition is simply based on the use of the room or area.

**HANDRAIL.** Typically used in conjunction with a ramp or stairway, a handrail is intended to provide support for the user along the travel path. A handrail may also be used as a guide to direct the user in a specified direction.

**HEIGHT, BUILDING.** Once the elevation of the grade plane has been calculated, it is possible to determine the building's height. This height is measured vertically from the grade plane to the average height of the highest roof surface. Examples of this measurement are shown in Figure 202-14.

Where the building is stepped or terraced, it is logical that the height is the maximum height of any segment of the building. It may be appropriate under certain circumstances that the number of stories in a building be determined in the same manner. Because of the varying requirements of the code that are related to the number of stories, such as means of egress, type of construction, and fire resistance of shaft enclosures, each case should be judged individually based on the characteristics of the site and construction. In addition to those factors better related to the number of stories, other items to consider are fire department access, location of exterior exit doors, routes of exit travel, and types of separation between segments.

Height of building is the vertical distance above grade plane measured to:

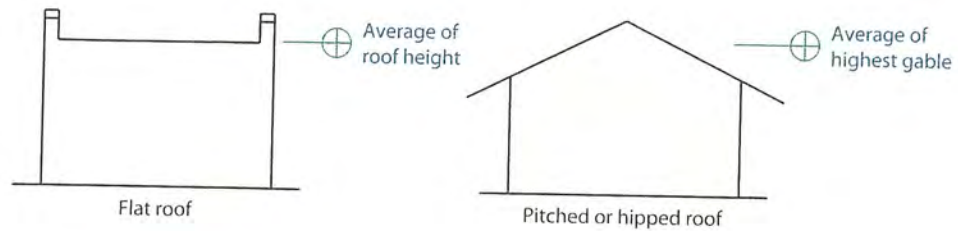


Figure 202-14 **Height of building.**

Figure 202-15 illustrates one example in which the height of the building and number of stories are determined for a stepped or terraced building. In the case of a stepped or terraced building, the language *total perimeter* is used to define the situation separating the first story above grade plane from a basement and is intended to include the entire perimeter of the segment of the building. Therefore, in the cross section of Figure 202-16, the total perimeter of the down-slope segment would be bounded by the retaining wall, the down-slope exterior wall, and the east and west exterior walls. In the case illustrated, the building has three stories above grade plane and no basement for the down-slope segment. The measurement for the

Maximum height of building is 28 ft @ segments 1 and 2  
Maximum number of stories is 3 @ segments 1 and 2

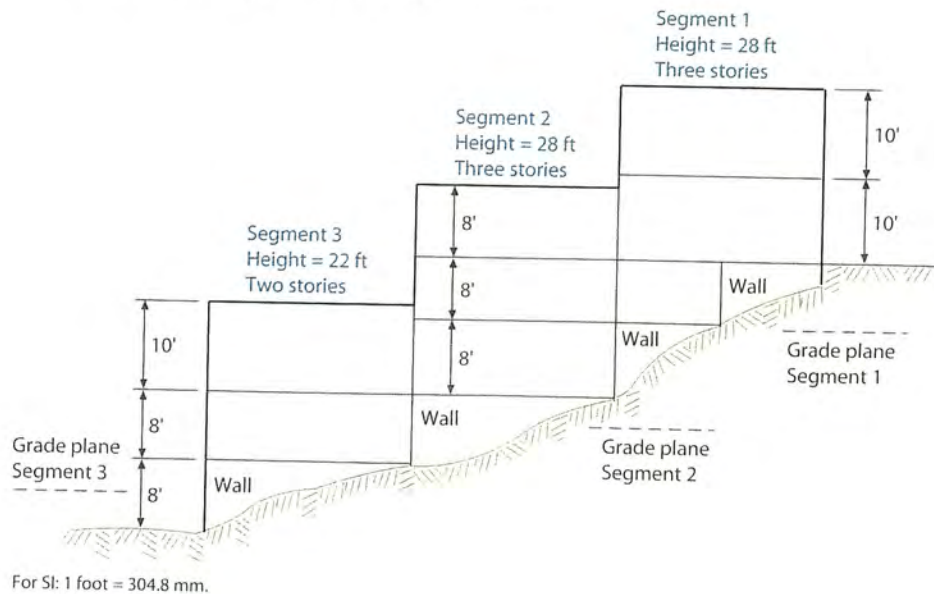
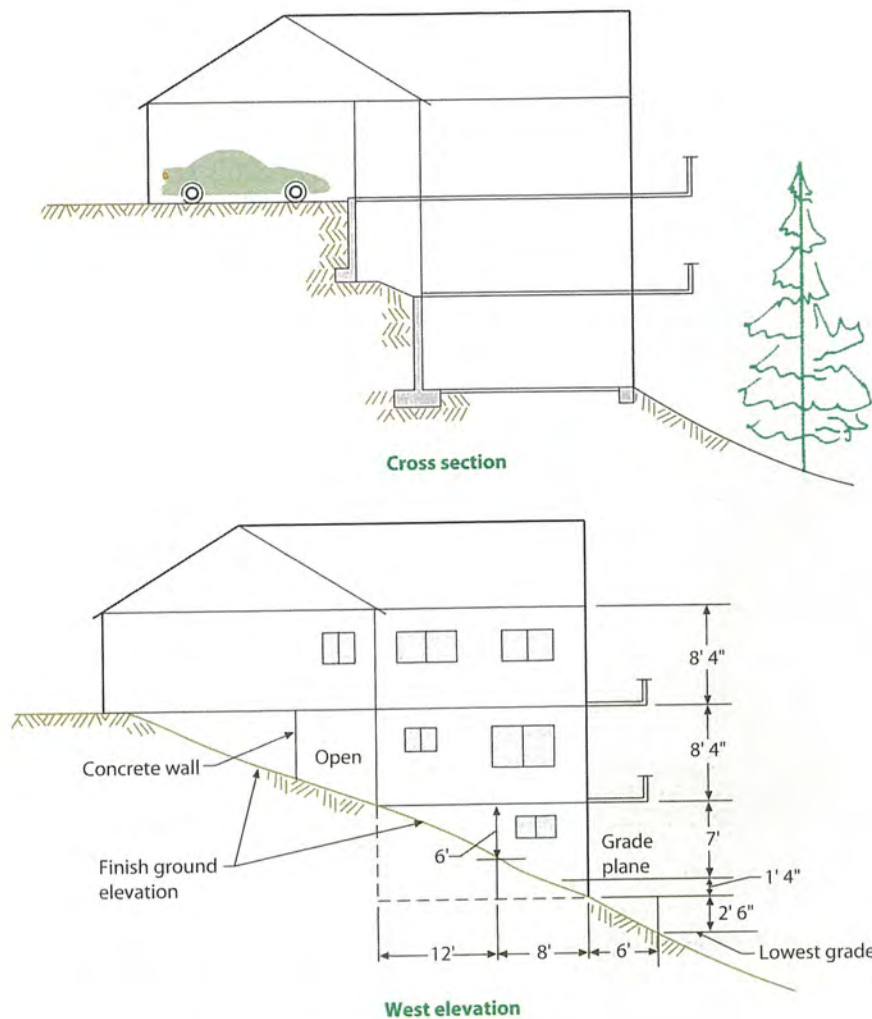


Figure 202-15 **Terraced building.**





For SI: 1 inch = 25.4 mm, 1 foot = 304.8 mm.

Figure 202-16 **Three-story building.**

maximum height of the building would be based on the maximum height of the down-slope segment.

Similar to an unnecessarily detailed calculation of grade plane, there is seldom a need to precisely calculate the height of a building. Typically, a general determination of building height is adequate to ensure compliance with the code. For example, it is not necessary to go into great detail evaluating the average roof elevation of a built-up roof that has a low degree of slope for drainage purposes. The need for a more exacting determination of roof height is directly related to any uncertainty that may occur in reviewing for code compliance.



contained within the originating area or prevented from entering other areas of the building. The use of smoke compartments is predominant in Group I-2 and I-3 occupancies.

**SMOKE DAMPER.** Test standard UL 555S states that leakage-rated dampers (smoke dampers in the terminology of the IBC) are intended to restrict the spread of smoke in heating, ventilating, and air-conditioning (HVAC) systems that are designed to automatically shut down in the event of a fire, or to control the movement of smoke within a building when the HVAC system is operational in engineered smoke-control systems. The IBC simply identifies smoke dampers as listed devices designed to resist the passage of air and smoke through ducts and air-transfer openings. Smoke dampers must operate automatically unless manual control is desired from a remote command station.

**SMOKE-PROTECTED ASSEMBLY SEATING.** Where the means of egress for assembly seating areas is designed to be relatively free of the accumulation of smoke, the seating is considered to be smoke protected. Protection may be achieved in one of the two ways, either through the design of a passive system or through ventilation by mechanical means. In order to qualify as smoke protected, the seating area and its exiting system must comply with the provisions of Section 1029.6.2, which addresses the methods of smoke control, the minimum roof height, and the possible installation of sprinklers in adjacent enclosed spaces. Exterior seating facilities such as stadiums or amphitheaters are commonly considered as open-air assembly seating due to the natural ventilation that is available.

**STAIR.** Where one or more risers are provided to address a change in elevation, a stair is created. A stair may simply be a slight change in height from one floor level to another, commonly referred to as a step, or may be a series of treads and risers connecting one floor level or landing to another. Also described in the code as a flight of stairs, a stair does not include the landings and floor levels that interrupt stairway travel.

**STAIRWAY.** Where one or more flights of stairs occur, including any intermediate landings that connect the stair flights, a stairway is created. The term *stairway* describes the entire vertical travel element that is made up of stairs, landings, and platforms.

**STAIRWAY, EXTERIOR.** To be classified as an exterior stairway, it must be open on at least one side. The open side must then adjoin an open area such as a yard, egress court, or public way. By limiting the number of enclosed sides, an exterior stairway will be sufficiently open to the exterior to prevent the accumulation of smoke and toxic gases. Additional criteria for defining an exterior stairway used as a means of egress are found in Section 1027.3.

**STAIRWAY, INTERIOR.** By definition, a stairway that does not comply with the definition for an exterior stairway is considered an interior stairway. In other words, if all sides of a stairway are enclosed by the building's construction, it is considered interior. Stairways that fail to meet the openness criteria of Section 1027.3 are, by default, considered interior stairways.

**STAIRWAY, SPIRAL.** A spiral stairway is a stairway configuration where the treads radiate from a central pole. The treads are uniform in shape, with a tread length that varies significantly from the inside of the tread to the outside. The dimensional characteristics of a spiral stairway cause it to be limited in its application.

**STORY.** Although seemingly quite obvious, the definition of a story is that portion of a building from a floor surface to the floor surface or roof above. In the case of the topmost story, the height of a story is measured from the floor surface to the top of the ceiling joists, or to the top of the roof rafters where a ceiling is not present. The critical part of the definition of a story involves the definition of *story above grade plane* as described in the following discussion.

It is not uncommon for a roof level to be utilized for purposes other than weather protection or mechanical equipment. A roof patio, garden, or sports area is sometimes provided in order to



utilize as much of the building as possible. Although an occupied roof does not meet the definition of “story,” there are certain provisions in the IBC that would be applicable due to the fact occupants can be present. For example, an occupied roof must be provided with a complying means of egress designed for the anticipated occupant load of the roof level. Full compliance with applicable accessibility requirements must also be provided. Required fire alarm system protection should be extended to such occupied roofs. However, the roof level would not be considered part of the building area for allowable area purposes. In addition, its consideration in the evaluation of a building’s allowable number of stories varies based upon the provisions of Section 503.1.4. A careful analysis should be made when determining which provisions are applicable to an occupied roof.

Although stories are typically identified as above-ground floor levels, basements are also considered as stories. For example, a building with four stories above grade plane and one level of basement would be considered as a five-story building. The provisions specific to stories are typically addressing concerns within a building, while those related more toward stories above grade plane and basements are focused on exterior issues.

**STORY ABOVE GRADE PLANE.** Throughout the code, the number of qualifying stories in a building is a contributing factor to the proper application of the provisions. As an example, a building’s allowable types of construction are based partly on the limits in height in stories placed on various occupancy groups. In this case, the code is limiting construction type based on the number of stories above grade plane. The code defines a story above grade plane as any story having its finished floor surface entirely above grade plane. However, floor levels partially below the grade at the building’s exterior may also fall under this terminology. The critical part of the definition involves whether or not a floor level located partially below grade is to be considered a story above grade plane. There are two criteria that are important to the determination if a given floor level is to be considered a story above grade plane:

1. If the finished floor level above the level under consideration is more than 6 feet (1,829 mm) above the grade plane as defined in Section 202, the level under consideration is a story above grade plane, or
2. If the finished floor level above the level under consideration is more than 12 feet (3,658 mm) above the finished ground level at any point, the floor level under consideration shall be considered a story above grade plane.

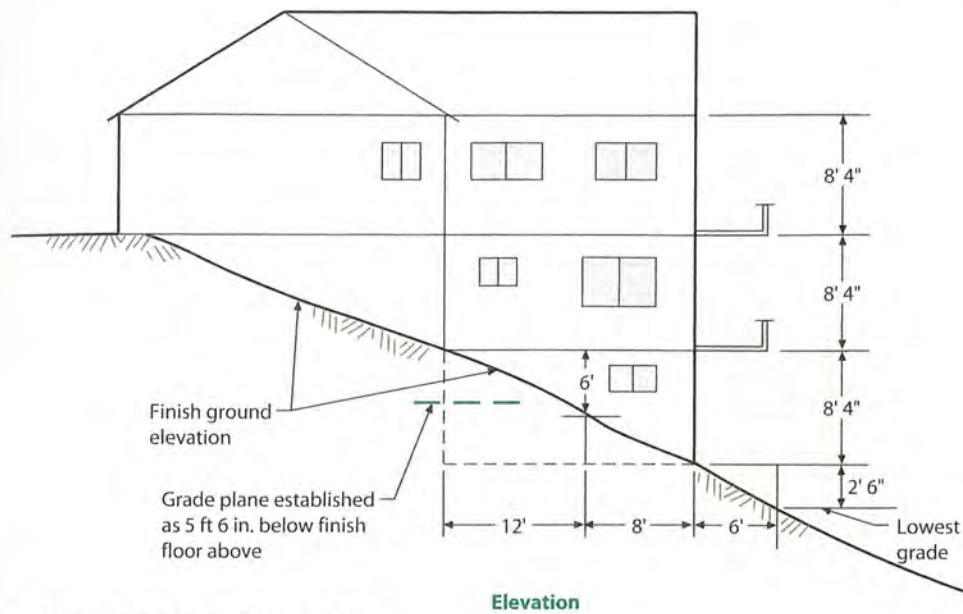
Where either one of these two conditions exists, the level under consideration is to be considered a story above grade plane.

Conversely, if the finished floor level above the level under consideration is 6 feet (1,829 mm) or less above the grade plane, and does not exceed 12 feet (3,658 mm) at any point, the floor level under consideration is not considered a story above grade plane. By definition, it is regulated as a basement. Figures 202-20 and 202-21 illustrate the definitions of “story,” “basement,” and “story above grade plane.”

Although the criteria for establishing the first story above grade plane in Item 2 indicates that such a condition occurs where the 12-foot (3,658-mm) limitation is exceeded, the application of this provision is not that simple. It is not the intent of the code to classify a story that is completely below grade except for a small entrance ramp or loading dock as a *story above grade plane*, provided there is no adverse effect on fire department access and staging. An analysis of the impact of such limited elevation differences is necessary to more appropriately apply the code’s intended result.

**T RATING.** The T rating is defined as the time required for a specific temperature rise on the unexposed side of a penetration firestop system. More specifically, the penetration firestop system as well as the penetrating item must provide for a maximum increase in temperature of





For SI: 1 inch = 25.4 mm, 1 foot = 304.8 mm.

Figure 202-20 Building with two stories above grade plane and one basement level.

325°F (163°C) above its initial temperature for the time period reflected in the fire-resistance rating. The establishment of the rating of the through-penetration firestop is determined by tests in accordance with ASTM E 814 or UL 1479. A more detailed discussion of the subject is found in Chapter 7.

**TECHNICAL PRODUCTION AREA.** Many auditoriums and performance halls, as well as other types of entertainment and sport venues, are provided with elevated technical support areas used for lighting, sound, scenery, and other performance effects. The code regulates these as technical production areas. The areas may or may not be associated with a stage, but are typically an integral part of the production. These spaces are generally limited in floor area, and access is always restricted to authorized personnel. The term “technical production areas” is intended to encompass all technical support areas, regardless of their traditional name. Special requirements for these types of areas are addressed in Section 410.

**THROUGH PENETRATION.** A through penetration is considered an opening that passes through an entire assembly, accommodating various penetrating items such as cables, conduit, and piping. Where membrane construction is provided, such as gypsum board applied to both sides of a stud wall, a through penetration would pass entirely through both membranes and the cavity of the wall.

**THROUGH-PENETRATION FIRESTOP SYSTEM.** In order to adequately protect the penetration of a fire-resistance-rated assembly by conduit, tubing, piping, and similar items, a through-penetration firestop system is sometimes required. Such a system may selectively include various materials or products that have been designed and tested to resist the spread of fire through the penetration. Through-penetration firestop systems are fire-resistance rated

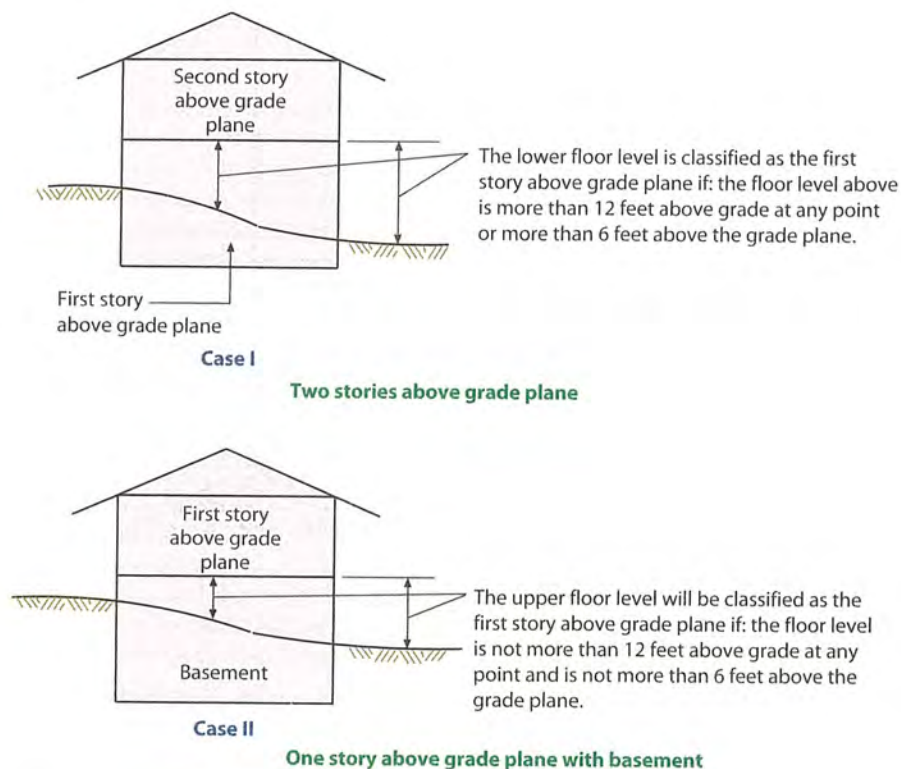


Figure 202-21 **Multistory building.**

based on the criteria of ASTM E 814 or UL 1479, and are provided with an hourly rating for both fire spread (F rating) and temperature rise (T rating).

**WALKWAY, PEDESTRIAN.** Described as a walkway used exclusively as a pedestrian trafficway, a pedestrian walkway provides a connection between buildings. A pedestrian walkway may be located at grade, as well as above ground level (bridge) or below grade (tunnel). The provisions addressing pedestrian walkways are optional in nature and utilized primarily to allow for the consideration of the connected buildings as separate structures. Regulations for pedestrian walkways and tunnels are found in Section 3104. An example of a pedestrian walkway is shown in Figure 202-22.

**WINDER.** A winder, or winder tread, is a type of tread that is used to provide for a gradual change in direction of stairway travel. Although the directional change created by winders is typically 90 degrees (1.57 rad), other configurations are also acceptable. Owing to a reduced level of safe stairway travel, winders may typically only be used in a required means of egress stairway when located within a dwelling unit.

**YARD.** Used throughout the code to describe an open space at the exterior of a building, a yard must be unobstructed from the ground to the sky and located on the same lot on which the building is situated. A court, which is bounded on three or more sides by the exterior walls of

Mr. Latimer added that it has been replatted several times it was originally in the 1970's and believed it was platted back in 1993.

There was a brief discussion on the platting of the lot fronting Claudia Street.

Vice Chair Banks requested a motion.

HIGHLAND/BENTZ - MOVE TO ADOPT STAFF REPORT 19-36 AND RECOMMEND APPROVAL OF A PRELIMINARY PLAT TO SHIFT COMMON LOT LINE BETWEEN TWO PARCELS WITH THE FOLLOWING COMMENTS:

1. INCLUDE PLAT NOTE STATING PROPERTY OWNER SHOULD CONTACT ARMY CORPS OF ENGINEERS PRIOR TO ANY ONSITE DEVELOPMENT OR CONSTRUCTION ACTIVITY TO OBTAIN THE MOST CURRENT WETLAND DESIGNATION IF ANY. PROPERTY OWNERS ARE RESPONSIBLE FOR OBTAINING ALL REQUIRED LOCAL, STATE, AND FEDERAL PERMITS.
2. SHOW AREAS OF SLOPE OVER TWENTY PERCENT (20 %) IN GRADE
3. VERIFY THAT LOT FIVE (5) MEETS THE MINIMUM LOT SIZE STANDARD OF FORTY THOUSAND (40,000) SQUARE FEET AS REQUIRED BY HOMER CITY CODE 21.12.040(A)(1)
4. PROVIDE A 15 FOOT UTILITY EASEMENT FRONTING THE ROW FOR LOT 6 ALONG CLAUDIA STREET AND LOT 5 ALONG WEST HILL ROAD

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Commissioner Petska-Rubalcava returned to the table.

#### **PENDING BUSINESS**

**A.** Staff Report 19-37, Measuring Building Heights

Vice Chair Banks introduced the item into the record by reading of the title and invited City Planner Abboud to present the report to the Commission.

City Planner Abboud reviewed the report for the Commission.

There were no questions or comments from the Commission.

**B.** Staff Report 19-38, Zoning Permit Process and Building Location Verification

Vice Chair Banks introduced the item into the record by reading of the title.

Planning Technician Brown provided an introduction to Tom Latimer, surveyor and Pat McNary Project Manager stating they will be available for questions from the Commissioners tonight.



# City of Homer

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## Planning

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### Staff Report PL 19-44

TO: Homer Advisory Planning Commission  
THROUGH: Rick Abboud, City Planner  
FROM: Julie Engebretsen, Deputy City Planner  
DATE: May 15, 2019  
SUBJECT: Building Height Maximum in the East End Mixed Use District

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#### Introduction

This staff report is a continuation of the Commission's general work on building height. For the work session, Commissioner Smith has invited two East End Mixed Use (EEMU) business owners to talk about their long term plans and the desire for taller buildings. Fire Chief Purcell has also been invited.

Attached to this staff report is Commissioners Smith's email on the topic. The question staff poses to the Commission and Chief Purcell is, what steps would the City need to take to allow buildings up to 70 feet high in this zoning district? What are some of the safety considerations?

**Staff Recommendation:** Please bring your questions for these business owners about the need for taller buildings in the EEMU. Also bring any questions for Chief Purcell.

#### Attachments

3/27/19 Scott Smith email **REMOVED - ALREADY INCLUDED IN PACKET**



Chari Venuti called for a recess at 7:58 p.m. The meeting was called back to order at 8:03 p.m.

**PENDING BUSINESS**

**A.** Staff Report 19-44, Building Height Maximum in the East End Mixed Use District

Chair Venuti introduced the item into the record by reading of the title.

City Planner Abboud commented on the height limitation and noted that the Staff can relay any questions to Fire Chief Purcell. He can ask if there is any other concerns that the Fire Department may have. He continued by stating that it could be permitted outright at 8000 square feet and as far as addressing viewshed they are not worried about that; if there is any other concerns outside of aesthetics, setbacks he requested input from the Commission. City Planner Abboud acknowledged the requirement for stormwater plan. He requested any additional concerns from the Commission.

Commissioner Smith commented on some recent research he conducted on steel buildings and believed if they stayed away from 1950s style shed buildings and require sprinklered buildings and complied as much as possible with the Comprehensive Plan it would be beneficial. He believed the Police Station did a pretty good design.

City Planner Abboud responded that he appreciates the sentiment and by the requirement of a metal building could not picture the aesthetics that could be employed.

The Commission discussed what type of design standards they could apply to the district and questioned whether it should be permitted outright or require a conditional use permit so it does come before the Commission to make the public aware of the project. They also discussed keeping it to one floor, not multi floored buildings; fire marshal requirements and the occupancy of the building information can be researched and brought back and the concern expressed by Fire Chief Purcell on working around the occupancy requirements.

Chair Venuti inquired if City Planner Abboud would like a motion.

City Planner Abboud stated that if they agree by consensus for him to bring back draft language regarding 70 height limitation he was good with that.

The Commission expressed by consensus the desire to have draft language at the next meeting.

**NEW BUSINESS**

**A.** Staff Report 19-45, Medical Clinic in the Central Business District

Chair Venuti introduced the item by reading of the title.



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### Staff Report PL 19-53

TO: Homer Advisory Planning Commission  
THROUGH: Rick Abboud, City Planner  
FROM: Julie Engebretsen, Deputy City Planner  
DATE: June 5, 2019  
SUBJECT: Building Height in the East End Mixed Use District

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#### Introduction

At the last work session (May 15), the Commission discussed building heights in the East End Mixed Use District (EEMU). Business owners commented on the foreseeable need for taller buildings to accommodate local boat building and repair services.

Please repeat some of the highlights of this work session during the regular meeting. Staff and public not in attendance at the meeting need to be able to follow the decision points and there are no minutes taken at work sessions. Its important to be able to provide a record of decision making when this ordinance moves forward.

#### Analysis

Staff recommends starting the discussion with a maximum building height of 75 feet, based on work session conversation that a 60 foot door or higher is desirable.

#### Staff Recommendation: Discuss the following

##### Discussion Points:

- Summarize why 35 feet is inadequate in the EEMU
- Should 75 feet be allowed outright, or should it be a conditional use?
- If buildings over 35 feet in height are a conditional use, what technical information would be needed for a CUP review?

##### Next steps:

- Staff will research any height concerns in relation to the airport flight path.
- Staff will draft an ordinance for the Commission to further discuss.



Chair Venuti introduced the item by reading of the title.

City Planner Abboud referenced the map located on the wall behind him and proceeded to review Staff Report 19-52.

There was no applicant present.

Chair Venuti opened the public comment period seeing no one coming forward to provide comment he closed the comment period and opened the floor to questions and comments from the Commission.

Commissioner Smith noted a typographical error in the staff report, the number reflected 18-52 and it should read 19-52 on page 91 of the packet.

BOS/HIGHLAND - MOVE TO ADOPT STAFF REPORT 19-52 AND RECOMMEND APPROVAL OF NORTHERN ENTERPRISES NO. 3 PRELIMINARY PLAT WITH THE FOLLOWING COMMENT

1. ADD A PLAT NOTE ABOUT THE FLOOD PLAIN: "KACHEMAK BAY IS SUBJECT TO A 1-PERCENT-ANNUAL-CHANCE FLOODPLAIN AS IDENTIFIED BY THE FEMA FLOOD INSURANCE STUDY DATED OCTOBER 20, 2016, 02122CV001B. PROPERTY OWNER SHOULD CONTACT THE CITY OF HOMER PRIOR TO ANY DEVELOPMENT ACTIVITY."

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

### **PENDING BUSINESS**

**A.** Staff Report 19-53, Building Height in the East End Mixed Use District

Chair Venuti introduced the item into the record by reading of the title.

City Planner Abboud reviewed the staff report 19-53 and requested the Commission to review the discussion held at the worksession on May 15, 2019.

Commissioner Smith reported on how this issue came before the Commission and related following discussions with interested property owners and those property owners/business owners lending input on how the increased building height will benefit the community overall by providing economic development and bringing additional year round skilled employment to the area.

Further discussion included the points of fire suppression and any building over the current 35 feet and the requirement to be sprinklered; not allowing residential in such buildings. Questioning if this should be limited to marine industry; what other additional other businesses that could be accommodated such as possibly a factory are unknown; no hotels could be built in the district; the ability to move vessels without the requirement to dismantle technology, antennas, etc; storage garages for large vessels, buses, RV's; stackable recreational storage facilities; improvements to the economy of the marine industry to bring real paying jobs to Homer; Fire Marshal approval would be a requirement; Conditional Use Permit is preferred for buildings over 35 feet, non-residential structural.

City planner Abboud provided clarification on the effect of negative impact is to the residential qualities over business would not stand so much in the East End Mixed Use District. He cited examples of areas in the Lower 48 where one sees an industrial area and then one lone single residential property.

There was no further discussion.

#### B. Staff Report 19-54, Permitting requirements – asbuilts

Chair Venuti introduced the item by reading of the title.

City Planner Abboud reviewed Staff Report 19-54 and noted the following:

- Applies to the CUP process only
- If included in the permitting process overall then what would they exclude if anything
- Implementing a steep fine if done wrong
- Enforcement issues
- No Construction/Building Department

Discussion ensued on the following by the Commission and City Planner:

- Application for a Conditional Use Permit the applicant should provide a survey or an asbuilt and then they should provide a confirmation from the surveyor at completion.
- Not all CUP applications are the same, the owner/builder should not have to go through a public process which can be trying not to mention those requirements can cause undo expense
- Having a survey on the property will provide value to the property
- Depending on the type of survey they do not show all easements, boundary monumentation, only improvements if any, so a question would be if everything is not shown on the plat who would be liable.
- Any changes would have to be recordable to be found and while ALTA surveys would be best this process is the best until the City adopts building codes.
- The Commission only sees the Conditional Use Permit applications and does not review and see all the Building Permits.



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## Staff Report PL 19-59

TO: Homer Advisory Planning Commission  
THROUGH: Rick Abboud, City Planner  
FROM: Julie Engebretsen, Deputy City Planner  
DATE: June 19, 2019  
SUBJECT: Building height in the East End Mixed Use Zoning District

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### Introduction

The HAPC continues the conversation on building height. At the last meeting, the commission made the following comments:

- ~ Residential units should not exceed the current 35 foot height limit
- ~ A CUP should be required for buildings over 35 feet, up to the 75 foot height maximum
- ~ Access and sprinklers would be a potential requirement of the State Fire Marshal

### Analysis

Staff is still researching if there are any concerns about taller buildings in the vicinity of the airport. The currently developed areas of the EEMU district are well out of the airport flight path. However, aviation rules can change over time, and this is an area of the city designated for commercial/industrial growth. Some types of structures such as buildings over 200 feet and telecommunications towers all require FAA review, regardless of proximity to an airport. These regulations could change over time, as could Home building height standards. Staff provides some language on line 46, so airport concerns are considered in the request for taller buildings, or, a statement that the buildings are not located in an area under any airport purview.

Draft language is included on the next page. Staff will work with the attorney to make any corrections and incorporate any suggestions from DOT Aviation Division.

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**Draft ordinance language – HCC 21.27.040**

c. Building Height.

1. The maximum building height is 35 feet, except as provided in subsection (c)(2) of this section.

2. If approved by conditional use permit, commercial buildings up to 75 feet in height may be allowed. No dwelling units or residential occupancy is allowed within the structure. A statement from the Alaska Department of Transportation and Public Facilities that there is no objection to the building height or that state airport or FAA regulations do not apply to the structure.

Does the Commission have any other conditions? Additional setbacks? Anything else related to dimensional requirements that the Commission has questions or concerns about?

**Staff Recommendation**

1. Review the Draft ordinance language and make any suggestions or changes
2. Move the draft ordinance to public hearing. (Anticipated for July meeting)

City Planner Abboud referencing the map provided for the previously approved plat on page 80 of the packet as an example and stated that he will go through the previous year's applications as scenarios.

Commissioner Petska-Rubalcava requested City Planner Abboud to create a statement such as, "within 30 feet of property or at City Planner's discretion."

Commissioner Bentz requested a draft of the permitting procedure in place so that the Commission can stress test the variables. She repeated the variables for the City Planner to present 1. Applicant brings in a site plan which would trigger potential staking by a Surveyor; 2. Form completed by the Surveyor confirming such was accomplished; and 3. Asbuilt of completed construction project.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Chair Venuti called for a recess at 7:51 p.m. The meeting was called back to order at 7:55 p.m.

**B. Staff Report 19-59, Building Height in the East End Mixed Use District**

Chair Venuti introduced the title into the record.

City Planner Abboud provided a summary of Staff Report 19-59 confirming the actions of the Commission at the last meeting as follows:

- Residential units should not to exceed the current 35 foot height limit
- A CUP should be required for buildings over 35 feet up to the 75 foot height maximum
- Access and sprinklers would be a potential requirement of the State Fire Marshal

City Planner Abboud noted that Staff is still performing research on concerns of taller buildings in relationship to the airport, there are requirements already in effect that trigger FAA review, buildings over 200 feet and telecommunication towers regardless of proximity to the airport.

Discussion on the following:

- How a setback from a property line was determined was an "it depends" situation
- If there was concern with how close, for example two 70 foot buildings, were constructed. City Planner Abboud will check with the Fire Chief and get his input.
- The difficulty in access and fighting a structure fire in a structure of this size
- Possible State Fire Marshall requirements
- CUP required for any building over 35 feet will be presented before the Commission and through the CUP it will be determined if a building that is 75 feet will impact adjacent property values
- All conflicts will be resolved in favor of the business

SMITH/BOS - MOVED TO DELAY MOVING TO PUBLIC HEARING ON THE DRAFT LANGUAGE UNTIL STAFF BRINGS BACK FURTHER INFORMATION ON FIRE SETBACKS.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

**NEW BUSINESS**

A. Decisions and Findings Document for remand of Conditional Use Permit 19-01, a medical clinic at 267 Cityview Street.

Commissioner Bentz stated for the record that this item was removed from the Consent Agenda to allow the Commission to review the substitute amended document provided by City Planner Abboud.

Chair Venuti inquired if there were any questions or discussion on the item.

There were none.

Chair Venuti requested a motion.

BENTZ/HIGHLAND MOVED TO ADOPT THE LAYDOWN OF THE DECISIONS AND FINDINGS FOR THE REMAND OF CONDITIONAL USE PERMIT 19-01, A MEDICAL CLINIC AT 267 CITYVIEW STREET.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

**INFORMATIONAL MATERIALS**

- A. City Manager's Report for the June 10, 2019 Homer City Council meeting
- B. DOT Open House for Homer area projects June 25, 2019

**COMMENTS OF THE AUDIENCE**

**COMMENTS OF THE STAFF**

**COMMENTS OF THE COMMISSION**

Commissioner Bos commented that it was an excellent meeting.



# City of Homer

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## Staff Report PL 19-62

TO: Homer Advisory Planning Commission  
THROUGH: Rick Abboud, City Planner  
FROM: Julie Engebretsen, Deputy City Planner  
DATE: July 17, 2019  
SUBJECT: Building Height

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### Introduction

The Commission has been working on an ordinance to amend the building height limit in the East End Mixed Use District.

### Update:

1. Draft ordinance has been submitted for attorney review – no response as of the writing of this report.
2. Inquiry has been made to AK DOT P&F Statewide Aviation regarding taller buildings and airport safety. Staff is in correspondence with the Aviation Design Project Manager
3. Fire Marshal was contacted, and a response received.

Correspondence with Fire Marshal:

Planning: Our city is considering allowing taller buildings (up to about 75 feet) for commercial/industrial use in one part of town – out by the Gear Shed/Kachemak Drive/Boat yard if you are familiar. Our current height limit is 35 feet, but as the boat building industry grows, so does the size of facility needed. Our code language will require these to be commercial buildings, which means fire marshal review, and no residential uses in the structure. If we move to a 75 foot height limit, are there additional building/lot line setback requirements we should require? Any special considerations for emergency access, or is this question always addressed during your review? Lastly, if someone build a tall building on their lot line, does this affect how the neighbor can use his land?

I have a copy of the 2018 IBC Illustrated Handbook (fancy) and so I conceptually understand that building height, construction type and setbacks are a matrix of

decisions. I think the city wants to know if there are any obvious red flags that we could be creating, by allowing additional height...

Fire Marshal response:

- if they start working with hazardous materials, painting, etc...flammables,,,it will require additional things like sprinklers,,, depending
- FM goes by the IBC, regardless of local requirements. So you are correct on the Table 503 matrix which is usually capped at 55 feet, but sprinklers added could add another 20 feet but not to exceed 60 foot tall building based on their classification and then construction type...determines the number of stories and max height, some special industrial buildings could apply for what we call an Application for Modification (One time change to the code) to fit special industries.
- As for neighbors, we regulate based on property lines and distance to your property line...the closer and more hazardous, the higher fire rated construction you need to provide on your building wall to the line...usually less than 10 feet to the property line “to protect you from your neighbor, and your neighbor from you”. Table 602 shows X as the distance based on occupancy type to a property line, imaginary property line, or half way into a public way that can’t be built upon as the neighbor gets the other half (Center of a road thing).
- We leave it up to the Fire Chief or representative, but yes, the construction and square footage requires more water, and usually if the wall collapses the fire truck has to be outside the distance so it doesn’t fall on it...usually it depends on the “Standard Operating Procedures” to not park in harms way, and still allow access.
- I would require a better water system with additional hydrants for city planners to accomplish (overtime) on large industrial buildings, especially when they start painting.
- IFC Appendix shows these tables of water flow and number of hydrants...sprinklers do reduce the amount of water. Sprinklers is a good requirement as well, not always required if they have steel buildings and fabricating steel items.
- Wood is more risk, and smaller size
- Steel is less risk, and larger size
- If you have enough money, and willing to spend it, they can provide enough safety procedures to build it...fire rated construction (passive fire protection), or sprinklers (Aggressive fire protection) or both.
- They are getting into “Performance Based Code” now...this is where you shorten travel distance to an exit, allows occupants to exit faster, every 50 feet in a shopping mall, etc or fish cannery or storage warehouse. They build computer models, put in



typical fire with normal items in the building, activate it, and see how long it takes for the smoke to get 6 feet above the floor... and then put people in and see how long it would take for them to exit a certain distance, thus allowing Non-Prescriptive requirements versus prescriptive.

- People call me all the time and say: “You probably won’t let me build this but here goes...” and Yes we will, but what are you willing to put in to it....

**Staff Recommendation:** No action at this time.

**PENDING BUSINESS**

- a. Staff Report 19-62, Building Height

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

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

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

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

There were no further recommendations from the Commission.

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

**NEW BUSINESS**

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

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

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

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

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



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## Planning

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### Staff Report PL 19-68

TO: Homer Advisory Planning Commission  
THROUGH: Rick Abboud, City Planner  
FROM: Julie Engebretsen, Deputy City Planner  
DATE: August 7, 2019  
SUBJECT: Building Height in the East End Mixed Use District

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#### Introduction

This staff report is a continuation on exploring the idea of increasing the building height limit in the East End Mixed Use District from 35 to 75 feet, with a conditional use permit. Staff has provided draft ordinance language to the attorney and received a response modifying the text amendment. Staff has also contacted staff at the State of Alaska DOT & PF, Central Region Aviation Design, and FAA staff that oversee Off Airport Areas of Responsibility, for Alaska. The current language under discussion is as follows:

Draft ordinance language – HCC 21.27.040 (dimensional requirements)

#### c. Building Height.

1. The maximum building height is 35 feet, except as provided in subsection (c)(2) of this section.
2. If approved by conditional use permit, commercial buildings up to 75 feet in height may be allowed. No dwelling units or residential occupancy is allowed within the structure. A statement from the Alaska Department of Transportation and Public Facilities that there is no objection to the building height or that state airport or FAA regulations do not apply to the structure.

#### City Correspondence with the state

##### *Homer Planning to DOT:*

The City of Homer is considering allowing taller buildings in part of the community, up to 75 feet. The area under consideration is to the northeast of the airport. If you are familiar with Homer, this would be in the Kachemak Drive and East End area, ie boat yard and Kachemak Gear Shed areas. Our current building height limit is 35 feet, which would remain in place immediately near the airport. Attached is a rough map of the airport area (and Beluga Lake Seaplane facility) and the area where taller buildings would be allowed. We don't anticipate a lot of them, but there is demand for taller industrial structures for boat building and repairs.

I am aware that FAA regs change over time, so our community is considering the requirement that an applicant get a statement from Alaska Department of Transportation and Public Facilities that there is no objection to the building height or that state airport or FAA regulations do not apply to the structure.

Any concerns from an airport safety perspective about taller buildings in the area shown on the map? (*Staff comment: map included an aerial vicinity map of the airport and the East End Mixed Use District*)

Any concerns with an applicant asking AKDOTPF for non-objections or that no additional rules apply?

***DOT response from Matthew Hansen, P.E., Project Manager State of Alaska DOT&PF, Central Region Aviation Design:***

Since that area shown in the map you provided is outside of airport property, it is beyond our jurisdiction. However, the FAA does have criteria for notifying them when construction of a structure is proposed. These regulations are described in CFR Title 14 Part 77. The link below will direct you to the FAA's Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) website which is used to evaluate structures against the requirements of Part 77.

<https://oeaaa.faa.gov/oeaaa/external/portal.jsp>

Within the website is a tool to assist you with their Part 77 Notice Criteria. It is listed under "Who Needs to File" near the bottom of the page. You can enter the coordinates and elevation for a proposed structure to determine if an analysis by the FAA is required. I did a test run and it did indicate that the FAA requests that you file for structures within the area in question. I believe that an analysis will be required for each individual structure instead of a blanket rule for the whole area, but I may be wrong. The appropriate FAA representative would be able to provide more information. They can be found here: <https://oeaaa.faa.gov/oeaaa/external/public/aorMap.jsp>

**FAA Regulations and correspondence**

Planning staff further research FAA regulations, as using the FAA tool resulted in the requirement to notice the FAA of the construction. The CFR's from the website are listed below.

In accordance with [14 CFR Part 77.9](#), if you propose any of the following types of construction or alteration, you must file notice with the FAA at least 45 days prior to beginning construction:

- any construction or alteration that exceeds an imaginary surface extending outward and upward at any of the following slopes:

- 100 to 1 for a horizontal distance of 20,000 ft. from the nearest point of the nearest runway of each airport described in 14 CFR 77.9(d) with its longest runway more than 3,200 ft. in actual length, excluding heliports
- 50 to 1 for a horizontal distance of 10,000 ft. from the nearest point of the nearest runway of each airport described in 14 CFR 77.9(d) with its longest runway no more than 3,200 ft. in actual length, excluding heliports
- 25 to 1 for a horizontal distance of 5,000 ft. from the nearest point of the nearest landing and takeoff area of each heliport described in 14 CFR 77.9(d);
- OR any highway, railroad, waterway or other traverse way for mobile objects, of a height which, if adjusted upward as defined in 14 CFR 77.9(c) would exceed a standard of 14 CFR 77.9 (a) or (b);
- OR your structure will emit frequencies, and does not meet the conditions of the [FAA Co-location Policy](#);
- OR your proposed structure will be in proximity to a navigation facility and may impact the assurance of navigation signal reception;
- OR any construction or alteration exceeding 200 feet above ground level, regardless of location;
- OR any construction or alteration located on an airport described in 14 CFR 77.9(d);
- OR filing has been requested by the FAA.

*Staff contacted the FAA, and received this response from Robert van Haastert Team Manager Air Traffic, Obstruction Evaluation Group (AJV-15):*

The Notice Criteria Tool (NCT) identifies if a structure needs to be evaluated to ensure it does not impact FAA navigational and radio equipment or the operations at Homer Airport – Visual Flight Rule (VFR) arrival and departure procedures. Yes, in some areas off the end of the runway, extending 6,000 feet, the NCT indicates notice is required for even a one foot structure.

Any issues, the FAA will open negotiations with the sponsor to resolve the impacts.

Title 14 CFR part 77 details a 45 day prior notice. Not because the proposal is overly complicated, just because we review over 160,000 proposals so far this year. It is first come, first serve and it is a free service.

Normally in Alaska, we are getting Determination letters out within 3 weeks.

To protect the local municipal airport, a lot of cities are requiring a favorable FAA Determination letter before issuing a building permit. The FAA Determination letters are evaluations on the impacts to the public-use airport and do not involve any land use issues.

The last thing the FAA wants to see is a hotel/building being built in a spot where the required obstacle clearance over the physical structure is now so high that it negates the benefits of lower instrument approach minimums to the airport

## **Discussion**

The state does not have jurisdiction off airport property – the FAA does. Documentation, if required by federal law, would occur at the time of the zoning permit review, just like Fire Marshal or DOT permits. Staff recommends striking reference to the state from the draft language.

### *Attorney comments:*

I agree that the sentence about FAA or DOTPF building height restrictions can be taken out. Any federal or state aviation easement would be enforceable by the appropriate federal or state agency and it is not necessary to mention this possibility in the City code.

The term “commercial” is not defined in the list of defined terms in HCC 21.03.040. This is not necessarily a problem because commercial is a term that has a pretty obvious meaning in most situations, and because when it is time to evaluate a CUP under this provision, staff and the planning commission can make their own reasonable interpretation of this term.

## **Draft ordinance language – HCC 21.27.040 (dimensional requirements)**

### **c. Building Height.**

- 1. The maximum building height shall be 35 feet, except as provided in paragraph 2. of this subsection.**
- 2. When authorized by a conditional use permit, the maximum building height for a building used solely for commercial purposes shall be 75 feet. A building for which a conditional use permit has been issued under this subsection shall not contain dwelling units.**

## **Recommendation**

1. Discuss the information provided in the staff report, and move to send the language as amended by the attorney forward to public hearing.

BENTZ/HIGHLAND MOVED TO ADOPT STAFF REPORT 19-67 AND RECOMMEND APPROVAL OF THE PRELIMINARY PLAT WITH COMMENTS 1-3 IN THE STAFF REPORT.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

### **PUBLIC HEARINGS**

A. Staff Report 19-66, Ordinance 19-32(S) to change the name of the "Advisory Planning Commission" to the "Planning Commission" throughout Homer City Code.

Chair Venuti introduced the item by reading of the title into the record.

City Planner Abboud reviewed the Staff Report 19-66 and noted the following points:

- Ordinance 19-32(S) addresses nomenclature
- Does not affect the duties of the Commission

Chair Venuti opened the Public Hearing and noting that there was no audience present he closed the Public Hearing and opened the floor to questions from Commission.

There were no comments or questions from the Commission.

BENTZ/HIGHLAND MOVED TO ADOPT STAFF REPORT 19-66 AND RECOMMEND FORWARDING ORDINANCE 19-32(S) AMENDING HOMER CITY CODE CHANGING THE NAME OF THE ADVISORY PLANNING COMMISSION TO PLANNING COMMISSION THROUGHOUT TO CITY COUNCIL FOR ADOPTION.

There was a brief comment on the Ordinance not changing anything.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

### **PENDING BUSINESS**

A. Staff Report 19-68, Building Height

Chair Venuti introduced the item by reading of the title into the record.

City Planner Abboud reviewed Staff Report 19-68 for the Commission. He responded to questions on the following:

- This would be allowed in the district by conditional use permit, no dwellings allowed in a structure.
- Similar process as Fire Marshall approval, an applicant would be required to seek and receive approval statement from the FAA
- Term “commercial” not being defined in the list of defined terms, a review of city code would be required to determine that they were not stepping on an understood definition
- The City Attorney did not recommend that it be defined, she just noted the absence of a definition. The word “commercial” was self-explanatory.
- Webster’s would be used to define the term if there was a question.

SMITH/BENTZ MOVED TO RECOMMEND FORWARDING A DRAFT ORDINANCE CONTAINING LANGUAGE AS AMENDED BY THE CITY ATTORNEY FOR PUBLIC HEARING.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

B. Staff Report 19-69, An Ordinance Amending GC1 and GC2 Zoning Code Regarding Manufacturing

Chair Venuti introduced the item by reading of the title into the record.

City Planner Abboud provided a summary of Staff Report 19-69 to the Commission. He affirmed that he would like to see this as a permitted use citing that commercial businesses would need approval from the Fire Marshall, etc., regarding any uses that produced toxins or hazardous concerns. He then commented on the existing triggers for a conditional use permit would still be applicable.

BENTZ/SMITH – MOVE TO TAKE FROM THE TABLE THE PENDING MOTION

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

*HIGHLAND/BENTZ – MOVED TO AMEND THE MOTION TO ADD “WITH A CONDITIONAL USE PERMIT”*

Chair Venuti asked if there was opposition to bring the motion from the table.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.





# City of Homer

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

## Planning

491 East Pioneer Avenue  
Homer, Alaska 99603

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

(p) 907-235-3106

(f) 907-235-3118

### Staff Report PL 19-73

TO: Homer Advisory Planning Commission  
FROM: Rick Abboud AICP, City Planner  
DATE: August 21, 2019  
SUBJECT: Ordinance 19-xx an ordinance of the City Council of Homer, Alaska allowing buildings up to 75 in height in the East End Mixed Use District with a conditional use permit, 21.27.040 dimensional requirements.

### Introduction

In response to requests of the boat building and servicing industries in the East End Mixed Use District (EEMU), the Planning Commission wishes to support an allowance for structures taller than 35 feet.

### Analysis

Currently, structures in the EEMU District are limited to 35 feet in height. Boat building and repair facilities could expand current activities if allowed to build structures tall enough to accommodate boat masts. The EEMU District currently supports boat industries and the Comprehensive plan objectives includes promoting marine industries.

The concerns of supporting taller structures in the district are addressed in several ways. A CUP is required and allows opportunities for the neighbors and the community to weigh in on a proposal. The proposals must obtain a letter of non-objection from the FAA in addition to gaining Fire Marshall approval. Other possible operational concerns are subject to the district nuisance standards.

The marine trades are a vital and established industry in Homer and deserve consideration for the expansion of activities such as this ordinance proposes.

21.95.040 Planning Department review of code amendment.

The Planning Department shall evaluate each amendment to this title that is initiated in accordance with HCC 21.95.010 and qualified under HCC 21.95.030, and may recommend approval of the amendment only if it finds that the amendment:

a. Is consistent with the Comprehensive Plan and will further specific goals and objectives of the plan.

Land Use Chapter goals encourage infill and objectives include development of clear and well-defined land use regulations. Implementation includes review of appropriate design standards and to re-evaluated height standards in commercial and mix use districts.

b. Will be reasonable to implement and enforce.

Code language is clear and the proposal will be reasonable to implement and enforce.

c. Will promote the present and future public health, safety and welfare.

Health, safety and welfare is promoted by the multi-agency review required for the proposed ordinance.

d. Is consistent with the intent and wording of the other provisions of this title.

The City Attorney has reviewed the proposed ordinance.

### **Staff Recommendation**

Hold a public hearing and make a recommendation to the City Council regarding adoption.

### **Att.**

Proposed ordinance

**CITY OF HOMER  
HOMER, ALASKA**

Planning

**ORDINANCE 19-xx**

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA  
ALLOWING BUILDINGS UP TO 75 IN HEIGHT IN THE EAST END  
MIXED USE DISTRICT WITH A CONDITIONAL USE PERMIT,  
21.27.040 DIMENSIONAL REQUIREMENTS.

WHEREAS, the 2018 Homer Comprehensive Plan goals include the support of a variety of well-defined commercial/business districts for a range of commercial purposes; and

WHEREAS, the 2018 Homer Comprehensive Plan Land Use Chapter implementation table recommends re-evaluating height standards in mixed-use districts; and

WHEREAS, 2018 Homer Comprehensive Plan Economic Vitality Chapter objectives include promoting the marine trades; and

WHEREAS, the marine trades industry in the located in the East End Mixed Use District has shown a desire for taller structures; and

WHEREAS, the East End Mixed Use District have adopted nuisance standards; and

WHEREAS, The Homer Advisory Planning Commission supports expanded opportunities for the Marine Trades in the East End Mixed Use District.

NOW THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. Homer City Code 21.27.040 is hereby adopted to read as follows:

The following dimensional requirements shall apply to all structures and uses in the East End Mixed Use District:

a. Lot Size.

1. The minimum area of a lot that is not served by public sewer or water shall be 40,000 square feet.

41 2. The minimum area of a lot that is served by either a public water supply approved by the  
42 State Department of Environmental Conservation or a public or community sewer approved  
43 by the State Department of Environmental Conservation shall be 20,000 square feet.  
44

45 3. The minimum area of a lot that is served by both a public water supply approved by the  
46 State Department of Environmental Conservation and a public or community sewer  
47 approved by the State Department of Environmental Conservation shall be 10,000 square  
48 feet.  
49

50 b. Building Setbacks.  
51

52 1. All buildings shall be set back 20 feet from all dedicated rights-of-way other than alleys,  
53 except that adjacent to rights-of-way that lead to Kachemak Bay and have been determined  
54 to be unsuitable for road construction by resolution of the City Council, all buildings shall be  
55 set back from the boundary of the right-of-way according to the number of stories as follows:  
56

57 Number of Stories	Setback (in feet)
58 1	5
59 1 ½	6
60 2	7
61 2 ½	8

62  
63 2. The setback requirements from any lot line abutting an alley will be determined by the  
64 dimensional requirements of subsections (b)(3) and (4) of this section;  
65

66 3. Buildings shall be set back five feet from all other lot boundary lines unless adequate  
67 firewalls are provided and adequate access to the rear of the building is otherwise provided  
68 (e.g., alleyways) as defined by the State Fire Code and enforced by the State Fire Marshal;  
69

70 4. Any attached or detached accessory building shall maintain the same yards and setbacks  
71 as the main building.  
72

73 c. Building Height.

74 **1.** The maximum building height shall be 35 feet., **except as provided in paragraph 2. of this**  
75 **subsection.**  
76

77 **2.** **When authorized by a conditional use permit, the maximum building height for a**  
78 **building used solely for commercial purposes shall be 75 feet. A building for which a**  
79 **conditional use permit has been issued under this subsection shall not contain dwelling**  
80 **units.**  
81  
82

83 d. No lot shall contain more than 8,000 square feet of building area (all buildings combined),  
84 nor shall any lot contain building area in excess of 30 percent of the lot area without an  
85 approved conditional use permit.

86

87 e. Building Area and Dimensions – Retail and Wholesale. The total floor area of retail and  
88 wholesale business uses within a single building shall not exceed 75,000 square feet. No  
89 conditional use permit, planned unit development, or variance may be granted that would  
90 allow a building to exceed the limits of this subsection, and no nonconforming use or  
91 structure may be expanded in any manner that would increase its nonconformity with the  
92 limits of this subsection.

93

94 f. Screening.

95

96 1. When one or more side or rear lot lines abut land within an RO, RR, or UR district or when a  
97 side or rear yard area is to be used for parking, loading, unloading or servicing, then those  
98 side and rear yard areas shall be effectively screened by a wall, fence, or other sight-  
99 obscuring screening. Such screening shall be of a height adequate to screen activity on the  
100 lot from outside view by a person of average height standing at street level.

101

102 2. Outside storage of materials, equipment and trash/dumpsters adjacent to East End Road  
103 and Kachemak Drive shall be screened. Screening may consist of walls, fences, landscaped  
104 berms, evergreen plantings, or any combination thereof.

105 Section 2: Homer City Code 21.26.020 is hereby adopted to read as follows:

106

107

108

109

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

112

113 ENACTED BY THE CITY COUNCIL OF THE CITY OF HOMER THIS \_\_\_ DAY OF \_\_\_\_\_,  
114 2019.

115

116

CITY OF HOMER

117

118

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121

\_\_\_\_\_  
KEN CASTNER, MAYOR

122

123

124 ATTEST:

125  
126 \_\_\_\_\_  
127 MELISSA JACOBSEN, MMC, CITY CLERK

128  
129  
130  
131 YES:  
132 NO:  
133 ABSTAIN:  
134 ABSENT:

135  
136  
137 First Reading:  
138 Public Hearing:  
139 Second Reading:  
140 Effective Date:

141  
142 Reviewed and approved as to form:

143  
144  
145 \_\_\_\_\_  
146 Mary K. Koester, City Manager

\_\_\_\_\_  
Holly Wells, City Attorney

147  
148 Date: \_\_\_\_\_

Date: \_\_\_\_\_



## **REPORTS**

### **A. Staff Report 19-72, City Planner's Report**

Chair Venuti invited the City Planner Abboud to review his report for the commission.

City Planner Abboud reviewed Staff Report 19-72 and commented on the following:

- Council approved Ordinance 19-32(S) so Staff will be updating all the materials to Planning Commission
- Vacation of a drainage easement will be on the Council agenda for the August 26<sup>th</sup> meeting
- Due to scheduled leave absences it may require the Sept 18<sup>th</sup> meeting be canceled currently there are no pending applications for plat or Conditional Use Permits
- Addressing items on the Commission worklist, reviewing the immediate goals from the Comprehensive Plan since most items they currently have are long term
- Updating documents and forms for the Planning Commission
- Commissioner Attendance for the upcoming City Council meetings
  - o September 23, 2019 Commissioner Smith
  - o October 14, 2019 – there were no volunteers at this time

A brief discussion on the status of the Appeal Hearing on the Remand; Green Infrastructure; and worksession on large retail signage that was postponed to September.

## **PUBLIC HEARING(S)**

- a. Staff Report 19-73, An Ordinance amending dimensional requirements in the East End Mixed Use Zoning District to allow buildings up to 75 feet in height with a Conditional Use Permit

Chair Venuti introduced the item by reading of the title into the record.

City Planner Abboud provided a summary review of Staff Report 19-73 for the Commission and audience present.

Chair Venuti noted for the record that there is no applicant for this action and opened the Public Hearing.

Don Stead, city resident, commented in support of the ordinance and was a good change, the criteria of not having any dwelling units was very appropriate; to allow taller buildings to 75 is very good and the ability to put a large boat or structure in a building and work on it is very needed in this community. He recounted his personal experience with having the need for a taller building.

Chair Venuti closed the Public Hearing upon seeing no one from the public coming forward to provide further public testimony on the issue.

City Planner Abboud commented on the laydown of the Draft Ordinance that was submitted.

Chair Venuti opened the floor to questions from the Commission.

There were none.

BOS/SMITH MOVE TO ADOPT STAFF REPORT 19-73 AND RECOMMEND FORWARDING THE DRAFT ORDINANCE AMENDING HCC 21.27.040 DIMENSIONAL REQUIREMENTS TO ALLOW BUILDINGS UP TO 75 FEET IN HEIGHT WITH A CONDITIONAL USE PERMIT TO CITY COUNCIL.

There was a brief comment in support of the ordinance going forward to City Council.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- b. Staff Report 19-74, An Ordinance amending permitted uses in the General Commercial 1 & General Commercial 2 Zoning Districts to expand manufacturing activities

Chair Venuti introduced the item by reading of the title into the record.

City Planner Abboud provided a summary review of Staff Report 19-74 for the Commission noting that typically if a use is not listed it is assumed that it is not allowed.

Chair Venuti noted for the record that there is no applicant for this action and opened the Public Hearing.

Casey Siekaniec, city resident, owner of the Alaska Salt Company, commented in support of the ordinance. He stated that they have already backed off from purchasing one property since they were unsure if they would be able to manufacture their product in that location.

Amanda Miotke, city resident, commented in support of the ordinance stating that once it was drawn to her attention she thought it was very outdated. Ms. Miotke commented that that she was unsure of what small molded products were; but between her and her friends they have come up with an extensive list of items that were not on this list and Homer is great at encouraging the growth of these cottage industry.

Don Stead, city resident, commented in support of the ordinance and noted that he is in GC1 with his company and they are listed as a manufacturing company. There are many businesses that are not listed. This will remove another impediment to relocation of his business or others. He noted that manufacturing was allowed in the CBD.

**ORDINANCE REFERENCE SHEET**  
**2019 ORDINANCE**  
**ORDINANCE 19-41**

An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code Chapter 21.24.020, Permitted Uses and Structures; and Homer City Code 21.26.020, Permitted Uses and Structures, to Expand Manufacturing Activities in the General Commercial 1 and General Commercial 2 Zoning Districts.

Sponsor: Planning Commission

1. City Council Regular Meeting September 9, 2019 Introduction

1 **CITY OF HOMER**  
2 **HOMER, ALASKA**

3 Planning  
4 Commission

5 **ORDINANCE 19-41**

6  
7 AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA,  
8 AMENDING HOMER CITY CODE 21.24.020, PERMITTED USES AND  
9 STRUCTURES; AND HOMER CITY CODE 21.26.020, PERMITTED  
10 USES AND STRUCTURES, TO EXPAND MANUFACTURING  
11 ACTIVITIES IN THE GENERAL COMMERCIAL 1 & GENERAL  
12 COMMERCIAL 2 ZONING DISTRICTS.

13  
14 WHEREAS, The 2018 Homer Comprehensive Plan goals include the support of a variety  
15 of well-defined commercial/business districts for a range of commercial purposes; and

16  
17 WHEREAS, The 2018 Homer Comprehensive Plan Chapter 7, Economic Vitality  
18 encourages zoning regulations that support new businesses; and

19  
20 WHEREAS, Manufacturing is supported in the General Commercial 1 and 2 Districts; and

21  
22 WHEREAS, The current list of items permitted for manufacturing in the General  
23 Commercial 1 and 2 Districts unnecessarily limits opportunities; and

24  
25 WHEREAS, The General Commercial 1 and 2 Districts have adopted nuisance standards;  
26 and

27  
28 WHEREAS, The Planning Commission supports expanded manufacturing activities in  
29 the General Commercial 1 and 2 Zoning Districts.

30  
31 NOW THEREFORE, THE CITY OF HOMER ORDAINS:

32  
33 Section 1. Homer City Code 21.24.020 is hereby adopted to read as follows:

34  
35 21.24.020 Permitted uses and structures.

36 The following uses are permitted outright in the General Commercial 1 District, except when  
37 such use requires a conditional use permit by reason of size, traffic volumes, or other reasons  
38 set forth in this chapter.

39  
40 a. Air charter operations and floatplane tie-up facilities;

41  
42 b. General business offices and professional offices;

- 43  
44 c. Dwelling units located in buildings primarily devoted to business uses;  
45  
46 d. Auto repair;  
47  
48 e. Auto and trailer sales or rental areas;  
49  
50 f. Auto fueling stations and drive-in car washes;  
51  
52 g. Building supply and equipment sales and rentals;  
53  
54 h. Restaurants, including drive-in restaurants, clubs and drinking establishments;  
55  
56 i. Garden supplies and greenhouses;  
57  
58 j. Heavy equipment and truck sales, rentals, service and repair;  
59  
60 k. Hotels and motels;  
61  
62 l. Lumberyards;  
63  
64 m. Boat and marine equipment sales, rentals, service and repair;  
65  
66 n. Mortuaries;  
67  
68 o. Open air businesses;  
69  
70 p. Parking lots and parking garages, in accordance with Chapter 21.55 HCC;  
71  
72 q. Manufacturing, **fabrication and assembly** of ~~electronic equipment, electrical devices,~~  
73 ~~pottery, ceramics, musical instruments, toys, novelties, small molded products and furniture;~~  
74  
75 r. Publishing, printing and bookbinding;  
76  
77 s. Recreation vehicle sales, rental, service and repair;  
78  
79 t. Retail businesses;  
80  
81 u. Trade, skilled or industrial schools;  
82  
83 v. Wholesale businesses, including storage and distribution services incidental to the products  
84 to be sold;

- 85  
86 w. Welding and mechanical repair;  
87  
88 x. Parks and open space;  
89  
90 y. Appliance sales and service;  
91  
92 z. Warehousing, commercial storage and mini-storage;  
93  
94 aa. Banks, savings and loans, credit unions and other financial institutions;  
95  
96 bb. Customary accessory uses to any of the permitted uses listed in the GC1 district; provided,  
97 that no separate permit shall be issued for the construction of any type of accessory building  
98 prior to that of the main building;  
99  
100 cc. Dry cleaning, laundry, and self-service laundries;  
101  
102 dd. Taxi operation;  
103  
104 ee. Mobile food services;  
105  
106 ff. Itinerant merchants, provided all activities shall be limited to uses permitted outright under  
107 this zoning district;  
108  
109 gg. Recreational vehicle parks, provided they shall conform to the standards in Article II of  
110 Chapter 21.54 HCC;  
111  
112 hh. Day care homes; provided, that a conditional use permit was obtained for the dwelling, if  
113 required by HCC 21.24.030; all outdoor play areas must be fenced;  
114  
115 ii. Rooming house and bed and breakfast;  
116  
117 jj. Dormitory;  
118  
119 kk. As an accessory use, one small wind energy system per lot;  
120  
121 ll. Marijuana cultivation facilities, manufacturing facilities, retail facilities, and testing facilities  
122 as defined by State law.  
123  
124 Section 2: Homer City Code 21.26.020 is hereby adopted to read as follows:  
125  
126 21.26.020 Permitted uses and structures.

127 The following uses are permitted outright in the General Commercial 2 District, except when  
128 such use requires a conditional use permit by reason of size, traffic volumes, or other reasons  
129 set forth in this chapter:

130

131 a. Production, processing, assembly and packaging of fish, shellfish and seafood products;

132

133 b. Construction, assembly and storage of boats and boat equipment;

134

135 c. **Manufacturing, fabrication and assembly** and ~~assembly of pottery and ceramics, musical~~  
136 ~~instruments, toys, novelties, small molded products, electronic instruments and equipment~~  
137 ~~and electrical devices;~~

138

139 d. Research and development laboratories;

140

141 e. Trade, skills or industrial schools;

142

143 f. Publishing, printing and bookbinding facilities;

144

145 g. Auto, trailer, truck, recreational vehicle and heavy equipment sales, rentals, service and  
146 repair, excluding storage of vehicles or equipment that is inoperable or in need of repair;

147

148 h. Storage and distribution services and facilities, including truck terminals, warehouses and  
149 storage buildings and yards, contractors' establishments, lumberyards and sales, or similar  
150 uses;

151

152 i. Airports and air charter operations;

153

154 j. Underground bulk petroleum storage;

155

156 k. Cold storage facilities;

157

158 l. Parking lots and parking garages, in accordance with Chapter 21.55 HCC;

159

160 m. Mobile commercial structures;

161

162 n. Accessory uses to the uses permitted in the GC2 district that are clearly subordinate to the  
163 main use of the lot or building, such as wharves, docks, restaurant or cafeteria facilities for  
164 employees; or caretaker or dormitory residence if situated on a portion of the principal lot;  
165 provided, that separate permits shall not be issued for the construction of any type of  
166 accessory building prior to that of the main building;

167

168 o. Taxi operation;



- 169  
170 p. Mobile food services;  
171  
172 q. Itinerant merchants, provided all activities shall be limited to uses permitted outright under  
173 this zoning district;  
174  
175 r. Recreational vehicle parks, provided they shall conform to the standards in Chapter 21.54  
176 HCC;  
177  
178 s. Hotels and motels;  
179  
180 t. Dormitory;  
181  
182 u. As an accessory use, one small wind energy system per lot;  
183  
184 v. Open air business;  
185  
186 w. Marijuana cultivation facilities, manufacturing facilities, retail facilities, and testing facilities  
187 as defined by State law.

188  
189 Section 3: This ordinance is of a permanent and general character and shall be included  
190 in the City Code.

191  
192 ENACTED BY THE CITY COUNCIL OF THE CITY OF HOMER THIS \_\_\_ DAY OF \_\_\_\_\_,  
193 2019.

194  
195 CITY OF HOMER

196  
197  
198 \_\_\_\_\_  
199 KEN CASTNER, MAYOR

200  
201 ATTEST:

202  
203 \_\_\_\_\_  
204 MELISSA JACOBSEN, MMC, CITY CLERK

205  
206  
207 YES:

208 NO:

209 ABSTAIN:

210 ABSENT:

211 First Reading:  
212 Public Hearing:  
213 Second Reading:  
214 Effective Date:  
215  
216 Reviewed and approved as to form:  
217  
218  
219 \_\_\_\_\_  
220 Katie Koester, City Manager  
221  
222 Date: \_\_\_\_\_

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



## City of Homer

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

### Planning

491 East Pioneer Avenue  
Homer, Alaska 99603

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

(p) 907-235-3106

(f) 907-235-3118

## Memorandum

TO: MAYOR CASTNER AND HOMER CITY COUNCIL  
THROUGH: KATIE KOESTER, CITY MANAGER  
FROM: RICK ABOUD AICP, CITY PLANNER  
DATE: AUGUST 29, 2019  
SUBJECT: MANUFACTURING IN THE GC1 & 2 DISTRICTS

It has come the attention of the Planning Commission that the current list of items in Homer City Code for manufacturing unreasonably limits activities in the GC1 and GC2 Districts.

The rules regarding use lists in code prohibits activities that are not part of the list. While several items are listed as a permitted use (electronic equipment, electrical devices, pottery, ceramics, musical instruments, toys, novelties, small molded products and furniture), other items such as food products are not listed and cannot be permitted in the same fashion.

The Planning Commission feels that the GC1 and GC2 Districts are appropriate locations for manufacturing activities. Regulations regarding nuisances and buffering along any adjoining residential district are found in current code.

After being part of the agenda in two meetings, the Commission held a public hearing at the August 21, 2019 meeting and approved a motion with unanimous consent to recommend to the City Council the adoption of the proposed ordinance.

### **Attachments:**

Ordinance

Staff reports and corresponding meeting minutes

## Bookmark Summary

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[SR 19-64 Manufacturing in GC1 & GC2 July 17, 2019](#)

[Planning Commission Minutes July 17, 2019](#)

[SR 19-69 manufacturing in GC1 & GC2 August 7, 2019](#)

[Planning Commission Minutes August 7, 2019](#)

[SR 19-74 Manufacturing in GC1 & GC2 August 21, 2019 Public Hearing](#)

[Planning Commission Minutes August 21, 2019](#)



# City of Homer

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

Plan 125

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Homer, Alaska 99603

[Planning@ci.homer.ak.us](mailto:Planning@ci.homer.ak.us)  
(p) 907-235-3106  
(f) 907-235-3118

## Staff Report PL 19-64

TO: Homer Advisory Planning Commission  
THROUGH: Rick Abboud, City Planner  
FROM: Julie Engebretsen, Deputy City Planner  
DATE: July 17, 2019  
SUBJECT: Ordinance 19-xx amending GC1 and GC2 zoning code regarding manufacturing

### Introduction

The Homer Zoning Code is confusing when it comes to allowing manufacturing. Staff is recommending an ordinance to amend the General Commercial 1 (GC1) and General Commercial 2 (GC2) zoning districts to broaden the types of manufacturing that are allowed. If the Commission is interested in pursuing this topic, staff recommends scheduling the draft ordinance for public hearing, at which time staff will also provide a more thorough report.

### Analysis

Over the years, staff has received inquiries as to where various types of business can be located...pizza manufacturing, brewing and bottling (alcoholic and non alcoholic), kitchen cabinet making, etc. The East End Mixed Use District (EEMU) broadly allows all types of manufacturing, fabrication and assembly. The Central Business District (CBD) allows these same activities, but wholly within an enclosed building and with a conditional use permit (CUP). The CUP requirement also kicks in the community design manual, which may result in attractive buildings, but is frequently not an essential part of a manufacturing business which may or may not have a public storefront. Generally these are not businesses that need to be located within the CBD, and until recently, there was very limited land available for purchase in the EEMU.

Staff recommends no change to the EEMU and CBD codes. Staff does recommend changes to the GC1 and GC2 codes, to allow all types of manufacturing, not just the limited types of products currently listed.

### Current Code:

#### HCC 21.24.020 (GC1)

q. Manufacturing of electronic equipment, electrical devices, pottery, ceramics, musical instruments, toys, novelties, small molded products and furniture;

HCC 21.26.020 (GC2)

c. Manufacture and assembly of pottery and ceramics, musical instruments, toys, novelties, small molded products, electronic instruments and equipment and electrical devices;

HCC 21.27.020 (East End Mixed Use)

s. Manufacturing, fabrication and assembly;

HCC 21.18.030 (CBD, Conditional use)

h. Light or custom manufacturing, repair, fabricating, and assembly, provided such use, including storage of materials, is wholly within an enclosed building;

**Recommended Code Change:**

HCC 21.24.020 (GC1)

q. Manufacturing, **fabrication and assembly** of ~~electronic equipment, electrical devices, pottery, ceramics, musical instruments, toys, novelties, small molded products and furniture;~~

HCC 21.26.020 (GC2)

c. Manufacture, **fabrication and assembly** and ~~assembly of pottery and ceramics, musical instruments, toys, novelties, small molded products, electronic instruments and equipment and electrical devices;~~

**Staff Recommendation:** Discuss the code amendment and move to public hearing on the next agenda.

Motion carried.

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

Chair Venuti introduced the item by reading of the title.

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

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

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

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

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

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

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

There was no further discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

### **INFORMATIONAL MATERIALS**

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





# City of Homer

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

## Planning

491 East Pioneer Avenue  
Homer, Alaska 99603

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

(p) 907-235-3106

(f) 907-235-3118

### Staff Report PL 19-69

TO: Homer Advisory Planning Commission  
FROM: Rick Abboud, City Planner  
DATE: August 7, 2019  
SUBJECT: Ordinance 19-xx amending GC1 and GC2 zoning code regarding manufacturing

---

#### Introduction

The Planning Commission gave some thought to the provision of manufacturing in the GC1 and GC2 Districts at the last meeting. Some concerns about manufacturing revolved around toxins and hazards and how they might be best regulated. The discussion stopped in the middle of a motion to consider manufacturing as a conditional use.

#### Analysis

Manufacturing is a commercial activity and is regulated by the State Fire Marshal. The building design is reviewed and approved in consideration of the activities proposed. Standards do exist regarding storage, handling, and discharges of toxic materials. The successful regulation of these concerns in any development in Homer will need the inclusion of state or federal authorities.

General Commercial 1 & 2 Districts are subject to nuisance standards found in HCC 21.59.010. Similar to Fire Marshal concerns, the standards and requirements are those of outside regulatory agencies.

The current triggers that necessitate a CUP include building area (>8000 sf) and lot coverage in excess of 30%, in addition to more than one building containing a permitted principle use. Additionally, screening requirements for developments adjacent to a residential district are found in the GC 1 District.

To CUP or not to CUP? Below you will find a description of items now allowed for manufacturing outright in the district. I really cannot say that any of these activities are not without potential hazards or nuisances. We do know that CUP's require extra time and work from everyone, while introducing additional liabilities to the city and applicant.

I ask that Commissioners first consider the merits of allowing uses to be permitted without a CUP. In many instances a CUP may be necessary, especially for a successful product that

would necessitate a larger building footprint. Then I think of the usefulness of a CUP, do we really need a hearing for small-scale operations in commercial districts? What will be the added value? I see very little value in creating a CUP process for a district that was arguably made for the activity, such as GC2 (I believe we could go farther in eliminating CUP's in GC2 – for another time though). In GC1 we do have a more possibilities for conflict with residential, but mostly with adjoining districts. In that case, we do have Screening regulations found in HCC 21.24.040(f). I do believe that we would best be served by allowing manufacturing as a permitted use in GC1 and GC2.

**21.59.010 Nuisances.**

*When made applicable to a zoning district or to a use or structure by other provisions of the zoning code, these prohibitions and requirements apply:*

*a. Air Pollution.*

*1. Smoke. The emission of any air contaminant greater than 20 percent opacity from any chimney, stack, vent, opening or process is prohibited.*

*2. Odors and Gases. The emission of odors in such quantities as to be objectionable to any person with normal sensitivities at any point beyond the lot line is prohibited. Noxious, toxic, and corrosive gas emissions shall be treated by full control techniques and shall not exceed permissible levels established by Federal, State or local laws or regulations.*

*3. Particulate Matter. All facilities will be designed and operated with the highest and best emission control equipment practicable. Persons responsible for a suspected source of air pollution, upon the request of the City, shall provide quantitative and qualitative information regarding the discharge that adequately and accurately describes operation conditions and the discharge of particulate matter. Any responsible person may be required to have its plans and specifications reviewed by the State Department of Environmental Conservation prior to final approval of the plans by the City.*

*b. Noise. All noise shall be muffled so as not to be objectionable due to intermittences, beat, frequency, or shrillness. Off-site noise, when measured at the lot line, shall not exceed 50 decibels between 10:00 p.m. and 6:00 a.m. and 80 decibels at all other times.*

*c. Vibration. No vibration that is discernible without instruments, other than that caused by highway vehicles or aircraft, shall be permitted beyond the lot line of the site.*

*d. Heat and Glare. No activity shall produce objectionable heat or glare that unreasonably annoys or disturbs a person of ordinary sensibilities beyond the lot line of the site.*

*e. Water and Solid Waste Pollution. No liquid or solid waste disposal will be allowed on the site or into adjacent drainage ditches, storm sewers, sloughs or other waterways. The discharge of treated or untreated sewage or wastes into the sanitary sewer systems shall conform to the codes and ordinances of the City.*

*f. Handling of Dangerous Materials. The storage, handling and use of dangerous materials, such as flammable liquids, incendiary devices, compressed gases, corrosive materials and explosives, shall be in accordance with the regulation and codes of the State Fire Marshal, the National Fire Protection Association, the U.S. Coast Guard and other applicable law.*

*g. Materials and Equipment Storage.*

*1. All materials and equipment including waste material shall be stored and all grounds maintained in a manner that will not attract or aid in the propagation of insects, animals, or create a health or safety hazard.*

*2. Open storage of materials and equipment is permitted, subject to these exceptions and conditions:*

*a. If a lot abuts a residential zoning district or abuts a lot that lawfully contains a dwelling unit, any outdoor storage of materials and equipment on the lot must be screened from the residential lot or district by a wall, fence, or other sight-obscuring material. The screen must be a minimum of eight feet in height.*

*b. This subsection (g) does not authorize any outdoor storage in any zoning district in which the applicable zoning district regulations do not allow such storage.*

### **HCC 21.24.040(f) (GC1)**

f. Screening. When one or more side or rear lot lines abut land within an RO, RR, or UR district or when a side or rear yard area is to be used for parking, loading, unloading or servicing, then those side and rear yard areas shall be effectively screened by a wall, fence, or other sight-obscuring screening. Such screening shall be of a height adequate to screen activity on the lot from outside view by a person of average height standing at street level.

**HCC 21.24.020 (GC1 permitted uses)**

q. Manufacturing of electronic equipment, electrical devices, pottery, ceramics, musical instruments, toys, novelties, small molded products and furniture;

**HCC 21.26.020 (GC2 permitted uses)**

c. Manufacture and assembly of pottery and ceramics, musical instruments, toys, novelties, small molded products, electronic instruments and equipment and electrical devices;

**HCC 21.27.020 (East End Mixed Use, permitted uses)**

s. Manufacturing, fabrication and assembly;

**HCC 21.18.030 (CBD, Conditional use)**

h. Light or custom manufacturing, repair, fabricating, and assembly, provided such use, including storage of materials, is wholly within an enclosed building;

**Recommended Code Change:**

**HCC 21.24.020 (GC1 permitted uses)**

q. Manufacturing, **fabrication and assembly** of electronic equipment, electrical devices, pottery, ceramics, musical instruments, toys, novelties, small molded products and furniture;

**HCC 21.26.020 (GC2 permitted uses)**

c. Manufacture, **fabrication and assembly** and assembly of pottery and ceramics, musical instruments, toys, novelties, small molded products, electronic instruments and equipment and electrical devices;

**Staff Recommendation:** Discuss and make appropriate motions to accept, modify, or fail draft ordinance and propose a public hearing if forwarding the proposal.

- This would be allowed in the district by conditional use permit, no dwellings allowed in a structure.
- Similar process as Fire Marshall approval, an applicant would be required to seek and receive approval statement from the FAA
- Term “commercial” not being defined in the list of defined terms, a review of city code would be required to determine that they were not stepping on an understood definition
- The City Attorney did not recommend that it be defined, she just noted the absence of a definition. The word “commercial” was self-explanatory.
- Webster’s would be used to define the term if there was a question.

SMITH/BENTZ MOVED TO RECOMMEND FORWARDING A DRAFT ORDINANCE CONTAINING LANGUAGE AS AMENDED BY THE CITY ATTORNEY FOR PUBLIC HEARING.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

B. Staff Report 19-69, An Ordinance Amending GC1 and GC2 Zoning Code Regarding Manufacturing

Chair Venuti introduced the item by reading of the title into the record.

City Planner Abboud provided a summary of Staff Report 19-69 to the Commission. He affirmed that he would like to see this as a permitted use citing that commercial businesses would need approval from the Fire Marshall, etc., regarding any uses that produced toxins or hazardous concerns. He then commented on the existing triggers for a conditional use permit would still be applicable.

BENTZ/SMITH – MOVE TO TAKE FROM THE TABLE THE PENDING MOTION

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

*HIGHLAND/BENTZ – MOVED TO AMEND THE MOTION TO ADD “WITH A CONDITIONAL USE PERMIT”*

Chair Venuti asked if there was opposition to bring the motion from the table.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Commissioners Bentz and Petska-Rubalcava stated that they were in opposition of the amendment.

Chair Venuti inquired if there was any further discussion, hearing none he requested the Clerk to perform a roll call vote.

VOTE. (Amendment) NO. HIGHLAND, PETSKA-RUBALCAVA, BENTZ, SMITH, VENUTI.

Motion failed.

Chair Venuti requested the Clerk to read the main motion before the commission.

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

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

City Planner Abboud stated that he will prepare the draft ordinance and bring it back for Public Hearing.

C. Staff Report 19-70, Ordinance 19-19(S) Amending City Water Rules to Allow Water Service Outside of City Limits

Chair Venuti introduced the item by reading of the title into the record and commented that they had a very informative worksession on this before the meeting.

City Planner Abboud provided input that it was quite a bit to consider in a short time period and not the usual process that they would use for something similar and he was hesitant to recommend anything on this ordinance since he did not perform the research on this subject.

Chair Venuti reminded him that there were questions from Council directed to the Commission to answer.

The Commission entertained a lengthy discussion covering the following points, topics, issues, and concerns:

- The likelihood of businesses moving to outside city limits and loss of revenue to the city
- Limiting the services to residential properties only



# City of Homer

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## Staff Report PL 19-74

TO: Homer Advisory Planning Commission  
FROM: Rick Abboud AICP, City Planner  
DATE: August 21, 2019  
SUBJECT: Ordinance 19-xx, an ordinance of the City Council of Homer, Alaska expanding manufacturing activities in the General Commercial 1 District 21.14.020 permitted uses and structures and General Commercial 2 Zoning District 21.26.020 permitted uses and structures.

### Introduction

The Planning Commission wishes to have allowances in code for manufacturing activities not currently listed in code

### Analysis

Currently, manufacturing in the GC1 & 2 Districts is limited to a specific list of items. When code uses lists in this manner, specific items that are not on the list are not allowed. The current list of items supported includes electronic equipment, electrical devices, pottery, ceramics, musical instruments, toys, novelties, small molded products and furniture.

The Commercial Districts are envisioned to support manufacturing and nuisance standards apply to the districts to temper possible negative consequence of industrial and commercial activities. Since it is unpractical to exhaustively list all manufacturing items, the Commission feels that manufacturing should be classified as a general activity that is supported in the districts. Manufacturing is proposed as a permitted activity and would only require a CUP when triggered by size of building area or lot coverage.

21.95.040 Planning Department review of code amendment.

The Planning Department shall evaluate each amendment to this title that is initiated in accordance with HCC 21.95.010 and qualified under HCC 21.95.030, and may recommend approval of the amendment only if it finds that the amendment:

a. Is consistent with the Comprehensive Plan and will further specific goals and objectives of the plan.



Land Use Chapter goals encourage include the support of a variety of well-defined commercial/business districts for a range of commercial purposes.

b. Will be reasonable to implement and enforce.

Code language is clear and the proposal will be reasonable to implement and enforce.

c. Will promote the present and future public health, safety and welfare.

Health, safety and welfare is promoted by the multi-agency review required for the proposed ordinance.

d. Is consistent with the intent and wording of the other provisions of this title.

The City Attorney has reviewed the proposed ordinance.

**Staff Recommendation**

Hold a public hearing and make a recommendation to the City Council regarding adoption.

**Att.**

Proposed ordinance

1 **CITY OF HOMER**  
2 **HOMER, ALASKA**

3 Planning

4 **ORDINANCE 19-xx**

5  
6 AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA  
7 EXPANDING MANUFACTURING ACTIVITIES IN THE GENERAL  
8 COMMERCIAL 1 ZONING DISTRICT, 21.24.020 PERMITTED USES  
9 AND STRUCTURES, AND THE GENERAL COMMERCIAL 2 ZONING  
10 DISTRICT, 21.26.020 PERMITTED USES AND STRUCTURES.

11  
12 WHEREAS, the 2018 Homer Comprehensive Plan goals include the support of a variety  
13 of well-defined commercial/business districts for a range of commercial purposes; and

14  
15 WHEREAS, the 2018 Homer Comprehensive Plan Chapter 7, Economic Vitality  
16 encourages zoning regulations that support new businesses; and

17  
18 WHEREAS, Manufacturing is supported in the General Commercial 1 and 2 Districts;  
19 and

20  
21 WHEREAS, the current list of items permitted for manufacturing in the General  
22 Commercial 1 and 2 Districts unnecessarily limits opportunities; and

23  
24 WHEREAS, the General Commercial 1 and 2 Districts have adopted nuisance  
25 standards; and

26  
27 WHEREAS, The Homer Advisory Planning Commission supports expanded  
28 manufacturing activities in the General Commercial 1 and 2 Districts.

29  
30  
31 NOW THEREFORE, THE CITY OF HOMER ORDAINS:

32  
33 Section 1. Homer City Code 21.24.020 is hereby adopted to read as follows:

34  
35 21.24.020 Permitted uses and structures.

36 The following uses are permitted outright in the General Commercial 1 District, except when  
37 such use requires a conditional use permit by reason of size, traffic volumes, or other reasons  
38 set forth in this chapter.

39  
40 a. Air charter operations and floatplane tie-up facilities;

41  
42 b. General business offices and professional offices;

- 43  
44 c. Dwelling units located in buildings primarily devoted to business uses;  
45  
46 d. Auto repair;  
47  
48 e. Auto and trailer sales or rental areas;  
49  
50 f. Auto fueling stations and drive-in car washes;  
51  
52 g. Building supply and equipment sales and rentals;  
53  
54 h. Restaurants, including drive-in restaurants, clubs and drinking establishments;  
55  
56 i. Garden supplies and greenhouses;  
57  
58 j. Heavy equipment and truck sales, rentals, service and repair;  
59  
60 k. Hotels and motels;  
61  
62 l. Lumberyards;  
63  
64 m. Boat and marine equipment sales, rentals, service and repair;  
65  
66 n. Mortuaries;  
67  
68 o. Open air businesses;  
69  
70 p. Parking lots and parking garages, in accordance with Chapter 21.55 HCC;  
71  
72 q. Manufacturing, **fabrication and assembly** of electronic equipment, electrical devices, pottery,  
73 ~~ceramics, musical instruments, toys, novelties, small molded products and furniture;~~  
74  
75 r. Publishing, printing and bookbinding;  
76  
77 s. Recreation vehicle sales, rental, service and repair;  
78  
79 t. Retail businesses;  
80  
81 u. Trade, skilled or industrial schools;  
82  
83 v. Wholesale businesses, including storage and distribution services incidental to the  
84 products to be sold;

- 85  
86 w. Welding and mechanical repair;  
87  
88 x. Parks and open space;  
89  
90 y. Appliance sales and service;  
91  
92 z. Warehousing, commercial storage and mini-storage;  
93  
94 aa. Banks, savings and loans, credit unions and other financial institutions;  
95  
96 bb. Customary accessory uses to any of the permitted uses listed in the GC1 district;  
97 provided, that no separate permit shall be issued for the construction of any type of  
98 accessory building prior to that of the main building;  
99  
100 cc. Dry cleaning, laundry, and self-service laundries;  
101  
102 dd. Taxi operation;  
103  
104 ee. Mobile food services;  
105  
106 ff. Itinerant merchants, provided all activities shall be limited to uses permitted outright  
107 under this zoning district;  
108  
109 gg. Recreational vehicle parks, provided they shall conform to the standards in Article II of  
110 Chapter 21.54 HCC;  
111  
112 hh. Day care homes; provided, that a conditional use permit was obtained for the dwelling, if  
113 required by HCC 21.24.030; all outdoor play areas must be fenced;  
114  
115 ii. Rooming house and bed and breakfast;  
116  
117 jj. Dormitory;  
118  
119 kk. As an accessory use, one small wind energy system per lot;  
120  
121 ll. Marijuana cultivation facilities, manufacturing facilities, retail facilities, and testing  
122 facilities as defined by State law.  
123  
124

125 Section 2: Homer City Code 21.26.020 is hereby adopted to read as follows:  
126

- 127 21.26.020 Permitted uses and structures.  
128 The following uses are permitted outright in the General Commercial 2 District, except when  
129 such use requires a conditional use permit by reason of size, traffic volumes, or other reasons  
130 set forth in this chapter:  
131  
132 a. Production, processing, assembly and packaging of fish, shellfish and seafood products;  
133  
134 b. Construction, assembly and storage of boats and boat equipment;  
135  
136 c. ~~Manufacturing, fabrication and assembly and assembly of pottery and ceramics, musical~~  
137 ~~instruments, toys, novelties, small molded products, electronic instruments and equipment and~~  
138 ~~electrical devices;~~  
139  
140 d. Research and development laboratories;  
141  
142 e. Trade, skills or industrial schools;  
143  
144 f. Publishing, printing and bookbinding facilities;  
145  
146 g. Auto, trailer, truck, recreational vehicle and heavy equipment sales, rentals, service and  
147 repair, excluding storage of vehicles or equipment that is inoperable or in need of repair;  
148  
149 h. Storage and distribution services and facilities, including truck terminals, warehouses and  
150 storage buildings and yards, contractors' establishments, lumberyards and sales, or similar  
151 uses;  
152  
153 i. Airports and air charter operations;  
154  
155 j. Underground bulk petroleum storage;  
156  
157 k. Cold storage facilities;  
158  
159 l. Parking lots and parking garages, in accordance with Chapter 21.55 HCC;  
160  
161 m. Mobile commercial structures;  
162  
163 n. Accessory uses to the uses permitted in the GC2 district that are clearly subordinate to the  
164 main use of the lot or building, such as wharves, docks, restaurant or cafeteria facilities for  
165 employees; or caretaker or dormitory residence if situated on a portion of the principal lot;  
166 provided, that separate permits shall not be issued for the construction of any type of  
167 accessory building prior to that of the main building;  
168  
169 o. Taxi operation;

- 170
- 171 p. Mobile food services;
- 172
- 173 q. Itinerant merchants, provided all activities shall be limited to uses permitted outright
- 174 under this zoning district;
- 175
- 176 r. Recreational vehicle parks, provided they shall conform to the standards in Chapter 21.54
- 177 HCC;
- 178
- 179 s. Hotels and motels;
- 180
- 181 t. Dormitory;
- 182
- 183 u. As an accessory use, one small wind energy system per lot;
- 184
- 185 v. Open air business;
- 186
- 187 w. Marijuana cultivation facilities, manufacturing facilities, retail facilities, and testing
- 188 facilities as defined by State law.

189

190

191

192 Section 3: This ordinance is of a permanent and general character and shall be included in

193 the City Code.

194

195 ENACTED BY THE CITY COUNCIL OF THE CITY OF HOMER THIS \_\_\_ DAY OF \_\_\_\_\_,

196 2019.

197

198 CITY OF HOMER

199

200

201

202

203 \_\_\_\_\_

204 KEN CASTNER, MAYOR

205

206 ATTEST:

207 \_\_\_\_\_

208

209 MELISSA JACOBSEN, MMC, CITY CLERK

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YES:  
NO:  
ABSTAIN:  
ABSENT:  
  
First Reading:  
Public Hearing:  
Second Reading:  
Effective Date:  
  
Reviewed and approved as to form:  
  
\_\_\_\_\_  
Mary K. Koester, City Manager  
  
Date:\_\_\_\_\_

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

Chair Venuti closed the Public Hearing upon seeing no one from the public coming forward to provide further public testimony on the issue.

City Planner Abboud commented on the laydown of the Draft Ordinance that was submitted.

Chair Venuti opened the floor to questions from the Commission.

There were none.

BOS/SMITH MOVE TO ADOPT STAFF REPORT 19-73 AND RECOMMEND FORWARDING THE DRAFT ORDINANCE AMENDING HCC 21.27.040 DIMENSIONAL REQUIREMENTS TO ALLOW BUILDINGS UP TO 75 FEET IN HEIGHT WITH A CONDITIONAL USE PERMIT TO CITY COUNCIL.

There was a brief comment in support of the ordinance going forward to City Council.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- b. Staff Report 19-74, An Ordinance amending permitted uses in the General Commercial 1 & General Commercial 2 Zoning Districts to expand manufacturing activities

Chair Venuti introduced the item by reading of the title into the record.

City Planner Abboud provided a summary review of Staff Report 19-74 for the Commission noting that typically if a use is not listed it is assumed that it is not allowed.

Chair Venuti noted for the record that there is no applicant for this action and opened the Public Hearing.

Casey Siekaniec, city resident, owner of the Alaska Salt Company, commented in support of the ordinance. He stated that they have already backed off from purchasing one property since they were unsure if they would be able to manufacture their product in that location.

Amanda Miotke, city resident, commented in support of the ordinance stating that once it was drawn to her attention she thought it was very outdated. Ms. Miotke commented that that she was unsure of what small molded products were; but between her and her friends they have come up with an extensive list of items that were not on this list and Homer is great at encouraging the growth of these cottage industry.

Don Stead, city resident, commented in support of the ordinance and noted that he is in GC1 with his company and they are listed as a manufacturing company. There are many businesses that are not listed. This will remove another impediment to relocation of his business or others. He noted that manufacturing was allowed in the CBD.



Chair Venuti closed the Public Hearing upon seeing no one from the public coming forward to provide further public testimony on the issue.

Chair Venuti opened the floor to questions from the Commission.

BOS/BENTZ MOVE TO ADOPT STAFF REPORT 19-74 AND RECOMMEND FORWARDING THE DRAFT ORDINANCE AMENDING HCC 21.14.020 AND HCC 21.26.020 PERMITTED USES AND STRUCTURES TO ALLOW MANUFACTURING, FABRICATION AND ASSEMBLY AS A PERMITTED USE.

A brief discussion by the Commission on this action cleaning up the city code, the possible nuisances, this was not the place to address that in the code; and the City seeing an increase in businesses.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

## **PLAT CONSIDERATION**

## **PENDING BUSINESS**

A. Staff Report 19-75, Permitting

Chair Venuti introduced the item into the record by reading of the title.

City Planner Abboud noted that the Commission discussed this at the worksession and requested a summary from of the discussion from a Commissioner as he was unsure that he could do justice to classify that discussion since they covered all three topics.

Commissioner Bentz reported that the Commission discussed the following for the record:

- Several options to improve applicants site plans including preconstruction surveys, supplying preconstruction asbuilts of existing structures, staking of property lines
- Recommend changing the code to contain the after construction asbuilt survey and to change the application procedure to have some recommendation or best practices for the preconstruction items.

Chair Venuti inquired if Commissioner Bentz wanted to make that a motion.

BENTZ/SMITH - MOVED TO ADOPT CHANGES TO 21.70.040 PERMIT TERMS, LINES 90-105, PAGE THREE OF THE ATTACHMENT WORKING CODE 2.0., PAGE 37 IN THE PACKET.

Discussion ensued on the proposed changes believed to be the most logical change to the city code and regulations going forward; there have been many discussions on the topic by the

1 **CITY OF HOMER**  
2 **HOMER, ALASKA**

3 City Clerk

4 **RESOLUTION 19-058**

5  
6 A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,  
7 ACKNOWLEDGING THE ROSEBUD COURT ROAD  
8 RECONSTRUCTION AND PAVING SPECIAL ASSESSMENT DISTRICT  
9 WILL NOT BE CREATED BASED ON PROPERTY OWNER  
10 OBJECTIONS.

11  
12 WHEREAS, The petition was circulated from October 4, 2018 to December 7, 2018 to the  
13 thirteen property owners in the Rosebud Court Road Reconstruction and Paving Special  
14 Assessment District and sufficient signatures were received to schedule a neighborhood  
15 meeting; and

16  
17 WHEREAS, Neighborhood meetings were held on February 13, 2019 and April 30, 2019  
18 where staff addressed that eight of the thirteen lots in the district did not have sewer service,  
19 challenges of developing a road where sewer lines haven't been extended, and cost estimates  
20 for the project; and

21  
22 WHEREAS, A public hearing was held on August 26, 2019; and

23  
24 WHEREAS, Pursuant to Homer City Code 17.04.050(b) If owners of real property that  
25 would bear 50 percent or more of the assessed cost of the improvement file timely written  
26 objections, the Council may not proceed with the improvement unless it revises the  
27 improvement plan to reduce the assessed cost of the improvement that is borne by objecting  
28 record owners to less than 50 percent of the assessed cost of the improvement; and

29  
30 WHEREAS, Seven of the twelve property owners submitted written objection based on  
31 cost of the project and absence of sewer lines to their property; and

32  
33 WHEREAS, There is currently a moratorium on new water and sewer assessment  
34 districts so a sewer assessment district cannot be formed to provide that service to those  
35 property owners prior to improving the road.

36  
37 NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, notes the  
38 petition for Rosebud Court Road Reconstruction and Paving Improvements Special  
39 Assessment District will not be created based on property owner objections.  
40

41 BE IT FURTHER RESOLVED this does not preclude further petitioning by property  
42 owners for road improvements for a modified area or any other type of improvement by  
43 initiating a new petition.

44  
45 PASSED AND ADOPTED by the Homer City Council this 9<sup>th</sup> day of September, 2019.

46  
47 CITY OF HOMER

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49  
50 \_\_\_\_\_  
51 KEN CASTNER, MAYOR

52  
53 ATTEST:  
54  
55  
56 \_\_\_\_\_  
57 MELISSA JACOBSEN, MMC, CITY CLERK

58  
59 Fiscal Note: N/A



## City of Homer

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

## Office of the City Clerk

491 East Pioneer Avenue

Homer, Alaska 99603

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

(p) 907-235-3130

(f) 907-235-3143

October 4, 2018

Dear Property Owner:

A request for road improvements was made for your neighborhood. The request was made by David Morris on October 10, 2017.

A Special Assessment District may be initiated with petition signatures of the record owners of one half or more of the parcels in the proposed district. We have compiled a list of the property owners within the boundaries of Rosebud Court Road improvement district, including your parcel(s).

If you support the road reconstruction and paving improvements and wish for the City to determine a cost estimate of the project you will need to sign and return the Property Owner Petition. By signing you are indicating that you may favor the road improvements and wish to hear more about the project, including costs. The Property Owner Petition must be returned to the City Clerk by **Friday, December 7, 2018**.

If you are not interested in starting the road reconstruction and paving improvements you do not need to sign the Property Owner Petition. Your lack of response indicates that you are not in favor of the Special Assessment District.

Pursuant to the Homer Accelerated Roads and Trails Program, property owner contribution to road improvements is 25% of the project costs for street reconstruction and paving on an equal assessment per lot basis of a standard residential street. Projects will be authorized only after a public hearing to insure public participation in the process.

As you contemplate whether or not to sign the petition, please keep in mind that many of the lots adjacent to Rosebud Court do not have public sewer service. Paving Rosebud Court now will require that the when a sewer main is installed, the pavement will have to be replaced (at additional cost to the benefitted property owners). Public Works does not generally recommend that streets be paved until both water and sewer mains have been constructed. Unfortunately, a moratorium has be placed on the use of Homer Accelerated Water and Sewer Program (HASWP) funds used to subsidize sewer main extensions (25%). Until that moratorium is removed, the entire cost of a sewer main extension would be the responsibility of the property owners.

On the other hand, signing the petition now creates the opportunity to discuss these issues further. A majority of you and your neighbors can still object to the paving project at a future time and stop the process.

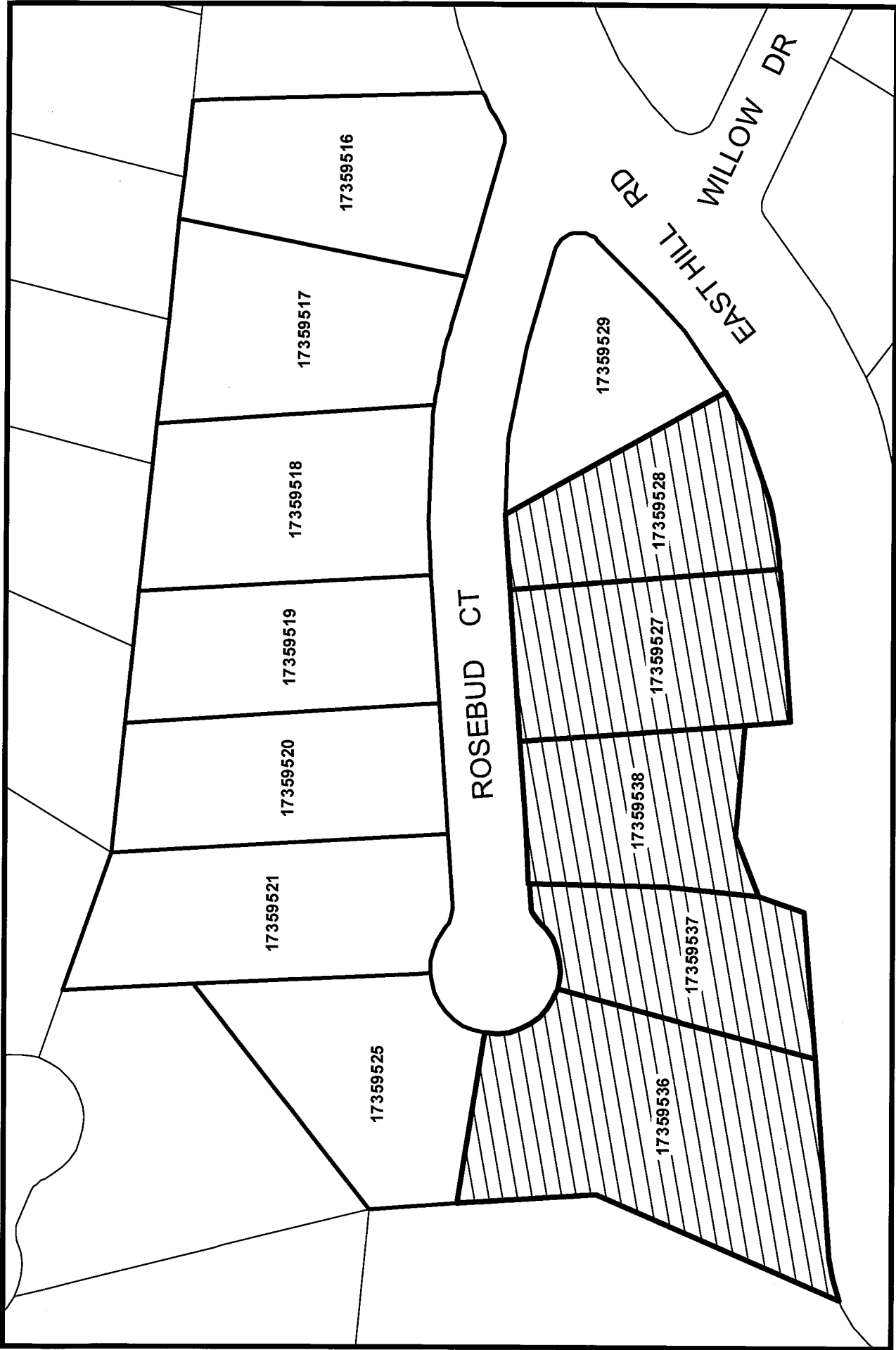
We will determine the amount of interested property owners by the number of signatures that are returned. You will be notified of the results once the petition deadline has passed.

Please call with questions you may have about the Special Assessment District. We would be happy to assist you.

Sincerely,

  
Melissa Jacobsen, City Clerk

Enc. Property Owner Petition  
Map of proposed project



Rosebud Court SAD  Sewer Customers





## City of Homer

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

## Office of the City Clerk

491 East Pioneer Avenue  
Homer, Alaska 99603

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

(p) 907-235-3130

(f) 907-235-3143

January 31, 2019

Dear Property Owner,

A petition for road reconstruction and paving improvements for the Rosebud Court Special Assessment District (SAD) resulted in sufficient interest for the district. Pursuant to HCC 17.04.040(b) a neighborhood meeting is scheduled for **Wednesday, February 13, 2019 from 5:00 p.m. to 6:00 p.m.** in the City Hall Conference Room at 491 E. Pioneer Avenue. The Conference Room is located upstairs and is accessed by the front door that faces Pioneer Avenue.

As explained in the letter mailed October 4, 2018 with the petition, many of the lots adjacent to Rosebud Court do not have public sewer service. Paving Rosebud Court now will require that when a sewer main is installed, the pavement will have to be replaced (at additional cost to the benefitted property owners). Public Works does not generally recommend that streets be paved until both water and sewer mains have been constructed. Unfortunately, a moratorium has been placed on the use of Homer Accelerated Water and Sewer Program (HASWP) funds used to subsidize sewer main extensions (25%). Until that moratorium is removed, the entire cost of a sewer main extension would be the responsibility of the property owners.

Staff will be available at the neighborhood meeting to answer questions on the proposed project, so please plan to attend. For further information contact the City Clerk's Office at 235-3130.

Sincerely,

Melissa Jacobsen  
City Clerk



## City of Homer

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

## Public Works

3575 Heath Street

Homer, AK 99603

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

(p) 907-235-3170

(f) 907-235-3145

April 11, 2019

Rosebud Court Property Owner:

Based on the neighborhood meeting held on February 13, Public Works has prepared the attached improvement plan and estimated the costs associated with the paving of Rosebud Court. Also provided is a plan and cost estimate for extending the sewer main to serve property on Rosebud Court that are not currently served with piped sewer service.

As discussed at the meeting, paving the road now, without installing the sewer main will most likely require removal/replacement of the paving in the future when the sewer main is installed.

Assumptions:

- 1) The HART program will pay 25% of the cost of road reconstruction and paving
- 2) There is a moratorium on the use of HAWSP funds, so 100% of the cost of installing the sewer would be the responsibility of the benefitted property owners. The cost of sewer is based on no East End Road pavement removal or replacement costs. There will be significant additional cost to install the sewer if this work cannot be coordinated with the proposed ADOT paving project.
- 3) The State (ADOT) is planning to rehabilitate East Hill Road in the summer of 2020; after that the State will not allow cutting the new pavement for 5 years.

The cost of reconstructing and paving Rosebud Court is estimated to be \$356,400, including design, construction and a 10% contingency. There are 13 benefitted properties. The cost per lot would be \$20,560. Payments spread over 10 years (at 4.5%), annual payments would be approximately \$2,598.

The cost of extending a sewer main in Rosebud Court is estimated to be \$305,600, including design, construction and a 10% contingency. There are 10 benefitted properties. The cost per lot would be \$30,565. Payments spread over 20 years (at 2%), annual payments would be approximately \$1,869.

A second neighborhood meeting has been scheduled on **April 30, 2019 at 5:00 p.m.** to allow property owners another opportunity to discuss the project now that an improvement plan has been prepared. This meeting will be held at the City Hall Conference Room, at 491 E. Pioneer Avenue.

The next step following this neighborhood meeting will be to schedule a public hearing and accept written objections. If owners of real property that would bear 50% or more of the assessed cost of the improvement file timely written objections, Council may not proceed with the improvement unless it revises the improvement plan to reduce the assessed cost of the improvement that is borne by objecting owners to less than 50% of the assessed cost of the improvement. If there is not sufficient written objection, Council will hold a public hearing and adopt a resolution determining to proceed with the proposed amendment.

**Road/Sewer Special Assessment Districts  
Conceptual Cost Estimate - March 2019  
Rosebud Court**

ITEM OF WORK	Units	Quantity	Unit Price	Item Cost
--------------	-------	----------	------------	-----------

**SEWER**

Construction Surveying	LS	1	\$6,000	\$6,000
Traffic Maintenance	LS	1	\$3,500	\$3,500
Mobilization/Demob	LS	1	\$16,000	\$16,000
Furnish and Install 8" Sewer Main	LF	1105	\$90	\$99,450
Construct Sanitary Sewer Manhole	EA	6	\$6,500	\$39,000
Connect to Existing	LS	1	\$4,500	\$4,500
Construct Sanitary Sewer Cleanout	EA	2	\$1,950	\$3,900
Construct Sanitary Sewer Service (4")	EA	10	\$3,200	\$32,000
Classified Trench backfill Material	CY	600	\$28	\$16,800
Disposal of Unsuitable	CY	600	\$12	\$7,200
<b>Subtotal Sewer Construction</b>				<b>\$228,350</b>

Utility Relocation	LS	-	\$5,000	\$5,000
Right-Of-Way Acquisition	LS	-	\$1,500	\$1,500
Engineering (12%)	LS	-	\$27,402	\$27,402
Inspection (4%)	LS	-	\$9,134	\$9,134
Contingency (10%)	LS	-	\$22,835	\$22,835
City Administration (5%)	LS	-	\$11,418	\$11,418
<b>Subtotal Sewer Design/Inspection/Admin</b>				<b>\$77,289</b>

**Sewer Total** **10** **\$305,639**  
**Per Lot** **\$30,564**

**ROAD/DRAINAGE**

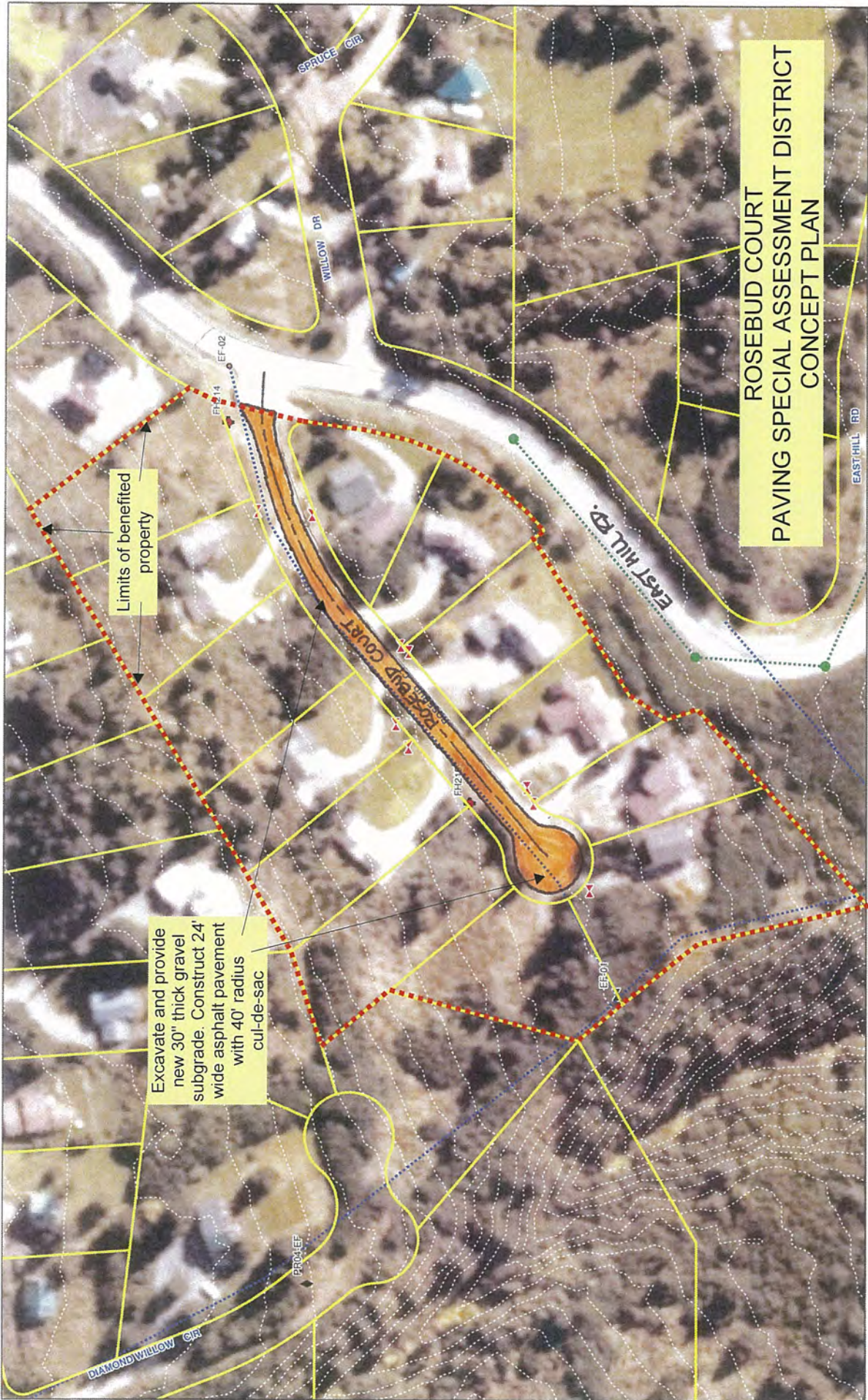
Mobilization/Demobilization	LS	1	\$16,000.00	\$16,000
Clearing and Grubbing	LS	1	\$1,500.00	\$1,500
Construction Surveying	LS	1	\$4,800.00	\$4,800
Excavation (Off-Site Disposal)	CY	2845	\$11.00	\$31,299
Geotextile Fabric	SY	2449	\$4.00	\$9,795
Type III Classified Material	CY	1938	\$28.00	\$54,255
Type II Classified Material	CY	439	\$34.00	\$14,909
2" LC/2" A.C.Paving	SF	19324	\$5.75	\$111,113
Drainage/Culverts	LS	1	\$9,000.00	\$9,000
Signage	EA	2	\$350.00	\$700
Monumentation/Replace Disturbed	LS	1	\$1,000.00	\$1,000
Topsoil/Seeding	LS	1	\$6,000.00	\$6,000
Erosion Control/SWPPP Plan	LS	1	\$3,500.00	\$3,500
Implement SWPPP	LS	1	\$5,500.00	\$5,500
<b>Total Road Const</b>				<b>\$269,371</b>

Utility Relocation	LS	-	\$3,000	\$3,000
Right-Of-Way Acquisition	LS	-	\$500	\$500
Engineering (12%)	LS	-	\$32,325	\$32,325
Inspection (4%)	LS	-	\$10,775	\$10,775
Contingency (10%)	LS	-	\$26,937	\$26,937
City Administration (5%)	LS	-	\$13,469	\$13,469
<b>Subtotal Road Design/Inspection/Admin</b>				<b>\$87,005</b>

**Road Total** **13** **\$356,376**  
**Per Lot** **\$27,414**

**\$662,015**





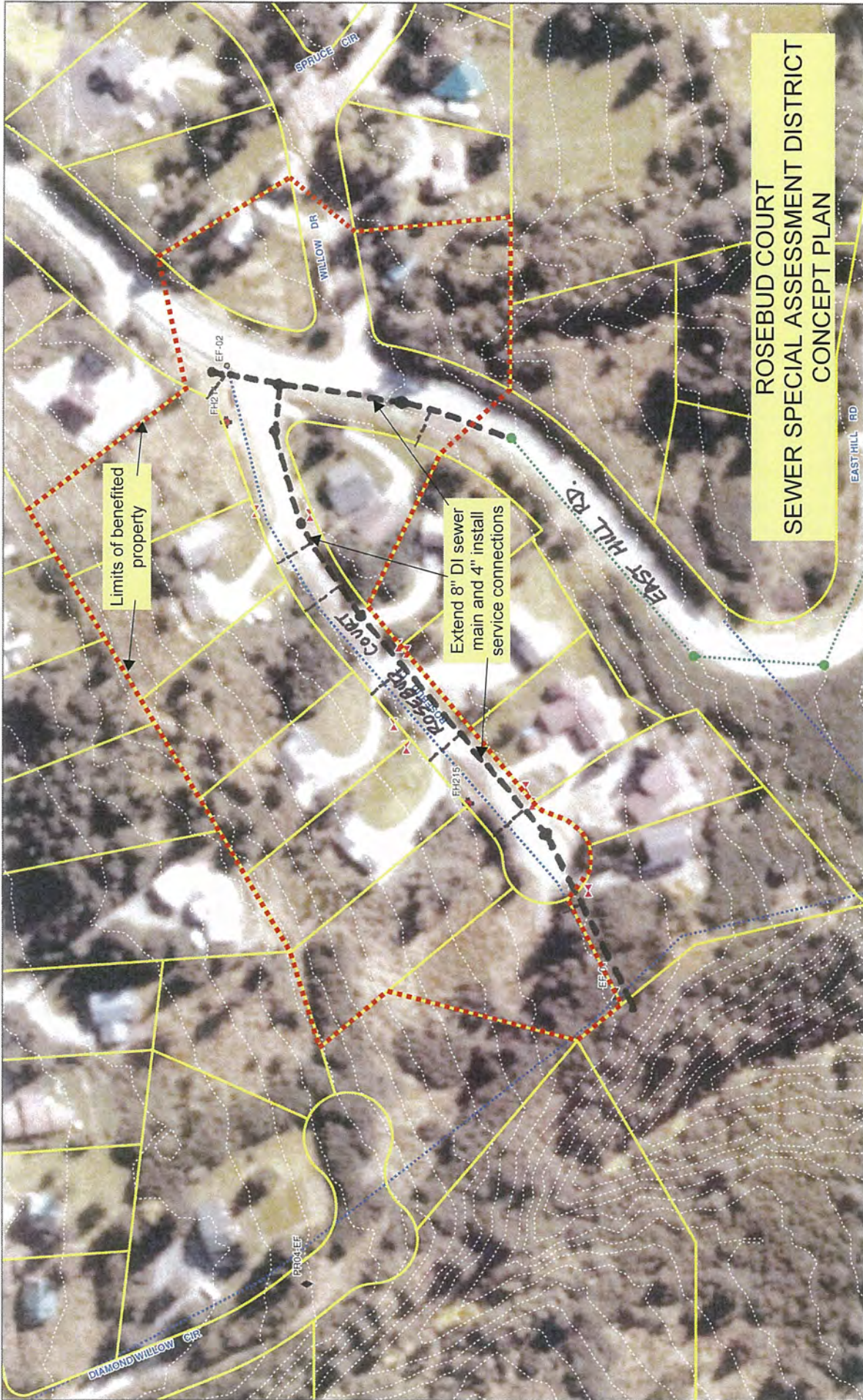
**ROSEBUD COURT  
PAVING SPECIAL ASSESSMENT DISTRICT  
CONCEPT PLAN**

Limits of benefited property

Excavate and provide new 30" thick gravel subgrade. Construct 24" wide asphalt pavement with 40' radius cul-de-sac

1 inch = 100 feet





**ROSEBUD COURT  
SEWER SPECIAL ASSESSMENT DISTRICT  
CONCEPT PLAN**

Limits of benefited property

Extend 8" DI sewer main and 4" install service connections

1 inch = 100 feet

**CITY OF HOMER  
HOMER, ALASKA**

City Clerk

**RESOLUTION 19-059**

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,  
NOTING THE INSUFFICIENCY OF THE PETITION FOR CITYVIEW  
AVENUE RECONSTRUCTION AND PAVING SPECIAL ASSESSMENT  
DISTRICT.

WHEREAS, On May 23, 2019 a request to initiate a special assessment district for road reconstruction and paving on Cityview Avenue was filed and a petition was created and sent by certified mail to four property owners of eight parcels in the district; and

WHEREAS, Homer City Code 17.04.040 (a)(2) states a special assessment district may be initiated by petition signatures of the record owners of real property that would bear not less than 50 percent of the assessed cost of the improvement received by the City Clerk within 60 days after the mailing of the petition to record owners of property in the proposed district.

WHEREAS, One property owner who owns two parcels in the proposed district signed the petition initiating the special assessment district.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, notes the insufficiency of the petition for Cityview Avenue Road Reconstruction and Paving Improvements.

BE IT FURTHER RESOLVED this does not preclude further petitioning by property owners for road improvements for a modified area or any other type of improvement by initiating a new petition.

PASSED AND ADOPTED by the Homer City Council this 9<sup>th</sup> day of September, 2019.

CITY OF HOMER

\_\_\_\_\_  
KEN CASTNER, MAYOR

ATTEST:

\_\_\_\_\_  
MELISSA JACOBSEN, MMC, CITY CLERK

Fiscal Note: N/A

1 **CITY OF HOMER**  
2 **HOMER, ALASKA**

3 City Manager

4 **RESOLUTION 19-061**

5  
6 A RESOLUTION OF THE HOMER CITY COUNCIL SELECTING  
7 ALLIANT INSURANCE SERVICES, INC. TO PROVIDE MARINE  
8 GENERAL LIABILITY, WORKBOAT HULL AND EQUIPMENT, AND  
9 WORKBOAT PROTECTION AND INDEMNITY INSURANCE  
10 COVERAGES FOR THE HOMER MARINA AND AUTHORIZING THE  
11 CITY MANAGER TO EXECUTE THE APPROPRIATE DOCUMENTS.  
12

13 WHEREAS, The City has contracted with USI Insurance Services (USI) to secure marine  
14 general liability, workboat hull, and workboat protection and indemnity insurance coverages  
15 since at least 2014; and  
16

17 WHEREAS, The City currently pays an annual premium of \$34, 336 with USI; and  
18

19 WHEREAS, It is in the City's best interest to assure the highest value is received for tax  
20 dollars spent on public services and contracts; and  
21

22 WHEREAS, The City is a member of the Alaska Municipal League Joint Insurance  
23 Association (AMLJIA) and relies on AMLJIA's highly specialized staff to provide  
24 recommendations to the City regarding insurance coverage programs; and  
25

26 WHEREAS, AMLJIA requested their broker review the City's current insurance with USI  
27 for the Homer marina to determine if better coverage could be secured; and  
28

29 WHEREAS, AMLJIA's broker submitted a proposal from Alliant Insurance Services, Inc.  
30 that provides marine general liability, workboat hull and equipment, and workboat protection  
31 and indemnity insurance coverages comparable to USI with an annual premium of \$30, 956;  
32 and  
33

34 WHEREAS, The City can terminate USI's coverage with no penalty and switch to Alliant  
35 Insurance Services; and  
36

37 WHEREAS, HCC 3.16.060 states placement of insurance coverage is exempt from  
38 competitive bidding.  
39

40 NOW, THEREFORE, BE IT RESOLVED that the Homer City Council hereby approves  
41 Alliant Insurance Services to provide marine general liability, workboat hull and equipment,



42 and workboat protection and indemnity insurance coverages and authorizes the City Manager  
43 to execute the appropriate documents.

44

45 PASSED AND ADOPTED by the Homer City Council this \_\_\_ day of \_\_\_\_\_, 2019.

46

47

CITY OF HOMER

48

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\_\_\_\_\_  
KEN CASTNER, MAYOR

52 ATTEST:

53

54

55

\_\_\_\_\_  
56 MELISSA JACOBSEN, MMC, CITY CLERK

57

58 Fiscal note: Annual Premium cost of \$30,956

September 4, 2019

Paul Bryner  
Alaska Municipal League Joint Insurance Association  
807 G Street, Suite 356  
Anchorage, AK 99501

Dear Paul,

Thank you for the opportunity for Alliant Insurance Services, Inc. to provide a Marine Liability proposal for the City of Homer.

Alliant was established in 1925 in San Diego, California as the Robert F. Driver Company. Today, it is still a privately held corporation headquartered in Newport Beach, California. As a firm, we are the largest specialty broker in the country, with our entire focus on selected industry segments including public entity, education, construction, real estate, healthcare, tribal nations, hospitality, non-profits, and legal professionals. Business Insurance ranks Alliant as the fourth largest privately held broker and the 11th largest broker of U.S. business overall (both based on 2017 brokerage revenue). Alliant has had its present name since 2006.

#### Public Entity Experience -

With an estimated \$2 billion in public entity premium and premium equivalents placed (accounting for 30% of Alliant's annual revenue), our Public Entity Division is a leader in providing specialty brokerage services to the public sector. Our practice derives its strength from:

- Specialization in the public sector.
- A client service approach that commits Alliant's most experienced professionals to individual client relationships and invites client interaction, as appropriate, with underwriters and service vendors.
- Innovation and creativity in program design, which is manifest in all that we do; but which is especially visible in joint purchase programs that deliver enhanced coverage terms at "below market" cost.
- A risk management orientation in alignment with the public sector that emphasizes loss prevention and risk funding as much as risk transfer.

The Public Entity Practice understands how public entities are perceived within the insurance marketplace, and how the operating environment of the public sector shapes the risk transfer attitudes and needs of the public sector. Through joint purchase arrangements, risk sharing pools, risk retention and non-insurance approaches, we have been on the cutting edge of program design for the public sector. Alliant's public entity growth over the past 40+ years demonstrates our commitment and skill in both hard and soft markets.



Alliant has built numerous proprietary group purchase insurance programs that provide value to our clients because they allow us to leverage the combined size of the group to drive rates down, increase limits and provide coverage enhancements.

Alliant currently works with over 95 public entity pools across the country. These public entity clients, represent over \$855,000,000 in premium equivalents placed. Our experience with public entity pools can be traced back to the inception of pooling in the 1980's when commercial insurance became unavailable to the public sector.

We are team oriented, service representatives with a tremendous amount of experience, and can provide property and casualty broker and consulting services.

For the City of Homer, we have prepared a comparison chart which highlights the higher limits from Aspen American Insurance Company for the same coverage as USI but at a lower annual premium. In addition, Aspen has included Limited S&A Pollution coverage and provided a deductible option.

Please review the attached comparison and let us know if you have any questions or concerns.

Sincerely,

*Margo Suarez*

Margo Suarez  
Assistant Vice President  
Account Executive, Public Entity Group

## 2019-2020 City of Homer Marine Proposal Comparison

	Alliant	USI
<b>INSURANCE COMPANY:</b>	Aspen American Insurance Company	Continental Insurance Company
<b>A.M. BEST RATING:</b>	A (Excellent), Financial Size Category: XV (\$2 Billion or greater) as of March 1, 2019	A (Excellent), Financial Size Category: XV (\$2 Billion or greater) as of July 11, 2019
<b>STANDARD &amp; POOR'S RATING:</b>	Not Rated	A (Strong) as of June 24, 2013
<b>ALASKA STATUS:</b>	Admitted	Admitted
<b>POLICY TERM:</b>	TBD	July 1, 2019 to July 1, 2020
<b>LOCATION:</b>	4350 Homer Spit Rd, Homer, AK 99603	4350 Homer Spit Road, Homer, AK 99603
<b>VESSEL:</b>	1) 2002 25' Peregrine Marine Aluminum - \$75,000 2) 1990 21' Caulkins Skiff - \$20,000	1) 2002 25' Peregrine Marine Aluminum - Workboat - \$75,000 2) 1990 Caulkins 21 ft Skiff - Workboat - \$20,000
<b>COVERAGE:</b>	<ul style="list-style-type: none"> <li>• Marine General Liability</li> <li>• Workboat Hull &amp; Equipment</li> <li>• Workboat Protection &amp; Indemnity</li> </ul>	<ul style="list-style-type: none"> <li>• General Liability</li> <li>• Owned Watercraft- Hull</li> <li>• Protection &amp; Indemnity</li> </ul>
<b>LIMITS:</b>	<p><b>Marine General Liability</b> \$1,000,000 Each Occurrence Limit \$1,000,000 Personal And Advertising Injury Limit – any one person or organization. <b>\$250,000 Damage To Premises Rented To You Limit</b> <b>\$10,000 Medical Expense Limit – any one person</b> \$2,000,000 General Aggregate Limit (except Products-Completed Operations) <b>\$2,000,000 Products-Completed Operations Aggregate Limit</b></p> <p><b>Workboat Hull &amp; Equipment</b> <b>\$100,000 Hull Total Insured Value, Hull &amp; Equipment Physical Damage</b></p> <p><b>Workboat Protection &amp; Indemnity</b> \$1,000,000 Each occurrence</p> <p><b>Employee Benefits Liability</b> \$1,000,000 Each Employee \$1,000,000 Aggregate Limit</p> <p><b>Sudden &amp; Accidental Pollution Coverage</b> Included - see endorsement</p>	<p><b>General Liability Coverage</b> \$1,000,000 Each Occurrence \$1,000,000 Personal and Advertising Injury \$100,000 Damage to Rented Premises (Each Occurrence) \$5,000 Medical Expense \$2,000,000 General Aggregate \$1,000,000 Products and Completed Operations Aggregate</p> <p><b>Owned Watercraft- Hull</b> \$95,000 Total Insured Value</p> <p><b>Protection &amp; Indemnity Coverage</b> \$1,000,000</p> <p><b>Employee Benefits Liability</b> \$1,000,000 Each Employee \$1,000,000 Aggregate</p> <p><b>Sudden &amp; Accidental Pollution Coverage</b> \$1,000,000</p>
<b>DEDUCTIBLES:</b>	<p><b>Marine General Liability</b> \$10,000 Each Occurrence</p> <p><b>Workboat Hull &amp; Equipment</b> \$2,500 Each Vessel</p> <p><b>Workboat Protection &amp; Indemnity</b> \$2,500 Each occurrence – Bodily Injury \$2,500 Each occurrence – Property Damage</p> <p><b>Employee Benefits Liability</b> \$2,500 Each Occurrence</p>	<p><b>General Liability Coverage</b> \$10,000</p> <p><b>Owned Watercraft- Hull</b> \$2,500</p> <p><b>Protection &amp; Indemnity Coverage</b> \$2,500</p> <p><b>Employee Benefits Liability</b> \$1,000</p>
<b>ENDORSEMENT &amp; EXCLUSIONS:</b> (INCLUDING BUT NOT LIMITED TO)	<ul style="list-style-type: none"> <li>• Excluded - Number of Crew</li> </ul> <p>Forms Schedule:</p> <ul style="list-style-type: none"> <li>• Marine Service Providers Policy Declarations</li> <li>• Marine General Liability Coverage Form</li> <li>• Additional Policy Terms, Conditions and Exclusions</li> <li>• Marine Liability Endorsement – Marina Operators Legal Liability Endorsement</li> <li>• Amendment to Coverage – In Rem Endorsement</li> <li>• Amendment to Coverage – Limited Pollution Endorsement (S&amp;A)</li> <li>• Amendment to Coverage – Employee Benefit Liability</li> <li>• Amendment to Coverage – Traveling Workmen</li> <li>• Blanket Additional Insured – Ongoing Operations – Required in Written Contract – B.F.</li> </ul>	Per Policy



	Alliant	USI
	<ul style="list-style-type: none"> <li>Blanket Additional Insured – Required in Written Lease Agreement</li> <li>Blanket Primary &amp; Non-Contributory – Required in Written Contract</li> <li>Blanket Waiver of Subrogation – Required in Written Contract</li> <li>Exclusion – Camps or Campgrounds</li> <li>Exclusion - Demurrage, Delay, Loss of Market</li> <li>Exclusion – Law Enforcement Activities</li> <li>Workboat Coverage Form</li> <li>*Amendatory Endorsement – Exclude All Non-Marine Operations otherwise covered under Municipal Commercial General Liability Program</li> </ul>	
<b>RATE:</b>	<p><b>Marine General Liability</b> 1.05 on est gross receipts of \$2,614,938 Reporting - Annually by request of the Company</p> <p><b>Workboat Hull &amp; Equipment</b> 1.75 per \$100</p> <p><b>Workboat Protection &amp; Indemnity</b> \$500 each vessel</p>	Gross Receipts: 2,614,938
<b>TOTAL COST EXCLUDING TRIA:</b>	<p>\$ 30,206.00 M&amp;D Premium  <u>\$ 750.00 Broker Fee - Fully retained at inception</u>  <b>\$ 30,956.00 Total Cost</b></p>	\$34,336.00
<b>TOTAL COST INCLUDING TRIA:</b>	<p>\$ 30,206.00 M&amp;D Premium  \$ 1,510.30 TRIA Premium (5%)  <u>\$ 750.00 Broker Fee - Fully retained at inception</u>  <b>\$ 32,466.30 Total Cost</b></p>	<p>\$34,336.00 Premium  <u>\$ 1,030.00 TRIA Premium</u>  <b>\$ 35,366.00 Total Cost</b></p>
<b>OPTIONAL COVERAGE:</b>	<p><b>Marine General Liability \$25,000 Deductible, 0.93 Rate Option:</b></p> <p>Total Cost Excluding TRIA:  \$ 27,069.00 M&amp;D Premium  <u>\$ 750.00 Broker Fee - Fully retained at inception</u>  <b>\$ 27,819.00 Total Cost</b></p> <p>Total Cost Including TRIA:  \$ 27,069.00 M&amp;D Premium  \$ 1,353.45 TRIA Premium (5%)  <u>\$ 750.00 Broker Fee - Fully retained at inception</u>  <b>\$ 29,172.45 Total Cost</b></p>	N/A
<b>MINIMUM EARNED PREMIUM:</b>	25%	Per Policy
<b>CONDITIONS:</b>	<ul style="list-style-type: none"> <li>Navigation "Warranty": Vessel(s) confined to the inland and coastal waters of Alaska not to exceed 10 miles from Port of Homer Alaska.</li> <li>No Flat Cancellations</li> <li>Fees are 100% Fully Earned</li> </ul>	<p>Payment Terms:</p> <ul style="list-style-type: none"> <li>Payment is Due in Full at Binding</li> <li>Premium Financing is Available Upon Request</li> </ul>
<b>POLICY AUDITABLE:</b>	Yes	Yes - Audited Annually Based on Gross Receipts
<b>SUBJECTIVITIES:</b>	<ul style="list-style-type: none"> <li>Written request to bind coverage (see last page of proposal)</li> <li>Signed TRIA</li> <li>Subject to confirmed no losses 5 year – current</li> <li>Subject to receipt, review and underwriting acceptance of marina slip agreement</li> <li>Subject to receipt, review and underwriting acceptance of full operations summary for schedule location</li> <li>Subject to receipt, review and underwriting acceptance of marina revenue split</li> <li>Subject to confirmation City Maintains CGL Program for all non-marine operations</li> <li>Subject to receipt of CGL Declarations Page within 30 days of binding</li> <li>Subject to receipt of full five year carrier loss reports within 30 days of binding. If no prior cover, no loss letter stating no prior cover before 2015 and no losses is sufficient</li> </ul>	<ul style="list-style-type: none"> <li>Signed Client Authorization to Bind Form</li> <li>Signed Terrorism Coverage Form (if you wish to exclude this coverage, additional premium if you wish to include this coverage)</li> </ul>

**ORDINANCE REFERENCE SHEET**  
**2019 ORDINANCE**  
**ORDINANCE 19-39**

An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code 1.16.040, Disposition of Scheduled Offences-Fines Schedule.

Sponsor: Lord/Venuti.

1. City Council Regular Meeting August 26, 2019 Introduction  
Memorandum 19-102 from Port Director as backup
2. City Council Regular Meeting September 9, 2019  
Memorandum 19-102 from Port Director as backup



1 **CITY OF HOMER**  
2 **HOMER, ALASKA**

Lord/Venuti

3  
4 **ORDINANCE 19-39**

5  
6 AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA,  
7 AMENDING HOMER CITY CODE 1.16.040, DISPOSITION OF  
8 SCHEDULED OFFENSES-FINES SCHEDULE.  
9

10 WHEREAS, The Port and Harbor Advisory Commission has reviewed and considered  
11 changes to Tariff No. 1 relating to Barge Ramp use by small vessels through five regular  
12 meetings, a worksession, and facilitating public comments; and  
13

14 WHEREAS, Resolution 19-052 amends Harbor Tariff No. 1 and the City Fee Schedule to  
15 amend wharfage and Barge Ramp fees for ensuring equitable distribution of rates and fees for  
16 the use and maintenance of harbor facilities; and  
17

18 WHEREAS, Regarding adoption of the proposed changes to Harbor Tariff No. 1, Homer  
19 City Code 1.08.005(c) states that an Ordinance is required when a City action provides for a fine  
20 or other penalty, or establishes rules and regulations for a violation of which a fine or other  
21 penalty is imposed.  
22

23 NOW, THEREFORE, The City of Homer Ordains:  
24

25 Section 1. Subsection (c) of Homer City Code 1.16.040, Disposition of scheduled  
26 offenses- fine schedule, is amended by adding new lines to read as follows:  
27  
28

HCC 10.04.035	Going dry/causing blockage or restricted access to the Barge Ramp	\$150.00 /per tide cycle
HCC 10.04.035	Commercial loading at the Load and Launch Ramp during the hours of 6am-6pm Memorial Day to Labor Day	\$100 /per occurrence

29  
30 Section 2. This ordinance is of a permanent and general character and shall be included  
31 in Homer City Code.  
32

33 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this \_\_\_ day of \_\_\_\_\_,  
34 2019.  
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ATTEST:

\_\_\_\_\_  
MELISSA JACOBSEN, MMC, CITY CLERK

YES:

NO:

ABSTAIN:

ABSENT:

First Reading:

Public Hearing:

Second Reading:

Effective Date:

Reviewed and approved as to form.

\_\_\_\_\_  
Katie Koester, City Manager

Date: \_\_\_\_\_

CITY OF HOMER

\_\_\_\_\_  
KEN CASTNER, MAYOR

\_\_\_\_\_  
Holly Wells, City Attorney

Date: \_\_\_\_\_



## **Memorandum 19-102**

TO: HOMER CITY COUNCIL  
THRU: KATIE KOESTER, CITY MANAGER  
FROM: BRYAN HAWKINS, PORT DIRECTOR / HARBORMASTER  
DATE: AUGUST 6, 2019  
SUBJECT: MEMORANDIUM TO COUNCIL RE: RESOLUTION 19-052 & ORDINANCE 19-39 -  
PROPOSED CHANGES TO TARIFF NO. 1 REGARDING BARGE RAMP USE AND WHARFAGE

---

### **Re: Homer harbor's barge ramp and the fleet of small landing craft**

The barge ramp was designed for the large landing craft to load across and the landing fee and wharfage rates are a fair access fee for this size class of vessel. This becomes clearer when you realize that a single large landing craft load-out may take hours to accomplish and involves a large amount of uplands space for temporary laydown.

However, in Homer, there are a growing number of small vessels that use the barge ramp and/or the Load and Launch ramp to load supplies. This small vessel fleet's use of the ramps are generally of short duration, load a small amount of cargo (comparatively), and the operators have been good about working around the large landing crafts load-outs so as not to interfere with large landing craft's priority use of the barge ramp facility.

The current beach / barge ramp landing fee is \$1.50 per foot per landing. The Wharfage for the beach / barge ramp is \$5.14 per ton for N.O.S. (not otherwise specified) freight. Harbor officers see the landing occurring and record the event on our Harbor Check Form. Harbor admin staff then bills the landing fee every morning from the day before. The wharfage is self-reported by the vessel every month. The form is completed and sent in with payment.

The smaller vessels have reported difficulty with tracking and implementing the self-reported wharfage, both with the reporting itself and with the ability to separate out the month end bill to distribute the cost between their customers who received and used their service. Consequently, wharfage is not being reported and equitable implementation of the Tariff rates for all vessels is not occurring.

I am recommending a change in our Tariff #1 to better capture the use of our barge ramp facility by this fleet and find a consistent approach towards managing an equitable rate for the use. Implementation of these changes would be Jan 1 2020.

- **Proposed Change #1-** To remove the self-reporting requirement for vessels under 50 ft. and instead apply a standard 1 ton of wharfage for vessels under or equal to 36 ft. and a standard 2 tons of wharfage for vessels between 37 ft. and 49 ft. per each barge ramp/beach landing.

#### Landing and Wharfage fees

0>36' = landing fee of 1.50 per ft. + one ton of wharfage (\$5.14), per landing

37>50' = landing fee of 1.50 per ft. + two tons of wharfage (2 x\$5.14 = \$10.28) ,per landing

Vessels over 50' are required to report and pay for wharfage monthly at tariffed rate.

- ✓ Removes the requirement for self-reporting from small vessels and provides a pre-determined, known fee amount for utilizing barge ramp services that can be planned for/accurately billed out to customers contracting services from the vessel.
- ✓ The set wharfage ensures that all vessel users equitably pay for use of the same received services

➤ **Proposed Change #2-** An Annual Barge Ramp Pass for vessels under 50' (Jan 1-Dec 31) and a "Priority Use" granted to vessels over 50'

As the Tariff now stands each vessel, regardless of size, is charged the landing fee of \$1.50 per ft + wharfage for each landing and use of the barge ramp facility. During the review of the proposed wharfage tracking changes at the Port and Harbor Advisory Commission meeting, public comment from some of the smaller vessel owners stated that, should the current tariff be enforced equitably and they be charged for each use of the barge ramp as the Tariff states, they would find it too expensive for their businesses. They pointed to the smaller tonnage of cargo they transport and the shorter, more flexible, use of the barge ramp as possible justifications for an offered Annual Pass, similar to the L&L ramp.

Annual Pass for Vessels under 50'

Annual Pass for Vessels under 50' = single landing + wharfage x 10\*\*

\*\* 10 uses is the current established quantity that equals a seasonal Load & Launch Pass

- ✓ Annual Pass cost uses current LOA of vessel accounting for all vessel lengths equitably.
- ✓ Mathematical formula for annual pass can be represented with current billing software management systems
- ✓ Gives a less expensive option to small vessels that use the barge ramp for frequent cargo loading/unloading.
- ✓ Gives preferential use and scheduling to larger vessels that use the barge ramp

➤ **Proposed Change #3-** Allowed Commercial Loading (cargo totaling 500 lbs. or more) at the Load and Launch ramp on off peak hours (from 6pm-6am Memorial to Labor Day).

- ✓ Provides a secondary location for small vessels to load commercial cargo if the barge ramp is being utilized.
- ✓ Restriction to off peak hours allows for primary use to remain as a Load & Launch Ramp and maintains our agreement with AKF&G regarding L&L use.
- ✓ Commercial Loading(500lbs or more) at the L&L Ramp will be subject to the same fees as utilizing the Barge Ramp facility
- ✓ Loading of cargo/items with a total under 500lbs shall fall under normal use of the Load and Launch ramp with applicable L&L fees/access.

On June 26 2019, The Port and Harbor Advisory Commission evaluated and made a motion to approve the proposed changes to Tariff No. 1. Below is an excerpt from the June 26 2019 minutes:



**PENDING BUSINESS**

- A. Barge Ramp Tariff Charges
  - i. Memo from Port Director Hawkins Re: Barge Ramp Tariff Changes Questions
  - ii. Memo dated May 15, 2019 Re: Proposed Change in Tariff No. 1 for Barge Ramp Use by Small Vessels

Chair Zimmerman opened the floor for discussion. Commissioner Ulmer voiced her support for the revised tariff changes and recognized staff's efforts.

ULMER/STOCKBURGER MOVED TO SUPPORT THE PROPOSED CHANGES AND RECOMMEND CITY COUNCIL APPROVE THE PROPOSED CHANGES TO TARIFF NO. 1 AND AMMENDMENTS TO THE CITY OF HOMER'S DISPOSITION OF SCHEDULED OFFENSES-FINE SCHEDULE

Chair Zimmerman asked if there were any other changes made to the proposed tariff rates since the last meeting. Port Director/Harbormaster Hawkins responded there were no additional changes, just better clarification based on the commission's previous meeting and concerns raised by public testimony. There was discussion on what was being agreed on and how it would apply to the Barge Ramp users in the harbor.

VOTE: YES: HARTLEY, ULMER, DONICH, CARROLL, ZEISET, STOCKBURGER, ZIMMERMAN  
Motion carried.

These changes help to ensure the most efficient use of our barge ramp facility by this changing, expanding fleet. They also help to find a consistent approach towards managing an equitable rate for the use. As harbor facilities become increasingly utilized by more and more vessels, ensuring equitable rates for all users and the most efficient use of the services available becomes paramount.

**Staff Recommendation:**

Adopt Resolution 19-052 formally authorizing changes to the Homer Tariff No. 1, and approve and adopt Ordinance 19-39 to amend Homer City Code section 1.16.040, Disposition of Scheduled Offenses- Fine Schedule.



1 **CITY OF HOMER**  
2 **HOMER, ALASKA**

Lord/Venuti

3  
4 **RESOLUTION 19-052**

5  
6 A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,  
7 AMENDING THE HOMER TARIFF NO. 1 AND THE CITY OF HOMER  
8 FEE SCHEDULE UNDER RULE 34. SMALL BOAT HARBOR PUBLIC  
9 LAUNCH RAMP AND 37. BEACHES AND BARGE RAMP FOR BARGE  
10 RAMP USE BY SMALL VESSELS.

11  
12 WHEREAS, There are a growing number of small vessels that use the Barge Ramp and/or  
13 the Load and Launch ramp to load supplies; and

14  
15 WHEREAS, Smaller vessels have reported difficulty with tracking and implementing the  
16 self-reported wharfage, and consequently it is not being reported and equitable implantation  
17 of the Tariff rates for all vessels is not occurring; and

18  
19 WHEREAS, The Port and Harbor Advisory Commission has reviewed and considered  
20 changes to Tariff No. 1 relating to Barge Ramp use by small vessels through five regular  
21 meetings, a work session, and facilitating public comments; and

22  
23 WHEREAS, These amendments to Homer Tariff No. 1 will better capture the use of our  
24 barge ramp facility by this fleet and find a consistent approach towards managing an equitable  
25 rate for the use.

26  
27 NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, amends the  
28 Homer Tariff No. 1 and the City Fee Schedule as follows:

29  
30 **RULE 34 – SMALL BOAT HARBOR PUBLIC LAUNCH RAMP**

31  
32 34.01. BOAT PUBLIC LAUNCH RAMP – The City owns and provides access to public launch ramps. The  
33 principal intended use of the LAUNCH RAMP is the launch and recovery of small, boats on trailers. An  
34 authorized subsidiary use is the incidental, noncommercial, loading or unloading of goods, supplies or  
35 materials. . Rate for a single launch is \$13.00 plus the addition of a \$7 levied parking impact fee for a  
36 total of \$20.00(see also 12.09) ; a season pass covering April 1 to October 15 is \$130.00 with the addition  
37 of a \$70 levied parking impact fee for a total of \$200.00(see also 12.09). The person who is obligated to  
38 pay the fee for using the load and launch ramp must make the ticket verifying payment available upon  
39 request, or display the seasonal permit on the port side of the permit holder’s vessel. There is a \$20.00  
40 per hour fee for vessels that are left unattended on the Launch Ramp and are blocking ramps. Reserved  
41 stall holders are exempt from launch fees for the vessel assigned to and registered to the stall only, not  
42 for other boats owned by the same individual. At the Harbormaster’s discretion, reasonable  
43 restrictions may be placed on the use of the public launch ramp.

45 **34.02. COMMERCIAL LOADING - Commercial loading shall be defined as loading any**  
46 **amount of materials that exceed a total weight of 500 lbs. Commercial Loading at the**  
47 **Load and Launch Ramp shall be subject to the same use, application of fees, and charges**  
48 **as the Beaches and Barge Ramp. See Rule 37 Beaches and Barge Ramp Section 37.01 Use,**  
49 **37.02 Application of Fees, and Section 37.03 Charges.**

50  
51 **To avoid congestion at the Load and Launch Ramp during peak months, load and launch**  
52 **activities will be prioritized and commercial loading at the load and launch ramp will be**  
53 **restricted to the evening hours of 6pm to 6am from Memorial Day to Labor Day. Any**  
54 **commercial loading, not pre-approved by the harbormaster, that occurs during the hours**  
55 **of 6am to 6pm from Memorial Day to Labor Day will be prohibited and violators will be**  
56 **charged a penalty of \$100 per occurrence.**

57  
58 RULE 37 – BEACHES AND BARGE RAMP

59 37.01. USE – The use of beaches and barge ramp under the City ownership or control for  
60 commercial barge vessel repair, equipment loading or similar purposes, must be approved by  
61 the Harbormaster. At the Harbormaster’s discretion, reasonable restrictions may be placed on  
62 the use of the beach and barge ramp. Congestion, risk of loss of public or private property and  
63 public safety and/or response may result in restrictions. A beach use agreement will be filled  
64 out and signed by the user and Harbormaster prior to use of the beach.

65  
66 **37.01 (b) Any vessel over 50’ in length will have priority use of the barge ramp facility**  
67 **and, depending on need, may be required to schedule use in order to avoid conflicts. All**  
68 **other users must work around the priority vessel use and schedule.**

69  
70 **Any vessel going dry on the barge ramp, and thereby causing blockage or restricted**  
71 **access to the ramp, without permission/approval of the harbormaster’s office, shall be**  
72 **charged a penalty of \$150 per tide cycle.**

73  
74 37.02 APPLICATION OF FEES – The Harbormaster shall charge a fee per foot based on length  
75 overall of the vessel, for vessels landing or parking on the beaches under City ownership or  
76 control. This same rate shall apply to vessels using the barge ramp. The rate per linear foot for  
77 all vessels is \$1.50 per landing. Charges for extended beach or barge ramp use may be adjusted  
78 by the Harbormaster under appropriate circumstance. **Additionally, an annual pass**  
79 **covering from January 1 to December 31 of each year is available for vessels under 50’ at**  
80 **the following rate:**

81  
82 **Annual Pass for vessels under 50’ = (single landing + wharfage) x 10**

83  
84 37.03 CHARGES – Wharfage rates shall also apply for the beaches and barge ramp. Charges for  
85 extended beach or barge ramp use may be adjusted by the Harbormaster under appropriate  
86 circumstances. **A flat rate fee of one ton wharfage per landing will be applied to vessels**  
87 **under or equal to 36’ using the beaches or barge ramp. Vessels from 37’ to 50’ using the**

88 **beaches or barge ramp will be charged a flat rate of two tons wharfage per landing.**  
89 **Vessels over 50' are required to report and pay for wharfage monthly at tariffed rate.** See  
90 Wharfage, Section I, Rule 13.

91  
92 37.04. DAMAGE – The user of any beach area or barge ramp must repair any damage to the  
93 beach or ramp and remove all debris. Failure to make such repairs and removal will result in  
94 repairs and cleanup by Harbor staff. The costs incurred by the Harbor staff will be fully charged  
95 to the beach user. Labor rate for the Harbor staff will be one hundred and two dollars (\$102.00  
96 USD) per hour per person, plus appropriate equipment rental and material costs.

97  
98 37.05. PROHIBITIONS – Sandblasting of vessels is not permitted on City beaches or barge  
99 ramps; water blasting using pressures that result in removal of paint is also prohibited. No  
100 paint chips or other paint materials are to be put into the water as a result of any maintenance  
101 done on the beach, ramp, on the tidelands or uplands.

102  
103 PASSED AND ADOPTED by the Homer City Council this \_\_\_ day of \_\_\_\_\_, 2019.

104  
105  
106 CITY OF HOMER  
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109 \_\_\_\_\_  
110 KEN CASTNER, MAYOR

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

115  
116 Fiscal note: N/A

**CITY OF HOMER  
HOMER, ALASKA**

Mayor/City Council

**RESOLUTION 19-061**

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE 2020-2025  
CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL PROJECT  
LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2021.

WHEREAS, Duly published hearings were held on September 9 and September 23, 2019 to introduce the final draft of the 2020-2025 CIP and to obtain public comments on capital improvement projects and legislative priorities; and

WHEREAS, The Council received comments from all of the City of Homer Advisory Commissions and held a CIP worksession on August 26, 2019; and

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

NOW, THEREFORE BE IT RESOLVED by the City Council of Homer, Alaska, that the "City of Homer Capital Improvement Plan 2020-2025" is hereby adopted as the official 6-year capital improvement plan for the City of Homer.

BE IT FURTHER RESOLVED that the following capital improvement projects are identified as priorities for the FY2021 State Legislative Request:

1. Homer Barge Mooring & Large Vessel Haul Out Repair Facility
2. Large Vessel Port Expansion
3. Storm Water Master Plan
4. Main Street Sidewalk North
5. Multi-Use Community Center, Phase 1

BE IT FURTHER RESOLVED that projects for the FY2021 Federal Legislative Request will be:

1. Homer Barge Mooring & Large Vessel Haul Out Repair Facility
2. Large Vessel Port Expansion

BE IT FURTHER RESOLVED that the City Manager is hereby instructed to advise appropriate State and Federal representatives and personnel of the City's FY 2021 capital project priorities and take appropriate steps to provide necessary background information.

44 PASSED AND ADOPTED by a duly constituted quorum of the City Council for the City of  
45 Homer on this 23<sup>rd</sup> day of September 2019.

46

47

CITY OF HOMER

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\_\_\_\_\_  
KEN CASTNER, MAYOR

52

53 ATTEST:

54

55

56

\_\_\_\_\_  
MELISSA JACOBSEN, CITY CLERK

58

59 Fiscal Note: N/A





# City of Homer

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

Administration  
491 East Pioneer Avenue  
Homer, Alaska 99603  
(p) 907-235-8121 x2222  
(f) 907-235-3148

## Memorandum 19-119

TO: Mayor Ken Castner and Homer City Council  
THROUGH: Katie Koester, City Manager  
FROM: Jenny Carroll, Special Projects and Communications Coordinator  
DATE: September 4, 2019  
SUBJECT: 2020-2025 CIP Amendments, Final Draft and FY21 Legislative Request Project Selections

---

### 1. 2019-2024 CIP Updates

Thank you for taking the time to review the CIP projects during your August 26, 2019 worksession.

- ▶ In accordance with your suggestions, the *Multi-Use Community Center, Phase 1* project is now at priority level 1 and the project description has been updated.

**By Motion:** Make a motion to approve amendments to the Multi-Use Community Center, Phase 1 project.

### 2. 2020-2025 CIP Final Draft Approval

At present, the CIP is still in a draft form. To bring the CIP to its final form, the following changes require Council consideration and formal action:

- ▶ At the worksession, Councilmember Lord recommended removing the *Homer Conference Center* (a long-range project) from the CIP.

**By Motion:** Make a motion to remove the Homer Conference Center project from the CIP.

- ▶ The *Fire Department Fleet Management Plan* (a Legislative Priority project last year) has been substantially amended to reflect the Department's current equipment priorities for community protection; this includes removing the mid-range project, *Rescue 1 Remount*.

**By Motion:** Make a motion to approve amendments to the Fire Department Fleet Management projects, updating Fleet Management and removing Rescue 1 Remount.

- ▶ The *New Public Works Facility* has been proposed to move to the Mid-Range section from the Long-Range list.

**By Motion:** Make a motion to approve the New Public Works Facility as a Mid-Range project.

- ▶ Eight new projects (listed below) are proposed for inclusion in the CIP. Their adoption into the final draft requires formal motions.
  - Port and Harbor *Cathodic Protection* project
  - Public Works *Raw Water Transmission Main Replacement*
  - ADA Committee
    - *City Hall Access Barrier Removal*
    - *Public Restroom Barrier Removal*
    - *Nick Dudiak Fishing Lagoon Accessible Ramp & Retaining Wall*
    - *Removing Parking & Pavement Accessibility Barriers at City Facilities*
    - *ADA Self-Evaluation & Transition Plan for City Parks, Trails and Campgrounds*
  - Volunteer Fire Department *Fire Hall Expansion, Phase 1*

**By Motion:** identify the new projects Council would like to include in the 2019-2024 CIP, listing each by project title and recommended section mid-range or long-range.

### **3. FY 2020 Legislative Request Project Selections**

- ▶ After the August 26<sup>th</sup> CIP worksession, Councilmembers communicated their Legislative and Federal Priority project selections. I compiled your recommendations to determine a proposed priority ranking and drafted a resolution accordingly for your consideration.

**By Motion:** establish a prioritized list of the five Legislative Requests.

**By Motion:** establish the two projects that will be the City's Federal Priority projects.

Please note: if you approve the Legislative Priority Projects as proposed, the Fire Department Fleet Management Project will move to the mid-range section.

After you approve changes to the CIP and establish the Legislative Priorities, I will produce a final CIP for you to formally adopt via Resolution at the September 23<sup>rd</sup> City Council Meeting. This gives the public an additional opportunity to comment and any additional changes to be made.

After adoption, the CIP will be distributed to our State delegation, posted on the City's website, and used as a guiding document to pursue capital funding opportunities. The Federal Priorities will be submitted to Alaska's Federal delegation.



# **DRAFT**

## **City of Homer**

### **Capital Improvement Plan**

#### **2020-2025**



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



## City of Homer

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

## Office of the City Manager

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(f) 907-235-3148

September 23, 2019

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2020 through 2025 Capital Improvement Plan. The CIP provides information on capital projects identified as priorities for the Homer community. Descriptions of City projects include cost and schedule information and a designation of Priority Level 1 (highest), 2 or 3. Projects to be undertaken by the State of Alaska and other non-City organizations are included in the CIP in separate sections. An overview of the financial assumptions can be found in the Appendix.

The projects included in the City of Homer's 2020-2025 CIP were compiled with input from the public, area-wide agencies, and City staff, as well as various advisory commissions serving the City of Homer.

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

Katie Koester

City Manager



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

---

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

- Emergency Radio Communication System

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

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

- Haven House Safety/Security Improvements





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

---

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

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

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

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

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

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

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

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

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

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

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





## **Integration of the CIP With Comprehensive Plan Goals**

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Each project listed in the CIP document has been evaluated for consistency with the City's goals as outlined in the Comprehensive Plan. The following goals were taken into account in project evaluation:

**Land Use:** Guide the amount and location of Homer's growth to increase the supply and diversity of housing, protect important environmental resources and community character, reduce sprawl by encouraging infill, make efficient use of infrastructure, support a healthy local economy, and help reduce global impacts including limiting greenhouse gas emissions.

**Transportation:** Address future transportation needs while considering land use, economics and aesthetics, and increasing community connectivity for vehicles, pedestrians and cyclists.

**Public Service & Facilities:** Provide public services and facilities that meet current needs while planning for the future. Develop strategies to work with community partners that provide beneficial community services outside of the scope of City government.

**Parks, Recreation & Culture:** Encourage a wide range of health-promoting recreation services and facilities, provide ready access to open space, parks, and recreation, and take pride in supporting the arts.

**Economic Vitality:** Promote strength and continued growth of Homer's economic industries including marine trades, commercial fishing, tourism, education, arts, and culture. Support development of a variety of well-defined commercial/business districts for a range of commercial purposes. Preserve quality of life while supporting the creation of more year-round living wage jobs.

**Energy:** Promote energy conservation, wise use of environmental resources, and development of renewable energy through the actions of local government as well as the private sector.

**Homer Spit:** Manage the land and other resources of the Spit to accommodate its natural processes, while allowing fishing, tourism, other marine-related development, and open space/recreational uses.

**Town Center:** Create a community focal point to provide for business development, instill a greater sense of pride in the downtown area, enhance mobility for all forms of transportation, and contribute to a higher quality of life.



## State Legislative Request FY2021

To be updated based on City Council FY21 selections

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

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

FY 2021 - DRAFT Document



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

If new Legislative Priorities are adopted, this project will move to the #2 position and Barge Mooring/Lareg Vessel Haul Out will occupy #1 position..

FY 2021 - DRAFT Document

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

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

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

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

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

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

Breakwater Construction

and Dredging: \$90,275,000

Inner Harbor Improvements: \$23,700,000

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



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



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

If new Legislative Priorities are adopted, this project will move to the #1 position and New Large Vessel Moorage Facility will occupy #2 position..

FY 2021 - DRAFT Document

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

The mooring facility, proposed along the beach front of Lot TR-1-A (between the Nick Dudiak Fishing Lagoon and Freight Dock Road on the west side of the harbor) will stage barges in the tidal zone with the bow end pulled tight to the beach for accessing a haul out ramp. A dead-man anchoring system will be provided for winching vessels up the ramp above the high tide line for maintenance and minor repairs. Upland improvements will include a large vessel wash down pad (which can also be used by recreational/sport boats), electrical pedestals, lighting, security fencing and a drainage/water management system to facilitate local, efficient and environmentally sound vessel repairs. This site has accommodated approximately six to eight vessels (depending on size) with ample workspace; it will offer barges the ability to complete their required annual maintenance at the uplands repair facility while wintering over.

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

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

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



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

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

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

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

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

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

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

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





### 3. Storm Water Master Plan

FY 2021 - DRAFT Document

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

A new master plan will outline how the City can:

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

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

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

**2019 ACWA Grant:** 70,000

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

**Schedule:** 2022

**Priority Level:** 1



A master plan is needed to address storm water management issues.



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

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

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

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

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

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

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

Phase I: \$422,604

Phase II: \$520,451

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

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

**Schedule:** 2021

**Priority Level:** 1



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

FY 2021 - DRAFT Document



## 5. Fire Department Fleet Management

**Chief Kirko recommends updating this project description to reflect current equipment priorities for community protection. See revised Fleet Management description on page 7.**

FY 2021 - DRAFT Document

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

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

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

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

**Chief Kirko and Port & Harbor recommend removing Fire Cart. Is a port & harbor responsibility, and they have been refurbishing the fire carts incrementally over the years.**

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

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

Quint Ladder Truck: \$1,000,000

Brush/Wildland Firefighting Truck: \$150,000

Harbor Fire Cart Replacement: \$100,000

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

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

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





## 5. Fire Department Fleet Management

**This recommended update to Fleet Management project description will need to be approved by a Council motion.**

**If new Legislative Priorities are adopted, this project will move to the mid-range section and the Multi-Use Community Center, Phase 1 will replace it.**

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

Many of the apparatus and specialized vehicles in the Homer Volunteer Fire Department fleet are 15 years to over 30 years old and at the end of their functional life. Functional capabilities and safety features of fire apparatus has greatly improved in the last 10-15 years. Current apparatus have fully enclosed cabs, modern seat belt configurations, improved roll-over stability, significantly improved braking systems, better roadability, and many other safety improvements. Apparatus over 25 years old also become unreliable. Systems fail, putting both firefighters and the public at risk. Extending the life to 30 years may be marginally acceptable with the volume of HVFD runs, but anything beyond that poses an unacceptable level of risk.

The HVFD fleet is in need of a number of vehicle replacements to safely and efficiently protect the lives and property of Homer residents. The Department has developed a strategic, cost saving approach to meeting Homer's fire protection needs with the following top-prioritized replacements:

**Tanker-2** is a 31-year old Tanker/Pumper. Tanker/Pumpers combine the capabilities of a Fire Engine and a Tanker, fulfilling response vehicle requirements with four vehicles rather than six at a huge savings of two fewer apparatus and reduction of the number Fire Station Bays needed. This project replaces Homer's Tanker-2 while Kachemak City simultaneously replaces its 34-year old Tanker-1. This will require coordinating the acquisition of the two apparatus to potentially reduce the unit cost and to assure matching Apparatus for interoperability. \$650,000

**Brush-1.** Brush-1 is a 1990 Ford F-350 Crew Cab Pickup with a forestry firefighting slip-in unit. It is HVFD's single front-line wildland firefighting apparatus and is 15 years past its useful life. The entire City of Homer is in the Wildland-Urban Interface (with the exception of most of the Spit) and at significant risk from wildfire. The City is also often called to provide mutual aid in wildland fires in neighboring Anchor Point and KESA districts. Brush Trucks are designed to provide a rapid response to wildfires and to provide access to areas that will not support the weight or dimensions of larger fire trucks. Brush-1 is overloaded with a crew of four firefighters, a slip on firefighting unit with 200 gallons of water and the required firefighting tools and hoses. It has none of the safety systems on current vehicles, including airbags for the front seat occupants. \$95,000

**Command-1,** a 2006 Ford is as a rolling command post that sets up at incidents to provide for incident command especially at complex or lengthy incidents. At 15-years old, Command-1 lacks a command module used for properly providing scene control and tactical decision-making and lacks effective communication capabilities, which is a key component to incident command and a safety priority. \$80,000

**Plans and Progress:** HVFD developed a fleet replacement plan that places apparatus on standard replacement cycles consistent with NFPA requirements and community needs. These three pieces of equipment are the highest priority.

**Total Project Cost:** \$825,000

**FY2021 State Request: \$825,000**

(City of Homer 10% Match: \$82,500)



At 31 years old, HVFD's Tanker 2 has aged out of its function life. Newer models, like the one above, have greatly improved functionality and safety features.

FY 2021 - DRAFT Document





## Mid-Range Projects

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### Part 2: Mid-Range Projects

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

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## Bayview Park Restoration

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

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

- Summer 2021: Replace existing white picket fence with a wood frame-chain link fence to improve the stability and durability of the fence (current fence is in constant need of repair). Parents and caregivers appreciate having a fence as it provides a level of safety for young children around the busy roads and ditches surrounding the park.
- Summer 2022: Upgrade ground cover to playground standards, replace jungle gym, add additional swing port, and extend ADA trail to new elements as needed. The goal is to provide new playground elements that are designed for younger/toddler age and to have some accessible for children with disabilities.

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

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

**Schedule:** 2021-2022

**Priority Level:** 2



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



## Homer Spit Trailhead Restroom

FY 2021 - DRAFT Document

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

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

**Schedule:** 2023

**Priority Level:** 3



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



## Jack Gist Park Improvements, Phase 2

FY 2021 - DRAFT Document

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

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

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

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

Drainage: \$50,000

Concession Stand and Equipment Storage: \$75,000

Irrigation System: \$35,000

**Schedule:** 2021-2022

**Priority Level:** 2



One of the softball fields at Jack Gist Park.





## Karen Hornaday Park Improvements

FY 2021 - DRAFT Document

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

Presently, Phase 2 improvements providing safe and inclusive access to the park and its essential facilities are underway. Thanks to volunteer efforts and HART Program funding, significant trail access improvements were completed in 2018: (1) an access trail along Fairview Avenue on the southern border of the park that extends up into the park along the park access road, and (2) the Woodard Creek Nature Trail provides pedestrian access from Danview Avenue and allows people to enjoy and appreciate Woodard Creek. In 2019, the City plans to adjust the road alignment entering the park, and better delineate the eastern overflow parking area. This will increase pedestrian safety from the parking areas to the main portion of the park.

Phase 3, is the replacement of the central restrooms for the park, and increasing ADA accessibility to the restrooms, parking area and main picnic facility. The current restrooms are well past their useful life and will need total replacement in the near future. The travel surface from the parking area to the restrooms and the main picnic shelter is too steep and uneven for universal access. This phase includes rebuilding ADA compliant restrooms, parking spaces, path to restrooms, path to the picnic shelter, and paved area around the BBQ’s and fire pit area.

**Plans & Progress:** Phase 1 of park improvements were accomplished through an Alaska Legislature appropriation of \$250,000 in FY 2011. This money, together with City funds and fundraising by HoPP (an independent group organized to make playground improvements), helped complete Phase 1: drainage improvements, ballfield improvements, new playground, new day use area and northern parking lot improvements. The City received a Land and Water Conservation Fund (LWCF) grant for campground improvements and development of a new day use area between the two ball fields which was completed in 2014. For 2019, the City budgeted funds for minor road alignment work, speed bumps and parking lot reconfiguration.

Phase 3: The City has conducted a site visit with the local independent living center to access the access problems and potential solutions. Additionally, the City has an adopted ADA Transition Plan, adopted in 2019, that prioritizes upgrades to parking, access routes, equitable access, and restrooms.

**Total Project Cost:** \$1,970,750

**Schedule:** 2019 - 2022

**Priority Level:** 1



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



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



## Multi-Use Community Center, Phase 1

**Project description updated. If new Legislative Priorities are adopted, this project will move to the Legislative Priority section..**

FY 2021 - DRAFT Document

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

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

Public input identified a general-purpose gymnasium and a multi-purpose space for safe walking/running, dance, martial arts, performing arts, community meetings and events, and dedicated space for youth as priority features. The PARC Needs Assessment describes the community center as a comprehensive multi-generational facility that offers something for people of all ages; an important part of the feasibility study will be to help avoid overbuilding, building without considering other area amenities, or underestimating operations and maintenance costs to create a vibrant, sustainable multi-purpose public space.

**Plans & Progress:** In 2017, community members completed construction on the South Peninsula Athletic and Recreation Center (SPARC) on Kenai Peninsula Borough School District property located adjacent to the Homer Middle School. SPARC offers indoor recreation and event space for activities such as indoor soccer, walking, and running; parent/child play groups; roller skating and roller derby; pickleball (with a non-regulation ball); and open gym.

In 2018 the Homer Education and Recreation Complex (HERC) Task Force completed several months of study and provided recommendations to the City Council regarding the future of HERC1. Based on Task Force recommendations the City Council requested letters of interest for use of the facility and issued a request for proposals to upgrade and manage HERC1 in spring 2019. No proposals were received and the City Council initiated steps to evaluate HERC1 demolition.

A reconnaissance or preliminary feasibility study will evaluate the size and type of facility, recommend functional spaces based on community need and not duplicating services, develop conceptual floor plans and site plans, estimate total construction cost, project ongoing operational costs and identify funding mechanisms.

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

**Schedule:** 2022

**Priority Level:** 1



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





## Port and Harbor

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

FY 2021 - DRAFT Document

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

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

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

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

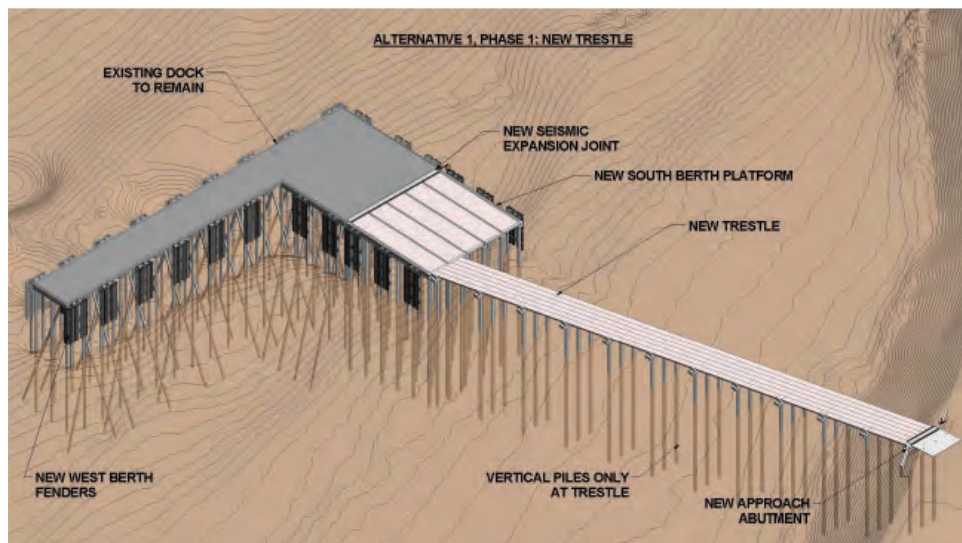
**Total Project Cost:** \$35,000,000

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

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

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

**Priority:** 2



Deep Water Dock Expansion proposed design.



## Harbor Ramp 8 Public Restroom

FY 2021 - DRAFT Document

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

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

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

**Schedule:** 2024

**Priority Level:** 3



Ramp 8 sees heavy use from crews of large vessels moored in System 5. Since this outhouse was removed in 2015, crews either use a porta potty provided by the Port & Harbor, or walk 1.5 blocks to use the nearest restroom facility.



## Ice Plant Upgrade

FY 2021 - DRAFT Document

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

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

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

**Total Project Cost:**

Phase 1: \$40,000

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

**Schedule:**

2019: Phase 1 completion and upgrade plan finalized;

2020: Design and engineering for upgrades;

2021: Upgrade ice plant.

**Priority: 1**



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





## Large Vessel Sling Lift, Phase 1

FY 2021 - DRAFT Document

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

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

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

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

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

Phase 2 will be acquisition of the sling li and construction of the support infrastructure a er considering the results of the phase one study.

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

**Schedule:** 2021

**Priority Level:** 2



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



## Old Main Dock Removal and Disposal

FY 2021 - DRAFT Document

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

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

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

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

**Priority Level:** 3

**Schedule:** 2023



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



## System 4 Vessel Mooring Float System

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

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

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

**Schedule:**

2021 Design: \$600,000

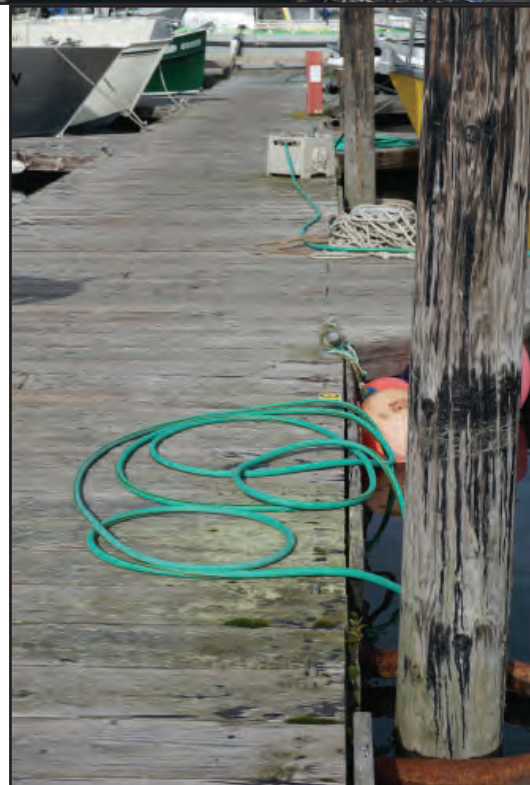
2021-2024 Construction: \$5,000,000

**Priority Level:** 3



System 4 ramps to be replaced next.

Detail of aging Float DD, at right.



FY 2021 - DRAFT Document





## Seafarers Memorial Parking Expansion

FY 2021 - DRAFT Document

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

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

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

**Schedule:**

- 2017: Design and Permitting at 95% complete: \$8,000
- 2019: Conditional Use Permit Application submitted to Planning Department
- 2020: Dredged Material Placement by Corps: In kind
- 2021: Install drainage, riprap protection, paving/stripping and all parking lot delineation: \$627,000

**Priority Level:** 1



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



## Truck Loading Facility Upgrades at Fish Dock

FY 2021 - DRAFT Document

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

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

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

**Schedule:** 2022

**Priority:** 3



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



## Wood Grid Replacement

FY 2021 - DRAFT Document

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

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

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

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

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

**Total Project Cost:**

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

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

**Schedule:** Phase I: 2021

**Priority Level:** 1



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



## Public Safety

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- **City of Homer  
Radio Communications System Upgrade.....26**
- **Fire Department Rescue 1 Remount Fleet Management....27**

**FY 2021 - DRAFT Document**





## City of Homer Radio Communication System Upgrades

FY 2021 - DRAFT Document

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

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

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

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

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

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

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

**Schedule:** 2019-2022

**Priority:** 1



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



## Fire Department Rescue 1 Remount

**Fire Chief Kirko's recommendation to remove Rescue 1 Remount from the CIP will need to be approved by a Council motion.**

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

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

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

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

**Schedule:** 2019

**Priority Level:** 1



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

FY 2021 - DRAFT Document



## Public Works Projects

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- **New Public Works Facility.....29**
- **Water Storage/Distribution Improvements.....30**

**FY 2021 - DRAFT Document**





## New Public Works Facility

**Proposed as new mid-range project (has been a long range project in CIP since 2007). Move to mid-range must be approved by Council motion.)**

FY 2021 - DRAFT Document

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

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

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

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

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

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

**Priority Level:** 1



City of Homer existing Public Works facility.

**Future Public Works Footprint/Cost Estimates**

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

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

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

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



## Water Storage/Distribution Improvements, Phase 3

FY 2021 - DRAFT Document

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

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

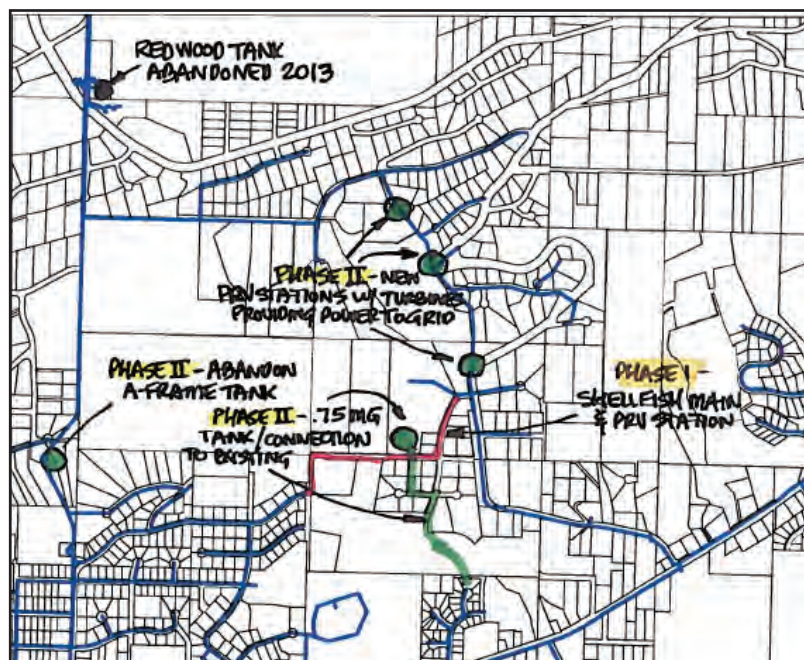
**Plans & Progress:** Project design was completed in 2014 utilizing \$485,000 in Special Appropriation project grant funds from the Environmental Protection Agency and \$399,214 (45%) in matching funds from the City . Phase 1 construction was completed in 2016 utilizing \$1,980,254 in FY16 State of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

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

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

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

**Priority Level: 1**



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



## State Projects

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

### Transportation projects within City limits:

- Baycrest Overlook Gateway Improvements, Phase 3..32
- Homer Intersection Improvements.....33
- Kachemak Drive Rehabilitation/Pathway .....34
- Main Street Reconstruction.....35
- Sterling Highway Milepost 172:  
Drainage Improvements .....36

### Transportation projects outside City limits:

- Sterling Highway Reconstruction,  
Anchor Point to Baycrest Hill.....37

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## Baycrest Overlook Gateway Improvements Phase 3

FY 2021 - DRAFT Document

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

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

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

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

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

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

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



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





## Homer Intersection Improvements

FY 2021 - DRAFT Document

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

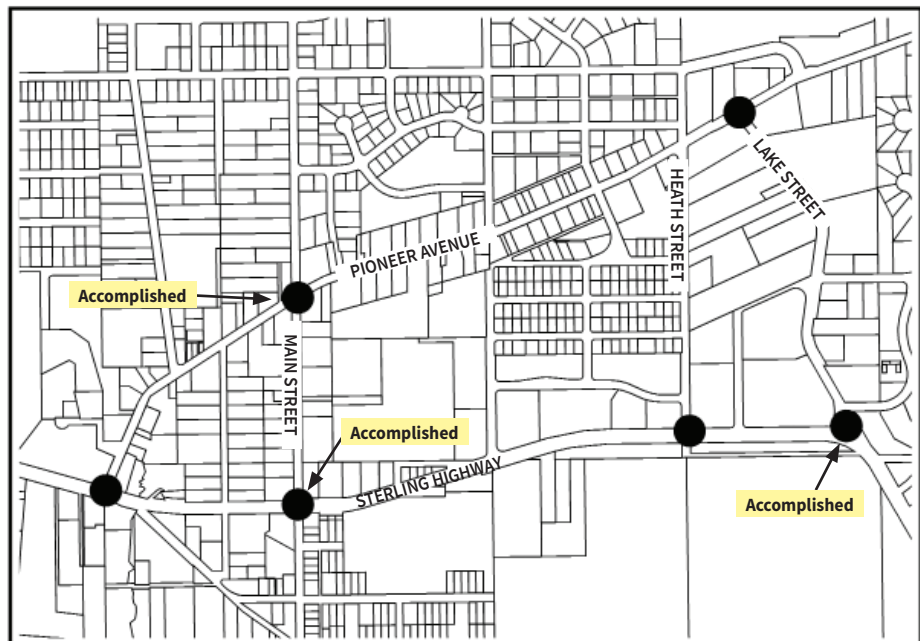
The study noted six Homer intersections needing traffic controls to 1) provide gaps for turning vehicles and 2) provide safer crossings for pedestrians on Homer’s main thoroughfares where traffic volumes are increasing and worsening in the summer months. Three intersections have been improved; the three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

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

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

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

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



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



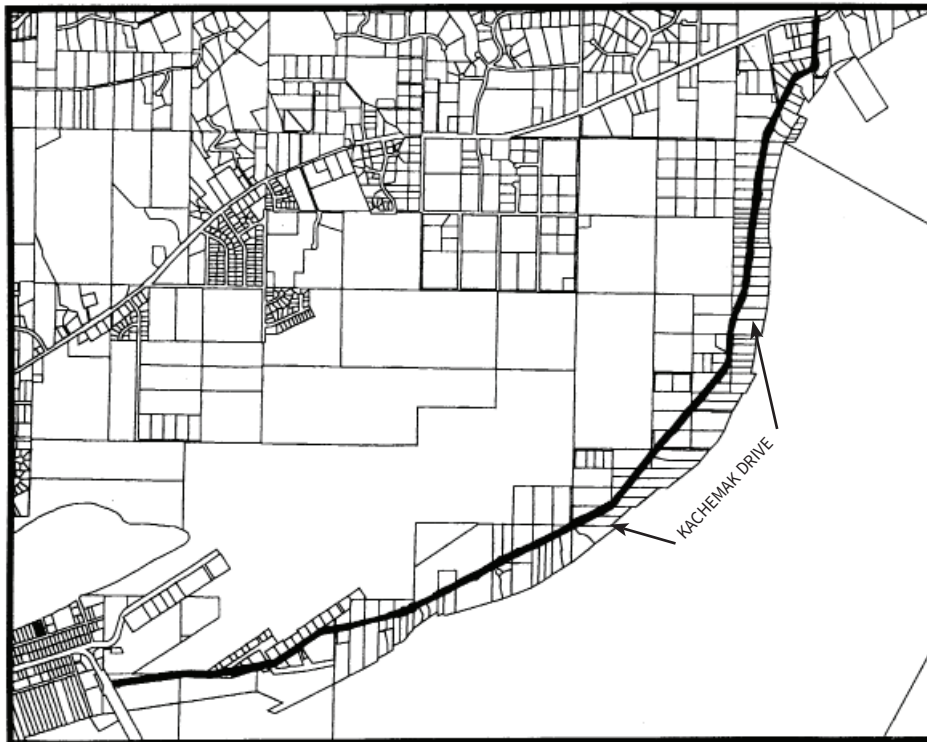
## Kachemak Drive Rehabilitation/Pathway

FY 2021 - DRAFT Document

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

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

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



Project location for Kachemak Drive pathway.



## Main Street Reconstruction

FY 2021 - DRAFT Document

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

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

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

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

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



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





## Sterling Highway Milepost 172 Drainage Improvements

FY 2021 - DRAFT Document

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

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

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

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

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

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

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



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



## Sterling Highway Reconstruction Anchor Point to Baycrest Hill

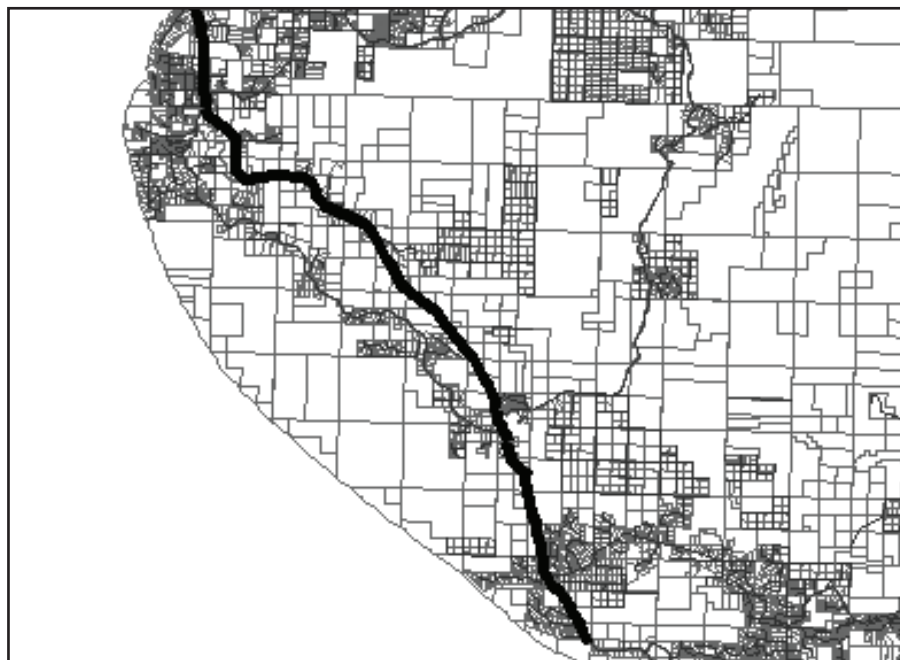
FY 2021 - DRAFT Document

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

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

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

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



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



## Projects Submitted by Other Organizations

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

- Beluga Slough Trail Extension ..... 39
- ~~Homer Council on the Arts:  
Mary Epperson Performing Arts Center ..... 40~~
- Homer Hockey Association:  
Kevin Bell Ice Arena Acquisition..... 41
- Homer Senior Citizens Inc.:  
Alzheimer’s Unit ..... 42
- Kachemak Heritage Land Trust:  
Poopdeck Platt Trail..... 43
- Kachemak Shellfish Growers Association:  
Kachemak Shellfish Hatchery ..... 44
- Kachemak Ski Club:  
Homer Rope Tow Access & Equipment Upgrades ..... 45
- Pratt Museum:  
New Facility and Site Redesign ..... 46
- South Peninsula Behavioral Health Services  
The Annex Upgrade ..... 47
- South Peninsula Hospital:  
Hillside Stability Study ..... 48

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## Beluga Slough Trail Extension

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

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

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

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

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

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

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

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

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



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





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

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

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

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

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

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



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

FY 2021 - DRAFT Document



## Homer Hockey Association Kevin Bell Ice Arena Acquisition

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

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

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

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

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

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



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





## Homer Senior Citizens Inc. Alzheimer's Unit

FY 2021 - DRAFT Document

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

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

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

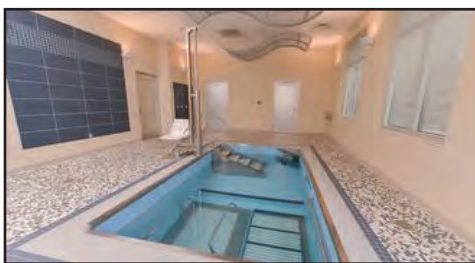
Operating funds will be secured from “fees for service;” room and board; billing for Physical Therapy in both the therapy pool and the exercise program in the activities room (once Phase 2 has been completed) and fees for contracted use of therapy equipment and the pool. Projected five year profit will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

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

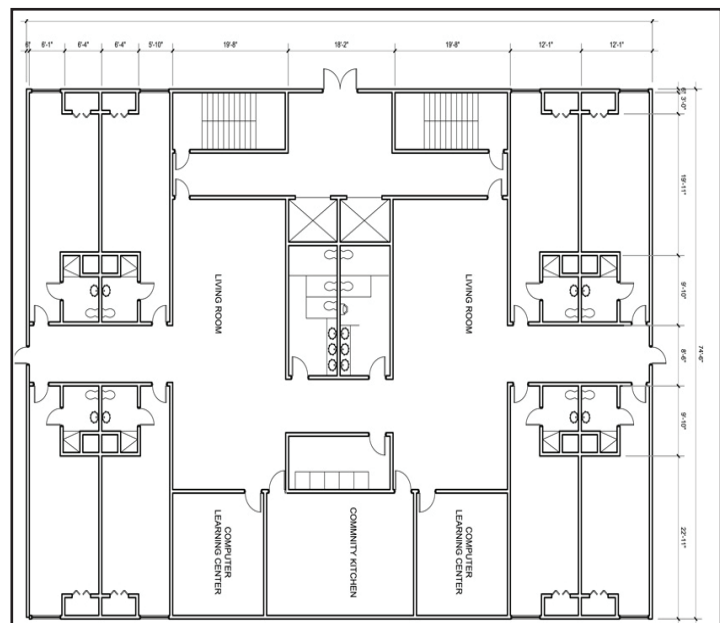
HSC is in the initial stages of fundraising for the Alzheimer’s Unit. Three foundations that fund this type of project have been identified. HSC sponsors annual fundraising events to secure the match for foundation grants.

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

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



Example of a HydroWorx Therapy Pool Room .





## Kachemak Heritage Land Trust Poopdeck Platt Trail

FY 2021 - DRAFT Document

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

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

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

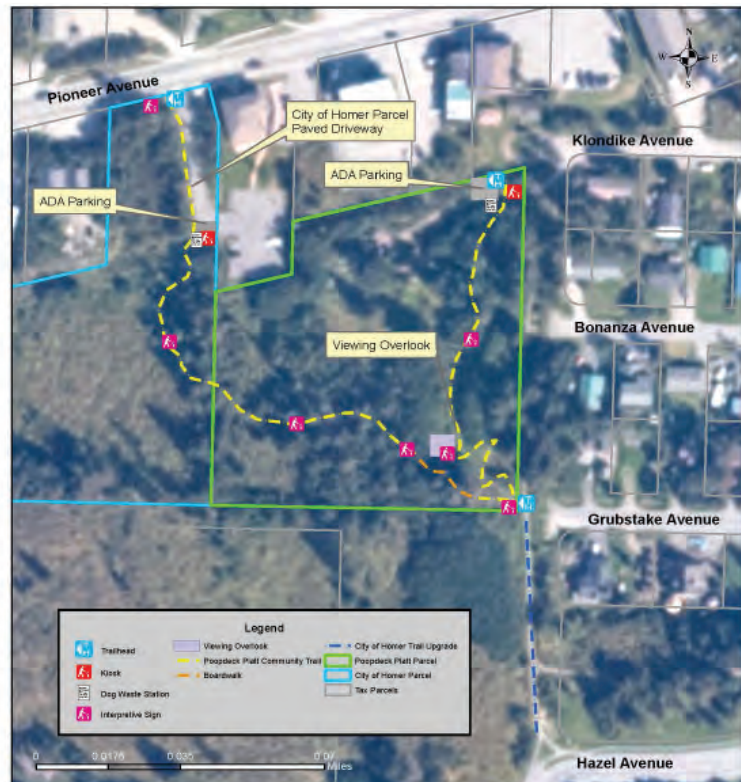
KHLT applied for and was awarded a \$45,921 Recreations Trails Program grant from the State of Alaska for trail construction. The City of Homer is providing a 10% match in the amount of \$5,103, bringing total trail construction costs to \$51,023. Trail construction is scheduled to begin July 12, 2019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

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

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



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





**KACHEMAK HERITAGE LAND TRUST**

315 Klondike Ave., Homer, AK 99603  
(907) 235-5263, www.KachemakLandTrust.org

**Poopdeck Platt  
Community Trail  
Site Plan**

KACI 1983 State Parks Alaska 4 FFS 52047 Trail, Trailhead Marker: 1075 2156 1075 2156  
Created 04/19/2019. The information depicted on this map is a preliminary development of land available for use. KHLT assumes no responsibility for any errors on this map.



## Kachemak Shellfish Mariculture Association Kachemak Shellfish Hatchery

FY 2021 - DRAFT Document

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

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

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

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

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

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

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



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





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

FY 2021 - DRAFT Document

**Project Description & Benefit:** The Kachemak Ski Club was founded more than sixty years ago to operate a rope tow on Ohlson Mountain near Homer. Our founders wanted to get Homer kids out of the house on the weekends and it is no different today. Over the years, this historic public recreational treasure has hosted thousands downhill sports enthusiasts as well as family and social gatherings.

This project improves access to the base of the ski hill from Ohlson Mountain Road, making the lodge and slopes more welcoming for youngsters and newcomers. It relocates and refurbishes the hill’s aging bullwheel at the top of the slopes and includes grade work to the upper slope’s towpath to lower the rope’s haul angle. It also includes purchase of equipment used to prep the slopes as well as terrain park devices to challenge the skills of today’s skiers and snow boarders.

**Plans and Progress:** The Homer Rope Tow recreation area is separated from Ohlson Mountain Road by private land, but has legal access via a section line easement. A circuitous quarter mile long trail connects the road to the hill, avoiding several structures that encroach into the easement. To make access safer and quicker, Kachemak Ski Club plans to purchase easement that would halve the walk-in distance from the road and construct a new Ohlson Mountain Road turnout with a widened parking area. These upgrades will make access shorter and more manageable for parents juggling both gear and young children and minimize the need for double parking on Ohlson Mountain Road during crowded weekends.

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

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



Youth enjoying Homer’s own downhill ski area.



## Pratt Museum New Facility and Site Redesign

FY 2021 - DRAFT Document

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

The Pratt Museum opened its doors to the public in May 1968. The Museum's collection has grown with the community through that period and our current facility does not meet the needs of the Museum's growing collection, which are held in public trust and require specific conditions and storage practices for preservation and display. In addition, the building's current design limits community engagement activities. To better serve our community and visitors long into the future, the Pratt Museum plans to renovate the current museum building so that all gallery and meeting areas are ADA-accessible, the roof protects the collection, and collection items are stored and cared for according to best practices for cultural and natural history artifacts.

The front area of the museum will be renovated to improve the visitor experience, and community engagement areas will be modified to better accommodate community conversations, presentations, and school group activities. The Museum may also renovate the aquarium curatorial area and the kitchen to ensure that these areas meet standards for animal care and food prep. The outcome of this immediate renovation will maintain the building as a well-functioning Museum through the next 10 years, allowing the Museum to expand its outreach programs with a growing membership and student base, even as the organization continues to work towards a new museum facility in the future.

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

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

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

Design of New Building: \$2,200,000 (completed)

Construction of New Building: \$7,500,000

Funding Raised to date: \$3,400,000



Architectural rendering of the new Pratt Museum facility.



## South Peninsula Behavioral Health Services: The Annex Upgrade

FY 2021 - DRAFT Document

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

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

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

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

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

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

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

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



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



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





## South Peninsula Hospital Hillside Stability Survey

FY 2021 - DRAFT Document

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

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

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

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

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



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



## Capital Improvement Long-Range Projects

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

### Local Roads

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

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

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

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

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

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

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### Parks And Recreation

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

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

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

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FY 2021 - DRAFT Document



## Capital Improvement Long-Range Projects

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FY 2021 - DRAFT Document

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

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

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

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

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

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

**Cost:** Staff Time      Priority Level 3

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

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

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

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

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

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

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## Capital Improvement Long-Range Projects

**Council’s recommendation to remove Conference Center from CIP will need to be approved by a Council motion.**

### PUBLIC PROJECTS

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

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

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

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

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

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

A new Public Works complex will include the following:

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

**New Public Works facility is proposed to move to the Mid-Range section. See page 28.**

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

FY 2021 - DRAFT Document



## Capital Improvement Long-Range Projects

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FY 2021 - DRAFT Document

### UTILITIES

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

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

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

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

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

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

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

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

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

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

### STATE PROJECTS

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

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



## **Capital Improvement Appendices**

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## Capital Improvement Appendices

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

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



## Capital Improvement Appendices

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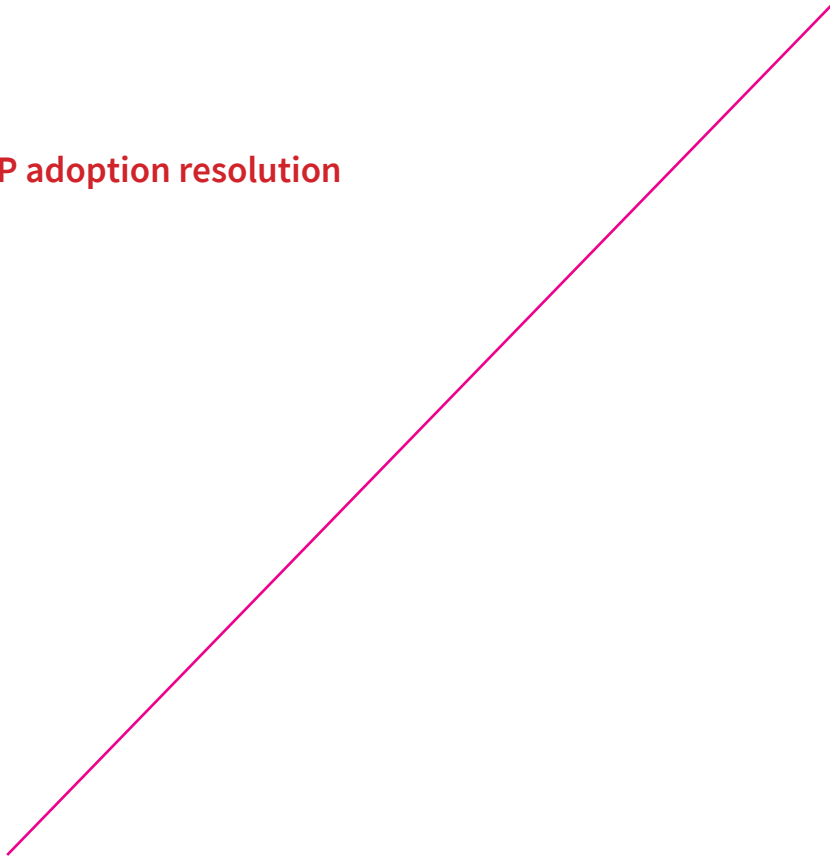
Place holder for CIP adoption resolution.



## **Capital Improvement Appendices**

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place holder for CIP adoption resolution





## Capital Improvement Appendices

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

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

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

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

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



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**PROPOSED NEW PROJECT**



## **Homer Harbor Cathodic Protection** **Recommended by P&H Director with support from the Port & Harbor Advisory Commission.**

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

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

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

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

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

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

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

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

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

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

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



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

**Schedule:** 2020

**Priority Level:** 1





## City Hall Access Barrier Removal

This and the following ADA compliance projects recommended by the ADA Compliance Committee.

Projects are identified as high priority in the City's Transition Plan.

**Project Description & Benefit:** Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by, people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. From 2017-2019, the City of Homer ADA Compliance Committee and City Staff evaluated City Facilities to identify accessibility barriers. The results were compiled into the City's Transition Plan, in accordance with Title II of the ADA regulations. City Hall is one of the most used city buildings throughout the year and this project corrects access barriers (ADA Priority Level 1 issues) to get into the building.

City Hall access barriers include:

- Cross slopes that exceed 1:48 ratio for all designated accessible parking spaces;
- absence of van accessible parking;
- incorrect dimensions of accessible parking spaces;
- improperly located signage;
- absence of a level landing at the top of the curb ramp below the front entrance ramp;
- handrails on ramp protrude into the path of travel and reduces the width to less than 36" width requirement;
- push bar on main entrance door protrudes into the doorway and reduces the width of the opening to less than 32" width requirement; and
- front door entrance threshold height.

**Plans & Progress:** Public Works Staff assisted the ADA Compliance Committee during the self-evaluation process, and together with Port and Harbor staff helped develop solutions and remedies included in the Transition Plan. City Council approved the Transition Plan in Resolution 19-024. This project could potentially be addressed in conjunction with DOT&PF's Pioneer Avenue Repaving Project (currently scheduled for 2020) to take advantage of the paving equipment and contractors which will be mobilized locally.

**Total Project Cost:** \$400,000

**Schedule:** 2020

**Priority Level:** 1



The cross slope of the accessible parking spaces at the lower entrance to City Hall exceeds the maximum allowed 1:48 under ADA standards.

PROPOSED NEW PROJECT



## Public Restroom Barrier Removal

**Note that replacing Karen Hornaday Park restroom (Phase 2 here) is also listed as Phase 3 of the Karen Hornaday Park**

**Improvement project in the mid-range section.**

**Project Description & Benefit:** Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. From 2017-2019, the City of Homer ADA Compliance Committee and City Staff evaluated City Facilities to identify accessibility barriers. The results were compiled into the City’s Transition Plan, in accordance with Title II of the ADA regulations. This project corrects barriers at City public restroom facilities. A clear path of travel to a bathroom and clearance for entry, maneuverability inside, and access to water closets, toilet paper, soap and hand towel dispensers or dryers, are just some of the key requirements of the ADA. These accessible features are required for public restrooms whether they are restrooms with stalls in a City building or individual bathrooms that are located on the spit and in town. Correcting these issues are a benefit the entire community.

Barrier removal in existing bathrooms include:

**Should Council decide to include this project in the CIP, please direct if you would like to keep the KHP restroom replacement in only one CIP project.**

- Relocation of grab bars, toilet paper dispensers, coat hooks, and mirrors;
- moving tactical signage to the appropriate location on the left side of the entrance;
- adjusting the entrance threshold height;
- replacing toilets that are too high or have flush lever to the open side of the water closet;
- covering pipes below lavatories;
- replacing hardware on stall doors and bathroom doors;
- removing obstacles to clear floor space for wheelchair maneuverability, and;
- complete bathroom facility replacement.

**Plans & Progress:** Public Works Staff assisted the ADA Compliance Committee during the self-evaluation process, and together with Port and Harbor staff helped develop solutions and remedies included in the Transition Plan. City Council approved the Transition Plan in Resolution 19-024. This project could proceed in phases. Phase 1 would remove accessibility barriers in existing City restrooms, bringing them into ADA compliance. Many of the barriers exist in several restrooms and could be addressed through one project. ADA improvements to the Karen Hornaday Park restroom is not recommended due to the buildings advanced age and poor condition. Phase 2 is to remove and replace the bathroom at Karen Hornaday Park.

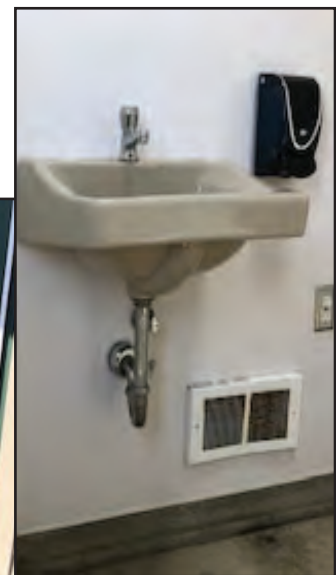
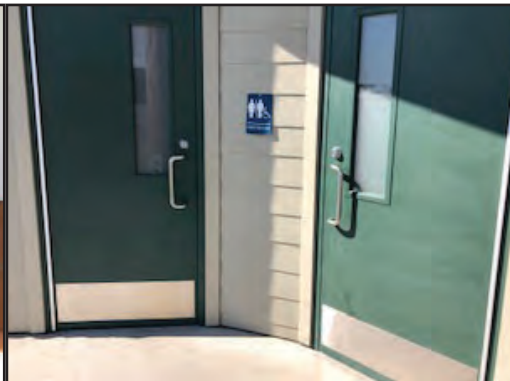
**Total Project Cost:** 400,000

**Schedule:**

2020-2021: Phase 1 Barrier removal in existing bathrooms \$75,000

2022-2023: Phase 2 Demo and replace existing bathroom at Karen Hornaday Park \$325,000

**Priority Level:** 1



This project will correct accessibility issues at City of Homer public restrooms. Some depicted here include improperly placed dispensers and grab bars, lack of wheel chair space from bench, incorrect door swing and lack of cover on the lower pipes

NEW CIP PROJECT



## Nick Dudiak Fishing Lagoon Accessible Ramp and Retaining Wall

**Project Description & Benefit:** The Nick Dudiak Fishing Lagoon located on the Homer Spit (also known as the “Fishing Hole”) is a man-made marine embayment approximately 5 acres in size that is annually stocked with king and silver salmon smolts to provide sport fishing opportunity. Salmon fishing at the Nick Dudiak Fishing Lagoon brings visitors to Homer throughout the summer and is also popular with city residents. This outdoor recreation activity provides a local, road accessible, shore-based salmon fishery that attracts a wide array of sport anglers, including handicapped accessible and youth-only fishing opportunities. This outdoor recreational activity helps stimulate and diversify local businesses and the economy. During the summer when salmon are returning, up to 250 bank anglers have been present at any one time between 7 a.m. and 10 p.m. The parking area, shoreline and tide line 17 feet above mean high water are owned by the City of Homer. Below mean high water, the tidelands and water are owned by the State of Alaska.

Over the years the accessible ramp has fallen into major disrepair and is no longer complaint or usable by anglers with mobility challenges. In 2018 the Alaska Department of Fish and Game attempted to provide funding for improvements to the accessible ramp, however funding was pulled.

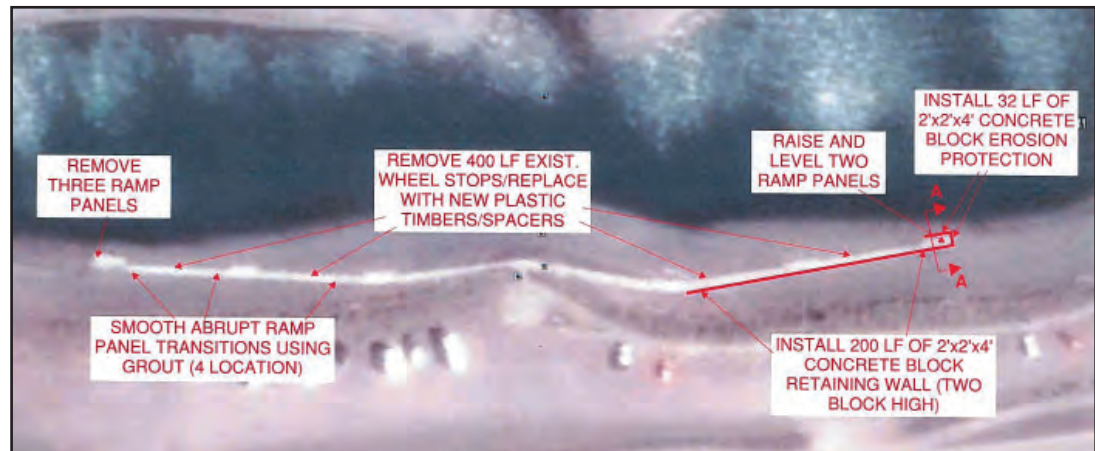
**Plans & Progress:** The City of Homer ADA Compliance Committee has identified this improvement as a significant benefit and ADF&G has submitted a request for Fiscal Year 2021 to replace the South ADA ramp.

**Total Project Cost:** \$59,300

**Schedule:**

2021

**Priority Level:** 2



Homer Harbor and Public Works personnel working with the Alaska Department of Fish & Game developed this plan to make the Nick Dudiak Fishing Lagoon ramp accessible.

PROPOSED NEW PROJECT



## Removing Parking and Pavement Accessibility Barriers at City Facilities

**Project Description & Benefit:** Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by, people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. From 2017-2019, the City of Homer ADA Compliance Committee and City Staff evaluated City Facilities to identify accessibility barriers. The results were compiled into the City's Transition Plan, in accordance with Title II of the ADA regulations. This project corrects parking and pavement barriers (ADA Priority Level 1 issues) at City facilities to aid the entire community in accessing and participating in programs, services or activities provided by the City of Homer.

ADA regulations standardize the size and number of marked accessible parking spaces in a lot and appropriate signage placed such that it cannot be obscured by a vehicle parked in the space. Accessibility standards also require firm, stable and slip resistant surfaces. Many City of Homer facilities do not meet these standards.

This project will correct the following parking barriers in the vicinity of the Homer Harbor, and at Public Works, Homer Public Library, the Animal Shelter, Baycrest pullout bathroom facility and the Fire Hall:

- Absence of accessible parking;
- absence of van accessible parking;
- incorrect dimensions of accessible parking spaces;
- improperly located signage;
- accessible parking spaces where water pools and snow melt creates icy conditions that become hazardous in the winter;
- parking space identified in gravel lots that fail to provide a path of travel to a sidewalk or facilities; and
- cross slopes that exceed 1:48 ratio on paved lots.

**Plans & Progress:** Public Works Staff assisted the ADA Compliance Committee during the self-evaluation process, and together with Port and Harbor staff helped develop solutions and remedies included in the Transition Plan. City Council approved the Transition Plan in Resolution 19-024. This project proposes to proceed in two phases. Phase 1 includes at least eight paved accessible parking spaces and at least two van accessible spaces in the vicinity of Harbor Ramps 3, 4 and 5 and at public restrooms and resolving non-compliant signage and pavement marking. Phase 2 includes resolving non-compliant parking lot cross slopes and non-compliant signage and pavement marking at the remaining city facilities listed above. If not already completed, this project could potentially address cross slope corrections at City Hall (included in a separate CIP project) to take advantage of mobilized paving equipment and crews.

**Total Project Cost:** \$400,000

**Schedule:**

2020-2021: Phase 1 Harbor Accessible Parking,  
\$50,000

2022-2023: Phase 2 City Facility Parking Lot Cross  
Slopes & Signage, \$350,000

**Priority Level:** 1



Accessible parking spaces at Ramp 4 in the Port & Harbor provide an example of where spaces need to be paved and a path of travel provided to the sidewalk.





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

**Project Description & Benefit:** Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by, people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. The Self-Evaluation is a comprehensive report that outlines the barriers for people with disabilities as they seek to use local government services and programs. It is drafted by the state or local government in collaboration with and review by a sample user group of people with disabilities. It includes a transition plan of architectural and administrative barriers to programs that need to be removed in order to make the program accessible. Completion of this project will be a significant step meeting the requirements of Title II of the ADA, by having a full Self-Evaluation and Transition Plan for the City of Homer.

A completed Self Evaluation and Transition Plan will:

- Acknowledge the City's obligation to comply with ADA Title 2 Subpart D- Program Accessibility § 35.149 Discrimination prohibited;
- meet the requirement of ADA Title 2 Subpart D- Program Accessibility § 35.150 Existing Facilities, (d) Transition Plan;
- identify barriers to be resolved and establish a timeline for completion; and
- bring the City of Homer closer to its goal of being a Universally Accessible City as identified in Resolution 17-075(A).

**Plans & Progress:** In 2017, the City of Homer ADA Compliance Committee and City Staff began evaluating City facilities to identify accessibility barriers and prepared a Transition Plan, which City Council approved in 2019. Evaluating and preparing a plan for City Parks, Trails and Campgrounds exceeds the ability and time allowance of City staff and ADA Compliance Committee members. This project entails hiring a consulting firm that specializes in preparing ADA Transition Plans to evaluate City parks, trails and campground facilities for inclusion in the City's Transition Plan.

**Total Project Cost:** \$60,000

**Schedule:** 2020

**Priority Level:** 1



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

PROPOSED NEW PROJECT



## Raw Water Transmission Main Replacement

Recommended by Public Works Dept with support from Admin.

**Project Description & Benefit:** This project replaces the two 45-year old cast iron raw water transmission mains that transfer raw water from Bridge Creek Reservoir to the treatment plant. These aging cast iron transmission mains are susceptible to earthquake damage. Multiple repairs have already been made to these mains. The last two repairs made were in response to earthquake damage. Major damage to the raw water transmission mains would make it impossible to serve the town with treated drinking water for domestic use and would reduce the City's ability to provide adequate water pressure for fire protection. Both mains will be replaced with High Density Polyethylene (HDPE) pipe, which is extremely durable and is less susceptible to damaged by earthquakes or other natural disasters.

One of water mains, at 8 inches, is under-sized to meet the maximum capacity of the Water Treatment Plant. The other main, a 10-inch line, is at capacity now. The Water Treatment Plant produces 2 million gallons a day. However, the capacity of the treatment can be increased to 2.9 million gallons a day to meet increased demand in the future. The 10-inch transmission main would not be able to provide the plant with enough water to serve the City's needs at this higher rate.

**Plans & Progress:** The plan is to replace both lines with larger 12-inch HDPE pipe. HDPE pipe is more resilient to damage by earthquakes or other natural disasters; larger pipes provide system redundancy and will be able to transport an adequate amount of raw water to the treatment plant for plant maximum daily flow both now and for future expansion of the treatment facility.

**Total Project Cost:** \$975,000

**Schedule:**

2020

**Priority Level:** 1



HDPE pipes do not rust, rot or corrode and are more resilient to earthquakes than the cast iron pipes currently in use.

NEW CIP PROJECT





## **Fire Hall Expansion, Phase 1**

**Recommended by Fire Chief. Admin recommends adding it to the Long Range Project section.**

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**Project Description & Benefit:** In 2014, in response to aging and crowded conditions, the City assessed Homer’s emergency services space needs. Initial plans to correct building and space inadequacies was to co-locate the Police and Fire stations within a new Public Safety facility. However, ultimately, the decision was made to build a stand-alone Police Station and defer expansion of the Fire Hall. For the interim, the City addressed much needed deferred maintenance at the Fire Hall, which included conversion to natural gas, improved air handling, fixing floor drainage issues in Bays 2 and 3, and general refurbishing of wall and floor finishes and kitchen cabinets. While the plan initially called for adding 2,000 square feet to meet minimum space needs, in the end, nothing was done to address inadequate facility space.

This project resumes the process to expand the Fire Hall, either through enlarging and extending at the current site or replacement. The current site, centrally located with access to Pioneer Avenue and Lake Street is an optimum location, but expansion is required to meet minimum space requirements for firefighting apparatus, provide an adequate number of offices and bunk rooms and sufficient storage, parking and drill training spaces.

**Plans & Progress:** This project can progress in phases. Phase 1 includes pre-development work: updating the needs assessment to reflect current departmental conditions/needs and a stand-alone Fire Station facility, determining site feasibility, the potential to include the old Police Station into the design and preliminary design drawings.

**Total Project Cost:** Design phase \$350,000

**Schedule:** 2020

**Priority Level:** 2

**PROPOSED NEW PROJECT**



# City of Homer

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

Homer City Council

491 East Pioneer Avenue  
Homer, Alaska 99603

(p) 907-235-3130

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## Memorandum

TO: Mayor Castner and Homer City Council

FROM: Councilmember Tom Stroozas

DATE: September 4, 2019

SUBJECT: Potential proposed new project for CIP: Preparing Homer Airport for Commercial Jet Service

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The purpose of this memo is to introduce the idea to Homer City Council of pursuing and prioritizing upgrades to the Homer Airport that would attract and allow direct commercial jet passenger flight service between Seattle and Homer. If there is consensus on the Council that this is an item that should be included in the Capital Improvement Plan, please discuss and give direction to staff including timeline, scope of work, budget and priority level so it can be included in the 2020-2025 CIP.

Attached you will find a memo from Special Projects Coordinator Carrol on considerations regarding accommodating Alaska Airlines jet service in Homer from January of 2017. As a follow up, Homer City Council forwarded a letter to the Kenai Peninsula Economic Development District asking them to look into further exploring this possibility on behalf of the City of Homer in November of 2018. The letter and their response is also included.

Enc:

- January 20, 2017 Memo Re: on considerations regarding accommodating Alaska Airlines jet service in Homer
- November 26, 2018 Letter to Kenai Peninsula Economic Development District (KPEDD)
- August 30, 2019 Status update from KPEDD



## City of Homer

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## Homer City Council

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Homer, Alaska 99603

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November 26, 2018

Tim Dillon  
Executive Director  
Kenai Peninsula Economic Development Division (KPEDD)  
14896 Kenai Spur Hwy, Suite 103-A  
Kenai, AK 99611

Dear Mr. Dillon,

The City of Homer is interested in attracting seasonal jet service to/from a major West Coast hub, such as Seattle or Portland. Jet service would foster economic development in a variety of sectors. Commercial fishing and marine industries, tourism, health care, construction, and the arts, are viable industries that would benefit from seasonal jet service and could help support the “back-haul.”

The City of Homer would like to request that, as the economic development association for the region, Kenai Peninsula Economic Development District represent the City’s interests and reach out to major airlines regarding the prospect of seasonal jet service to/from the West Coast. In particular, it would be valuable to know what interest Alaska Airlines or other airlines that offer seasonal service to Alaska’s smaller airports (such as Delta Airlines which offers seasonal service from Ketchikan to Seattle) may have in Homer. Direct service to Homer would offer their customers an excellent and convenient destination and local residents would undoubtedly take advantage of the service.

Thank you in advance for your time and consideration.

Respectfully submitted,

Mayor Ken Castner  
On behalf of the Homer City Council

Enc:  
Spec sheet for Homer Airport



14896 Kenai Spur Highway, Suite 103-A • Kenai, AK 99611

Phone: (907) 283-3335 • Fax: (907) 283-3913

www.kpedd.org

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*Leadership to enhance, foster and promote economic development*

August 30, 2019

Katie,

I wanted to follow-up with your request to identify potential air carriers. As you know, all airports and airstrips owned by the State of Alaska are currently in flux. Although I have reached out, carriers are taking a "wait and see" approach for the Governor's direction. KPEDD is currently working with Seward residents, pilots, aviation groups, businesses, and various governmental agencies for the Seward airport rehabilitation project. I apologize that I do not have any definitive information at this time, but I will keep you posted.

Thank you,

Tim Dillon  
Executive Director  
Kenai Peninsula Economic Development District



**Alaska Regional Development Organization (ARDOR)**  
The State of Alaska Department of Commerce, Community and Economic Development certified KPEDD as an ARDOR in 1989.



**Economic Development District (EDD)**  
The U.S. Department of Commerce, Economic Development Administration (EDA) recognized KPEDD as an Economic Development District in 1988.



## Memorandum

TO: Tom Stroozas  
FROM: Jenny Carroll, Special Projects & Communications Coordinator  
THROUGH: Katie Koester, City Manager  
DATE: January 20, 2017  
SUBJECT: Considerations regarding accommodating AK Airlines jet service in Homer

This memo summarizes my initial understanding of both infrastructure and operational factors to consider with the prospect of accommodating Alaska Airlines (or other commercial) jet service in Homer. Several discussions and a lot of web-based research inform this memo. I spoke with Meg Jones (a DOT&PF Safety and Security Officer in Anchorage who oversees the safe and consistent operation of Homer Airport (among others) and who coordinates with the FAA and TSA inspectors regarding regulatory compliance matters); Robert Mattson, who manages the TSA-equipped Cordova Airport for the State of Alaska; and Scott Brown, Manager of the City-owned Dutch Harbor Airport that operated TSA ten years ago.

### 1. What AK Airline aircraft can land at Homer airport?

Several factors determine what kind of aircraft can land at a given airport. Primarily Homer's airport serves Ravn's Beechcraft 1900's and Dash 8's. What if we wanted to accommodate larger jets that can fly from Seattle?

Currently, Alaska Airlines flies Boeing 737-400s to the Alaska communities it serves. These aircraft carry up to 144 passengers and its range of 2,000 nautical miles (NM) can cover the 1,252 NM distance to Homer. Unfortunately, however, Alaska Airlines is currently phasing these aircraft out. The company indicates it will retire their fleet of 10 737-400 type aircraft by the end of 2017, replacing them with Boeing 737-900ER aircraft. They will no longer fly their 737 "Combis" with dual cargo and passenger capability either; rather they will have dedicated cargo planes separate from their primarily passenger planes.

Alaska Airlines has 52 737-900ER's in their fleet. These bigger, heavier planes are more fuel efficient. They carry up to 252 passengers, travel 2,720 NM with minimum take off distance of 8,181 feet and minimum landing distance of 4,700'.

Alaska Airlines' fleet also includes 15 Embraer 175 aircraft. They carry 76 passengers and have range of 2,000 NM. Minimum take off distance is 4,278 feet; minimum landing distance is 7,362 feet.

An aircraft's dimensions, weight and approach speed dictate required airport design and safety features. FAA has several code designations to describe airport conditions as they relate to safely landing aircraft.

Homer’s airport is currently designated a B-III airport with a Pavement Condition Number of 55. The State currently keeps the runway maintained to level 111 conditions. What does all this mean?

B-III is an Airport Reference Code (ARC), assigned in an Airport Layout Plan (ALP), which is a planning tool that depicts both *existing* airport conditions and an *ultimate* (20-year) plan. The ARC was developed by the FAA to relate airport design to the operational and physical characteristics of the airplane types that will operate at a particular airport. The current ARC is typically based on the most demanding aircraft (in terms of an airport’s physical features) that conducts at least 500 operations (landings and take offs) at the airport.

The State just finished Homer’s ALP in April 2016.

[http://dot.alaska.gov/stwdav/documents/ALP/Homer\\_ALP.pdf](http://dot.alaska.gov/stwdav/documents/ALP/Homer_ALP.pdf) Homer’s existing ARC is B-III; its ultimate ARC is C-III.

“B” describes an airport’s fire response capability and is based on aircraft approach speed (in this case 91-120) relative to runway length.

“III” describes airplane length and wingspan and primarily relates to separation criteria and width-related features. Representative aircraft for B-III airports are the aircraft we typically see at Homer airport:

	Approach Speed (kts)	Wingspan (ft)	
<i>DeHavilland DHC-8-100 Dash 8</i>	100	85	<i>B-III</i>

C-III (Homer’s ultimate ARC) describes an airport design that can handle the larger jet aircraft that would fly from Seattle with 121-140 approach speeds.

<i>Bombardier Q400</i>	129	93.3	<i>C-III</i>
<i>Embraer 170</i>	124	85.3	<i>C-III</i>
<i>Embraer 190</i>	124	94.3	<i>C-III</i>
<i>Boeing 737-400</i>	138	94.8	<i>C-III</i>

(source: FAA Advisory Circular, AC150/5300-13A, *Airport Design*, January 2012)

Bigger and heavier a planes require greater fire response capability and longer, wider runways. Despite the charts above, Homer’s B fire response rating could still legally handle 737-400’s. Code Sections 139-315 and 139-319 in the Alaska Supplement allow communities with fewer than five daily flights of a larger aircraft to operate at the next lowest fire response capability (for us a B rather than a C).

Yet, when speaking with Ms. Jones, she indicated that bringing 737 flight service to Homer would currently require the State to supply a second fire truck for the Homer Airport and possibly another staff person. Currently the State supplies only one fire apparatus at the airport.

Aircraft types also require specific runway pavement conditions. Jet service would require the State of Alaska to improve Homer airport’s pavement condition from 55, which is only rated to land 70,000 pound aircraft. For reference, Cordova’s Pavement Condition Number for two daily jets is 94, rated to 153,000 pounds. (Brand new pavement would get a Pavement Condition Number of 100.)



Jet service would also require the State to maintain the runway above its current 111 type runway conditions, to level 333 type conditions. A jet's greater approach speed combined with Homer's minimal runway length will cause sharper descent and greater need for positive braking action. This corresponds to an increase in snow and ice clearing, and the amount of sanding and de-icing chemicals applied to the runway to insure positive braking in all weather conditions. Robert Mattson says this dramatically increases State maintenance costs at the airport.

FY17 DOT&PF budget cuts have already resulted in reductions in resources available to hub airports like Deadhorse, Bethel, Dillingham, Unalaska, Petersburg, and Wrangell. They will have fewer hours of cleared runway surface, runway lighting and condition reporting.

Knowing if AK Airlines intends to have planes in their fleet capable of flying from Seattle and landing at Homer's airport under current designations would inform the feasibility of moving forward with the proposition. And while ultimately it will be an airline's business decision to serve a destination, the airport's ARC and planned aircraft service are relevant to understanding what State improvements may be necessary to complete to our airport infrastructure as well as increased State operational costs associated with potential jet service from Seattle.

## **2. Airport Upgrade Considerations**

Pavement and fire response upgrades would be probable short-term upgrades. Ms. Jones mentioned the difficulty in looking to the State currently to fund even these capital upgrades, not to mention adding personnel and runway maintenance costs.

To underscore the State budget difficulty, the State began reaching out to Alaska's air carriers for help to improve its rural airports during tight State fiscal times. John Binder, Deputy Transportation Commission of Aviation said DOT&PF is looking at ways to close a revenue gap—the state's rural airport system operates on a \$35 million annual budget, of which only about \$5 million comes from airport revenues. Adding landing fees, increasing airport lease rates and raising the state's general aviation fuel tax are some of the options being considered to ease the burden of the state's rural airports on the general fund.

Personnel cost cutting have brought the State to charging airlines that land outside of an airport's normal operating hours. The department's general fund budget has been reduced by more than 20 percent during the past two years, and overtime at rural airports has been essentially zeroed out. Transportation officials are working with airline companies to adjust each airport's operating hours and change flight schedules to avoid overtime, Binder said. The fees that would be charged in the case of an airline that can't work out a schedule within an airport's budgeted hours are still being worked out.

If lengthening a runway or upgrading to C-III designation is necessary, it would be a State project and it would trigger the need to "as-built" their ALP to reflect work accomplished. If development is accomplished through grant funds, projects may require an ALP update before grant issuance and an update again after project completion to reflect "as-built" conditions. I am unsure what conditions would incentivize the State and FAA to embark on an airport upgrade other than the needs of the most demanding aircraft that conducts at least 500 annual operations at the airport.

The state receives in excess of \$200 million each year for capital projects at its airports through the Federal Aviation Administration's Airport Improvement Program. In 2005, Gov. Bill Walker asked his commissioners to investigate ways to cut up to 6.5 percent of non-formula spending from their respo

department budgets. While essential aviation is not likely to be cut like some other areas of DOT&PF, across the Board State cuts are being proposed in the current legislative session.

The State's fiscal situation presents challenges to upgrading the infrastructure and services at Homer's airport to handle regular jet service.

**3. Security:** Airports are also assigned security categories based on passenger traffic. Homer Airport is in Category 4, meaning there is a "security program," but people are not screened. Category 3 requires TSA Security Screening and is triggered by commercial, scheduled aircraft carrying 60 or more passengers. (Private, unscheduled charter flights of 60 or more passengers do not trigger TSA requirements.)

This is how I (lightly) understand the process:

Hosting 737 jets would require airport terminal modifications to meet TSA Security Screening Checkpoint (SSCP) specifications. Specifications would be based on the type of risk that is present or anticipated, the type of operations at the airport, passenger loads and airport design. They would be developed through a vulnerability analysis, design and approval process, which is, as I understand it, a coordinated effort by TSA, the State, airport and airline operations personnel.

Airport authority would then submit an equipment request to the Federal Security Director which is evaluated and either denied or approved based on capacity, efficiency, approved design, equipment and staffing availability. While TSA guidelines allow that one size SSCP's do not fit all airport needs, a typical small 1-lane SSCP consists of an X-ray, Manual Diverter Roller, Walk Through Metal Detector and/or Advanced Imaging Technology, Alternate Viewing Station, Explosive Trace Detection, Bottle Liquid Scanner, Passenger Inspection, and Bag Inspection.

Once a plan is approved, remodeling the airport to accommodate SSCP's would be the City's responsibility. Design factors (in addition to housing the above) include ability to secure and protect TSA areas and equipment during non-operational hours, separation of sterile and non-sterile areas of the airport terminal (TSA language), coordination of power, data, fiber optics, CCTV and lighting at the SSCP, contingency plans for power outages and system challenges, allowance for TSA office space.

Terminal owners/managers and airlines work with TSA to provide security equipment. Security equipment is paid for through an Aviation Security Infrastructure Fee paid by airlines and through a portion of Passenger Security Fees (a "911 tax" included in ticket prices) set-aside for the Aviation Security Capital Fund which funds airport security modifications and equipment. The rest of the 911 tax, in combination with additional direct taxpayer funds pay for TSA personnel costs.

#### **4. Security Upgrade Considerations**

I have placed calls to three small airports to ask about their experience with TSA. To date, I have spoken with Robert Mattson at Cordova and Scott Brown at Dutch Harbor. The City of Unalaska, like Homer, owns the airport terminal and the State of Alaska owns the airport facilities. They had SSCP's about ten years ago for about a year, after 911 and before Alaska Airlines made the business decision to end their bigger jet service to Unalaska. Currently Penn Air works on contract with Alaska Airlines to provide AK Airlines flight segments from Anchorage to Dutch in planes under the TSA triggering threshold.

Cordova Airport is State owned and the terminal is owned and operated by Alaska Airlines. Jet service includes one daily direct from Seattle and one from Seattle that connects through Juneau. It currently has TSA operating a one-lane configuration described above.

In each case, the terminal owner/manager paid for creating the terminal space and design changes for TSA. In our case it would be the City of Homer's responsibility. Unalaska modified their terminal to accommodate two security lines, two scanning booths, wand scanners area and luggage scanners, which involved separating the secure area from the non-secure area, modifying electrical service and outlets and creating interior walls to restrict passenger movement close to tarmac doors. He said the modifications essentially took up most of the terminal's common area and restricted movement which the local community did not enjoy.

As I understood it from Mr. Brown, even though TSA, as a tenant, contributed toward the cost of operating the terminal, TSA brought more cost to their terminal operations than they anticipated. The City of Unalaska does not have separate electrical meters for tenants. Rather, they charge tenants for electrical service based on square footage with the City paying for common areas. He said the power demands of the TSA equipment were disproportionate to other tenants use and drove utility costs up. But since costs were based on square footage all tenants, including the City ended up shouldering extra utility costs.

Other unanticipated costs were penalty fees incurred when anything outside the security area (which Unalaska was responsible for) did not meet TSA security standards. He provided the example of unattended baggage, which Unalaska got called in on and fined \$10,000 for each instance. They had to hire additional staff to monitor the airport during airport operations. Mr. Brown shared that TSA introduced a more regulatory atmosphere to the airport.

Jeremy Worrall, Airport Maintenance and Operations Superintendent for DOT's Northern Region, in a 2015 news article about the high cost of Alaska's rural airports also cited TSA regulatory costs. He asked all carriers who lease space at rural airports to take extra time to secure their facilities. TSA has increased its checks at small airports and has been finding oversights.

"We're under a lot of pressure from TSA to make sure our airports are safe and secure," Worrall said in the article. The division is pushing "lock and key" programs to assure buildings are secure.

Robert Mattson described these additional the City should anticipate as well. He said one of his biggest costs is an on-going operational cost of a badging system and lock & key audits on all doors/entrances to secure areas. All personnel will be badged and keys audited to regularly monitor that only approved individuals can pass into certain airport areas. He noted we should expect to conduct ramp and terminal inspections twice per week on a random basis, and provide airport security personnel during every flight with over 36 passengers. (In Cordova, their Police Department is contracted to provide this airport security service.)

This story illustrates the importance of gaining a full understanding of the City of Homer's security responsibilities at a TSA-equipped terminal to calculate the full cost of TSA to the City of Homer beyond structural modifications to the terminal.

If TSA proves not feasible, or a request for TSA is denied another Alaska Airlines option may be to bring planes here with passenger counts just below the TSA trigger point. Of course, it is their call about what makes business sense in this market.

## **5. Possible Environmental Impact Mitigation**

DOT&PF is already working with a Homer aircraft noise abatement issue, requiring current Dash 8 and Beechcraft 1900 aircraft to perform approach maneuvers to mitigate noise over town. Noise would be

greater from the larger capacity aircraft, and they may not be able to negotiate similar maneuvers for sound abatement. The City would have to work with constituents on this issue.

## **6. Cost Benefit Considerations**

City of Homer should insure that any agreement with TSA and the City's terminal operating procedures and budget allocations anticipate and account for all costs associated with TSA. It's important to note that Unalaska's establishment of TSA did not bring new business to their terminal. Alaska Airlines was already a carrier there. Here it would add a new carrier and increased passengers. Is the cost of accommodating TSA more than offset by the financial benefit of adding a carrier and the additional visitors the carrier might provide?

After about a year of TSA being implemented in Dutch Harbor Airport, AK Airlines decided to stop 737 flight service there. This illustrates an additional concern to insure (as best we can) a sustainable flight service if we are going to the City and taxpayer expense of setting TSA up.

Of the small communities in AK with direct and connected AK Air 737-400 flights, most qualify for the Essential Air Service Program, a Federal subsidy to airlines to ensure that small communities continued to be served by certificated air carriers after airline deregulation. Homer is not an ESP community. Without this subsidy, is Homer still a financially viable market for Alaska Airlines?

Another factor in some coastal communities that makes the market more feasible for Alaska Airlines is the ability to back haul fish products in AK Air 737's set up to handle both cargo and passengers. This has been a big favorable market factor for Cordova according to Robert Mattson. Questions to consider: Does Homer have a market need to get fish flown directly to Seattle markets (on behalf of processors and direct market fishermen) when it already has the ability to transport product to Anchorage on the highway system? Will it be a big enough market when Alaska Air switches to all cargo planes?

## **7. Summary**

To summarize the main factors to consider about jet-service to Homer:

TSA operates in several rural airports in Alaska that host jet service. Market factors that make this feasible in many of these communities include Federal Essential Air Service subsidy and fish cargo business. What market factors make jet service feasible in Homer? What kind of markets will be favorable and necessary when Alaska Airlines phases out of their 737-400 Combi planes that have served as Alaska's rural community's "milk runs" for the past 20 years?

The State's increase in charges to airlines may negatively affect market feasibility.

Alaska Airlines' current fleet of 737-400's would require TSA and pavement and fire response upgrades to Homer airport. Does Alaska Airlines have a business plan to bring that service to Homer? Is it sufficient for the City, State and FAA/DSH Alaska Airlines to approve a TSA plan? Will the State be able to provide the capital improvements in the current fiscal climate?

Reportedly, Alaska Airlines will be switching to larger, more fuel efficient 737-900ER's next year. Is Homer's airfield capable of hosting this aircraft? If not, how does the State's current fiscal situation impact our ability to complete necessary capital improvements to the airfield?

Jet service to Homer changes operating standards in regards to TSA, terminal management and airfield maintenance. These bring increased operating costs to the State and City. A cost-benefit analysis should

be done to assess those costs relative to economic benefits realized from the service. Does City of Homer have capacity to add these kinds of services?

Noise abatement might be required.



## City of Homer

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

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## Memorandum

TO: Mayor Castner and Homer City Council  
FROM: Katie Koester, City Manager  
DATE: September 4, 2019  
SUBJECT: September 9 City Manager Report

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### **City of Homer Water System Receives Ursa Minor Status from State of Alaska**

Superintendent Cook received notice in August that the City of Homer Water System achieved Ursa Minor status in Water System Excellence for 2018 due to the outstanding work done to maintain compliance with operating training, certification, and drinking water program regulations. This recognition reflects the City of Homer Water Treatment staff's commitment to quality and the pride they take in their work. Superintendent Cook already has his sights set on the City attaining Ursa Major status next year.

### **PWSRCAC Solicits Input from Communities on Project Planning**

The Prince William Sound Regional Citizens Advisory Council (PWSRCAC) sent the attached correspondence soliciting input from member communities on projects that support their mission of promoting the environmentally safe operation of the Valdez Marine Terminal and associated tankers. As part of this effort, the PWSRCAC Board of Directors will be working to update the strategic plan for the next 5 years. If members have input on new projects they would like to make PWSRCAC aware of, please discuss the idea at the regular meeting and I will work on filling out the new project template before the September 20<sup>th</sup> deadline.

### **50 years of Kachemak Bay State Park**

I met with Friends of Kachemak Bay State Parks board member Robert Archibald to discuss how the City could recognize and celebrate the 50 year anniversary of the largest state park in Alaska. There is a celebration planned for May 9<sup>th</sup> to commemorate the official creation of Kachemak Bay State Park, but the group would also like to display banners recognizing the anniversary. This may be a good time to look at directing PARCAC to work on new banners (some could be themed around the park) pending Council approval of a project, especially since the City's summer, winter and holiday banners are in disrepair.

### **Industry Appreciation Day Honors Former Mayor Zak**

On August 24<sup>th</sup> in Kenai, Mayor Castner and I had the opportunity to attend Industry Appreciation Day, a community picnic and informational event hosted by the Kenai Peninsula Economic Development District (KPEDD) and City of Kenai. This event celebrates the industries and companies that define the economy of the Kenai Peninsula: oil and gas, commercial fishing, tourism, and health care. The event is free and draws around 3,000 people every year. This year was extra special as Former City of Homer Mayor Bryan Zak was awarded the Spirit of Industry Appreciation Day Award for his multifaceted work on behalf of local business.



both as Mayor, a small business owner, and with the Small Businesses Development Center. Seldovia Village Tribe Health and Wellness was also recognized for Outstanding Business in Health Care.



### **Tide Gauge at the Load and Launch Ramp**

Port Maintenance staff are completing the installation of a tide gauge at the Load and Launch ramp, second pile from the end of the outer float. A tide gauge is a long ruler attached to a piling that is calibrated to show the water level (real time) in the harbor. The gauge is visible through all stages of the tide. Staff will be working to match the tide gauge with the actual tide level published by NOAA for the Homer harbor. Harbormaster Hawkins sees the tide gauge as being a useful tool for staff,

educational for the public, and a great reference tool in case of a tsunami evacuation situation. Prior to any tsunami event, there is always an extreme change in the water level. The question everyone will be wanting to know is “has the water level dropped?” To answer this question, Harbor staff and Police Dispatch can look at the tide gauge using the Load and Launch ramp camera to zoom in on the gauge reading. At some point, the City may want to build an informational sign to mount in the overview station above the ramp to share information about the tides in Kachemak Bay. Port and Harbor staff tell boaters all the time “it’s all about the tides in Kachemak Bay,” so this simple tool helps make that point clearer.

### **Peninsula Manager’s Meeting**

On August 23<sup>rd</sup>, I traveled to Kenai to meet with fellow Peninsula City Managers and discuss regional issues. We were scheduled to meet in Seward since the last meeting was hosted by Homer, but the fires and road closures kept us on the south side of the fire. Topics covered included area capital projects, managing a leadership team, Borough issues impacting municipalities, spruce bark beetle mitigation, regional and local tourism marketing, and the upcoming census. We had a special meeting with Economic Development Administration specialist Shirley Kelly on disaster funding following the November 2018 earthquake and how the communities can align regionally to improve communication and other disaster preparedness measures. I will be participating in a follow up teleconference to keep exploring this topic. The more Peninsula communities can work together towards common goals, the more opportunities and efficiencies we will find. I always enjoy these quarterly meetings for the concrete takeaways and good ideas we can share. We noted that 3 of the 5 Peninsula Managers are graduates of the Kenai Peninsula Borough School Districts, which is one way municipalities are supporting Alaska Grown.

### **Alaska LNG Draft Environmental Impact Statement Open for Comment**

The Alaska Gasline Development Stakeholders group is soliciting comments and support for the Alaska LNG Draft Environmental Impact Statement (EIS) that was released by the Federal Energy Regulatory Commission (FERC) in June. The deadline to comment is October 3, 2019 by 5:00 PM Eastern Time. This is part of a permitting process that began in September 2014, and will hopefully culminate with a final authorization from FERC to be issued in June 2020, which would allow for the construction and opera

the Alaska LNG Project. Attached are talking points and key messages provided by the Stakeholders group to help inform comments to FERC on the draft EIS. This attachment also outlines how to submit comments. Following the close of the comment period, FERC will respond to comments and revise the draft EIS. Their schedule shows issuance of a final EIS in March 2020 with a determination on whether to approve the project along with issuance to construct and operate the project in June 2020. Public meetings on this project are detailed below:

Alaska Public Meetings

Nikiski – September 11, 2019 5:00 – 8:00 P.M. Nikiski Recreation Center, Mile 23.4 Kenai Spur Highway

Anchorage – Thursday, September 12, 2019 5:00 – 8:00 PM Dena'ina Center Khutna 1

Please let me know if Council would like to officially submit comments on behalf of the City to the FERC on this topic and I will schedule something for next Council meeting.

### **Workman's Compensation**

In the last City Manager's report, I commented on the Borough's success with reducing workman's compensation claims as presented by Mayor Pierce at AML's 2019 Summer Legislative Conference. Councilmember Smith has since asked about running a risk analysis report for the City. In December of 2018 we asked AMLJIA to do a 10 year loss analysis (letter attached). At that time, "foreign body in eye" was identified as a claim type higher than other similarly situated organizations and we instituted additional training measures and reminders to use personal protection equipment (PPE) as a result. We also discussed the importance of using ice cleats and I authorized departments to use their equipment budgets to purchase ice cleats for any employee who needs them. At the Port, this looks like a specialized work boot with retractable cleats however the City's go-to is an inexpensive pair of cleats that easily slip over outdoor shoes. Since the December 2018 loss analysis when the City determined increased training in specific areas by certain departments could be beneficial, the City has had zero incidents resulting from inadequate PPE and the City's claims for 2019 are low. If staff see a trend that shows either specific categories of claims or lack of PPE, that will be addressed with additional training. Staff already look at each claim individually and determines what, if any, measures will be taken to avoid this type of accident in the future. I have attached an analysis of the cost of City of Homer workman's compensation claims, paid by AMLJIA as a point of information. I have also attached a chart that lists claims by type. The City institutes comprehensive safety training requirements for staff both when they are hired and on an annual basis depending on the type of work they do. Most of these courses are online and I would be happy to provide Councilmembers access to them. I am open to further direction from Council on how you would like to invest in the safety of our employees.

### **Direct and Indirect Vulnerabilities from the State of Alaska and Funding Cuts**

During last week's Department Head meeting, I asked Leadership to brainstorm on ways the City's budget is directly and indirectly vulnerable to impacts from the State. Governor Dunleavy has stated there will be two more years of budget cuts, so as the City moves into a biennial budget, we all need to be ready for how City of Homer could be directly impacted by those upcoming measures.

*Enc:*

Letter of Congratulations from ADEC for Ursa Minor Status of City of Homer Water System

PWSRCAC Project Planning Request Letter

Alaska LNG Project Draft Environmental Impact Statement Points to Consider and Key Messages

Direct and Indirect Vulnerabilities from the State of Alaska and Funding Cuts

AMLJIA 10 year loss analysis and workman's compensation claims analyses



THE STATE  
of ALASKA

GOVERNOR MICHAEL J. DUNLEAVY

Department of Environmental  
Conservation

DIVISION OF WATER  
Operator Training & Certification Program

P.O. Box 111800  
Juneau, Alaska 99811  
Main: 907.465.1139  
Fax: 907.465.5177  
dec.opcert@alaska.gov

August 23, 2019

Todd Cook  
City of Homer  
3575 Heath Street  
Homer, AK 99603

Dear Mr. Cook,

On behalf of the Department of Environmental Conservation (DEC) we want to congratulate the City of Homer Water System (PWSID 240456) on achieving Ursa Minor status in Water System Excellence for 2018! The work your system has done to be in compliance with Operator Training & Certification and Drinking Water Program regulations has not gone unnoticed.

The Water System Excellence award program is new this year and is a coordinated effort on the parts of Operator Training & Certification and the Drinking Water Program.

Water System Excellence is comprised of two tiers, Ursa Major and Ursa Minor. Both the Water Treatment and Water Distribution systems are evaluated.

Ursa Major: System(s) maintained 4 quarters of Operator Training & Certification compliance and incurred no Drinking Water violations during the year.

Ursa Minor level: System(s) maintained either 4 quarters of Operator Training & Certification compliance and incurred only 1 Drinking Water violation during the year, OR 3 quarters of Operator Training & Certification compliance and incurred no Drinking Water violations during the year.

While DEC focuses on assisting system owners and operators with achieving and maintaining compliance, the responsibility for complying with the regulations lies with the system. Your demonstrated expertise and dedication to safety and health is a great benefit to your community.

Thank you for your ongoing efforts to provide safe drinking water to those served by your water system.

Sincerely,

Cindy Christian  
Drinking Water Program Manager

&

Martin Suzuki  
Acting Operator Certification Program Manager





**Regional Citizens' Advisory Council** / "Citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers."

In Anchorage: 3709 Spenard Road / Suite 100 / Anchorage, Alaska 99503 / (907) 277-7222 / FAX (907) 277-4523  
In Valdez: P.O. Box 3089 / 130 South Meals / Suite 202 / Valdez, Alaska 99686 / (907) 834-5000 / FAX (907) 835-5926

**MEMBERS**

August 29, 2019

Alaska State  
Chamber of Commerce

Ken Castner  
City of Homer  
491 Pioneer Ave  
Homer, AK 99603

mayor@ci.homer.ak.us; citymanager@cityofhomer-ak.gov

Chugach Alaska  
Corporation

**SUBJECT:** PWSRCAC Project Planning Request - Due Date September 20, 2019

City of Cordova

Dear MayorCastner;

City of Homer

The Prince William Sound Regional Citizens' Advisory Council (PWSRCAC) is seeking your ideas on projects that support our mission of promoting environmentally safe operation of the Valdez Marine Terminal and associated tankers. PWSRCAC is an independent non-profit corporation whose work is guided by the Oil Pollution Act of 1990 and our contract with Alyeska Pipeline Service Company. Our mandate includes but is not limited to:

City of Kodiak

City of Seldovia

City of Seward

City of Valdez

City of Whittier

Community of  
Chenega Bay

Community of  
Tatitlek

- monitoring the environmental impacts of the terminal facilities and the tankers that use them;
- reviewing respective oil spill prevention and response contingency plans;
- monitoring drills and exercises;
- studying wind, water currents and other environmental factors;
- reviewing new technological developments or changed circumstances;
- broadly representing our constituents in the region affected by the Exxon Valdez oil spill of 1989; and,
- providing advice and recommendations to industry and regulators on any findings coming from the above-mentioned tasks.

Cordova District  
Fishermen United

The PWSRCAC Board of Directors has adopted a Strategic Plan intended to provide a five-year framework to guide the development of our annual work plan and budget. This plan builds upon the extensive foundations and work that we have accomplished over the past 30 years. Past work and research products can be found here:

<http://www.pwsrcac.org/programs/>.

Kenai Peninsula  
Borough

Kodiak Island  
Borough

There are many avenues in which we strive to achieve our mission. One is to foster partnerships and collaboration among industry, government agencies and citizens. We have learned that such partnerships and collaborations lead to good policies, better response capabilities, safer transportation of oil, and improved environmental protection.

Kodiak Village Mayors  
Association

Oil Spill Region  
Environmental  
Coalition

Our Board of Directors is working to update the Strategic Plan to cover the years 2020 through 2025 and we invite your suggestions for projects that would support our mission. **Please submit suggestions no later than September 20, 2019.** Please provide the following information for any proposed projects:

Port Graham  
Corporation

Prince William Sound  
Aquaculture  
Corporation

- 1) Project name and brief description;
- 2) Why the new project is important to our organization, mission and/or our constituents;

- 3) What would be accomplished as a result of successfully completing the new project;
- 4) The probability of successfully completing the new project; and
- 5) Estimated cost.

A new project briefing template is attached to help you through this process for submitting conceptual, idea-based projects. If your proposal involves a more complex, data-driven project, we will need the additional information contained in the attached new project proposal template. Also attached is a contact list of our staff along with a brief description of the work of our five technical committees. You are encouraged to contact staff if you have questions about how your new project might support our organization, mission and constituents, or if you have any other questions regarding this process.

Our technical committees and the Board of Directors will evaluate current projects and proposed new projects based on the above criteria, and a five-year project schedule will be developed. We appreciate you taking the time to provide suggestions to help us achieve our goals on behalf of the citizens we represent. Joint projects help to generate a cooperative spirit of shared problem solving, leading to common ground and continuous improvements in the safety of oil transportation. Please do not hesitate to contact me if you have any questions regarding this request. Thank you, in advance, for providing your ideas and suggestions.

Sincerely,

  
Donna Schantz  
Executive Director

Cc: Robert Archibald

Enclosures:

- a) New Project Briefing Template
- b) New Project Proposal Template
- c) PWSRCAC Staff Contact List

# Alaska LNG Project Draft Environmental Impact Statement

## Points to Consider and Key Messages

### Points to consider in providing comments:

- Support the recommendation that the Alaska LNG Project, as proposed by the Alaska Gasline Development Corporation, in Nikiski, Alaska be selected as the preferred alternative for the siting of the LNG plant and marine terminal.
- In Alaska the project will reduce greenhouse gas emissions through the use of natural gas versus burning of wood and coal.
- Through potential sales of natural gas to Asian countries this will reduce greenhouse gas and provide a cleaner energy source to a significant portion of the total world population. Asia population is equivalent to 59.76% of the total world population.
- The DEIS states project construction would result in economic benefits throughout Alaska from worker spending, purchases of materials, supplies and taxes.
- Support the recommendation and the interest expressed by the National Park Service (NPS) and Environmental Protection Agency to install an interconnection to provide natural gas deliveries to Denali National Park and Preserve (DNPP) and the Denali Borough. NPS will convert existing operations and bus fleet to natural gas thereby reducing air emissions within DNPP.
- Construction of a gas pipeline will supply Alaskans with gas and improve air quality.
- The project will provide Alaskans and Alaska companies with economic opportunities.
- The DEIS finds that with the implementation of best management practices, impacts to wildlife will not be significant.
- The DEIS notes impacts to recreation areas during construction would be temporary and minor.
- DEIS finds the extent of impacts to subsistence activities would vary by community but overall the impacts would be not be significant.
- The DEIS concludes most project impacts would not be significant and would be reduced to minor impacts with the implementation of proposed avoidance, minimization and mitigation measures.
- AGDC has responded to public concerns surrounding the development of the gas pipeline and liquifaction facilities.
- AGDC's in water activities will follow mitigation measures to minimize impacts to marine mammals and their behavior developed in conjunction with stakeholders, National Marine Fisheries Service and U.S. Fish and Wildlife Service.
- Establishment of Local Subsistence Implementation Councils to identify community issues and concerns will help to ensure impacts to subsistence activities are minimal.

### Employment

- Construction jobs – Total over eight years equals 29,100 with the peak employment during the project's 4<sup>th</sup> year at 7,620 jobs. (Table 4.11.2-5, page 4-606)



- Operations jobs – 980 with jobs concentrated in the Kenai Peninsula Borough, Municipality of Anchorage and North Slope Borough. Gas treatment plant employing 170 personnel; Mainline pipeline, compressor and meter stations employing 225 workers; the Liquefaction Plant employing 240 workers in Nikiski with 345 personnel for operation and maintenance in Anchorage. Projected total annual wages \$385 million. (page 4-599, page 4-605)
- Increased employment opportunities in most industries with particular growth expected in the oil and gas, mining support services, construction, transportation, professional, scientific and technical services. (page 4-604)

### **Gas for Alaskans**

- In state delivery of natural gas will improve air quality conditions throughout the state. (Air Quality, Volume 3, page 4-877)
- Connection to the Interior Gas Utility will provide assurance of a long-term, economic energy supply for Fairbanks and North Pole residents, commercial and industrial users.
- The potential for smaller communities along the pipeline to bring affordable, reliable natural gas to residential, commercial and industrial users.
- Interconnection of the main gas pipeline to the existing Southcentral pipeline infrastructure/network will provide assurance of long-term, economic energy supplies for residential, commercial and industrial users.
- Additional in-state natural gas to support new resource development projects.

### **Value Add to Alaska Economy**

- \$7.1 billion of materials and services will be purchased in Alaska. (Table 4.11.2-4, page 4-602, page 4-605)
- Alaska LNG Project will create jobs and provide significant economic opportunity for businesses currently operating in Alaska. Trucking, marine pilots, tug operators, construction companies, equipment suppliers along with hotels, car rental and in state air carriers. (page 4-604)
- The Alaska Railroad would realize significant economic opportunity in transportation of project related supplies from the Port of Seward to Fairbanks. (page 4-658, pages 4-674 to 4-675)
- Ports in Southcentral Alaska – Seward, Whittier, Anchorage, Beluga, and Nikiski – will see increased revenues and new jobs as the primary points of entry for offloading equipment and materials. (page 4-660, pages 4-663 to 4-666, pages 4-676 to 4-680)
- Dutch Harbor will serve as the staging area for major sealift modules providing the community with economic benefits. (page 4-662, page 4-667)

### **General**

- Liquefaction Facility will be located in an area that has served as an industrial area for the past 50+ years.
- Gas pipeline will follow existing the Trans-Alaska Pipeline corridor and the George Parks Highway Right-of Way. From Prudhoe Bay to Beluga, the pipeline route is the same one permitted by the U.S. Army Corps of Engineers, in June 2019, for Alaska Stand Alone Pipeline (ASAP). (TAPS 2-59)

**Where to provide public testimony**

FERC will be holding eight community meetings around the state the week of September 9, 2019. BLM will hold public hearings and solicit public testimony at these eight meetings plus two additionally meetings in communities that could be affected. A complete list of the location of the public meetings is at [www.alaska-lng.com](http://www.alaska-lng.com).

**How can I offer comments on the Draft Environmental Impact Statement?**

To be properly recorded, FERC asks you carefully follow these instructions:

1. File your comments electronically using the eComment feature on the Commission's website ([www.ferc.gov](http://www.ferc.gov)) under the link to Documents and Filings. This is an easy method for submitting text only comments.
2. File your comments electronically using the eFiling feature on the Commission's website ([www.ferc.gov](http://www.ferc.gov)) under the link to Documents and Filings. With eFiling, you can provide comments in a variety of formats by attaching them as a file with your submission. New eFiling users must first create an account by clicking on "eRegister. If you are filing a comment on a particular project, please select "Comment on a Filing" as the filing type.
3. File a paper copy of your comments by mailing them to the following address. Be sure to reference the Project docket number (CP17-178-000) with your submission: Kimberly D. Bose, Secretary, Federal Energy Regulatory Commission, 888 First Street NE, Room 1A, Washington, D.C. 20426.
4. In lieu of sending written or electronic comments, attend one of the eight public comment meetings being held around Alaska.

## *Direct and Indirect Vulnerabilities from the State of Alaska and Funding Cuts*

September 4<sup>th</sup>, 2019

Prepared by Katie Koester, City Manager

### **Direct Vulnerabilities**

#### *Airport*

- State could continue to increase the base lease amount for the land underneath the Terminal. 2019 amount is \$27,000 which is scheduled to increase to at least \$35,000 by 2022 and beyond.
- State could close the Homer Airport, which would force the City to look into management of the tarmac and associated operations.

#### *Fire*

- State could discontinue Code Blue grant funding. The Code Blue Project was started in 1999 in an effort to identify, prioritize and seek funding for essential equipment for rural emergency medical services in Alaska. Our most recent award from Code Blue helped pay for the ambulance.

#### *Library*

- State could cancel the Public Libraries Assistance Grant, which has a value of \$7,000.
- State (Alaska Library Network) could discontinue database subscriptions the City needs, transferring a \$500-\$5,000 expense to the City.
- State could reduce CE grants, which total \$1,250-\$2,500.
- State could reduce or cancel the OWL network and Live Homework Help.

#### *Port& Harbor*

- State could discontinue Municipal Harbor Grant. This program was created to provide a 50/50 matching grant to assist municipalities with the continued maintenance and cost burdens associated with harbors.

#### *Police*

- State could discontinue the Special Services contract that provides logistical support to the troopers, which has a value of \$36,000.
- State could discontinue funding maintenance of Alaska's Land Mobile Radio System (ALMR) with a \$25-40,000 expense passed on to the City.
- State has discontinued contributing towards Police Office Academy training, this increased our 2019 training expenses by \$13,000 expense. Previously, all academy training costs were covered by the Alaska Police Standards Council.
- State could discontinue or alter the Community Jail Contract, which currently provides the City \$450,000.

#### *Public Works*

- State could take back over winter maintenance of Pioneer Avenue. We currently receive \$34,000 from DOT and provide a much higher level of service to our downtown businesses that DOT would be able to.
- State could increase the cost of permits and fees.

#### *City-wide*

- State could decrease PERS on behalf payments (1%=60,000).
- Future funding for Community Assistance Program is in question. The amount for 2019 is down from 2018 at \$168,000.

### **Indirect Vulnerabilities**

#### *Fire*

- State could stop performing fire investigations.
- State could stop responding to fire marshal complaints/improper treatment leaving enforcement to local municipalities.

#### *Library*

- State cuts to school funding could increase the school district's reliance on the Library to offer educational opportunities and services such as afterschool or during-school programs.

#### *Public Works*

- State could pressure the City to take over State-maintained roads.

#### *Port and Harbor*

- State could reduce Alaska Marine Highway ferry service to Homer. This would negatively impact residents' transportation needs and Homer's tourism economy.
- Concerns regarding the priority of maintaining Homer Spit Road fall in the face of mounting and expensive erosion issues.

#### *City-wide*

- Impact on the local economy of economic uncertainty, reduced investment, closure of public facilities/services.
- City staff interact daily with State employees and need their cooperation and assistance to do their jobs. As State departments decrease capacity, routine tasks can become more difficult and time consuming.

## MEMORANDUM

DATE: December 21, 2018  
TO: Katie Koester, City Manager  
FROM: Tony Blodgett, CSP, Risk Control Specialist  
SUBJECT: Loss Analysis (Fiscal Years 2009-2019)



The Alaska Municipal League Joint Insurance Association (AMLJIA) was asked to look into loss trends that may negatively affect the City of Homer (City). I had the opportunity to speak with you to develop parameters for the analysis. During my analysis, I identified a possible trend. Generally, though because the City's incidents within the data pool were few compared to the average of the pool as a whole, I was unable to definitively identify any other trends.

I looked back 10 fiscal years for a combined total and percentage, with a focus on Major Cause Categories to identify possible trends. During the analysis, there were three Major Cause Categories that were viewed as possible areas the city should continue to focus its efforts, "Strain or injured by," "Miscellaneous (Foreign Body in Eye)" and "Falls, Slips, and Trips."

The City accounts for 2.4% of the pool's payroll. Comparing your losses, in the "Strain or Injured by" category, there were 17 (1.8% of pool) compared to 912 total incidents. In the "Fall, Slip or Trip" category, there were 15 (1.3% of pool) compared to 1,091 total incidents. Lastly, the city experienced six (17% of pool) in the "Foreign Body in Eye" category compared to 35 total incidents. The majority of these incidents occurred primarily in the public works department and harbor and port operations. I will discuss this finding further.

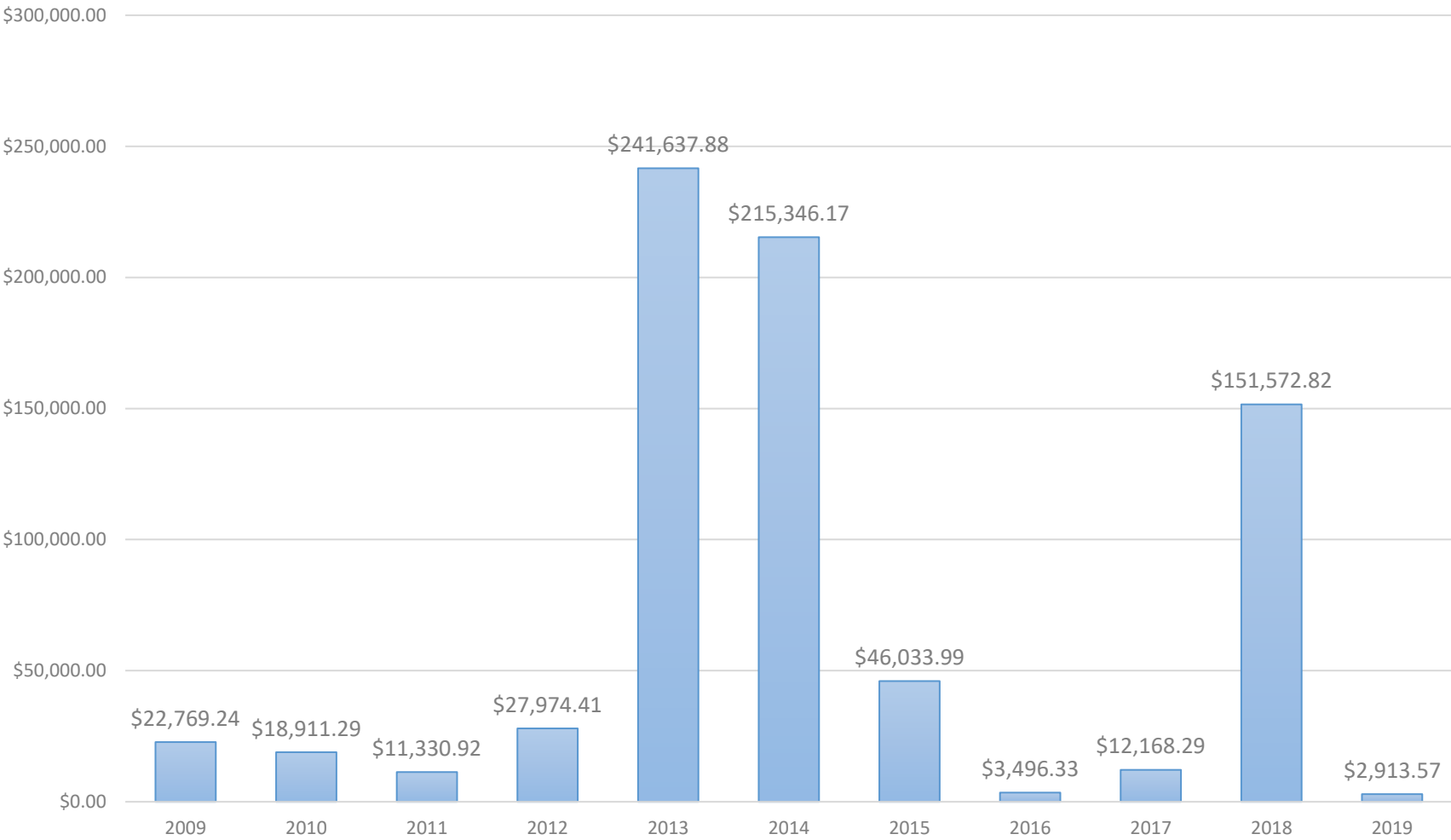
As I alluded to above, objectively, the data shows no specific trends for the City of Homer when compared to the entire pool, however, the indicated percentage of "Foreign Body in Eye," is concerning. You may want to suggest that public works and harbor employees wear personal protective equipment (safety glasses). While the City may have had streak of bad luck in the eye department, it is enough of an anomaly to warrant further attention and comment. Under the current workers' compensation schedule, loss of an eye would cost at least the minimum of 25 percent of the whole person or \$44,250. That's not to mention the hardships for the employee. Loss of both eyes would be considerably worse.

I recommend that you and city officials, department heads, supervisors, and individual employees continue to keep safety and risk management at the forefront of your thoughts when conducting your work or job tasks. Although there are no trends, a singular accident, such as the loss of vision or body part cannot only have substantial direct costs (workers' compensation costs or medical bills), but can also have indirect costs (loss of morale, stress, inability of other employee affected by incident to focus on tasks, etc.). I congratulate you and the City on your proactive interest in protecting your employees and the City's finances.

If there are any questions regarding this report, please contact me at (800) 337-3682.

Description	Total injuries per category from 2009-2020												
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
Burns			1		1	1	1		2				6
Caught Under or Between something										1			1
FRACTURE/DISLOCATE	1												1
Injured During Training	1					1							2
FOREIGN BODY IN EYE/POKE/SCRATCH	1	1				1		1	1		1	1	7
EXIT/ENTER		1											1
SLIPPED/TRIPPED DID NOT FALL		1											1
XXBITE/SCRATCH BY ANIMAL OR INSECT			1										1
NEEDLE STICK			1										1
EXPOSURE TO CHEMICALS/GASES/FUMES			1		1								2
MENTAL STRESS				1									1
INJURED TRYING TO CONTROL PERSON					2								2
MOTOR VEHICLE ACCIDENT					1	3				1			5
Cut, Puncture, Scrape Injured By	1		1		1			2	1	1	1		8
Fall, Slip, or Trip	2	2	2	1	2	1	2		1				13
Absorption, Ingestion or Inhalation, NOC	1												1
Rubbed or Abraded BY				1									1
Strain or Injury	6	4	2	1	1	3	2		3	3	4	2	31
Striking Against or Stepping On		1							1	1			3
Struck Or Injured By		1		1				1	1	2	1		7
Unknown/not provided							1						1
<b>Total injuries for the year</b>	<b>13</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>9</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>10</b>	<b>9</b>	<b>7</b>	<b>3</b>	

City of Homer Workman's Comp Costs, FY 2009-2019







95 Sterling Highway, Suite 2, Homer, Alaska 99603

*A non-profit organization dedicated to enhancing, preserving and protecting the resources of Kachemak Bay State Park.*

Dear Katie Koester,  
City Manager  
City of Homer Alaska

Kachemak Bay State Park will be 50 years old on May 9 2020.

Alaska State Parks and Friends of Kachemak Bay State Park would like to celebrate this occasion with several special events that will focus on the “Jewel of Kachemak Bay.

Friends of Kachemak Bay State Park would like to invite the City of Homer to recognize the anniversary of the park. This could be done in a variety of ways.

We propose having two banners made which would identify the park and its 50-year anniversary. These would be the same size and shape that hang on light standards on Pioneer Ave.

We propose the City of Homer proclaim the year after May 9, 2020 as the year of Kachemak Bay State Park. The Month of May would be acceptable however the year seems more apropos.

We are planning a public celebration on May 9, 2020 that would include a barbeque with speakers talking to the history of the park. This is still in the planning stage and we are reaching out to anyone who was instrumental in the development of the park as guest speakers.

We are planning a fun, engaging afternoon for Homer and there is time to entertain any ideas the city may have.

Friends of Kachemak Bay State Park and its Anniversary Committee will keep you informed as to plans as we move forward.

Respectfully,  
Robert Archibald  
Board Member  
Friends of Kachemak Bay State Park

**ORDINANCE REFERENCE SHEET**  
**2019 ORDINANCE**  
**ORDINANCE 19-19(S)**

An Ordinance of the City Council of Homer, Alaska, Amending Homer City Code Title 14.08, “Water Rules and Regulations” to add HCC 14.08.015, “Water Service Area” and Prohibiting the City from Providing Water Service Outside the City of Homer Unless Authorized by Ordinance or Required by Law and Requiring the Adoption of Extraterritorial Public Utility Agreements by Resolution.

Sponsor: Aderhold

1. City Council Regular Meeting April 22, 2019 Introduction

Postponed introduction to May 28, 2019 for Worksession.

2. City Council Worksession & Regular Meeting May 28, 2019

Memorandum 19-072 from Councilmember as backup

3. City Council Regular Meeting June 10, 2019 for Public Hearing and Second Reading

Adopted substitute ordinance; referred to Economic Development Advisory Commission, Planning Commission and Port and Harbor Advisory Commission

4. City Council Regular Meeting August 26, 2019 Second Reading- Postponed

Memorandum 19-104 from Port & Harbor Advisory Commission as backup

Memorandum 19-105 from Economic Development Advisory Commission as backup

Memorandum 19-106 from Planning Commission as backup

5. City Council Regular Meeting September 9, 2019 Second Reading

Memorandum 19-117 from City Attorney as backup



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

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

62

63 b. ~~Notwithstanding the other provisions of this Section~~ **Unless otherwise required by**  
64 **law**, after [**insert effective date of this ordinance**], the City-owned Water System may  
65 only be ~~extended~~ **permitted** to properties outside City boundaries adjacent to a water  
66 main that serves property within the City.

67

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

71

72 d. Before **connection to** City-owned water service may be ~~extended~~ **permitted** outside its  
73 borders under this Section, Council must approve an Extraterritorial Water System  
74 Agreement between the City and the owner of extraterritorial property receiving City-  
75 owned water service.

76

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

- 78
- 79 1. Identify the location of the property, the intended and existing use of the  
80 property, and the reason for requesting the ~~extension of~~ **connection to the** City-  
81 owned ~~property~~ **water main** to the property;



124 Introduction:  
125 Public Hearing:  
126 Second Reading:  
127 Effective Date:  
128  
129 YES:  
130 NO:  
131 ABSTAIN:  
132 ABSENT:  
133  
134 Reviewed and approved as to form:  
135  
136 \_\_\_\_\_  
137 Katie Koester, City Manager  
138  
139 Date: \_\_\_\_\_

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





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

- 44
- 45 1. Identify the location of the property or properties to be serviced;
  - 46 2. Identify and incorporate by reference any applicable agreements between the
  - 47 City and the jurisdiction in which the property is or properties are located;
  - 48 3. Identify essential terms and conditions of the agreement that must be included
  - 49 in any agreement between the property owner, the City, and/or the jurisdiction
  - 50 in which the property is or properties are located;
  - 51 4. Specify the cost of extending **providing City** water service to the identified
  - 52 property and the required cost allocation method **of any costs and fees**
  - 53 **associated with connecting to the water main, including costs associated**
  - 54 **with the original main extension**, for the property or properties;
  - 55 5. Affirm that the cost allocation method and the amount paid by the property
  - 56 owner and/or the jurisdiction where the property is located includes the full
  - 57 costs and fees of the extension and does not disadvantage property owners
  - 58 within the City; and
  - 59 6. Affirm the extension of **connection to** water services under this section is lawful,
  - 60 in the City's best interest, and in furtherance of public health and welfare within
  - 61 the City.
  - 62 7. **Include a resolution from the Homer Planning Commission affirming that,**
  - 63 **the proposed connection fully complies with and meets the goals of the City**
  - 64 **Comprehensive Plan.**

65

66 b. ~~Notwithstanding the other provisions of this Section~~ **Unless otherwise required by**  
67 **law and subject to the requirements of this Section**, after [insert effective date of  
68 **this ordinance**], **properties outside City boundaries may only access** the City-owned  
69 Water System ~~may only be extended to properties outside City boundaries~~ **if the**  
70 **property seeking access is** adjacent to a water main that serves property within the  
71 City.

72

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

76

77 d. Before **connection to** City-owned water service may be extended **permitted** outside  
78 its City borders under this Section, Council must approve an Extraterritorial Water  
79 System Agreement between the City and the owner of extraterritorial property  
80 receiving City-owned water service.

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

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1. Identify the location of the property, the intended and existing use of the property, and the reason for requesting the extension of **connection to the City-owned property water main** to the property;
2. Specify the amount of the extension, the cost allocation of any costs and fees associated with the extension **connecting to the water main, including costs associated with the original main extension** and the specific terms of any payment method for the property;
3. Incorporate all City laws, policies, and procedures governing the extension **connection**, installation, operation, and maintenance of the City-owned Water System;
4. Incorporate any applicable agreements between the City and the jurisdiction in which the property is located; and
5. ~~Require the property owner to consent to and confirm that the City has full authority to regulate any use of the property that has or may have an impact on the City-owned Water System.~~

- f. **Connection to City** ~~W~~water may not be extended outside City limits until the City amends its certificate of public convenience and necessity to include the ~~extended~~ **permitted** service area, if required by state law.
- g. Except as provided in this title or upon approval granted by Council via ordinance and permitted by law, persons **water customers** outside City limits will be treated the same as persons **water customers** inside City limits with regard to permitting fees and water rates.

Section 2. This ordinance shall take effect upon its adoption by the Homer City Council.

Section 3. This ordinance is of a permanent and general character and shall be included in Homer City Code.

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

CITY OF HOMER  
  
\_\_\_\_\_  
KEN CASTNER, MAYOR

ATTEST:

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MELISSA JACOBSEN, MMC, CITY CLERK

Introduction:  
Public Hearing:  
Second Reading:  
Effective Date:

YES:  
NO:  
ABSTAIN:  
ABSENT:

Reviewed and approved as to form:

\_\_\_\_\_

Katie Koester, City Manager

\_\_\_\_\_

Holly Wells, City Attorney

Date: \_\_\_\_\_

Date: \_\_\_\_\_

## MEMORANDUM 19-1xx

**TO:** Mayor and Council Members  
City of Homer

**CC:** Katie Koester, City Manager  
Melissa Jacobsen, City Clerk

**FROM:** Holly C. Wells, with input and concurrence with Sponsor Donna Aderhold

**DATE:** September 3, 2019

**FILE NO.** 506,742.27

**RE:** **ORDINANCE 19-019(S-2): Introduction to Changes and Amendments to Ordinance 19-019(S)**

---

Sponsor Donna Aderhold has placed before Council Ordinance 19-19(S-2), which incorporates amendments adopted by Council at its August 24, 2019 regular meeting as well as comments and recommendations made by the Homer Planning Commission. Council's adopted amendments ensure that the City water system is only made available to outside jurisdictions when required by law or past conduct or when a water main adjacent to the extraterritorial property already exists.

Additional revisions to the Ordinance have been made as a result of direction given to the Sponsor or arising from the Sponsor's review and consideration of recommendations from the Homer Planning Commission. Less substantive revisions were made to clarify and simplify Ordinance language in light of the adopted and the proposed revisions.

More specifically, additional revisions include:

- 1) Line 51, add the word "City" before "water service" to clarify that the cost information required applies to the cost of City water service. This seems obvious but its in the City's best interest to foreclose any room for mis-interpretation.
- 2) Line 59, remove the word "permitting" because the conduct required to be lawful, in the City's interest and in furtherance of public health and welfare, is the actual connection rather than the act of granting authority to connect.
- 3) Insert No. 7 on lines 62-64, which requires a resolution from the Homer Planning Commission affirming that the proposed extraterritorial connection fully complies and meets the goals of the City Comprehensive Plan. The purpose of this added requirement is to incorporate the Planning Commission's recommendations that considerations

regarding annexation and the Comprehensive plan are incorporated into the process and the ordinance. While these types of considerations are often included in “Whereas” clauses, such clauses are not law. Instead, incorporating the requirement into the text of the ordinance ensures that the Commission’s recommendations are memorialized and given due consideration.

4) Lines 60-69 were revised to effectuate the intent of Councilmember Lord’s proposed amendment while ensuring the language remains precise.

5) Remove lines 94-96, which required the property owner to consent to and confirm the City has full authority to regulate any use of the property impacting the City-owned Water System. While City Council retains the ability to regulate uses and conduct that will have an impact on the Water System, the removal of this provision completely permits Council to ensure that such authority is narrowly tailored to the specific use of the Water System at issue.



**ORDINANCE REFERENCE SHEET**  
**2019 ORDINANCE**  
**ORDINANCE 19-38**

An Ordinance of the City Council of Homer, Alaska, Amending the FY 2019 Operating and Capital Budgets to Provide for Necessary Mid-Year Adjustments by Appropriating and Transferring funds from the General and Water Sewer Funds.

Sponsor: City Manager/Finance Director.

1. City Council Regular Meeting August 12, 2019 Introduction  
Memorandum 19-099 from Finance Director as backup
2. City Council Regular Meeting August 26, 2019 Public Hearing and Second Reading  
Memorandum 19-099 from Finance Director as backup
3. City Council Regular Meeting September 9, 2019 Second Reading  
Memorandum 19-099 from Finance Director as backup  
Memorandum 19-118 from City Manager as backup



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Expenditure:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
100-0176-5207	Vehicle and Boat Maintenance	\$40,000

Section 2. The City Council hereby appropriates \$10,000 from the Library Depreciation Reserve to provide additional funding for the replacement of security cameras at the Library:

Expenditure:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
156-0390	Security Camera Replacement	\$4,194

Section 3. The City Council hereby appropriates \$85,500 from the Fire Fleet Reserve to purchase a new command vehicle and to repurpose Utility 2 as another command vehicle:

Expenditure:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
156-0381	Purchase New Command Vehicle	\$75,000
156-0381	Repurpose Utility 2 as Command Vehicle	\$10,500

Section 4. The City Council hereby appropriates \$33,000 from the Airport Depreciation Reserve to fund the design of the airport terminal roof replacement and provide additional funding for the replacement of security cameras at the airport:

Expenditure:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
100-0388	Design Terminal Roof Replacement	\$23,000
100-0388	Security Camera Replacement	\$10,000

Section 5. The City Council hereby appropriates \$25,643 from the Public Works Depreciation Reserve to fund the replacement of road traffic and construction inventory, to fund a policy change that impacts the accounting of inventory, and to fund the replacement of GIS equipment:

80 Expenditure:

81 <u>Account</u>	<u>Description</u>	<u>Amount</u>
82 100-0395	Inventory Replacement	\$6,300
83 100-0395	Inventory Policy Change - Accounting	\$12,526
84 100-0395	GIS Equipment Replacement	\$6,817

85

86 **Section 6. The City Council hereby appropriates \$35,000 from the Old Middle**  
 87 **School Depreciation Reserve to fund a study on the demolition of the HERC building:**

88

89 **Expenditure:**

90 <u>Account</u>	<u>Description</u>	<u>Amount</u>
91 <b><u>156-0396</u></b>	<b><u>HERC Demolishment Study</u></b>	<b><u>\$35,000</u></b>

92

93

94 Section 7. The City Council hereby appropriates \$35,000 from the transfer to Water  
 95 Fund Reserve to the Water Meters budget for meter head installation:

96

97 Expenditure:

98 <u>Account</u>	<u>Description</u>	<u>Amount</u>
99 200-0406-5202	Operating Supplies	\$35,000

100

101 Section 8. The City Council hereby appropriates \$106,817 from the Sewer Fund  
 102 Reserve to fund the upgrade to the Sewer Treatment Plant HVAC control system, to purchase  
 103 a new ½ ton pick-up truck with flatbed, and to fund the replacement of GIS equipment:

104

105 Expenditure:

106 <u>Account</u>	<u>Description</u>	<u>Amount</u>
107 256-0379	STP HVAC Control System Upgrade	\$83,500
108 256-0379	½ ton Pick-Up Truck with Flatbed	\$16,500
109 256-0379	GIS Equipment Replacement	\$6,817

110

111 Section 9. The City Council hereby appropriates \$23,317 from the Water Fund Reserve  
 112 to purchase a new ½ ton pick-up truck with flatbed, and to fund the replacement of GIS  
 113 equipment:

114

115 Expenditure:

116 <u>Account</u>	<u>Description</u>	<u>Amount</u>
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117	256-0378	½ ton Pick-Up Truck with Flatbed	\$16,500
118	256-0378	GIS Equipment Replacement	\$6,817

119

120           Section 10. This is a budget amendment ordinance only, is not permanent in nature,  
121 and shall not be codified.

122

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

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CITY OF HOMER

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\_\_\_\_\_  
KEN CASTNER, MAYOR

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132 ATTEST:

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134 \_\_\_\_\_

135 MELISSA JACOBSEN, MMC, CITY CLERK

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137 YES:

138 NO:

139 ABSTAIN:

140 ABSENT:

141

142 First Reading:

143 Public Reading:

144 Second Reading:

145 Effective Date:

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148 Reviewed and approved as to form:

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150 \_\_\_\_\_

151 Katie Koester, City Manager

152

153 Date: \_\_\_\_\_

\_\_\_\_\_

Holly C. Wells, City Attorney

Date: \_\_\_\_\_





41           Section 1. The City Council hereby appropriates \$40,000 from the transfer to Public  
42 Works Fleet Reserve to the Motor Pool budget to fund increased equipment and maintenance  
43 costs for the city’s motor pool and for the repair of backhoe bucket:  
44

45 Expenditure:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
100-0176-5207	Vehicle and Boat Maintenance	\$40,000

49           Section 2. The City Council hereby appropriates \$20,000 from the transfer to Public  
50 Works Reserve to the Public Works Administration budget to fund the hire of temporary  
51 project manager:  
52

53 Expenditure:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
<b>100-0170-5103</b>	<b>Part-time Wages</b>	<b>\$15,000</b>
<b>100-0170-5104</b>	<b>Part-time Benefits</b>	<b>\$5,000</b>

60           Section 3. The City Council hereby appropriates \$10,000 from the Library Depreciation  
61 Reserve to provide additional funding for the replacement of security cameras at the Library:  
62

63 Expenditure:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
156-0390	Security Camera Replacement	<del>\$4,194</del> <b>\$10,000</b>

67           Section 4. The City Council hereby appropriates \$85,500 from the Fire Fleet Reserve to  
68 purchase a new command vehicle and to repurpose Utility 2 as another command vehicle:  
69

70 Expenditure:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
156-0381	Purchase New Command Vehicle	\$75,000
156-0381	Repurpose Utility 2 as Command Vehicle	\$10,500

75           Section 5. The City Council hereby appropriates ~~\$33,000~~ **\$23,000** from the Airport  
76 Depreciation Reserve to fund the design of the airport terminal roof replacement and provide  
77 additional funding for the replacement of security cameras at the airport:

78 Expenditure:

79 Account	Description	Amount
80 156-0388	Design Terminal Roof Replacement	<del>\$23,000</del> <b>\$13,000</b>
81 156-0388	Security Camera Replacement	\$10,000

82

83 Section 6. The City Council hereby appropriates \$25,643 from the Public Works  
 84 Depreciation Reserve to fund the replacement of road traffic and construction inventory, to  
 85 fund a policy change that impacts the accounting of inventory, and to fund the replacement of  
 86 GIS equipment:

87

88 Expenditure:

89 Account	Description	Amount
90 156-0395	Inventory Replacement	\$6,300
91 156-0395	Inventory Policy Change - Accounting	\$12,526
92 156-0395	GIS Equipment Replacement	\$6,817

93

94 **Section 7. The City Council hereby accepts and appropriates \$62,500 from the**  
 95 **Division of Forestry for reimbursement of expenses incurred providing mutual aid for the**  
 96 **North Fork Fire:**

97

98 **Revenue:**

99 Account	Description	Amount
100 <b>157-0934</b>	<b>North Fork Fire</b>	<b>\$62,500</b>

101

102 **Expenditure:**

103 Account	Description	Amount
104 <b>157-0934</b>	<b>North Fork Fire Personnel Costs</b>	<b>\$10,500</b>
105 <b>152-0381</b>	<b>Fire Fleet Costs</b>	<b>\$52,000</b>

106

107 **Section 8. The City Council hereby appropriates \$35,000 from the Old Middle**  
 108 **School Depreciation Reserve to fund a study on the demolition of the HERC building:**

109

110 **Expenditure:**

111 Account	Description	Amount
112 <b>156-0396</b>	<b>HERC Demolishment Study</b>	<b>\$35,000</b>

113

114           Section 9. The City Council hereby appropriates \$35,000 from the transfer to Water Fund  
115 Reserve to the Water Meters budget for meter head installation:

116

117 Expenditure:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
118 200-0406-5202	Operating Supplies	\$35,000

120

121           Section 10. The City Council hereby appropriates \$106,817 from the Sewer Fund  
122 Reserve to fund the upgrade to the Sewer Treatment Plant HVAC control system, to purchase  
123 a new ½ ton pick-up truck with flatbed, and to fund the replacement of GIS equipment:

124

125 Expenditure:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
126 256-0379	STP HVAC Control System Upgrade	\$83,500
127 256-0379	½ ton Pick-Up Truck with Flatbed	\$16,500
128 256-0379	GIS Equipment Replacement	\$6,817

130

131           Section 11. The City Council hereby appropriates \$23,317 from the Water Fund Reserve  
132 to purchase a new ½ ton pick-up truck with flatbed, and to fund the replacement of GIS  
133 equipment:

134

135 Expenditure:

<u>Account</u>	<u>Description</u>	<u>Amount</u>
136 256-0378	½ ton Pick-Up Truck with Flatbed	\$16,500
137 256-0378	GIS Equipment Replacement	\$6,817

139

140           Section 12. This is a budget amendment ordinance only, is not permanent in nature,  
141 and shall not be codified.

142

143                   ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this \_\_\_\_\_ day of  
144 \_\_\_\_\_, 2018.

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CITY OF HOMER

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\_\_\_\_\_  
KEN CASTNER, MAYOR

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153 ATTEST:

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157 MELISSA JACOBSEN, MMC, CITY CLERK

158

159 YES:

160 NO:

161 ABSTAIN:

162 ABSENT:

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164 First Reading:

165 Public Reading:

166 Second Reading:

167 Effective Date:

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170 Reviewed and approved as to form:

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173 \_\_\_\_\_

174 Katie Koester, City Manager

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176 Date: \_\_\_\_\_

\_\_\_\_\_

Holly C. Wells, City Attorney

Date: \_\_\_\_\_



# City of Homer

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

Finance Department

491 East Pioneer Avenue  
Homer, Alaska 99603

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

(p) 907-235-8121

(f) 907-235-3140

## Memorandum 19-099

TO: Mayor Castner and Homer City Council  
THROUGH: Katie Koester, City Manager  
FROM: Elizabeth Walton, Finance Director  
DATE: August 7, 2019  
SUBJECT: 2019 Mid-Year Budget Amendments

---

The purpose of this memo is to provide additional discussion on the proposed 2019 mid-year budget adjustments.

Based on policy perspective, management decided to allow certain line items to nominally run over the budgeted amount. We are pushing truth in reporting (transparency) and making sure that the budgeted amounts are in line with actual costs, so therefore we would rather a department go over in a line item than “hide” those costs in another line to stay within budget. These overruns are offset with an expected underage in another line item within the same “department” budget. Thus, there was no need to include these requests in the budget amendment ordinance. These overruns are detailed below:

- Police Administration (100-0160):
  - **Request Language:** The Police Department hired a new police officer this year that had to attend the police academy in Sitka. In years past all academy training was paid for by the Alaska Police Standards Council. The council can no longer afford to pay any academy training costs. The cost for sending one officer to the academy is approximately \$15,000 which is over half of our approved employee training budget. Despite reducing employee training to help offset the academy costs we still have other training needs and requirements to fill this year. We are requesting to transfer \$8,000 from 100.0163.5101, (Wages-Regular), to 100.0160.5603, (Employee Training), to adequately cover our police officer training costs. The funds in our budget line item for wages are available due to a police officer position being vacant for several months.
  - **Administration Decision:** Due to the size of this request being within City Manager authority, administration felt it more appropriate to overrun the Training line item and come in under budget in the Regular Wages line. Overall, the Police Administration budget will remain within the adopted amount.

- Public Works – Motor Pool (100-0176):
  - **Request Language:** The Fire Department vehicles have had to have some extra attention in 2019. Outside personnel was brought in to do some of the additional work early in the year to get some equipment fully operational. And, a large purchase was just made to get Engine 4 operational. This was a purchase of a \$5,500 turbo so that the engine could operate as required to function the pumps. This purchase will exceed the budget line item by about \$300. Requesting an adjustment of \$5,900 will provide 38% of the normal budget with approximately 42% of the year remaining.
  - **Administration Decision:** Due to the size of this request being within City Manager authority, administration felt it more appropriate to overrun the Fire Motor Fuel line item and stay within the overall bounds approved in the Motor Pool adopted budget.
- Port and Harbor – Harbor Maintenance (400-0611):
  - **Request Language:** 400-0611-5207 is a combined expense account for all the port and harbor rolling stock. Early in 2019 we had to replace the engine in patrol truck 429 and the cost overrun in the port maintenance-vehicle boat maintenance account is due to that unexpected engine failure. This reimbursement should come from the port and harbor fleet reserves 452-0374 account. The requested additional funding totaled \$9,000.
  - **Administration Decision:** Due to the size of this request being within City Manager authority, administration felt it more appropriate to overrun the Vehicle/Boat Maintenance line item and stay within the overall bounds approved in the Harbor Maintenance adopted budget.

**CITY OF HOMER  
DEPARTMENT BUDGET REQUEST  
Mid-Year 2019**

Requesting Department Library Date 8/1/2019

<input type="checkbox"/> <b>Request for Additional Personnel:</b> Position Title _____ Salary Range & Step _____ Full-time <input type="checkbox"/> Part-time <input type="checkbox"/> Hours Per Year _____ <hr/> <b>(FINANCE DEPT WILL COMPLETE)</b> 5101 Permanent Employees _____ 5102 Fringe Benefits _____ 5103 P/T Employees _____ 5104 Fringe Benefits P/T _____ 5105 Overtime _____ <b>Total Personnel Cost</b> _____	<input checked="" type="checkbox"/> <b>Capital Request</b> (for acquiring/constructing a major, long-term asset valued at \$5,000 or more) <input type="checkbox"/> <b>Operating Line Item Increase</b> Request Title <u>Library Security Cameras Replacement</u> *Additional Funding* _____ Fund Name: <u>General Fund</u> Account Name: <u>Library Depreciation</u> Account # <u>156-0390</u> Estimated Cost: <u>\$10,000</u>
--	---

**Fully describe the specifics of your budget request i.e. item(s) to be purchased, their function and justification.**

The library has 12 security cameras which monitor the outside of the building and several indoor areas that are difficult to see from the front desk. The recordings can be used to obtain information about theft, vandalism and other infractions of the law. The camera feeds are visible from the front desk and from the police station, with recordings viewable for 7-10 days.

The cameras are well past their designed lifespan. Of the twelve, only four work at all, and those are erratic. The manufacturer no longer makes the parts, the cables or the cameras themselves. The maintenance department has been unable to service the equipment for some time.

In a mid-year budget adjustment for 2018, the former Library Director requested \$20,000 to fund replacement for the cameras. The \$20,000 was approved but the work was never carried out due to trade conflicts with China. (The original bid would have used Chinese-made equipment, which is no longer allowed.) The IT Director now estimates the total replacement cost at up to \$30,000. This estimate is based on 12 new cameras at \$1,700 each, plus 9 new licenses at \$200 each, plus labor and installation costs.

**How is this request necessary for the Department to carry out its mission, or to meet Department goals?**

The cameras are needed for the safety of the staff and public, as well as the protection of the library building and assets.

**Priority of Need:** This budget request item ranks #  of the department's  budget requests.

Requestor's Name: Dave Berry Dept Head Approval Dave Berry  
 Date 8/1/2019

City Manager Recommendation:  Approved  Denied  Amended

Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_



**CITY OF HOMER  
DEPARTMENT BUDGET REQUEST  
Mid-Year 2019**

Requesting Department Fire Department Date 8/1/2019

<input type="checkbox"/> <b>Request for Additional Personnel:</b> Position Title _____ Salary Range & Step _____ Full-time <input type="checkbox"/> Part-time <input type="checkbox"/> Hours Per Year _____ <hr/> <b>(FINANCE DEPT WILL COMPLETE)</b> 5101 Permanent Employees _____ 5102 Fringe Benefits _____ 5103 P/T Employees _____ 5104 Fringe Benefits P/T _____ 5105 Overtime _____ <b>Total Personnel Cost</b> _____	<input checked="" type="checkbox"/> <b>Capital Request</b> (for acquiring/constructing a major, long-term asset valued at \$5,000 or more) <input type="checkbox"/> <b>Operating Line Item Increase</b> Request Title <u>Purchase Command Vehicle</u> <hr/> Fund Name: <u>General Fund</u> <hr/> Account Name: <u>Fire Fleet Reserves</u> <hr/> Account # <u>152-0381</u> <hr/> Estimated Cost: <u><b>\$75,000</b></u>
--	---

**Fully describe the specifics of your budget request i.e. item(s) to be purchased, their function and justification.**

The fire department is requesting the purchase of a new Command Vehicle at the cost of 75,000. At this time the fire department does not have a vehicle suitable to safely or affectively provide command and control of emergency scenes. The two recent mass casualty events, plane crash and capsized boat made that abundantly clear to us. In order to mitigate those risks, the command staff will need to have the appropriately equipped response vehicles. The vehicle requested would be a 3/4 ton pickup with a canopy to cover the bed and a command module installed in the bed. there would also be additional radios in the back for the purpose of providing adequate communications on multiple frequencies. This vehicle would need to be equipped with sufficient emergency lighting to provide a safe work environment while working on roadways, auxiliary work lighting for times of darkness and It would need to have an inverter to provide 110 Volt power. We would also have a snow plow included with this vehicle so that we could maintain our own parking lot with the hopes of saving money annually by eliminating the need to contract that service. This project is phase one of two in bringing a much needed command structure to the daily operations of the Homer fire Department. Soon, we will have 3 Chief officers that will be required to participate in a rotational on call status. This will assure that during emergencies we are providing the citizens of Homer with a command officer with as much consistency as possible.

**How is this request necessary for the Department to carry out its mission, or to meet Department goals?**

This line item increase should keep the budget from over running at the end of the year.

**Priority of Need:** This budget request item ranks #  of the department's  budget requests.

Requestor's Name: Mark Kirko Dept Head Approval Mark Kirko  
 Date 8/1/2019

City Manager Recommendation:  Approved  Denied  Amended

Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**CITY OF HOMER  
DEPARTMENT BUDGET REQUEST  
Mid-Year 2019**

Requesting Department Fire Department Date 8/2/2019

<input type="checkbox"/> <b>Request for Additional Personnel:</b> Position Title _____ Salary Range & Step _____ Full-time <input type="checkbox"/> Part-time <input type="checkbox"/> Hours Per Year _____ <hr/> <b>(FINANCE DEPT WILL COMPLETE)</b> 5101 Permanent Employees _____ 5102 Fringe Benefits _____ 5103 P/T Employees _____ 5104 Fringe Benefits P/T _____ 5105 Overtime _____ <b>Total Personnel Cost</b> _____	<input checked="" type="checkbox"/> <b>Capital Request</b> (for acquiring/constructing a major, long-term asset valued at \$5,000 or more) <input type="checkbox"/> <b>Operating Line Item Increase</b> Request Title <u>Command Vehicle conversion of Utility 2</u> <hr/> Fund Name: <u>General Fund</u> <hr/> Account Name: <u>Fire Fleet Reserves</u> <hr/> Account # <u>152-0381</u> <hr/> Estimated Cost: <u><u>\$10,500</u></u>
--	--

**Fully describe the specifics of your budget request i.e. item(s) to be purchased, their function and justification.**

This request would be to repurpose the use of Utility 2 and make it suitable to be one of the two command units required by the department for the purpose of providing Incident Command during emergency calls. This vehicle does not have a command module or radios to handle the basic functions of incident command. We would also need to add some additional lighting and power supplies to the rear cargo area where the IC would work from.

**How is this request necessary for the Department to carry out its mission, or to meet Department goals?**

The fire department is requesting the funding to repurpose our existing "Utility -2 vehicle" and convert it in to a Command Vehicle. This would be phase two of two in acquiring command vehicles for assuring adequate command presence at emergencies. This will assure that we are providing a proper response to the community on a routine basis.

**Priority of Need:** This budget request item ranks # 2 of the department's 2 budget requests.

Requestor's Name: Mark Kirko Dept Head Approval Mark Kirko  
 Date 8/2/2019

City Manager Recommendation:  Approved  Denied  Amended

Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**CITY OF HOMER  
DEPARTMENT BUDGET REQUEST  
Mid-Year 2019**

Requesting Department Public Works

Date 7/29/2019

<input type="checkbox"/> <b>Request for Additional Personnel:</b> Position Title _____ Salary Range & Step _____ Full-time <input type="checkbox"/> Part-time <input type="checkbox"/> Hours Per Year _____ <hr/> <b>(FINANCE DEPT WILL COMPLETE)</b> 5101 Permanent Employees _____ 5102 Fringe Benefits _____ 5103 P/T Employees _____ 5104 Fringe Benefits P/T _____ 5105 Overtime _____ <b>Total Personnel Cost</b> _____	<input checked="" type="checkbox"/> <b>Capital Request</b> (for acquiring/constructing a major, long-term asset valued at \$5,000 or more) <input type="checkbox"/> <b>Operating Line Item Increase</b> Request Title <u>Design for Airport Terminal Roof Replacement</u> <hr/> Fund Name: <u>General Fund</u> <hr/> Account Name: <u>Airport Depreciation</u> <hr/> Account # <u>156-0388</u> <hr/> Estimated Cost: <u><u>\$23,000</u></u>
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**Fully describe the specifics of your budget request i.e. item(s) to be purchased, their function and justification.**

The shingle roof and the four small flat membrane roofs at the Homer Airport Terminal are 28 years old. For several years, multiple sections of shingles have had to be replaced after heavy winds or storms. Adjacent shingles to the repair areas have shown to be loose. Nails can be lifted out by hand. This roof has been on the radar for replacement and is now at a place where it should be replaced ASAP. Funds are being requested for 2019 midyear for bid-ready specs for replacement in 2020. Replacement will include all shingles and membrane roofing, perimeter flashing and gutters, and all other roof penetration flashings and ridge venting structures.

**How is this request necessary for the Department to carry out its mission, or to meet Department goals?**

This replacement is necessary to protect the terminal building and it's contents. Obtaining the design and specs in 2019 will allow for bidding the project early in 2020.

**Priority of Need:** This budget request item ranks #  of the department's  budget requests.

Requestor's Name: Dan Gardner Dept Head Approval Carey Meyer  
 Date 8/2/2019

City Manager Recommendation:  Approved  Denied  Amended

Comments: \_\_\_\_\_  
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**CITY OF HOMER  
DEPARTMENT BUDGET REQUEST  
Mid-Year 2019**

Requesting Department Public Works Date 8/2/2019

<input type="checkbox"/> <b>Request for Additional Personnel:</b> Position Title _____ Salary Range & Step _____ Full-time <input type="checkbox"/> Part-time <input type="checkbox"/> Hours Per Year _____ <hr/> <b>(FINANCE DEPT WILL COMPLETE)</b> 5101 Permanent Employees _____ 5102 Fringe Benefits _____ 5103 P/T Employees _____ 5104 Fringe Benefits P/T _____ 5105 Overtime _____ <b>Total Personnel Cost</b> _____	<input type="checkbox"/> <b>Capital Request</b> (for acquiring/constructing a major, long-term asset valued at \$5,000 or more) <input checked="" type="checkbox"/> <b>Operating Line Item Increase</b> Request Title <u>Motor Pool Vehicle Maintenance</u> <hr/> Fund Name: <u>General Fund - Motor Pool</u> <hr/> Account Name: <u>Vehicle/Boat Maintenance</u> <hr/> Account # <u>100.0176.5207</u> <hr/> Estimated Cost: <u><b>\$40,000</b></u>
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**Fully describe the specifics of your budget request i.e. item(s) to be purchased, their function and justification.**

The vehicle/boat maintenance line item covers all equipment and vehicle maintenance costs. Historically, the budgeted \$200,000 generally covers the needs. In 2016, actual expenditures were \$180,712, 2017 was \$232,763, and 2018 was \$191,598. In 2019, we have spent \$160,000 of the \$200,000 by the middle of July and it is unlikely that the remaining \$40,000 will take us through the remaining half of a year. Some of the out of ordinary expenses are \$15,540 for new loader chains (replaced every 5 to 6 years), \$6200 for sander truck transmission, \$15,500 for loader tires, and \$13,800 for various grader repairs (circle repair, wing repair, track repair). These few items alone total \$51,040 and were not built into the budget line item. Based on the fact that we overrun this line in 2017 and continue to push the limits of this line item, having aging equipment, and because costs on everything continue to rise, it is likely that this item will have to be increased in future budgets, as well as needing increased in this 2019 budget.

Also a part of this budget request is for repair of the 410 John Deere backhoe bucket, which is used to load every bit of sand into sanding trucks, move items around the yard, and is used for excavation of some water/sewer line repairs and other types of excavation. John Deere no longer provides a bucket for the 410 so the City is repairing the current one now, with this piece of equipment scheduled for replacement in 2020.

**How is this request necessary for the Department to carry out its mission, or to meet Department goals?**

Making this \$40,000 adjustment should allow this line item to not overrun by the end of 2019. This, of course, is dependent upon whether there are any major breakdowns to equipment.

**Priority of Need:** This budget request item ranks #  of the department's  budget requests.

Requestor's Name: Dan Gardner Dept Head Approval Carey Meyer  
 Date 8/2/2019

City Manager Recommendation:  Approved  Denied  Amended

Comments: \_\_\_\_\_  
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**CITY OF HOMER  
DEPARTMENT BUDGET REQUEST  
Mid-Year 2019**

Requesting Department Public Works

Date 8/2/2019

<input type="checkbox"/> <b>Request for Additional Personnel:</b> Position Title _____ Salary Range & Step _____ Full-time <input type="checkbox"/> Part-time <input type="checkbox"/> Hours Per Year _____	<input checked="" type="checkbox"/> <b>Capital Request</b> (for acquiring/constructing a major, long-term asset valued at \$5,000 or more) <input type="checkbox"/> <b>Operating Line Item Increase</b> Request Title <u>Inventory Replacement</u> Fund Name: <u>General Fund</u> Account Name: <u>Public Works Depreciation</u> Account # <u>156-0395</u> Estimated Cost: <u>\$6,300</u>
<b>(FINANCE DEPT WILL COMPLETE)</b> 5101 Permanent Employees _____ 5102 Fringe Benefits _____ 5103 P/T Employees _____ 5104 Fringe Benefits P/T _____ 5105 Overtime _____ <b>Total Personnel Cost</b> _____	

**Fully describe the specifics of your budget request i.e. item(s) to be purchased, their function and justification.**

We are in need of replacing all of our barricades and some traffic cones/candlesticks, and replace some very aged and faded traffic/construction signs. The barricades are at least 28 years old. We are requesting an increase to purchase these items (approximately 30 barricades, 100 cones, 25 candlesticks, 6 construction signs).

The City will be partnering with the Homer Chamber of Commerce to purchase additional traffic cones and safety vests for future community events.

**How is this request necessary for the Department to carry out its mission, or to meet Department goals?**

This will allow us to be better prepared for things such as mainline breaks and other roadside maintenance.

**Priority of Need:** This budget request item ranks #  of the department's  budget requests.

Requestor's Name: Dan Gardner Dept Head Approval Carey Meyer  
 Date 8/2/2019

City Manager Recommendation:  Approved  Denied  Amended

Comments: \_\_\_\_\_  
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**CITY OF HOMER  
DEPARTMENT BUDGET REQUEST  
Mid-Year 2019**

Requesting Department Public Works Date 8/1/2019

<input type="checkbox"/> <b>Request for Additional Personnel:</b> Position Title _____ Salary Range & Step _____ Full-time <input type="checkbox"/> Part-time <input type="checkbox"/> Hours Per Year _____ <b>(FINANCE DEPT WILL COMPLETE)</b> 5101 Permanent Employees _____ 5102 Fringe Benefits _____ 5103 P/T Employees _____ 5104 Fringe Benefits P/T _____ 5105 Overtime _____ <b>Total Personnel Cost</b> _____	<input checked="" type="checkbox"/> <b>Capital Request</b> (for acquiring/constructing a major, long-term asset valued at \$5,000 or more) <input type="checkbox"/> <b>Operating Line Item Increase</b> Request Title <u>Replacement of GIS field data collection equipment</u> Fund Name: <u>1/3 PW Reserve; 1/3 Water Reserve; 1/3 Sewer Reserve</u> Account Name: <u>PW Reserve, Water Reserve, Sewer Reserve</u> Account # <u>156-0395; 256-0378; 256-0379</u> Estimated Cost: <u><b>\$20,450</b></u>
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**Fully describe the specifics of your budget request i.e. item(s) to be purchased, their function and justification.**

Public Works obtained GIS (Global Information System) field data collection equipment in 2004 through a ADEC grant that funded the creation of the Water/Sewer Master Plan and water/sewer computer models. This equipment gave us the ability to collect horizontal and vertical information on our water and sewer system (valves, manholes, PRV stations) and import this into and create our GIS system as well as show the City "where to dig." This equipment is now obsolete and is not worthy of repair. This capability continues to be essential to update the GIS system as infrastructure is extended. This capability has proven to also be valuable as we update GIS mapping of roads and storm drain infrastructure. Roughly one-third of the costs associated with this project are to cover a consulting package, which will provide the City with the set up of the system, integrate the new system with what the City currently has, and update the City's current GIS to best management practices. The remaining two-thirds of the cost covers replacing hardware that was purchased used in 2004. Doing this work now means the City will have the system ready to go before the snow hits.

**How is this request necessary for the Department to carry out its mission, or to meet Department goals?**

Managing the City's infrastructure in electronic format brings tremendous efficiencies to the City staff as it relates to maintenance and operations, understanding the implications of expansion, and meeting regulatory requirements. The GIS system also provides mapping that provides usable and understandable information to the public about the infrastructure they own. Our existing equipment was marginal at best and failed six months ago- replacement is necessary now to allow effective Public Works operations. Per the IT Director, knowing where to dig can save the City enough money to cover this entire project.

**Priority of Need:** This budget request item ranks #  of the department's  budget requests.

Requestor's Name: Aaron Yeaton Dept Head Approval Carey Meyer  
 Date 8/2/2019

City Manager Recommendation:  Approved  Denied  Amended

Comments: \_\_\_\_\_  
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**CITY OF HOMER  
DEPARTMENT BUDGET REQUEST  
Mid-Year 2019**

Requesting Department Public Works Date 8/2/2019

<input type="checkbox"/> <b>Request for Additional Personnel:</b> Position Title _____ Salary Range & Step _____ Full-time <input type="checkbox"/> Part-time <input type="checkbox"/> Hours Per Year _____ <b>(FINANCE DEPT WILL COMPLETE)</b> 5101 Permanent Employees _____ 5102 Fringe Benefits _____ 5103 P/T Employees _____ 5104 Fringe Benefits P/T _____ 5105 Overtime _____ <b>Total Personnel Cost</b> _____	<input checked="" type="checkbox"/> <b>Capital Request</b> (for acquiring/constructing a major, long-term asset valued at \$5,000 or more) <input type="checkbox"/> <b>Operating Line Item Increase</b> Request Title <u>Airport Security Cameras</u> *Additional Funding* _____ Fund Name: <u>General Fund</u> Account Name: <u>Airport Depreciation</u> Account # <u>156-0388</u> Estimated Cost: <u>\$10,000</u>
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**Fully describe the specifics of your budget request i.e. item(s) to be purchased, their function and justification.**

In 2019, the project was approved for \$20,000 in funding for this project but the work was never carried out due to trade conflicts with China. (The original bid would have used Chinese-made equipment, which is no longer allowed.) The IT Director now estimates the total replacement cost at up to \$30,000.

The cameras are well past their designed lifespan. The manufacturer no longer makes the parts, the cables or the cameras themselves. The maintenance department has been unable to service the equipment for some time.

**How is this request necessary for the Department to carry out its mission, or to meet Department goals?**

The cameras are needed for the safety of the staff and public, as well as the protection of the airport terminal building and assets.

**Priority of Need:** This budget request item ranks # 5 of the department's 6 budget requests.

Requestor's Name: Dan Gardner Dept Head Approval Carey Meyer  
 Date 8/2/2019

City Manager Recommendation:  Approved  Denied  Amended

Comments: \_\_\_\_\_  
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**CITY OF HOMER  
DEPARTMENT BUDGET REQUEST  
Mid-Year 2019**

Requesting Department Public Works Date 8/1/2019

<input type="checkbox"/> <b>Request for Additional Personnel:</b> Position Title _____ Salary Range & Step _____ Full-time <input type="checkbox"/> Part-time <input type="checkbox"/> Hours Per Year _____ <hr/> <b>(FINANCE DEPT WILL COMPLETE)</b> 5101 Permanent Employees _____ 5102 Fringe Benefits _____ 5103 P/T Employees _____ 5104 Fringe Benefits P/T _____ 5105 Overtime _____ <b>Total Personnel Cost</b> _____	<input checked="" type="checkbox"/> <b>Capital Request</b> (for acquiring/constructing a major, long-term asset valued at \$5,000 or more) <input type="checkbox"/> <b>Operating Line Item Increase</b> Request Title <u>Inventory Adjustment - Policy Change</u> <hr/> Fund Name: <u>General Fund</u> <hr/> Account Name: <u>Public Works Depreciation</u> <hr/> Account # <u>156-0395</u> <hr/> Estimated Cost: <u>\$12,526</u>
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**Fully describe the specifics of your budget request i.e. item(s) to be purchased, their function and justification.**

During the recent financial audit, it was collectively decided to switch from a consumption method to a purchase method for roads supplies such as sign posts, culverts, storm drain manhole lids, etc. In order to make this switch, the existing inventory supplies (purchased with an inventory account rather than the budget line item for roads) need to be "purchased" and paid to the inventory account where they were originally purchased. Once this is completed, future purchases of the referenced items will be paid from the various roads operating supplies line item in the operating budget.

**How is this request necessary for the Department to carry out its mission, or to meet Department goals?**

This change will simplify accounting of the supplies for roads and avoid surprises at the end of the year when final inventory accounting takes place. All of the referenced items will continue to be "inventoried" by the department in the MP2 maintenance software.

**Priority of Need:** This budget request item ranks # 6 of the department's 6 budget requests.

Requestor's Name: Dan Gardner Dept Head Approval Carey Meyer  
 Date 8/1/2019

City Manager Recommendation:  Approved  Denied  Amended

Comments: \_\_\_\_\_  
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**CITY OF HOMER  
DEPARTMENT BUDGET REQUEST  
Mid-Year 2019**

Requesting Department Public Works Date 8/1/2019

<input type="checkbox"/> <b>Request for Additional Personnel:</b> <b>Position Title</b> _____ <b>Salary Range &amp; Step</b> _____ <b>Full-time</b> <input type="checkbox"/> <b>Part-time</b> <input type="checkbox"/> <b>Hours Per Year</b> _____	<input checked="" type="checkbox"/> <b>Capital Request</b> (for acquiring/constructing a major, long-term asset valued at \$5,000 or more) <input type="checkbox"/> <b>Operating Line Item Increase</b> <b>Request Title</b> <u>STP HVAC Controls Upgrade and System Balancing</u> <b>Fund Name:</b> <u>Sewer Reserve Fund</u> <b>Account Name:</b> <u>Sewer Reserves</u> <b>Account #</b> <u>256-0379</u> <b>Estimated Cost:</b> <u><u>\$83,500</u></u>
<b>(FINANCE DEPT WILL COMPLETE)</b> 5101 Permanent Employees _____ 5102 Fringe Benefits _____ 5103 P/T Employees _____ 5104 Fringe Benefits P/T _____ 5105 Overtime _____ <b>Total Personnel Cost</b> _____	

**Fully describe the specifics of your budget request i.e. item(s) to be purchased, their function and justification.**

Funds will be used to upgrade 27 year old HVAC control system, ducting, and supply fans so the system can be balanced for the most efficient operation possible. Most of the control system ( thermostats, dampers, etc.) is not operational and parts are obsolete making it impossible to repair. Ducting is undersized to meet today's standards. With out properly working controls and ducts the new HVAC system can not be properly balanced. With out properly working controls and ducts the new HVAC system can not be balanced correctly to maintain for proper air exchanges in the facility. Reduced air quality can be hazardous for operators working in the plant and cause farther damage to the building. Performing this work now would inssure the the HVAC system is working properly before winter.

**How is this request necessary for the Department to carry out its mission, or to meet Department goals?**

This request will complete the STP HVAC upgrade. It will bring the HVAC system up to current OSHA standards for air exchanges in a Waste Treatment Facility.

**Priority of Need:** This budget request item ranks #  of the department's  budget requests.

Requestor's Name: Todd Cook Dept Head Approval Carey Meyer  
 Date 8/2/2019

City Manager Recommendation:  Approved  Denied  Amended

Comments: \_\_\_\_\_  
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**CITY OF HOMER  
DEPARTMENT BUDGET REQUEST  
Mid-Year 2019**

Requesting Department Public Works Date 8/6/2019

<input type="checkbox"/> <b>Request for Additional Personnel:</b> Position Title _____ Salary Range & Step _____ Full-time <input type="checkbox"/> Part-time <input type="checkbox"/> Hours Per Year _____ <hr/> <b>(FINANCE DEPT WILL COMPLETE)</b> 5101 Permanent Employees _____ 5102 Fringe Benefits _____ 5103 P/T Employees _____ 5104 Fringe Benefits P/T _____ 5105 Overtime _____ <b>Total Personnel Cost</b> _____	<input checked="" type="checkbox"/> <b>Capital Request</b> (for acquiring/constructing a major, long-term asset valued at \$5,000 or more) <input type="checkbox"/> <b>Operating Line Item Increase</b> Request Title <u>1/2 Ton Pick-Up with Flat Bed</u> <hr/> Fund Name: <u>Water/Sewer Reserve</u> <hr/> Account Name: <u>Water/Sewer Reserves</u> <hr/> Account # <u>256-0378/256-0379</u> <hr/> Estimated Cost: <u><u>\$33,000</u></u>
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**Fully describe the specifics of your budget request i.e. item(s) to be purchased, their function and justification.**

Funds would be used to replace a 1996 1/2 ton pick-up truck with flat bed. This truck is used to haul parts and fittings to various job sites. This is one of the oldest trucks in the fleet, which means it is requiring more maintenance. The body and under carriage are very corroded.

**How is this request necessary for the Department to carry out its mission, or to meet Department goals?**

Trucks like the 1/2 ton pick-up transport crew members, tools and parts to various job sites (ie. lift stations and pressure reducing stations) where a majority of Public Works tasks are performed.

**Priority of Need:** This budget request item ranks #  of the department's  budget requests.

Requestor's Name: Todd Cook Dept Head Approval Carey Meyer  
 Date 8/6/2019

City Manager Recommendation:  Approved  Denied  Amended

Comments: \_\_\_\_\_  
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**CITY OF HOMER  
DEPARTMENT BUDGET REQUEST  
Mid-Year 2019**

Requesting Department Public Works Date 8/1/2019

<input type="checkbox"/> <b>Request for Additional Personnel:</b> Position Title _____ Salary Range & Step _____ Full-time <input type="checkbox"/> Part-time <input type="checkbox"/> Hours Per Year _____	<input type="checkbox"/> <b>Capital Request</b> (for acquiring/constructing a major, long-term asset valued at \$5,000 or more) <input checked="" type="checkbox"/> <b>Operating Line Item Increase</b> Request Title <u>System Wide Meter Head Replacement</u> Fund Name: <u>Water Fund</u> Account Name: <u>Water Meters - Operating Supplies</u> Account # <u>200-0406-5202</u> Estimated Cost: <u>\$35,000</u>
<b>(FINANCE DEPT WILL COMPLETE)</b> 5101 Permanent Employees _____ 5102 Fringe Benefits _____ 5103 P/T Employees _____ 5104 Fringe Benefits P/T _____ 5105 Overtime _____ <b>Total Personnel Cost</b> _____	

**Fully describe the specifics of your budget request i.e. item(s) to be purchased, their function and justification.**

The system wide meterhaed change out was orginally set up to replace all meterheads in a 5 year period. Due to software and scheduling issues with Badger, the installation of new meterheads is a year behind. These funds would be used to install inventory we currently have on hand to put us back on schedule to complete this project.

**How is this request necessary for the Department to carry out its mission, or to meet Department goals?**

New meter heads read customer usage more accurately allowing the City to bill correctly and account for water produced.

Priority of Need: This budget request item ranks # 3 of the department's 3 budget requests.

Requestor's Name: Todd Cook Dept Head Approval Carey Meyer  
 Date 8/2/2019

City Manager Recommendation:  Approved  Denied  Amended

Comments:  
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# City of Homer

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

Office of the City Manager

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

(p) 907-235-8121 x2222

(f) 907-235-3148

## Memorandum 19-118

TO: Mayor Castner and Homer City Council  
FROM: Katie Koester, City Manager  
DATE: September 4, 2019  
SUBJECT: Memo to accompany Ordinance 19-38(A)(S), midyear adjustments

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The purpose of this memo is to summarize to council changes between Ordinance 19-38(A) and the substitute before you today.

- 1) Temporary project manager. The Mayor has proposed an amendment to add \$20,000 to the public works part time budget to increase project management capacity at Public Works. These funds would assist public works in matters of technical expertise that they do not currently have the time or capacity for. A great example is design of the airport roof; by using qualified local expertise we can reduce the design costs and provide additional oversight. The HERC is another area where additional cost estimating and expertise in the project management of building construction would be very valuable. To have someone on hand who can work up cost estimates, requests to the fire marshal and coordinate a demolition study, for example, would be valuable and save money down the road.

The \$20,000 addition to the Public Works administration operating budget is offset by a decrease in the transfer to Airport Reserves in the 2019 operating budget. A request for \$13,000 for design of the airport roof remains in the budget as some professional services may still be necessary for the design/technical specification stage of the project.

- 2) Line 62. At the August Council meeting Councilmember Stroozas found an error in the ordinance; the request for security cameras was listed in the body of the ordinance for \$4,194 however the amendment was for \$10,000. The substitute corrects that amount.
- 3) Since introduction of Ordinance 19-38, the HVFD has provided mutual aid to the state of Alaska for the North Fork Fire. The Finance Department has set up a cost center to keep the unexpected funds from hitting the operating budget; revenue after personnel costs (reimbursing volunteers and the City for staff time) is proposed to go into Fire Fleet Reserves.
- 4) Lines 109-111 reflect the amendment Council made at the August meeting to fund a demolition study for HERC 1 and HERC 2.

Enc:  
New amendment project manager  
New amendment HVFD mutual aid reimbursement  
Revised Amendment for HERC demolition study

**CITY OF HOMER  
DEPARTMENT BUDGET REQUEST  
Mid-Year 2019**

Sponsor Mayor Date 9/4/2019

**Request for Additional Personnel:**  
**Position Title** Project Manager  
**Salary Range & Step** \_\_\_\_\_  
**Full-time**   
**Part-time**  **Hours Per Year** 230

**(FINANCE DEPT WILL COMPLETE)**

5101 Permanent Employees	
5102 Fringe Benefits	
5103 P/T Employees	<b>15,000</b>
5104 Fringe Benefits P/T	<b>5,000</b>
5105 Overtime	
<b>Total Personnel Cost</b>	<b>\$20,000</b>

**Capital Request** (for acquiring/constructing a major, long-term asset valued at \$5,000 or more)  **Operating Line Item Increase**

**Request Title** Increase

**Fund Name:** General Fund

**Account Name:** Airport Reserves request for roof design reduced by \$10,000; transfer to PW reserves reduced by \$10,000

**Account #** \_\_\_\_\_

**Estimated Cost:** \$20,000

**Fully describe the specifics of your budget request i.e. item(s) to be purchased, their function and justification.**

Additional funds to hire a Temporary employee/ Project Manager through the end of 2019 to assist the City with curent and future projects. Specifically, but not limited to, the Homer Airport roof project and Homer Education and Recreation Complex. This amendment reduces the funding request for design of the Aiport roof from \$23,000 to \$13,000 to account for cost savings associated with utilizing in house expertize yet maintains funding for some architectural/ engiering consultation on the project.

**CITY OF HOMER  
DEPARTMENT BUDGET REQUEST  
Mid-Year 2019**

Sponsor City Manager Date 9/4/2019

<input type="checkbox"/> <b>Request for Additional Personnel:</b> Position Title <u>Project Manager</u> Salary Range & Step _____ Full-time <input type="checkbox"/> Part-time <input type="checkbox"/> Hours Per Year _____ <hr/> <b>(FINANCE DEPT WILL COMPLETE)</b> 5101 Permanent Employees _____ 5102 Fringe Benefits _____ 5103 P/T Employees _____ 5104 Fringe Benefits P/T _____ 5105 Overtime _____ <b>Total Personnel Cost</b> _____	<input checked="" type="checkbox"/> <b>Capital Request</b> (for acquiring/constructing a major, long-term asset valued at \$5,000 or more) <input type="checkbox"/> <b>Operating Line Item Increase</b> Request Title <u>Accept mutual aid funds from North Fork Fire</u> <hr/> Fund Name: <u>General Fund</u> <hr/> Account Name: <u>North Fork Fire</u> <hr/> Account # <u>157-0934</u> <hr/> Estimated Cost: <u><u>\$62,500</u></u>
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**Fully describe the specifics of your budget request i.e. item(s) to be purchased, their function and justification.**

State of Alaska requested mutual aid for the North Fork Fire. This amendment reimburses HVFD for apparatus time, staff/volunteer time and Public Works for fuel and delivery. Revenue includes a 13% administrative service fee.



**CITY OF HOMER  
DEPARTMENT BUDGET REQUEST  
Mid-Year 2019**

Sponsor Aderhold Date 8/21/2019

<input type="checkbox"/> <b>Request for Additional Personnel:</b> Position Title _____ Salary Range & Step _____ Full-time <input type="checkbox"/> Part-time <input type="checkbox"/> Hours Per Year _____ <hr/> <b>(FINANCE DEPT WILL COMPLETE)</b> 5101 Permanent Employees _____ 5102 Fringe Benefits _____ 5103 P/T Employees _____ 5104 Fringe Benefits P/T _____ 5105 Overtime _____ <b>Total Personnel Cost</b> _____	<input checked="" type="checkbox"/> <b>Capital Request</b> (for acquiring/constructing a major, long-term asset valued at \$5,000 or more) <input type="checkbox"/> <b>Operating Line Item Increase</b> Request Title <u>HERC1 Demolition Study (amended)</u> <hr/> Fund Name: <u>General Fund</u> <hr/> Account Name: <u>Old Middle School Depreciation</u> <hr/> Account # <u>156-0396</u> <hr/> Estimated Cost: <u><u>\$35,000</u></u>
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**Fully describe the specifics of your budget request i.e. item(s) to be purchased, their function and justification.**

A demolition study for the HERC1 will assist the City in determining the needs and future plans for the Homer Education and Recreation Complex (HERC). Specifically, the demolition study will address the following four considerations proposed by Council for the HERC1: ~~(1) Keep the gym and portion of the upstairs that has the ventilation system and boiler, and demolish everything else~~ ~~(2) (1) Keep the concrete foundation to refurbish and demolish everything else~~ **(2) Demolish all of HERC1, including the concrete foundation** ~~(3) 4 - optional~~ *Evaluate demolition process and costs for HERC2. Given the selected firm will already be visiting the site for HERC1, this could be a cost saving measure for the City, however it would increase the estimated cost of the demolition study.*

1 **CITY OF HOMER**  
2 **HOMER, ALASKA**

3 Mayor/City Council

4 **RESOLUTION 19-060**

5  
6 A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,  
7 EXPRESSING ITS INTENT TO ENTER INTO A CONTRACTUAL  
8 AGREEMENT WITH THE FIRM TO BE NAMED TO PROVIDE LEGAL  
9 SERVICES TO THE CITY OF HOMER.

10  
11 WHEREAS, City Council authorized the issuance of a Request for Proposals (RFP) for  
12 general counsel legal services by Resolution 19-038; and

13  
14 WHEREAS, The RFP was advertised in the Homer News on July 18 and 25, 2019, in the  
15 Anchorage Daily News on July 21 and 28, 2019, and posted on the City website on July 18, 2019;  
16 and

17  
18 WHEREAS, Seven proposals were were received and evaluated by Council at a Special  
19 Meeting on August 28, 2019; and

20  
21 WHEREAS, Four firms were interviewed at Special Meetings on September 4 and 5, 2019.

22  
23 NOW, THEREFORE, BE IT RESOLVED that the Council finds the Firm to be Named is best  
24 suited to meet the legal needs and requirements of the City of Homer.

25  
26 BE IT FURTHER RESOLVED that the Council authorizes the City Manager to finalize a  
27 formal contract for consideration and approval at the regular meeting on September 23, 2019.

28  
29 PASSED AND ADOPTED by the Homer City Council this 9<sup>th</sup> day of September, 2019.

30  
31  
32 CITY OF HOMER

33  
34 \_\_\_\_\_  
35 KEN CASTNER, MAYOR

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37 ATTEST:

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39 \_\_\_\_\_  
40 MELISSA JACOBSEN, MMC, CITY CLERK

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42 Fiscal note: None