



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

City of Homer Agenda

Parks Art Recreation & Culture Advisory Commission
Thursday, June 20, 2019 at 5:30 PM
Council Chambers

CALL TO ORDER, 5:30 P.M.

AGENDA APPROVAL

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

VISITORS/PRESENTATIONS (10 minutes)

- [a.](#) Klondike Alley ADA Pedestrian & Drainage Improvement Project
- [b.](#) Wayfinding and Streetscape Plan - A Presentation by Karin Marks, Chair, Economic Development Advisory Commission

RECONSIDERATION

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

- [a.](#) Meeting Minutes for May 16, 2019 regular meeting

STAFF & COUNCIL REPORTS / COMMITTEE REPORTS (20 minute limit)

- [a.](#) Staff Report from Deputy City Planner Engebretsen
- [b.](#) Staff Report from Parks Maintenance Coordinator Steffy
- [c.](#) Staff Report from Community Recreation Manager Illg

PUBLIC HEARING

PENDING BUSINESS (15 minute limit)

NEW BUSINESS (15-20 minute limit)

- [a.](#) Memorandum from Commissioner Sharp re: Project and Status Update - Donation of a Park Bench and Funding Request for a Plaque

- [b.](#) Memorandum from Deputy City Planner re: Funding Request for Karen Hornaday Park Trails
- [c.](#) Memorandum from Special Projects & Communications Coordinator re: 2020-25 Capital Improvement Plan (CIP)
 - 1. Everything You Always Wanted to Know About the City of Homer Capital Improvement Plan
 - 2. CIP Project Nomination Form
 - [_____](#) 3. Draft Capital Improvement Plan 2020-2025

INFORMATIONAL MATERIALS

- [a.](#) 2019 Annual Calendar
- [b.](#) 2019 Commissioner Attendance at City Council Meetings
- [c.](#) Appointment to the Commission: Barnwell
- [d.](#) Resolution 19-33 Awarding 1% for Art for the New Police Station
- [e.](#) Service Recognition for Avram Salzmann
- [f.](#) AKDOT Open House Event for Local Construction Projects

COMMENTS OF THE AUDIENCE (3 minute limit)

COMMENTS OF THE CITY STAFF

COMMENTS OF THE CITY COUNCILMEMBER (if present)

COMMENTS OF THE CHAIR

COMMENTS OF THE COMMISSION

ADJOURNMENT

Next Regular Meeting is **AUGUST 15, 2019 at 5:30 P.M.** in the Cowles Council Chambers, City Hall located at 491 E. Pioneer Avenue, Homer, Alaska.





A Wayfinding- Streetscape Plan for Homer



JUNE 20, 2019 | ECONOMIC DEVELOPMENT COMMISSION
PRESENTATION TO PARC AC

WF-SS plans and amenities uniquely engage missions of EDC, HAPC and PARC AC.

Pleased that Council and HAPC recognize the complimentary, interconnected nature of motorized and non-motorized travel to support quality of life and economic development.

EDC is sharing the work we have completed so far to inform and solicit PARC AC's involvement and support.

Progress to Date

City Council Memorandum 19-014

- authorized \$5,000 for consulting services to develop a scope of work and eventual RFP for updates to the Homer Transportation Plan.

WF-SS Presentation to Council

City Council Memorandum 19-027

- providing further direction on priorities for the plan update:
 - multi-modal plan to include wayfinding/streetscape plan

WF-SS Presentation to HAPC



Responds to BR&E

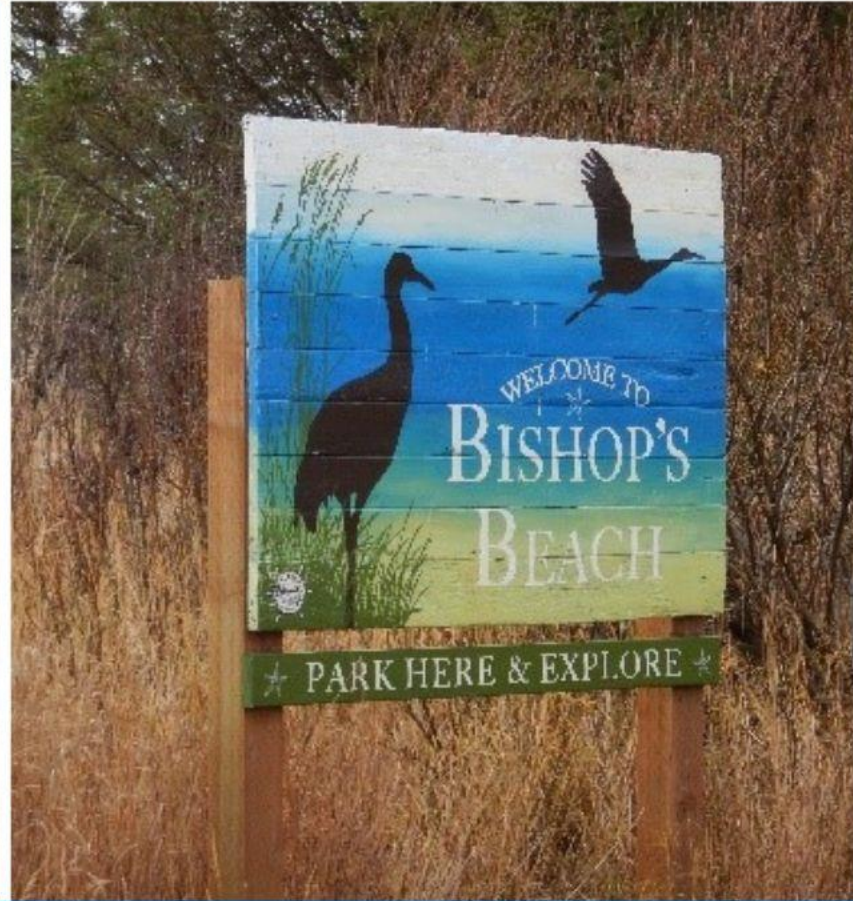
HOW TO IMPROVE BUSINESS ENVIRONMENT/QUALITY OF LIFE?

- Beautification improvements, particularly Pioneer Avenue/Central Business District
- Greenspace/Walkability



WHAT IS WAYFINDING?

MORE THAN JUST SIGNS



ART OF USING LANDMARKS, SIGNAGE AND PATHWAYS TO HELP PEOPLE NAVIGATE AND EXPERIENCE A PLACE

WHAT IS STREETScape?



AMENITIES THAT PROMOTE SAFETY, COMFORT & AN INTEREST IN EXPLORING HOMER BY FOOT.

What would a plan do?

Design a modest wayfinding system to

- Orient visitors at Homer's gateways
- Provide continuity of vehicle directional signage at route decision points
- Assist pedestrians navigating Pioneer Avenue and trail/sidewalk systems in CBD
- Delineate tsunami evacuation routes/safe zones as necessary
- Keep signage "clutter" to a minimum.





- Better utilize Homer's trail system
 - no matter what kind of trail (urban sidewalk or developed footpaths) - it is not good enough just to build them. We need wayfinding to encourage people to use them.



What would a plan do?

Guide future city purchases and placements of

- realistic streetscape/public space enhancements on Pioneer Ave and along routes to points of interest in the CBD
- specs & locations for
 - benches
 - pocket parks
 - trash receptacles
- banners
- plant lists
- safety features



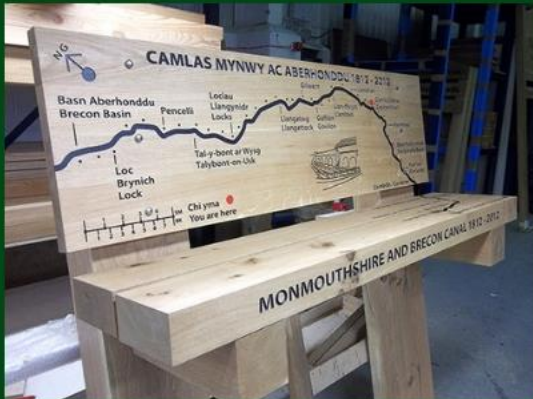
What would a plan do?



What would a plan do?

Provide a vision to encourage State and private business support for

- placement of wayfinding signs, pedestrian crosswalks and decorative hardscapes in State ROWs
- hosting pocket parks or bench locations
- complimentary sign design



The City's commitment to economic development can leverage private partnership investments



Economic Benefits

Helps Homer compete for business patronage from tourists and locals who have a level of expectations on "place." How?

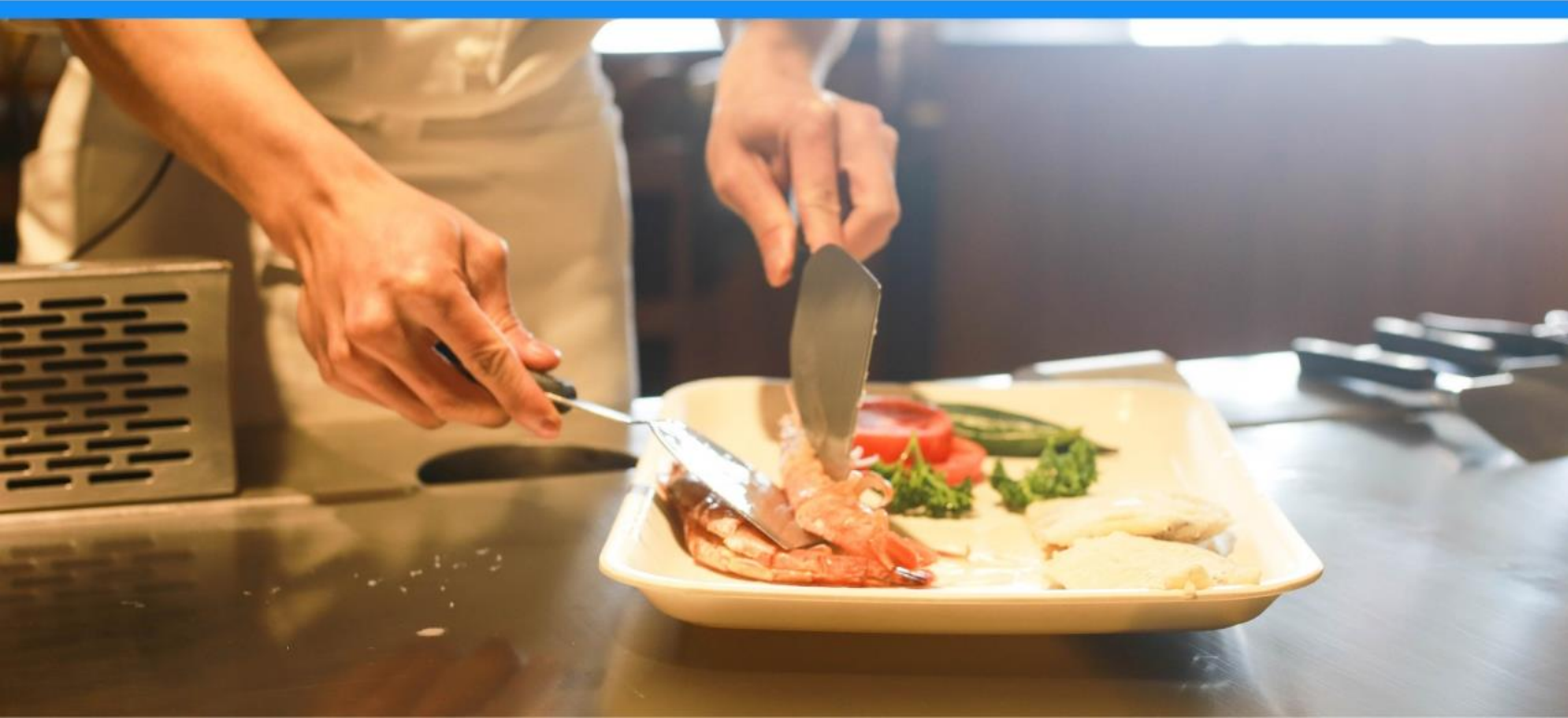


1. Cohesive, thoughtful design that reflects Homer's creative character contributes to Homer's reputation as an attractive arts and outdoor recreation destination.



2. Wayfinding improves pedestrian understanding of Homer's commercial districts, how they connect, our landmarks and amenities,

increasing opportunities for people to find and visit our local, small businesses.



3. Vibrant street environments draw locals and visitors out of their cars and give shoppers an engaging, one-of-a-kind experience that clicking on a screen can't match.



Economic Benefits

Wayfinding-streetscape amenities invests in quality of life and helps attract new residents and repeat visitors by responding to changing demographic and economic trends:

- safe, pleasant non-motorized travel options
- unique travel experience

Supports our local businesses: According to the SBA, for every \$100 spent at a local business, roughly \$68 stays to recirculate in our local economy . That equates to local jobs and sustainability for the local businesses we enjoy frequenting in our community.

Local tax revenues provide funding for road maintenance, public safety, parks, trails and our library.

Consistent with City Plans

Community Support

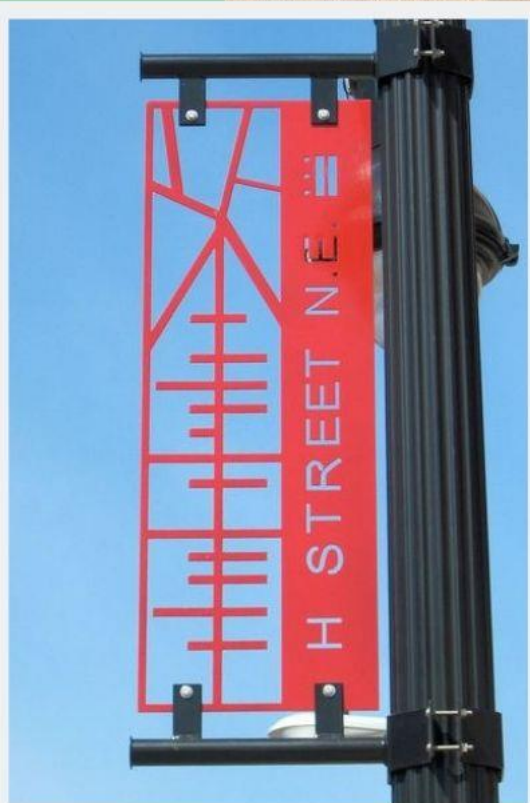
Homer Comprehensive Plan
Goal 1 & Economic Vitality Chapter Goal 1

Homer Spit Comprehensive Plan
Goal 2.5

Policy 3 Recommendation - Homer Non-Motorized Transportation & Trail Plan



WHAT WE HAVE NOW



Moving Forward

Scope of the Multi-modal transportation plan update is quite large. Plan completion will be expensive and implementation could take a long time. EDC will monitor transportation planning progress and timeframes.

WF-SS planning could be low hanging fruit -- a smaller project that can gain traction more quickly as a stand-alone project.

The EDC looks forward to PARC AC's support and involvement.

Session 19-04 A Regular Meeting of the Parks, Art, Recreation and Culture Advisory Commission was called to order on May 16, 2019 at 5:32 pm by Chair Ingrid Harrauld at the Cowles Council Chambers City Hall located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS LEWIS, FAIR, HARRALD, LOWNEY, ARCHIBALD, ROEDL AND SALZMANN

ABSENT: COMMISSIONERS ASHMUN AND SHARP (EXCUSED)

STAFF: DEPUTY CITY PLANNER ENGEBRETSEN
DEPUTY CITY CLERK KRAUSE
PARKS MAINTENANCE COORDINATOR STEFFY

APPROVAL OF THE AGENDA

Chair Harrauld requested a motion to approve the agenda noting the request to amend the agenda under Staff Reports.

LEWIS/LOWNEY MOVED TO AMEND THE AGENDA TO MOVE ITEM C BEFORE ITEM A UNDER STAFF AND COUNCIL REPORTS

There was a no discussion.

VOTE. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENT ON ITEMS ALREADY ON THE AGENDA

VISITORS

RECONSIDERATION

ADOPTION OF THE CONSENT AGENDA

A. Minutes for the Regular Meeting on March 21, 2019

Chair Harrauld requested a motion to approve the Consent Agenda.

LEWIS/LOWNEY – SO MOVED.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

STAFF & COUNCIL REPORTS/COMMITTEE REPORTS/BOROUGH REPORTS

A. Parks Report - Matt Steffy, Parks Maintenance Coordinator

Chair Harrauld requested a motion to suspend the rules to attend to the remaining agenda items and when Mr. Steffy arrives, they can address is report at that time.

LOWNEY/ROEDL – MOVED TO SUSPEND THE RULES TO ADDRESS THE AGENDA ITEMS UNTIL MR. STEFFY ARRIVES THEN ALLOW HIM TO PROVIDE HIS REPORT TO THE COMMISSION.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Matt Steffy apologized for not having a written report but it has been “bananas”. He then provided information on the following:

- hiring progress update and staffing issues
- New equipment purchased locally and in the shop for some warranty work
- Still have funding to purchase more equipment
- Campgrounds are a little slow but it is early
- Tent Area 1 and Tent Area 2 are currently closed due to the extreme erosion.
 - o There is not enough land to park a vehicle or even bring a vehicle onto the area.
 - o Tent Area 2 will be replenished with Dredge Spoils
 - o No vehicles will be allowed – Parking will be across the street in Harbor parking
 - o Reduced camping will have impact to the overall tourism and revenues
- Starting in 2020 there will be 65 less campsites at the Fishing Hole campground brings more concerns to the impact to the overall area tourism dollars
- Suggested turning grassy area next to existing Tent Area 2 (Area next to where the proposed parking area will be)
 - Clear with Harbormaster
 - Will need to review DOT Right of Way
 - Determine use of revenue complies with use
 - This will be a tent only and if vehicles are allowed will reduce the grass area significantly
 - Parking will be next to or in front of the tent area
 - High use weekends will create parking shortage
 - Effective communication with parking since Harbor allows only 7 days, camping is allowed for 14 days
- Changes needed in City Code with regards to language in HCC19.08.060
 - Recommended updating to allow camping similar to other municipalities

Discussion ensued on the following by Commission and Staff:

- Revenue generated annually versus seasonally
- Damages by Storms to the Spit
- Costs to Armor Rock the entire western edge of the spit and possible alternatives to protecting the land and what has been tried previously
- Vessel Haul Out Area for use this season
- Campground Hosts obtained for the Fishing Hole Campground and Karen Hornaday Park

Campground

- o Inherent issues with the City Host Program and lack of respondents
- o Positions were advertised on a website specific to their requests

B. Staff Report - Julie Engebretsen, Deputy City Planner

Deputy City Planner Engebretsen provided a report and status update on the following:

- The Revenue received from the parking on the spit goes into the general fund, however the Port and Harbor Advisory Commission has requested that it be deposited into the Enterprise Fund since they are paying for the parking enforcement.
- Seafarers Memorial Parking lot project application still has not been submitted
- Working with the Land Trust to apply for a grant with the RTCA for a project up on Baycrest past West Hill Road but before Rogers Loop.

Commissioner Lewis inquired if the City or Commission can do anything with the proposed Dorothy Drive Easement vacation.

Deputy City Planner Engebretsen responded that it is outside of city limits and really not under the purview of the City or Commission.

Commissioner Archibald requested clarification on the proposed KHLT trail location.

Deputy City Planner Engebretsen responded that the KHLT is doing this trail and it is to the west of Highland Drive.

C. Community Recreation – Mike Illg, Recreation Manager

Chair Harrauld noted that Recreation Manager Illg was unable to attend the meeting but submitted a written report for the Commission. There were no comments or questions from the Commission.

D. Spring Park Walk Thru Report – Commissioners

Chair Harrauld introduced the item by reading of the title.

Commissioner Lowney commented on the number of improvements and improved conditions of Jack Gist Park and would like to somehow recognize those parties that are keeping the park in such good condition specifically the disc golf course.

Another thing with the softball fields and information provided to Mr. Steffy on the improvements necessary for the infields in particular a cost share and she would like the commission to investigate and support that possibility and believed that it would be beneficial with the labor as part of the cost share which **doesn't** happen frequently.

Commissioner Lowney then provided her report on Bayview Park and would like to push the proposal on getting the fence replaced and stated that there are issues with the playground equipment which she believes is on its way out.

A discussion ensued on the following with comments and concerns expressed by the Commission and

Staff:

- How a cost share would work with the Adopt a Park program that has been implemented
- Any complaints received this year about the Disc Golf Course
- Acknowledge the work and efforts done at Jack Gist in a Letter to the Editor for the June meeting to be published by July
- The Commission voicing their approval to support that funding would create a revenue generator
- This item can be placed on the June agenda and invite Disc Golf folks to come and speak to the Commission.
- The City provided significant funds to Little League to make those improvements
- Historical knowledge is needed on Jack Gist prior to when the City took ownership

Commissioner Archibald reported that they have been having the same issues for the last several years to get that fence replaced and he believed there would be less liability to the city and removed the fence.

Points noted in discussion for the Bayview Park were as follows:

- Fencing needs replaced
- Lack of continued efforts by the parent group
- Park needs a fence due to the age group of the children who use the park
- Commission submitted a budget request several years ago and City Council did not approve it
- This park is as several parks in need of upgrades and improvements but there is no funding
- This item will be on the June agenda with staff providing a cost estimate to make the improvements
- This item has been on the CIP for several years

Parks Maintenance Coordinator Steffy arrived at 5:52 p.m.

PUBLIC HEARING

PENDING BUSINESS

NEW BUSINESS

A. Ocean Drive Loop Beach Access – Seawall Beach Access

Chair Harrauld introduced the item by reading of the title.

Commissioner Lowney requested this item on the agenda and she approached the large aerial map pointing out the area that she was speaking about for the Commission.

Deputy City Planner Engebretsen pointed out that the beach access that she was referring to was actually private property and there is no public access.

Deputy City Planner Engebretsen responded to Commissioner Lewis regarding city owned property along the seawall has no viable access to the beach.

It was noted that there was area enough for a small picnic area with minimal parking access however there was some safety concerns with the seawall.

B. HART Trails Funding Request – Rehabilitation of Lower Poopdeck Trail

Chair Harrauld introduced the item by reading of the title.

Deputy City Planner Engebretsen reviewed her report for the Commission and noted corrections to the amounts shown in her report.

Commissioner Lewis stated that he had a conflict on this subject.

LOWNEY/ARCHIBALD – MOVED THAT COMMISSIONER LEWIS HAS A CONFLICT OF INTEREST.

Commissioner Lewis declared his involvement working with the Independent Living Center on this project. He responded that he does not have any financial gain, no interest in ownership of the property and he is not an employee or board member for either organization.

VOTE. NO. ARCHIBALD, ROEDL, HARRALD, HARRALD, FAIR

Motion failed.

Chair Harrauld requested clarification on staff request for two separate motions.

Deputy City Planner Engebretsen responded that separate motions would be preferred as she was not sure of City Council appetite to fund both items.

LEWIS/ARCHIBALD MOVED TO RECOMMEND CITY COUNCIL APPROVE THE EXPENDITURE OF UP TO \$6,200 FROM HART FUNDS TO REHABILITATE LOWER POOPDECK TRAIL.

A brief discussion ensued on the funds available and the condition of the trail and ADA compliance and where the funds will be used to improve the trail. It was noted that there was no intent to sell the property.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Chair Harrauld requested a motion for the ADA Parking Improvements for the trail.

LEWIS/LOWNEY MOVED TO RECOMMEND CITY COUNCIL APPROVE THE EXPENDITURE OF UP TO \$7,700 FROM HART FUNDS TO CONSTRUCT AN ADA COMPLIANT PARKING SPACE TO ACCESS POOPDECK TRAIL FROM PIONEER AVENUE.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

INFORMATIONAL MATERIALS

A. Commission Annual Calendar 2019

Chair Harrauld reviewed the Annual Calendar and what will be upcoming for June noting the CIP and Budget.

Deputy City Planner Engebretsen reported that Council is discussing a two year budget cycle so August may be more appropriate for that discussion.

B. Commissioner Attendance at City Council Meetings 2019

Chair Harrauld noted the attendance at the next Council meeting. Commissioner Archibald will attend the Tuesday, May 28, 2019 meeting.

Chair Harrauld will attend the meeting on June 10, 2019

C. Memorandum to Library Director re: Disposition of Stored Art

Chair Harrauld thanked Deputy City Clerk Krause for taking care of the memorandum. There was a brief discussion that the memoranda was sent to the new Library Director Berry.

D. City of Homer ADA Transition Plan Adopted April 22, 2019

Commissioner Lowney commented on how the recently constructed restrooms are already non-compliant and that the new pavilion was built with those ADA concerns in mind, it was well thought out.

Commissioner Lewis commented that it was really interesting to tour facilities and noted the issues at the Harbor with the floats and the Police Station. Jokingly stating that it is a good thing bad guys are not in wheelchairs. He also commented on the fish cleaning table that is accessible.

Chair Harrauld commented on having representatives from Independent Living come and speak with the students at Flex School and it was very informative and interesting.

Commissioner Archibald commented on following around Tess Daley around in her chair and she is an expert and realizing what she could and could not do and he knows someone else in a chair that was pitched out of it, so it is a slow and steady process but very much needed as who knows when we will have someone we know in a chair.

COMMENTS OF THE AUDIENCE

COMMENTS OF THE COUNCILMEMBER

COMMENTS OF THE CITY STAFF

Deputy City Planner Engebretsen thanked the Commissioners for a short meeting and noted that they may need a Commissioner to request a Councilmember to sponsor an Ordinance for the funding from HART.

Commissioner Lowney volunteered to be that person if needed.

Deputy City Clerk Krause commented on the ADA issues of just walking around town and visiting different venues when you are not in a wheelchair but have mobility issues. She informed the Commission that the proposed bylaw changes will be submitted to Council in September for approval as the City Clerk felt that with the reduction in the membership it would just be easier instead of having to make changes now then go back and make additional changes in November.

COMMENTS OF THE COMMISSION

Commissioner Lewis commented that the one thing that was not addressed with the ADA Compliance was the businesses in town, such as the doors at Ulmer's they do not have electric doors. Also the sidewalks.

Commissioner Fair thanked Avram for his service on the commission, he has done a good job, and wished him well in the future. He will be gone for the September meeting and if Commissioners will send him info on Jack Gist he will try to get something drafted in the next several weeks for the next meeting.

Commissioner Lowney thanked Avram, he has set the standard for a Student Commissioner, congratulating him on his awards and scholarships and wished him good luck in the future. She hopes that Homer hears from him in the future frequently.

Commissioner Lowney reported that the Girl Scouts went up to Karen Hornaday Park and constructed a bridge over the ditch, did a lot of weedwacking and pulled a tremendous amount of raspberries that were encroaching on the trail and brushed out the spruce trees that they planted and they had a 99% success rate so hopefully in 10 -20 years they will have shade from spruce rather than alder bushes.

They could use additional gravel also on the trails and not sure if they could get some from Public Works. She would like to see if the HART funds could provide the funding to have some clearing on the trails to brush them back and would like to submit a request to Matt on that; Ms. Lowney then commented on the Homer Middle School Trails system and it connects to the museum and the park trail systems, there has been so much work done and right after those improvements the 500 year storm hit and if there is any way they can get some gravel from the city up there at no expense she knows of plenty of volunteers to get it placed, or if they could get some funding from Parks and Rec to have the gravel brought up it would be really beneficial.

Commissioner Archibald commented that when no one will run for the seat of chair and you are sitting there and everybody thinks you can run a meeting you get elected to be the Chair of the State Parks Advisory Board so at any rate, the State Parks is looking for letters of support for their application for a grant to create a parking and camp host cabin from the EVOS, for Diamond Creek, you will have to walk from the parking area to the trail head to the beach. They don't want do the road because they will have to maintain it. They have FEMA funding for the trail. He recently read that there is a move to make Homer Bee Friendly, not sure who is advocating that just read it somewhere and the Highland Games are coming up on July 6th at Karen Hornaday Park shaping up to be really great event this year and they will have a band with a little party after at the Elks and if anyone wants to put on a Kilt they can join in with the group in the 4th of July Parade.

Student Commissioner Salzmann thanked everyone for the good wishes and plans to continue working in this realm, he really enjoys it and hopes to be doing this the rest of his life. Thank you.

Commissioner Roedl asked if there was any way they could get more of those little trails maps that they made a few years ago, those were really great. It is always good for people to see where those trails are and where they connect to; he then commented that he confirmed with Julie that they won't be talking about the budget at the next meeting but they will still have the CIP on the agenda and they need to keep the Sidewalk on Main Street at the top of the list; good working with everyone.

COMMENTS OF THE CHAIR

Chair Harrald thanked Avram for his contributions to the Commission and they almost changed all their bylaws because he was such a great student representative. She wished him well. Chair Harrald thanked Julie and Renee for everything that they do moving the Commission forward, even if slowly at times.

There was a brief discussion on the trails map and it will be added to the June agenda and Staff may be able to provide some costs noting the efforts that went into the initial production of the map.

ADJOURNMENT

There being no further business to come before the Commission, the meeting was adjourned at 7:15 p.m. The next regular meeting is scheduled for THURSDAY, JUNE 20, 2019 at 5:30 p.m. at City Hall Cowles Council Chambers 491 E. Pioneer Avenue, Homer, Alaska.

RENEE KRAUSE, MMC, DEPUTY CITY CLERK

Approved: _____



City of Homer

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To: Parks, Art, Recreation and Culture Advisory Commission
From: Julie Engebretsen, Deputy City Planner
Date: June 13, 2019
Subject: Staff report

Letter to editor – we had planned on having a letter to the editor presented at this meeting. But it is not ready – I was unable to research about Jack Gist Park, and I didn't invite a guest speaker to the meeting. This will be on the August agenda. My apologies on the delay.

Seafarer parking lot – see attached City Manager's report. An application may be submitted to Planning for the July HAPC meeting...TBD.

Homer Spit Beach Nourishment – see attached City Manager's report excerpt. I don't have a copy of the full beach nourishment report in hand, but the excerpt gives a good overview.

Budget update – The Council continues to consider a 2 year budget cycle, and also changing how the City addresses reserve funds/depreciation. I recommend the Commission continue to request funding for projects and staff; if there are no requests, Council has little information about parks and recreation needs. This will be an August agenda item. Please note, Council will have a public hearing on general city budget priorities – any member of the public can comment. This is scheduled for the second Monday in August, prior to your next meeting. This is an opportunity for citizens to voice their priorities.

Attachments

1. June 10th City Manager report excerpt, Seafarers Memorial Parking Lot Expansion
2. May 6th City Manager's report excerpt on beach nourishment
3. Budget Schedule



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Memorandum

TO: Mayor Castner and Homer City Council

FROM: Katie Koester, City Manager

DATE: June 5, 2019

SUBJECT: June 10 City Manager's Report

Vessel Assist

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

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

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

Exemption to Underground Utilities

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

Homer Steps it UP

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

Peninsula City Manager Meeting

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



Aspen Hotel Grand Opening

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

Certified Property Tax Values for 2019

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

How we budget property taxes:

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

Sales Tax First Quarter Data

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

KPB Online Sales Tax Pre-Meeting

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

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

Joint Worksession with KPB Assembly and Peninsula Municipalities

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

Seafarers Memorial Parking

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

Seawall Mil Rate

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

21 HOMER ODLSA

20 Homer	4.50
21 Homer ODLSA	9.9625
50 Borough	4.70
52 So. Hospital	2.30
	21.4625

has remained at to this day. The State of Alaska's Assistant State Assessor Joseph Cassie said there is a 30 mil cap for a service area. Currently, the Service Area (known as TAG21 by the Borough's Assessor Office) is at 21.4625, leaving the City with the option to increase the rate. However, if a bond was issued to the Service Area, the mil rate could be

set as high as the City and property owners agree to as authorized by *Alaska Statute 29.45.100*. The coastal engineer's report and analysis of the Seawall will be finalized hopefully by the end of this month. This report will detail preventative maintenance work to extend the life of the Seawall.

Enc:

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



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Memorandum

TO: HOMER CITY COUNCIL

THRU: KATIE KOESTER, CITY MANAGER

FROM: BRYAN HAWKINS, PORT DIRECTOR / HARBORMASTER

DATE: JUNE 4 2019

SUBJECT: MEMORANDIUM ON SEAFARER'S MEMORIAL PARKING LOT PROJECT

This memo is to provide background and current information regarding the Seafarer's Memorial Parking Lot expansion project. The Port Commission discussed and recommended this expansion in July of 2013. Staff wrote the CIP and council approved the project in November of 2013 and dedicated HART funding for engineering. Staff has been working on and off on the design for this project, and after further input from the Port and Harbor Commission in 2016 and the firm hired for the engineering scope of this project, we now have 95% plans for the improvement.

Project Goals and Requirements:

- **Goals-** The goals listed for the Port and Harbor Advisory Commission, when considering this project, are to create as much parking space in the ramp 1-3 area as possible, to set up a fee collection system to help pay back the expense of construction, and to create safer pedestrian walkways and traffic patterns.
- **Permits-** The land is City owned and is designated as conservation land, requiring a CUP in order to change the use of the property, and will include public recreation areas, beach access and green corridors. An Army Corps of Engineers permit will also be required for this improvement.
- **Materials-** The current plan includes utilizing fill material from our annual dredging program for leveling and site fill for the project. At this time, working with the Army Corps of Engineers, we are using any created dredging material on a separate beach re-nourishment project that will help protect the Homer Spit from storm damage due to erosion. As beach nourishment, and protection of current assets, takes precedent to this expansion project I am unsure when we will have product available, but I'm confident that once all permitting and construction ready plans are in hand we'll find a source of suitable materials. There are other concurrent projects that have potential to generate the needed material (e.g. harbor entrance and fishing lagoon maintenance dredging and future harbor expansion).
- **Grant Requirements-** A requirement of the Ramp 2 restroom project, in order to take advantage of the land water conservation funding grant, is to provide access to the beach. This access is included in the Seafarer's memorial parking lot expansion and will be built in between the East end of the Hillstrand boardwalk and the parking lot. This will be an improved gravel ADA Pathway to the beach.
- **Future Fund Allocation/Use Requirements-** We designed the lot to both maximize the number of spaces and safe traffic patterns while using those spaces. Designating off street entry and exit points into the lot and turning the entire square footage into off street parking brings great safety benefits to the area by eliminating the diagonal parking where motorists have to back out onto the highway. As much of this property is in the

AK Department of Transportation Right of Way (ROW) the Tora agreement we have with the State applies, which means any funds generated from fees will have to be used for parking improvements.

Questions Posed:

The current plan creates 195 parking spaces in a congested high traffic area, with the addition of ADA access to the public beach/recreation area, green corridors and the current memorial park. Current use of this area is 7 day free parking, with an allowed use of longer term parking with the purchase of a long term parking pass. General planned use for the lot after improvements is a fee lot with short term turn over.

The question moving forward is how will these parking spaces be used? If all 195 spaces were to be turned into short term fee parking at the \$5 per day rate, numbers based on current paid parking and annual generated income from those spaces gives us a general estimate of approximately 12 years for payback on investment for the improvement project. However, when considering not just congestion and traffic patterns, but the possible needs of surrounding businesses, the City Enterprise, the boat owners, public recreation use, and tourism, designating the whole parking lot as a single type of use may not be the proper solution. With weight given to all these different use types, again, the question for the future is: how do we want to use these spaces?

Recommendation:

Informational Only.



Seafarers Memorial Parking Expansion

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

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

Total Project Cost: \$635,000

Schedule:

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

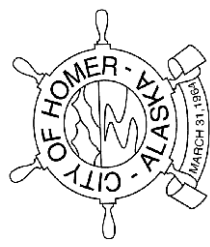
2019: Dredged Material Placement by Corps: In kind

2020: Install drainage, riprap protection, paving/stripping and all parking lot delineation: \$627,000

Priority Level: 1



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



Public Works Dept. May 16, 2019

Disclaimer:
It is expressly understood the City of
Homer, its council, board,
departments, employees and agents are
not responsible for any errors or omissions
contained herein, or deductions, interpretations
or conclusions drawn therefrom.



Legend

Stormdrain_Outfall

Parcels

Project_Boundary

Rip_Rap

Landscaped_Area

Paving_Footprint

Existing_Vegetation



Seafarer's Memorial

Seafarer's Memorial Paving Project Footprint



NO.	REVISION	DATE

CONSULTING ENGINEERS
STRUCTURAL/CIVIL
155 BIDARKA ST
KENAI, AK 99611
TEL. (907) 283 - 3583
NELSONENGINEER@ALASKA.NET

SEAFARER'S MEMORIAL PARKING LOT
CITY OF HOMER, AK
CIVIL SITE PLAN (LEFT) - OPTION #2

CONCEPT PLAN

PROJECT NO. 1445
DRAWN BY: ZSR
CHECKED BY: WUN
DATE: 08/08/18
SHEET C1.1
3 OF 11

SCALES: NOTED
HORIZ. NOTED
VERT. NOTED

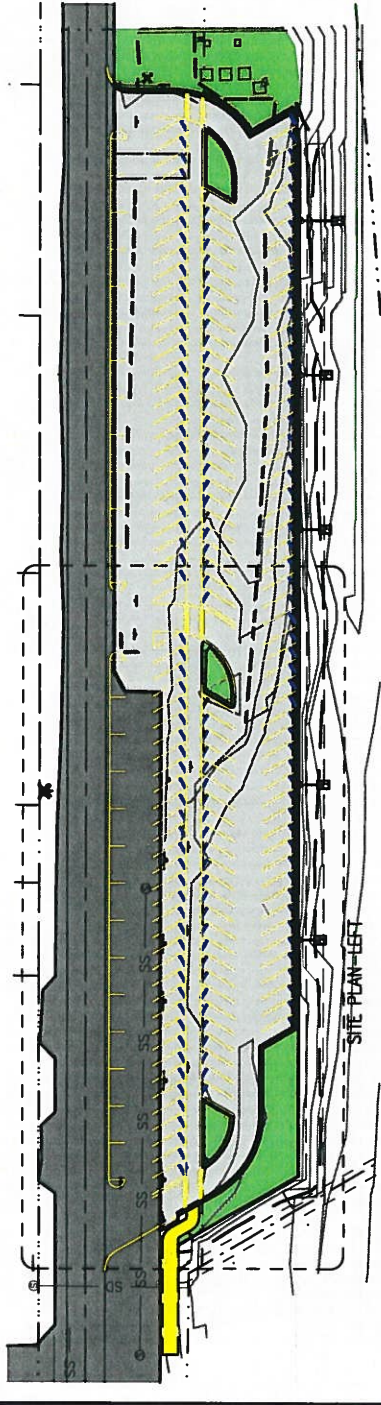
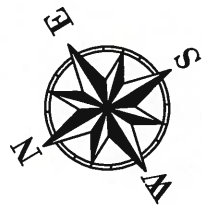
LEGEND

EXISTING (E)	PROPOSED (P)	
		ASPHALT PAVEMENT
		CONCRETE
		RIP RAP
		GRAVEL PATH
		BUILDING/STRUCTURE LINE
		DRAINAGE SWALE
		EASEMENT
		EDGE OF PAVEMENT
		PROPERTY LINE
		UTILITY - OVERHEAD ELECTRIC
		UTILITY - UNDERGROUND ELECTRIC
		UTILITY - UNDERGROUND TELEPHONE
		UTILITY - SEWER LINE
		UTILITY - STORM DRAIN
		UTILITY - WATER LINE
		CATCH BASIN/MANHOLE
		TRAFFIC SIGN
		ELECTRIC METER
		FENCE
		FIRE HYDRANT

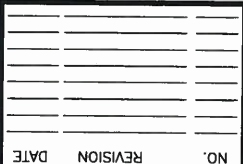
GENERAL NOTES

1. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF ALL SITE FEATURES. IF THE CONTRACTOR ENCOUNTERED CONDITIONS OTHER THAN THOSE SHOWN ON THE PLANS, HE SHALL IMMEDIATELY CONTACT THE ENGINEER FOR DIRECTIONS.
2. ALL CONSTRUCTION METHODS AND MATERIALS USED FOR THIS PROJECT SHALL CONFORM CITY OF HOMER STANDARD CONSTRUCTION SPECIFICATIONS, 2011 EDITION.
3. LOCATION OF UNDERGROUND UTILITIES ARE APPROXIMATE. ACTUAL DEPTH, NUMBER AND LOCATION UNKNOWN. BURIED UTILITIES OTHER THAN THOSE SHOWN ON THE PLANS MAY BE PRESENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATION, IDENTIFYING, AND WORKING AROUND ALL UTILITIES WITHIN THE PROJECT LIMITS AT NO ADDITIONAL COST TO THE OWNER. CALL FOR LOCATES PRIOR TO EXCAVATION.
4. ALL PARKING SPACE LINES TO BE PAINTED AND ALL LANE LINES TO BE THERMOPLASTIC STRIPPING.
5. NORTHING AND EASTING FOR ALL LAYOUT POINTS ARE LISTED ON PAGE C1.3.
6. ALL BENCHES AND PICNIC TABLES SHALL BE PROVIDED AND INSTALLED BY THE CITY OF HOMER.

A CIVIL SITE PLAN - LEFT - OPTION #2
GRAPHIC SCALE: 1" = 15' (22X34), 1" = 30' (11X17)



B OVERALL SITE PLAN
GRAPHIC SCALE: 1" = 60' (22X34), 1" = 120' (11X17)

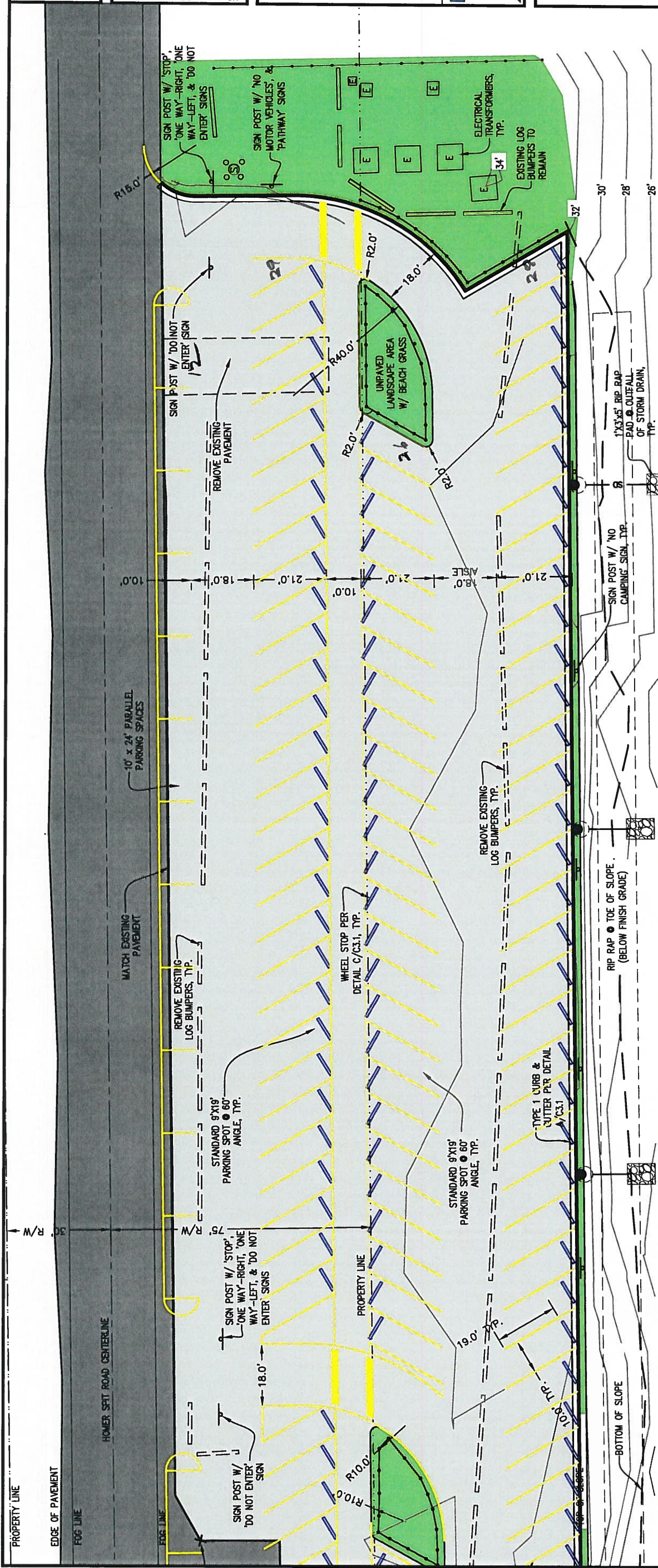


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SEAFARER'S MEMORIAL PARKING LOT
CITY OF HOMER
HOMER, AK
CIVIL SITE PLAN (RIGHT) - OPTION #2

PROJECT NO. 1445
DRAWN BY:
ZSR
CHECKED BY:
WJN
DATE: 08/08/18
SCALES: NOTED
HORIZ. NOTED
VERT. NOTED
SHEET C12
4 OF 11



A CIVIL SITE PLAN - RIGHT - OPTION #2

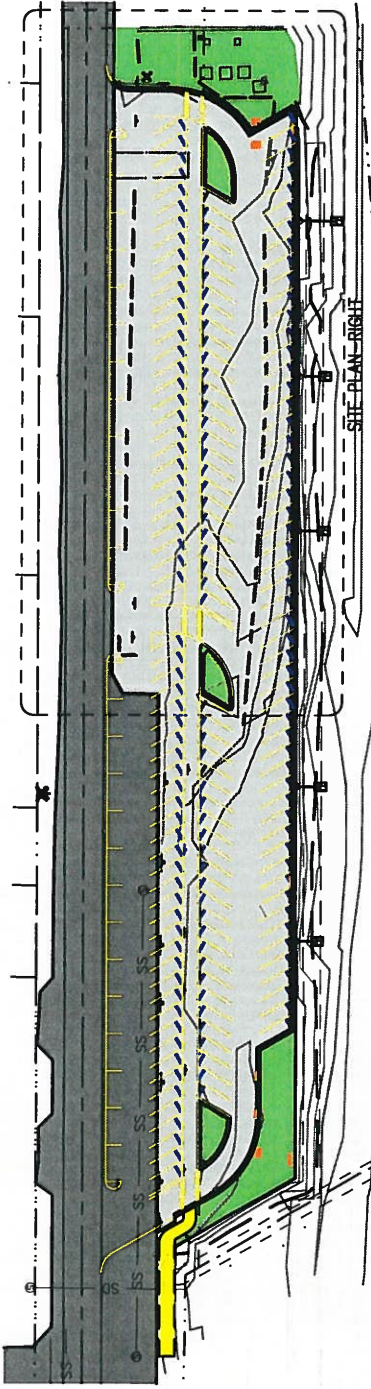
GRAPHIC SCALE: 1" = 15' (22X34), 1" = 30' (11X17)

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LEGEND

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		UTILITY -- SEWER LINE
		UTILITY -- STORM DRAIN
		UTILITY -- WATER LINE
		CATCH BASIN/MANHOLE
		TRAFFIC SIGN
		ELECTRIC METER
		FENCE
		FIRE HYDRANT



B OVERALL SITE PLAN

CL2 GRAPHIC SCALE: 1" = 60' (22X34), 1" = 120' (11X17)



City of Homer

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May 2, 2019

Michelle Blackwell

Kenai Peninsula Office of Senator Lisa Murkowski

Per your request, the attached documents provide an overview of erosion issues and mitigation studies for the Homer Spit. Included are:

(1) A pictorial survey of recent erosion damage on the Homer Spit including photos taken shortly after a wind and high tide event that occurred April 19, 2019.

Erosional damage you see in the photos, if left unchecked, significantly diminishes private commercial enterprise and municipal assets. If left unchecked it will grow to negatively impact municipal, state and federal critical infrastructure as well. For instance, future erosion may undermine the portion of the Sterling Highway that connects the Kenai Peninsula mainland to critical infrastructure on the Spit such as the Homer Port & Harbor, the United States Coast Guard and Alaska Marine Highway System.

Ultimately, inaction will threaten the role the Homer Spit plays as a regional commerce center and Statewide transportation hub, weakening Alaska's capacity to meet current and emerging demands of the shipping, commercial fishing, and resource development industries.

(2) Reference to Two Army Corp of Engineers reports containing detailed erosion management information on the Homer Spit:

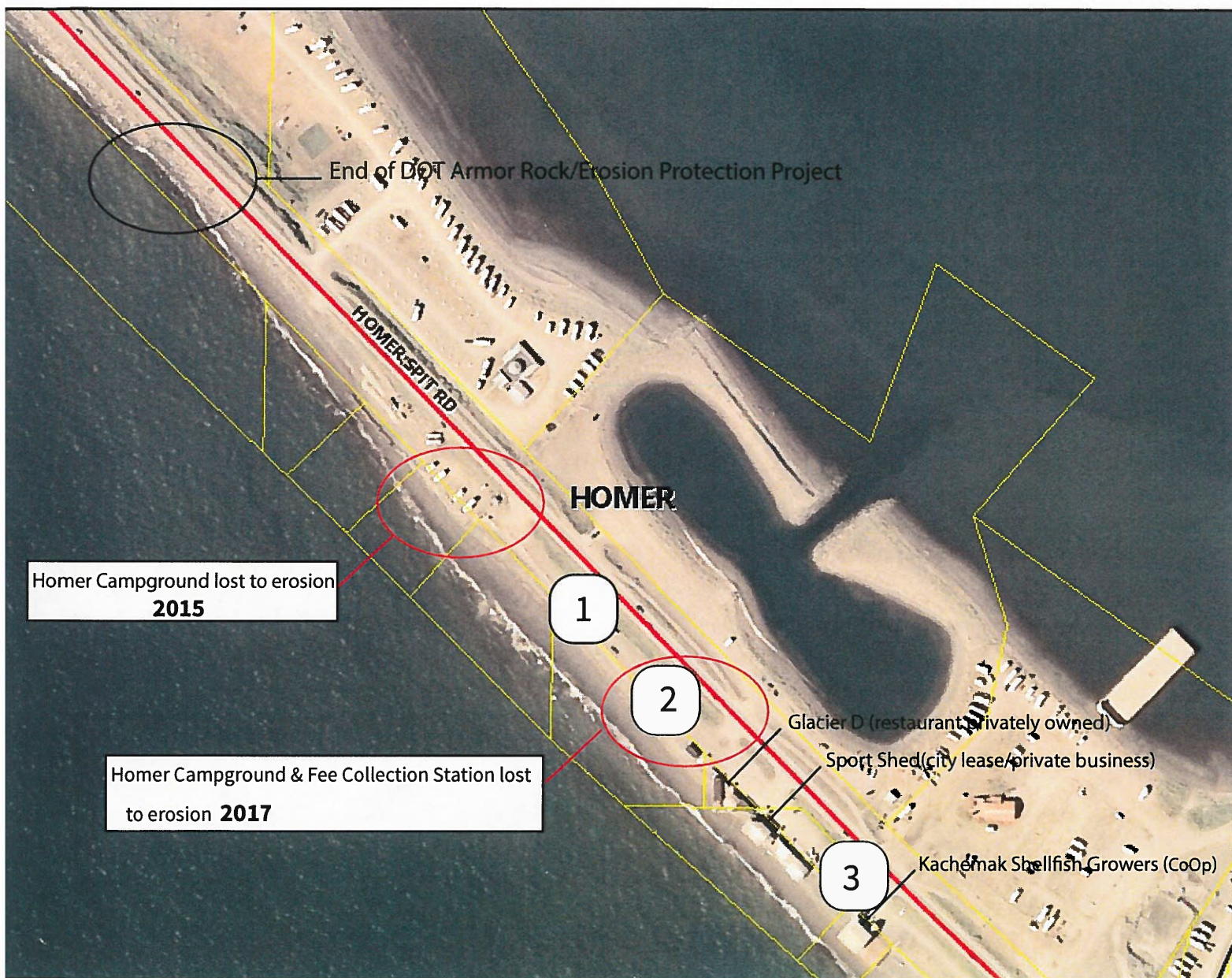
- *Dredged Material Management Guidance Manual* produced in 2017; and
- *Storm Damage Reduction Final Interim Feasibility Report with Engineering Design and Environmental Assessment*, a report from a 1989 investigation.

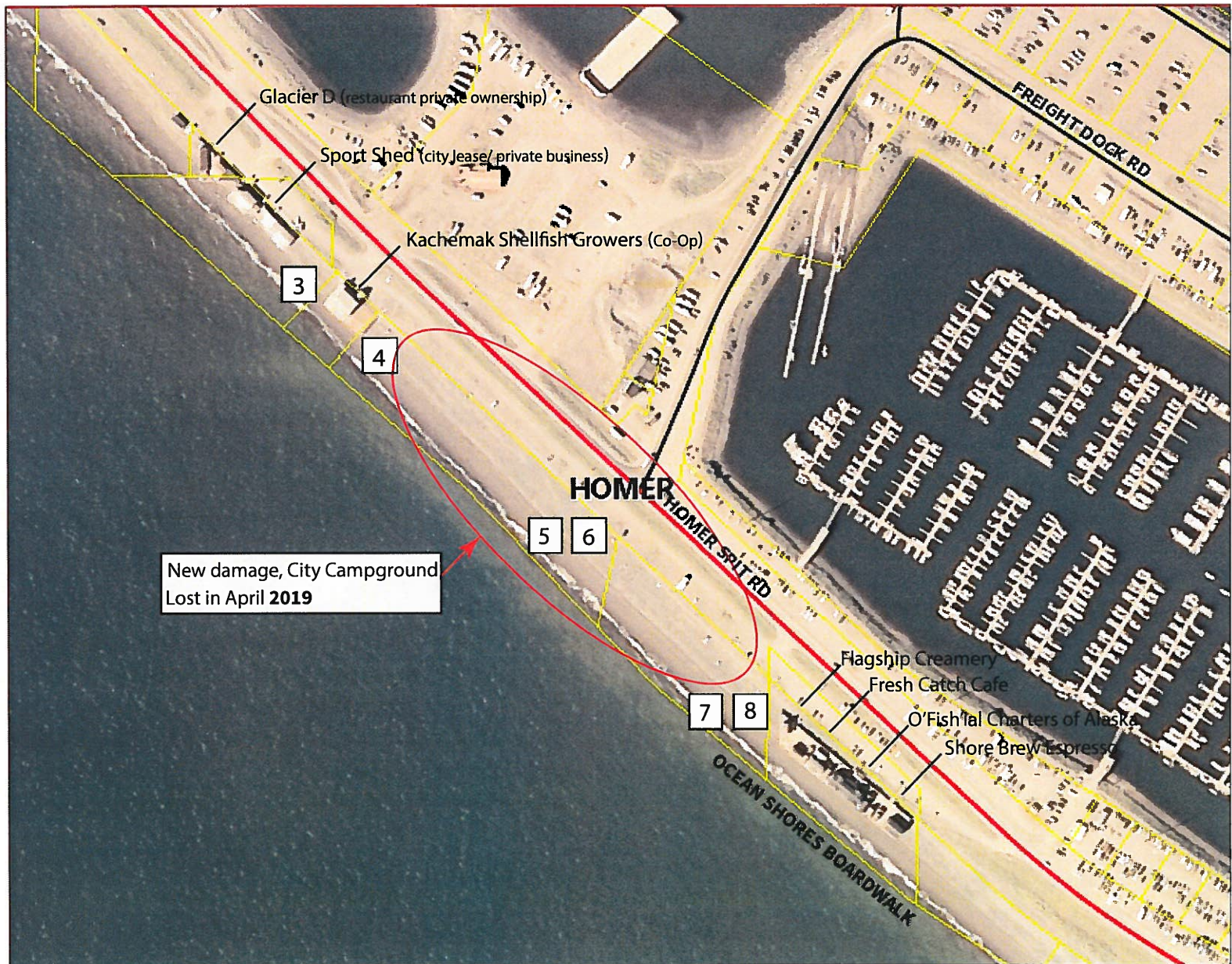
Highlighted pages from section 4.4 from the 2017 US ACOE Dredged Material Management Guidance Manual and the summary page from the 1998 ACOE study are included here to emphasize important findings for topics such as beach renourishment.

Thank you for your interest in addressing this issue and protecting critical transportation infrastructure.

The data from these extensive studies provides the information needed for the ACOE, Alaska DOT and City of Homer to work in partnership to implement coordinated, long-term maintenance and mitigation measures to stabilize erosion conditions on the Homer Spit. Time is of the essence. We look forward to forming a partnership to fully support and sustain the Homer Spit and its important contributions to the State's development and economy.

We appreciate any support and any advice you can offer to help facilitate this effort and ultimately protect this important Alaskan asset.









2

Photo 2- Beach Renourishment materials, city land



3

Photo 3- Erosion Damage with Exposed Utilities, between Sport Shed and Shellfish Co-Op



4

Photo 4- Erosion Damage around piers, Shellfish Co-Op



5

Photo 5- New damage, City Campgrounds lost in April 2019, looking toward Ocean Shores Boardwalk



6

Photo 6- New damage, City Campgrounds lost in April 2019





7

Photo 7- Erosion damage-loss, Ocean Shores Boardwalk



8

Photo 8- Erosion damage-loss, Ocean Shores Boardwalk



Dredged Material Management Guidance



HOMER SMALL BOAT HARBOR and U.S. COAST GUARD CUTTER *HICKORY* BERTH HOMER, ALASKA



March 2017

directly or indirectly affect any threatened and endangered species (e.g. Steller's eider) inhabiting Kachemak Bay.

Identical to Parking Pad 1, future land use planning for the Spit indicates a conflicting land use for the subject area. Currently the area is zoned "Open Space Recreation." The Homer Spit Comprehensive Plan (Map 5) identifies the area as "conservation and beach access" while Map 6 identifies the area as "future parking" (City of Homer, 2011). Ultimately, this contradictory land use classification will need resolution by the City of Homer before using dredged material to construct a parking pad at this location.

4.3.4 Mariner Park Improvements

Approximately 17,000 cy of dredged material would be used to raise the surface elevation of the existing parking lot and campground area to approach the existing grade of the Homer Spit Road (Table 4). The City of Homer, however, estimated 60,000 cy of material would be incrementally used over several years to raise the parking lot and campground area elevation 2 feet and provide better drainage (November 15, 2002, letter to USACE from City of Homer, City Manager). Anticipated user-group improvements (e.g. rest rooms and interpretative/education signage) have use for the dredged material as well.

The existing parking lot provides no habitat value for neighboring wildlife resources. Therefore, no significant adverse environmental impacts are associated with placing dredged material in Mariner Park to facilitate park improvements. It is worth noting, however, that a strong public sentiment exists against any further expansion of Mariner Park by placing fill material in neighboring Mariner Lagoon, which provides high habitat value for Kachemak Bay's fish and wildlife resources (City of Homer, 2011; page 26).

4.4 Potential Impacts Associated with Marine Dredged Material Management Sites

4.4.1 Homer Spit Beach Nourishment

Beach nourishment is the process of replenishing a beach naturally by accretion due to the long shore transport or artificially by the deposition of dredged materials. Artificial beach nourishment, as a "soft" means of combating shoreline erosion and providing protection, has become a preferred method in certain areas of the U.S. (Menn *et al.*, 2003; Nelson, 1993). Menn *et al.* (2003) noted that infaunal responses to some artificial beach nourishment actions were not as dramatic when compared to natural changes along the shore and between years. From an ecological perspective, artificial beach nourishment is an acceptable method for coastal protection, if intervals of at least 3 years occur between successive operations at a given time (Menn *et al.*, (2003).

Ruggiero *et al.* (2007) classified Kachemak Bay's beaches (including those on the Spit's west side) as:

...mixed sediment beaches morphologically distinct from and more complex than either sand or gravel only beaches. Both the sand and coarse fractions on the beaches proposed for nourishment mobilize into self-organized bed-forms that migrate as coherent packages alongshore over a dynamic cobble substrate with a seasonality reflecting the temporal pattern of the alongshore component of wave power."

The three shoreline areas on the Spit's west side being considered for beach nourishment are associated with a documented high energy, nearshore environment that is characterized by having a seasonally migrating sandy beach that continually buries and then uncovers inherently established intertidal and subtidal marine communities. Tide pools form on the landward side of gravel berms and sand bars as the tide recedes. Adams *et al.* (2007) documented the timing and magnitude of the migration of the Spit's west-side intertidal sand beds over gravel/cobble benches during a 22-month observation period; their findings were as follows:

1. Megatidal conditions coupled with the gentle slope of the intertidal zone on the north shore of Kachemak Bay expose a nearly 500-meter-wide beach at low tide.
2. Homer Spit's sands derive from sources along the 30-kilometer stretch of coastline, between Anchor Point and Homer, either from riverine inputs or bluff failures.
3. At depths less than 20 meters, the nearshore currents are predominantly wave driven.
4. Fine sediment in the intertidal zone moves over the gravel/cobble benches as distinct, solitary sand bed forms (sand bodies).
5. The majority of sand body cover is in the mid-tidal zone (between 1.75 meters and 3.25 meters above MLLW), and sand is present in intermittent patches near the mean high water shoreline.
6. Eastward propagating wind waves drive sand body migration as opposed to net westward-directed tidal currents.
7. The seasonal period of most rapid transport occurred in the late fall and winter, when two sustained sand body migration rates averaged 1.41 meters/day and 2.15 meters/day.
8. The more-dormant period of slow transport occurred during the late spring-summer-early fall when two sustained sand body migration rates were 0.11 meter/day and 0.07 meter/day.
9. Total migration rates for the sand bodies observed, computed over the duration of the study, ranged between 250 and 278 meters per year (0.68 to 0.76 meters per day).
10. The intertidal gravel/cobble benches remain relatively constant in elevation. In contrast, sand body migration explains beach surface elevation gains and losses of up to 0.8 meter in the region where sand bodies travel.
11. Assuming an average thickness of 0.37 meter, sand body migrations translate to a littoral transport rate between 4,400 and 6,300 cubic meters per year.
12. At the end of Homer Spit, a deep submarine trough (~100 meters deep) appears to limit the growth of Homer Spit, as sediment likely cascades down into the trough, defining a local sediment sink.
13. The authors' hypothesize Homer Spit's sand bodies are responsible for dissipating wave energy ~13 percent.

While Adams' *et al.* (2007) and Ruggiero's *et al.* (2007) research provided valuable information about the oceanographic dynamics of the subject sand bodies, however, a paucity of information exists that describes the impacts of the oceanographic dynamics on the area's intertidal habitat and organisms. Despite the high-energy oceanic environment that exists on the Spit's west side and the findings of Adams *et al.* (2007), a vibrant and thriving intertidal ecosystem manages to persevere on the cobble/gravel benches, as the Corps has documented in Appendix A. Based on the Corps' 2012 field observations, the epifauna and infauna associated with the cobble/gravel benches appear resilient enough to reestablish themselves after the sand bodies have naturally migrated off them.

In the past, the Corps placed material dredged from the harbor on tideland north of the harbor, between 0 feet MLLW and +15 feet MLLW (USACE, 1974). Disposal occurred by pushing dredged material off a floating barge into the water, allowing it to settle on the beach. High tides of +10 feet MLLW or more were required to maneuver the floating barge over the designated disposal site. Any resulting build-up areas were mechanically leveled during low tides to maintain the general slope of the beach.

The Corps is expecting to use the floating barge method to perform Spit beach nourishment activities. To accomplish a more natural process, small volumes (albeit undefined) of dewatered dredged material would be mechanically spread over small areas of beach at low tide so that the flooding tide and associated wave action would disperse the material naturally, adhering to the shoreline's original morphology. No maintenance is associated with the intertidal disposal of dredged material for beach nourishment purposes, no structural construction costs, and the lifetime capacity is virtually unlimited (Table 4).

The major categories of potential impacts associated with all three beach nourishment sites are likely to be: (1) infauna and epifauna habitat loss and mortality; (2) altered sediment transport processes; (3) increased suspended sediment loads on water quality; and (4) the effects of elutriate chemicals from dredged material.

4.4.1.1 Beach Nourishment Site 1

The exposed intertidal area at this site is vast and the three intertidal transects used to characterize its marine resources reveal an area pocketed with vegetated tide pools, sand bars, and tide flats drainage channels (Figure 10 in Appendix A). Unlike the intertidal habitat associated with the area surrounding transects BN 1-1 and BN 1-2, the area surrounding transect BN 1-3 is virtually devoid of epifauna and vegetated tide pools and is composed of sand bars and gravel-lined drainage channels (Figures 18 and 19 in Appendix A).

The infauna likely impacted from being buried by dredged material includes flatworms, nemerteans, crustaceans, mollusks and polychaetes (e.g. *Paraonella platybranchia*, and *Scolecopsis* sp), which comprise 81 to 98 percent of the infauna biomass, followed by gammarid amphipods (*Eohaustorius eous* and *Paraphoxus milleri*) (Lees *et al.*, 1980).

Dewatered dredged material placed in this area at low tide would, during flooding tides, disburse naturally over substrate of similar composition (Figures 4 and 18 in Appendix A). Infauna survival would depend not only on the depth of deposited sediment, but also on the length of

burial time, season, particle-size distribution, and other habitat requirements (Nelson and Pullen, 1990).

Alternatively, material placed indiscriminately at low tide in and around BN 1-1 and BN 1-2 could destroy tide pool habitat on the landward side of gravel/sand bars and its benthic community. It is unlikely that organisms within the tide pool could vertically migrate out of the deposited dredged material, as the particle size and composition of the dredged material and tide pool substrate are substantially different (Figures 4, 13 and 15 in Appendix A).

Problems related to water quality and turbidity in this high-energy, nearshore area do not appear to be a major concern, as the dredged material to be disposed has been and would likely continue not to be classified as contaminated, and fine sediments would be rapidly transported offshore during flooding tides.

Dredged material placed at low tide would not directly affect nearshore fish populations; however, suspended solids could settle offshore and affect juvenile groundfish populations, e.g. rock sole (*Lepidopsetta* spp.) and Pacific cod, (*Gadus macrocephalus*) (Abookire, Piatt and Norcross, 2001), and essential fish habitat.

Sea otters, which are commonly found in nearshore waters, would not be adversely impacted by placing material on the beach at low tide. Dredged material placed in tide pools could, however, destroy sea otter food resources (sea urchins, mussels, etc.).

Nearshore feeding shorebirds would be temporarily displaced from feeding in intertidal areas where dredged material is placed at low tide.

Steller's eider, a threatened sea duck species, would not be affected by placing dredged material on the beach at low tide as the species: (1) is not present in the Homer area between March and November, (2) normally does not inhabit marine waters within one mile of the west side of the Spit, and (3) prefers inhabiting water approximately 20 feet deep for feeding. Harlequin ducks and black scoters, however, are documented as feeding in nearshore waters, west of the Spit, possibly on the invertebrates that inhabit the at-low-tide tide pools (Figures 13 and 15 in Appendix A).

In summary, few if any significant adverse environmental impacts would occur if small volumes (albeit undefined) of uncontaminated dredged material were placed periodically (every 3 years) at low tide in the offshore areas from BN 1-1 and on the gravel/cobble substrate between tide pools and at the foot of the rock revetment. The dredged material would disperse by natural alongshore processes that transport material southeasterly along the base of the rock revetment that protects the Homer Spit Road from storm damage and erosion. Also, placing dredged material at BN 1-2 and BN 1-3 in proximity to their tide pools would cause environmental impacts similar to those generated by documented natural oceanographic processes (i.e., migrating sand bars) along the west side of the Spit.

4.4.1.2 Beach Nourishment Site 2

Approximately 70 feet offshore of and along the 1,130-foot-long rock revetment protecting the 1,040-foot-long cantilevered steel sheet pile wall, is an 80-foot-wide tide pool heavily vegetated with algae and inhabited by a wide variety of invertebrates (Figures 20, 25-27 in Appendix A). Beyond the tide pool band is a vast area composed of sandy tide flats devoid of epifauna (Figure 29 in Appendix A).

Beach nourishment activities at this site have the potential to cause significant adverse environmental impacts if not implemented carefully. Placing any volume of dredged material, at any time of the year, into the band of tide pools will immediately bury and likely destroy an infauna and epifauna community not capable of adapting to the new substrate.

Infaunal responses to beach nourishment activities seaward of the tide pools on the sandy tide flats would not be adverse when compared to the natural seasonal changes along the shore and between years, i.e., the southeasterly migration of sand bars along the Spit. Most of the infauna taxa populating the sandy tidal flats are generally well adapted to shifting sediments and hydrodynamic turbulences (Armonies and Reise, 2000). Menn *et al.*, (2003) presumes this to be the case because the most likely affected infauna (e.g. polychaetes) are fast reproducing and often are highly mobile.

Between the tide pools and foot of the rock revetment is a narrow 35-foot-wide band of gravel/cobble substrate devoid of epi- and infauna (Figure 20 in Appendix A). Placing dredged material within this area would immediately provide erosion protection without causing any significant adverse environmental impacts as the material disperses naturally by hydrodynamic processes.

Problems related to water quality and turbidity in this high-energy, nearshore area do not appear to be a major concern, as the dredged material to be disposed of has been and would likely continue not to be classified as contaminated and fine sediments would be rapidly transported offshore during flooding tides.

Dredged material placed at low tide would not directly affect nearshore fish populations; however, suspended solids could settle offshore and affect juvenile groundfish populations, e.g. rock sole (*Lepidopsetta* spp.) and Pacific cod, (*Gadus macrocephalus*) (Abookire, Piatt and Norcross, 2001), and essential fish habitat.

Sea otters, which are commonly found in nearshore waters, would not be adversely impacted by placing material on the beach at low tide. Dredged material placed in tide pools could, however, destroy sea otter food resources (sea urchins, mussels, etc.).

Shorebirds would be temporarily displaced from feeding in intertidal areas where dredged material is placed at low tide.

Steller's eider, a threatened sea duck species, would not be affected by placing dredged material on the beach at low tide, as the species: (1) is not present in the Homer area between March and November; (2) normally does not inhabit marine waters within one mile of the west side of the

Spit; and (3) prefers inhabiting water approximately 20 feet deep for feeding. Harlequin ducks and black scoters, however, are documented to feed in nearshore waters, west of the Spit, possibly on the invertebrates that inhabit the at-low-tide tide pools.

In summary, no significant adverse environmental impacts would occur if small volumes (albeit undefined) of uncontaminated dredged material were placed periodically (every 3 years) at low tide on the tide flats seaward of the band of tide pools and on the gravel/cobble substrate between the band of tide pools and the foot of the rock revetment. Such actions would cause environmental impacts similar to the impacts associated with natural oceanographic processes (i.e., migrating sand bars) along the west side of the Spit. Placing dredged material within the band of tide pools or in areas where dredged material could be swept into the tide pools would have direct and long-term adverse impacts on in- and epifauna.

4.4.1.3 Beach Nourishment Site 3

This highly erosive segment of shoreline, as evidenced by Figures 30-34 in Appendix A, is devoid of in- and epifauna within the likely footprint of the dredged material depositional zone. No significant adverse environmental impacts would occur if small volumes (albeit undefined) of uncontaminated dredged material were placed periodically (every 3 years) at low tide between the foot of the eroding rock revetment and offshore band of gravel/cobble substrate. Potentially impacted would be the offshore tide pool organisms similarly found at BN 1 and BN 2 (Figure 36 in Appendix A). Natural oceanographic processes along the west side of the Spit are expected to distribute an unknown amount of placed dredged material offshore, into the tide pools.

Problems related to water quality and turbidity in this high-energy, nearshore area do not appear to be a major concern, as the dredged material to be disposed of has been and would likely continue not to be classified as contaminated and fine sediments would be rapidly transported offshore during flooding tides.

Dredged material placed at low tide would not directly affect nearshore fish populations; however, suspended solids could settle offshore and affect juvenile groundfish populations, e.g. rock sole (*Lepidopsetta* spp.) and Pacific cod, (*Gadus macrocephalus*) (Abookire, Piatt and Norcross, 2001), and essential fish habitat.

Sea otters, which are commonly found in Kachemak Bay's nearshore waters, would not be adversely impacted by placing material on the beach at low tide. Dredged material placed in tide pools could, however, destroy sea otter food resources (sea urchins, mussels, etc.).

Shorebirds would be temporarily displaced from feeding in intertidal areas while dredged material is placed at low tide. Steller's eider, a threatened sea duck species, would not be affected by placing dredged material on the beach at low tide, as the species: (1) is not present in the Homer area between March and November, (2) normally does not inhabit marine waters within 1 mile of the west side of the Spit, and (3) prefers inhabiting water approximately 20 feet deep for feeding. Harlequin ducks and black scoters, however, are documented as feeding in nearshore waters, west of the Spit, possibly on the invertebrates that inhabit the at-low-tide tide pools.



DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, ALASKA
P.O. BOX 898
ANCHORAGE, ALASKA 99506-0898

204

HOMER SPIT STORM DAMAGE REDUCTION
FINAL FEASIBILITY REPORT
WITH ENGINEERING DESIGN
AND ENVIRONMENTAL ASSESSMENT

September 1989

SUMMARY

Homer Spit, located within the town of Homer, Alaska, is a unique landmark that extends into Kachemak Bay on the southwest shore of the Kenai Peninsula. The thin spit is roughly 4-1/2 miles long and varies from 100 to 500 yards wide. A boat harbor at the spit's end is the cornerstone for commercial activities in the area. The spit is also important for fish processing, cargo handling, fuel storage, Coast Guard services, and tourism.

A State highway along the spine of the spit is exposed to severe wave action, particularly in the winter and spring. Storms create hazardous driving conditions, with ocean spray obstructing visibility and overflow washing out the pavement.

Strong wave forces during adverse weather conditions have periodically caused extensive damage to the highway. The possibility of the spit separating from the mainland during such an event gives State officials serious concern. Such a separation could result in economic loss, severed critical water, telephone, and power lines, and threaten the safety of those isolated on the spit. The Alaska Department of Transportation and Public Facilities (ADOT/PF) has a dedicated commitment to maintaining the access road. The State has spent more than \$6 million on short-term repair and protection measures during the past 20 years. The area threatened with breaching is limited to about 1-1/2 miles of the spit.

The State and the city of Homer asked the Corps of Engineers to evaluate both the immediate need for highway protection and potential long-term solutions to the Homer Spit erosion problem. The ADOT/PF entered into a feasibility study cost-sharing agreement in April 1986. This report is a culmination of studies performed by the Alaska District Corps of Engineers, the ADOT/PF, and the Coastal Engineering Research Center.

The recommended project addresses both the immediate and the long-term storm damage problems at Homer Spit. The plan would extend the existing rock revetment through the threatened area; periodic nourishment would be placed only when it becomes evident that erosion is continuing over the long term. It is economically feasible to place periodic nourishment in year 10, when it is projected to be needed, and to replenish it every 10 years.

The project results in average annual benefits of \$784,000, average annual costs of \$527,000, net annual benefits of \$257,000, and a benefit-cost ratio of 1.5 to 1.

Project recommendations are discussed in Section 11, Conclusions and Recommendations. Due to the detailed studies included in this feasibility report, it is recommended that the project proceed directly to preparation of plans and specifications.

City of Homer

Proposed Budget Development Schedule for FY 2020 & 2021

Dates	Time	Event
6/10/2019	6:00 PM	Budget Development Schedule approved by Council
7/22/2019		Submit to departments, budget work sheets including salary and fringe benefit costs
8/12/2019	5:00 PM	Committee of the Whole, Council to discuss budget priorities for the coming year
	6:00 PM	Regular Meeting, Public Hearing - public input on budget priorities for the coming year
8/26/2019		Departmental Draft Budget and narratives to Finance
9/9/2019	5:00 PM	During Committee of the Whole, Council to discuss Revenue Sources for General Fund
9/9/2019		Compile data and return copy to departments for review
9/9 - 9/20/2019	Weeks Of	City Manager - Budget Review with Finance Director and Department Heads
9/23/2019		Preliminary budget assumptions to Council.
10/14/2019		City Manager's Budget (Proposed Budget) to Council
	5:00 PM	Committee of the Whole, Council to discuss budget
	6:00 PM	Regular Meeting - Public Hearing
10/28/2019	5:00 PM	Committee of the Whole, Council to discuss budget
	6:00 PM	Regular Meeting - to introduce Budget Ordinance and Fee/Tariff Resolutions
11/25/2019	5:00 PM	Committee of the Whole, Council to discuss budget
	6:00 PM	Regular Meeting - Public Hearing
12/9/2019	6:00 PM	Regular Meeting - Public Hearing & FY 2020/21 Budget Adoption

City of Homer Community Recreation Schedule: **June 17-23**

Monday, June 10

6-7AM Morning Basketball
9AM-12PM Youth Activity Club
1-3:30PM Zumba Kids
3-7:30PM Martial Arts
5-8PM Pickle Ball
5:30-6:30PM Zumba
6-8PM Weight Room
7-9:30PM Ultimate Frisbee

HHS Gym
HHS Gym, Commons & Mat Room
HERC Gym
HERC Activity Room
HERC Gym
HHS Green Room
HHS Weight Room
HHS Turf Field

Tuesday, June 11

9AM-12PM Youth Activity Club
12-2PM Girls Open Gym: Basketball
5-8PM Pickle Ball
6-8PM Weight Room
6-8PM Pick-Up Basketball

Location/Color Key

PURPLE- HERC Gym (near skateboard park)
BLACK- Homer High School
RED- Cancellation

HHS Gym, Commons & Mat Room
HHS Gym
HERC Gym
HHS Weight Room
HHS Gym

Wednesday, June 12

6-7AM Morning Basketball
9AM-12PM Youth Activity Club
10:30AM-12:30PM Morning Pickle Ball
12-2PM Girls Open Gym: Basketball
1-3:30PM Zumba Kids
3-7:30PM Martial Arts
5-8PM Pickle Ball
5:30-6:30PM Zumba
6-8PM Volleyball
6-8PM Weight Room



HHS Gym
HHS Gym, Commons & Mat Room
HERC Gym
HHS Gym
HERC Gym
HERC Activity Room
HERC Gym
HHS Green Room
HHS Gym
HHS Weight Room

Thursday, June 13

9AM-12PM Youth Activity Club
10AM-12PM Youth Basketball
12-2PM Girls Open Gym: Basketball
5-8PM Pickle Ball
6-8PM Weight Room
6-8PM Pick-Up Basketball
7-9:30PM Ultimate Frisbee

HHS Gym, Commons & Mat Room
HHS Gym
HHS Gym
HERC Gym
HHS Weight Room
HHS Gym
HHS Turf Field

Friday, June 14

6-7AM Morning Basketball
3-7:30PM Martial Arts
5-8PM Pickle Ball
6:30-8:30PM Pick Up Soccer

Schedule is subjected to change with limited notice.

HHS Gym
HERC Activity Room
HERC Gym
HHS Turf

Saturday, June 15

11AM-1PM Zumba
10AM-12PM Youth Basketball
5-8PM Pickle Ball


HERC Gym
HHS Gym
HERC Gym

Sunday, June 16

10AM-1PM Pickle Ball
2-6PM Board Game Activity
3:30-6PM Pick Up Volleyball
6:30-8:30PM Pick Up Soccer

HERC Gym
HHS Commons
HHS Gym
HHS Turf

June 2019 *Homer Community Recreation*

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<p><i>Color Key</i> BLACK=Homer High BLUE=Homer Middle PURPLE=HERC RED=Cancellation GREEN= West Homer</p>		<p>DISCLAIMER: ALL ACTIVITIES ARE SUBJECT TO CHANGE OR BEING CANCELLED WITH LIMITED NOTIFICATION</p>				<p>1 11am-1pm ZUMBA at HERC 5-7pm PICKLEBALL at HERC</p>
<p>2 10am-1pm PICKLEBALL at HERC 3:30-6pm PICK UP VOLLEYBALL at HHS 6:30-9:30pm PICK UP SOCCER at HHS</p>	<p>3 6-7am MORNING BB at HHS 9am-5pm SUMMER DANCE INTENSIVE at HHS GREEN ROOM 9am-12pm RE-AKTION CLUB at HHS 1-3:15pm ZUMBA KIDS & ZUMBA KIDS JR. at HERC 2-7:30pm KARATE at HERC 5-8pm PICKLEBALL at HERC 5:30-6:30pm ZUMBA at HHS 6-8pm WEIGHT ROOM at HHS 7-9pm ULTIMATE FRISBEE at HHS</p>	<p>4 9am-5pm SUMMER DANCE INTENSIVE at HHS GREEN ROOM 9am-12pm RE-AKTION CLUB at HHS 11AM-12:30pm MORNING PICKLEBALL DRILLS at HERC 12-2pm OPEN GIRLS BB at HHS 5-8:30pm PICKLEBALL at HERC 6-8pm WEIGHT ROOM at HHS 6-8pm BASKETBALL at HHS</p>	<p>5 6-7am MORNING BB at HHS 9am-5pm SUMMER DANCE INTENSIVE at HHS GREEN ROOM 9am-12pm RE-AKTION CLUB at HHS 10:30AM-12pm MORNING PICKLEBALL at HERC 12-2pm OPEN GIRLS BB at HHS 1-3:15pm ZUMBA KIDS & ZUMBA KIDS JR. at HERC 2-7:30pm KARATE at HERC 5-8pm PICKLEBALL at HERC 5:30-6:30pm ZUMBA at HHS 6-8pm WEIGHT ROOM at HHS 6-8pm VOLLEYBALL at HHS 6:30-9:30pm PICK UP SOCCER at HHS</p>	<p>6 9am-5pm SUMMER DANCE INTENSIVE at HHS GREEN ROOM 9am-12pm RE-AKTION CLUB at HHS 11AM-12:30pm MORNING PICKLEBALL DRILLS at HERC 12-2pm OPEN GIRLS BB at HHS 5-8:30pm PICKLEBALL at HERC 6-8pm WEIGHT ROOM at HHS 6-8pm BASKETBALL at HHS 7-9pm ULTIMATE FRISBEE at HHS</p>	<p>7 6-7am MORNING BB at HHS 9am-5pm SUMMER DANCE INTENSIVE at HHS GREEN ROOM 2-7:30pm KARATE at HERC 5-8pm PICKLEBALL at HERC 6:30-9:30pm PICK UP SOCCER at HHS</p>	<p>8 10am-12pm 6th-8th GRADE BB at HHS 11am-1pm ZUMBA at HERC 5-7pm PICKLEBALL at HERC</p>
<p>9 10am-1pm PICKLEBALL at HERC 2-6pm BOARD GAME ACTIVITY at HHS 3:30-6pm PICK UP VOLLEYBALL at HHS 6:30-9:30pm PICK UP SOCCER at HHS</p>	<p>10 6-7am MORNING BB at HHS 9am-5pm SUMMER DANCE INTENSIVE at HHS GREEN ROOM 9am-12pm RE-AKTION CLUB at HHS 1-3:15pm ZUMBA KIDS & ZUMBA KIDS JR. at HERC 2-7:30pm KARATE at HERC 5-8pm PICKLEBALL at HERC 5:30-6:30pm ZUMBA at HHS 6-8pm WEIGHT ROOM at HHS 7-9pm ULTIMATE FRISBEE at HHS</p>	<p>11 9am-5pm SUMMER DANCE INTENSIVE at HHS GREEN ROOM 9am-12pm RE-AKTION CLUB at HHS 12-2pm OPEN GIRLS BB at HHS 5-8:30pm PICKLEBALL at HERC 6-8pm WEIGHT ROOM at HHS 6-8pm BASKETBALL at HHS</p>	<p>12 6-7am MORNING BB at HHS 9am-5pm SUMMER DANCE INTENSIVE at HHS GREEN ROOM 9am-12pm RE-AKTION CLUB at HHS 10AM-12PM YOUTH GIRLS BB at HHS 10:30AM-12pm MORNING PICKLEBALL at HERC 12-2pm OPEN GIRLS BB at HHS 1-3:15pm ZUMBA KIDS & ZUMBA KIDS JR. at HERC 2-7:30pm KARATE at HERC 5-8pm PICKLEBALL at HERC 5:30-6:30pm ZUMBA at HHS 6-8pm WEIGHT ROOM at HHS 6-8pm VOLLEYBALL at HHS 6:30-9:30pm PICK UP SOCCER at HHS</p>	<p>13 9am-5pm SUMMER DANCE INTENSIVE at HHS GREEN ROOM 9am-12pm RE-AKTION CLUB at HHS 12-2pm OPEN GIRLS BB at HHS 5-8:30pm PICKLEBALL at HERC 6-8pm WEIGHT ROOM at HHS 6-8pm BASKETBALL at HHS 7-9pm ULTIMATE FRISBEE at HHS</p>	<p>14 6-7am MORNING BB at HHS 9am-5pm SUMMER DANCE INTENSIVE at HHS GREEN ROOM 2-7:30pm KARATE at HERC 5-8pm PICKLEBALL at HERC 6:30-9:30pm PICK UP SOCCER at HHS</p>	<p>15 10am-12pm 6th-8th GRADE BB CANCELLED 11am-1pm ZUMBA at HERC 12-2pm SUMMER DANCE INTENSIVE EXHIBIT at HHS THEATRE 5-7pm PICKLEBALL at HERC</p>
<p>16 10am-1pm PICKLEBALL at HERC 2-6pm BOARD GAME ACTIVITY at HHS 3:30-6pm PICK UP VOLLEYBALL at HHS 6:30-9:30pm PICK UP SOCCER at HHS</p>	<p>17 6-7am MORNING BB at HHS 9am-12pm RE-AKTION CLUB at HHS 1-3:15pm ZUMBA KIDS & ZUMBA KIDS JR. at HERC 2-7:30pm KARATE at HERC 5-8pm PICKLEBALL at HERC 5:30-6:30pm ZUMBA at HHS 6-8pm WEIGHT ROOM at HHS 7-9pm ULTIMATE FRISBEE at HHS</p>	<p>18 9am-12pm RE-AKTION CLUB at HHS 12-2pm OPEN GIRLS BB at HHS 5-8:30pm PICKLEBALL at HERC 6-8pm WEIGHT ROOM at HHS 6-8pm BASKETBALL at HHS</p>	<p>19 6-7am MORNING BB at HHS 9am-12pm RE-AKTION CLUB at HHS 10:30AM-12pm MORNING PICKLEBALL at HERC 12-2pm OPEN GIRLS BB at HHS 1-3:15pm ZUMBA KIDS & ZUMBA KIDS JR. at HERC 2-7:30pm KARATE at HERC 5-8pm PICKLEBALL at HERC 5:30-6:30pm ZUMBA at HHS 6-8pm WEIGHT ROOM at HHS 6-8pm VOLLEYBALL at HHS 6:30-9:30pm PICK UP SOCCER at HHS</p>	<p>20 9am-12pm RE-AKTION CLUB at HHS 10am-12pm 6th-8th GRADE BB at HHS 12-2pm OPEN GIRLS BB at HHS 5-8:30pm PICKLEBALL at HERC 6-8pm WEIGHT ROOM at HHS 6-8pm BASKETBALL at HHS 7-9pm ULTIMATE FRISBEE at HHS</p>	<p>21 6-7am MORNING BB at HHS 9am-5pm SUMMER DANCE INTENSIVE at HHS GREEN ROOM 2-7:30pm KARATE at HERC 5-8pm PICKLEBALL at HERC 6:30-9:30pm PICK UP SOCCER at HHS</p>	<p>22 10am-12pm 6th-8th GRADE BB at HHS 11am-1pm ZUMBA at HERC 5-7pm PICKLEBALL at HERC</p>
<p>23 10am-1pm PICKLEBALL at HERC 2-6pm BOARD GAME ACTIVITY at HHS 3:30-6pm PICK UP VOLLEYBALL at HHS 5-6:30pm TOMMIE SOCCER SUNDAY at HHS 6:30-9:30pm PICK UP SOCCER at HHS</p>	<p>24 6-7am MORNING BB at HERC 2-7:30pm KARATE at HERC 5-8pm PICKLEBALL at HERC 5:30-6:30pm ZUMBA at HHS 6-8pm WEIGHT ROOM at HHS 7-9pm ULTIMATE FRISBEE at HHS</p>	<p>25 9am-12pm RE-AKTION CLUB at HHS 9am-8pm PICKLEBALL TOURNNEY & CLINICS at HHS GYM & COMMONS 5-8:30pm PICKLEBALL at HERC 6-8pm WEIGHT ROOM at HHS 6-8pm BASKETBALL at CANCELLED</p>	<p>26 6-7am MORNING BB at HERC 9am-12pm RE-AKTION CLUB at HHS 9am-8pm PICKLEBALL TOURNNEY & CLINICS at HHS GYM & COMMONS 10:30AM-12pm MORNING PICKLEBALL at HERC 5-8:30pm KARATE at HERC 5-8pm PICKLEBALL at HERC 5:30-6:30pm ZUMBA at HHS 6-8pm WEIGHT ROOM at HHS 6-8pm VOLLEYBALL CANCELLED 6:30-9:30pm PICK UP SOCCER at HHS</p>	<p>27 9am-12pm RE-AKTION CLUB at HHS 9am-8pm PICKLEBALL TOURNNEY & CLINICS at HHS GYM & COMMONS 5-8:30pm PICKLEBALL at HERC 6-8pm WEIGHT ROOM at HHS 6-8pm BASKETBALL CANCELLED 7-9pm ULTIMATE FRISBEE at HHS</p>	<p>28 6-7am MORNING BB at HERC 9am-8pm PICKLEBALL TOURNNEY & CLINICS at HHS GYM & COMMONS 2-7:30pm KARATE at HERC 5-8pm PICKLEBALL at HERC 6:30-9:30pm PICK UP SOCCER at HHS</p>	<p>29 8:30-10:30am 6th-8th GRADE BB at HERC 9am-8pm PICKLEBALL TOURNNEY & CLINICS at HHS GYM & COMMONS 11am-1pm ZUMBA at HERC 5-7pm PICKLEBALL at HERC</p>
<p>30 10am-1pm PICKLEBALL at HERC 3:30-6pm PICK UP VOLLEYBALL at HHS 6:30-9:30pm PICK UP SOCCER at HHS</p>						

HHS Field Schedule June 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
GREEN=Soccer Assoc. BLUE=Homer High PURPLE=Community Rec RED=Cancellation ITALIC=Upper Field UF						1
2 CR Pick Up Soccer: 6:30-9:30PM	3 Soccer Assoc. 10:15-11:15AM(UF) Soccer Assoc. 11:30AM-6PM CR Ultimate Frisbee: 7-9PM	4 Soccer Assoc. 11:30AM-6PM Soccer Assoc. 12:30-1:30PM(UF)	5 Soccer Assoc. 10:15-11:15AM(UF) Soccer Assoc. 11:30AM-6PM CR Pick Up Soccer: 6:30-9:30PM	6 Soccer Assoc. 11:30AM-6PM Soccer Assoc. 12:30-1:30PM(UF) CR Ultimate Frisbee: 7-9PM	7 Soccer Assoc. 11:30AM-6PM CR Pick Up Soccer: 6:30-9:30PM	8
9 CR Pick Up Soccer: 6:30-9:30PM	10 Soccer Assoc. 10:15-11:15AM(UF) Soccer Assoc. 11:30AM-6PM CR Ultimate Frisbee: 7-9PM	11 Soccer Assoc. 11:30AM-6PM Soccer Assoc. 12:30-1:30PM(UF)	12 Soccer Assoc. 10:15-11:15AM(UF) Soccer Assoc. 11:30AM-6PM CR Pick Up Soccer: 6:30-9:30PM	13 Soccer Assoc. 11:30AM-6PM Soccer Assoc. 12:30-1:30PM(UF) CR Ultimate Frisbee: 7-9PM	14 Soccer Assoc. 11:30AM-6PM CR Pick Up Soccer: 6:30-9:30PM	15 Soccer Assoc. 10AM-2PM
16 CR Pick Up Soccer: 6:30-9:30PM Father's Day	17 Soccer Assoc. 10:15-11:15AM(UF) Soccer Assoc. 11:30AM-6PM CR Ultimate Frisbee: 7-9PM	18 Soccer Assoc. 11:30AM-6PM Soccer Assoc. 12:30-1:30PM(UF)	19 Soccer Assoc. 10:15-11:15AM(UF) Soccer Assoc. 11:30AM-6PM CR Pick Up Soccer: 6:30-9:30PM	20 Soccer Assoc. 11:30AM-6PM Soccer Assoc. 12:30-1:30PM(UF) CR Ultimate Frisbee: 7-9PM	21 Soccer Assoc. 11:30AM-6PM CR Pick Up Soccer: 6:30-9:30PM	22 Soccer Assoc. 10AM-2PM
23 CR Pick Up Soccer: 6:30-9:30PM	24 Soccer Assoc. 10:15-11:15AM(UF) Soccer Assoc. 11:30AM-6PM CR Ultimate Frisbee: 7-9PM	25 Soccer Assoc. 11:30AM-6PM Soccer Assoc. 12:30-1:30PM(UF)	26 Soccer Assoc. 10:15-11:15AM(UF) Soccer Assoc. 11:30AM-6PM CR Pick Up Soccer: 6:30-9:30PM	27 Soccer Assoc. 11:30AM-6PM Soccer Assoc. 12:30-1:30PM(UF) CR Ultimate Frisbee: 7-9PM	28 Soccer Assoc. 11:30AM-6PM CR Pick Up Soccer: 6:30-9:30PM	29
30 CR Pick Up Soccer: 6:30-9:30PM						

HHS Field Schedule July 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
GREEN=Soccer Assoc. BLUE=Homer High PURPLE=Community Rec RED=Cancellation ITALIC=Upper Field (UF)	1 Soccer Assoc. 10:15-11:15AM(UF) Soccer Assoc. 11:30AM-6PM CR Ultimate Frisbee: 7-9PM	2 Soccer Assoc. 11:30AM-6PM Soccer Assoc. 12:30-1:30PM(UF)	3 Soccer Assoc. 10:15-11:15AM(UF) Soccer Assoc. 11:30AM-6PM CR Pick Up Soccer: 6:30-9:30PM	4 Soccer Assoc. 11:30AM-6PM Soccer Assoc. 12:30-1:30PM(UF) CR Ultimate Frisbee: 7-9PM	5 Soccer Assoc. 11:30AM-6PM CR Pick Up Soccer: 6:30-9:30PM	6 Soccer Assoc. 10AM-2PM
7 CR Pick Up Soccer: 6:30-9:30PM	8 Soccer Assoc. 10:15-11:15AM(UF) Soccer Assoc. 11:30AM-6PM CR Ultimate Frisbee: 7-9PM	9 Soccer Assoc. 11:30AM-6PM Soccer Assoc. 12:30-1:30PM(UF)	10 Soccer Assoc. 10:15-11:15AM(UF) Soccer Assoc. 11:30AM-6PM CR Pick Up Soccer: 6:30-9:30PM	11 Soccer Assoc. 11:30AM-6PM Soccer Assoc. 12:30-1:30PM(UF) CR Ultimate Frisbee: 7-9PM	12 Soccer Assoc. 11:30AM-6PM CR Pick Up Soccer: 6:30-9:30PM	13
14 CR Pick Up Soccer: 6:30-9:30PM	15 HHS Football: 7-9AM Soccer Assoc. 10:15-11:15AM(UF) Soccer Assoc. 11:30AM-4:45PM HHS Football: 5-7PM CR Ultimate Frisbee: 7-9PM	16 HHS Football: 7-9AM Soccer Assoc. 11:30AM-4:45PM Soccer Assoc. 12:30-1:30PM(UF) HHS Football: 5-7PM	17 HHS Football: 7-9AM Soccer Assoc. 10:15-11:15AM(UF) Soccer Assoc. 11:30AM-4:45PM HHS Football: 5-7PM CR Pick Up Soccer: 7-9:30PM	18 HHS Football: 7-9AM Soccer Assoc. 11:30AM-4:45PM Soccer Assoc. 12:30-1:30PM(UF) HHS Football: 5-7PM CR Ultimate Frisbee: 7-9PM	19 HHS Football: 7-9AM Soccer Assoc. 11:30AM-4:45PM HHS Football: 5-7PM CR Pick Up Soccer: 7-9:30PM	20 Soccer Assoc. 10AM-2PM
21 CR Pick Up Soccer: 6:30-9:30PM	22 HHS Football: 7-9AM Soccer Assoc. 10:15-11:15AM(UF) Soccer Assoc. 11:30AM-4:45PM HHS Football: 5-7PM CR Ultimate Frisbee: 7-9PM	23 HHS Football: 7-9AM Soccer Assoc. 11:30AM-4:45PM Soccer Assoc. 12:30-1:30PM(UF) HHS Football: 5-7PM	24 HHS Football: 7-9AM Soccer Assoc. 10:15-11:15AM(UF) Soccer Assoc. 11:30AM-4:45PM HHS Football: 5-7PM CR Pick Up Soccer: 7-9:30PM	25 HHS Football: 7-9AM Soccer Assoc. 11:30AM-4:45PM Soccer Assoc. 12:30-1:30PM(UF) HHS Football: 5-7PM CR Ultimate Frisbee: 7-9PM	26 HHS Football: 7-9AM Soccer Assoc. 11:30AM-4:45PM HHS Football: 5-7PM CR Pick Up Soccer: 7-9:30PM	27 Soccer Assoc. 10AM-2PM
28 CR Pick Up Soccer: 6:30-9:30PM	29 HHS Football: 7-9AM Soccer Assoc. 10:15-11:15AM(UF) Soccer Assoc. 11:30AM-4:45PM HHS Football: 5-7PM CR Ultimate Frisbee: 7-9PM	30 HHS Football: 7-9AM Soccer Assoc. 11:30AM-4:45PM Soccer Assoc. 12:30-1:30PM(UF) HHS Football: 5-7PM	31 HHS Football: 7-9AM Soccer Assoc. 10:15-11:15AM(UF) Soccer Assoc. 11:30AM-4:45PM HHS Football: 5-7PM CR Pick Up Soccer: 7-9:30PM			

HHS Field Schedule August 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
GREEN=Soccer Assoc. BLUE=Homer High PURPLE=Community Rec RED=Cancellation ITALIC=Upper Field UF				1 HHS Football: 7-9AM Soccer Assoc. 11:30AM-4:45PM Soccer Assoc. 12:30-1:30PM(UF) HHS Football: 5-7PM CR Ultimate Frisbee: 7-9PM	2 HHS Football: 7-9AM Soccer Assoc. 11:30AM-4:45PM HHS Football: 5-7PM CR Pick Up Soccer: 7-9:30PM	3
4 CR Pick Up Soccer: 6:30-9:30PM	5 HHS Football: 7-9AM HHS Football: 5-7PM CR Ultimate Frisbee: 7-9PM	6 HHS Football: 7-9AM HHS Football: 5-7PM	7 HHS Football: 7-9AM HHS Football: 5-7PM CR Pick Up Soccer: 7-9:30PM	8 HHS Football: 7-9AM HHS Football: 5-7PM CR Ultimate Frisbee: 7-9PM	9 HHS Football: 7-9AM HHS Football: 5-7PM CR Pick Up Soccer: 7-9:30PM	10
11 CR Pick Up Soccer: 6:30-9:30PM	12 HHS Football: 7-9AM HHS Football: 5-7PM CR Ultimate Frisbee: 7-9PM	13 HHS Football: 4-6PM	14 HHS Football: 4-6PM CR Pick Up Soccer: 6:30-9:30PM	15 HHS Football: 4-6PM CR Ultimate Frisbee: 7-9PM	16 HHS Football: 4-6PM CR Pick Up Soccer: 7-9:30PM	17
18 CR Pick Up Soccer: 6:30-9:30PM	19 HHS Football: 4-6PM CR Ultimate Frisbee: 7-9PM	20 HHS Football: 4-6PM	21 HHS Football: 4-6PM CR Pick Up Soccer: 6:30-9:30PM	22 HHS Football: 4-6PM CR Ultimate Frisbee: 7-9PM	23 HHS Football: 4-6PM CR Pick Up Soccer: 7-9:30PM	24
25 CR Pick Up Soccer: 6:30-9:30PM	26 HHS Football: 4-6PM CR Ultimate Frisbee: 7-9PM	27 HHS Football: 4-6PM	28 HHS Football: 4-6PM CR Pick Up Soccer: 6:30-9:30PM	29 HHS Football: 4-6PM CR Ultimate Frisbee: 7-9PM	30 HHS Football: 4-6PM CR Pick Up Soccer: 7-9:30PM	31



City of Homer

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Office of the City Clerk

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Memorandum

TO: PARKS, ART, RECREATION AND CULTURE ADVISORY COMMISSION

FROM: JONATHON SHARP, COMMISSIONER

THRU: RENEE KRAUSE, MMC, DEPUTY CITY CLERK

DATE: JUNE 11, 2019

SUBJECT: STATUS AND PROJECT UPDATE – DONATION OF A PARK BENCH AND FUNDING
REQUEST FOR A PLAQUE

The bench project for Brandi Evans is complete and installed down at End-of-the-Road Park.

I am really excited the process went smoothly and the end result is a bench that many locals and visitors will use for many years to come.

A little background on the design and construction. My 6th grade students went through a process of inspecting public benches and completed a design workshop. In the end, their design was modified to use the appropriate materials (1x6 & 2x6 lumber) and to reflect the harbor cribbing that boats use at low tide to complete repairs. They did not help in the construction, as we ran out of time in the school year.

The bench is constructed using cedar, waterproof polyurethane glue, and 1/2 inch stainless steel threaded rod. I feel the bench will hold up in the extreme salty & UV conditions. As this is a tribute to Brandi Eden's (donor) parents, we will install a plaque on the bench that reflects the following:

In loving memory of Johnnie and Anna Flood
Designed by Mr. Jonathon Sharp's
6th Grade Class 2018-2019
West Homer Middle School
Constructed by Jonathon Sharp
City of Homer Parks Maintenance Staff

I am requesting the Commission to approve a request for funds in the amount not to exceed \$50 to purchase the engraved dedication/Identification plaque for the bench.

Recommendation:

Approve the request to appropriate up to \$50 from the PARC Funds







City of Homer

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Planning

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To: Parks, Art, Recreation and Culture Advisory Commission
From: Julie Engebretsen, Deputy City Planner
Date: June 13, 2019
Subject: Funding Request for Karen Hornaday Park Trails

Requested Actions:

1. Recommend Council authorize \$_____ of HART Trails funds for the purchase of additional gravel and material for the trails within Karen Hornaday Park.
2. Select a Commissioner to find a Council sponsor for the ordinance.

Background

Commissioner Lowney requested this item be on the agenda. More gravel is needed on some of the newly constructed trails in Hornaday Park. Please specify the amount of money or material requested, and any associated labor costs.



City of Homer

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Administration

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Memorandum

TO: City of Homer Park, Arts, Recreation & Culture Advisory Commission
FROM: Jenny Carroll, Special Projects & Communications Coordinator
THROUGH: Katie Koester, City Manager
DATE: June 12, 2019
SUBJECT: City of Homer Draft 2020-25 Capital Improvement Plan (CIP)

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

Forecasting capital needs in a plan is important because capital improvement projects are generally large and expensive, and the assets they create will likely be required for decades of public use. They contribute significantly to quality of life and/or provide public infrastructure necessary for the City's economic development into the future.

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

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

Funds for City capital projects come primarily from grants, contributions, bond proceeds and operating transfers; and from project reserve funds like HART (Homer Accelerated Roads & Trails). You'll notice that projects proposed by non-profit organizations and other non-City groups are included in the CIP. Inclusion requires City Council approval, but such inclusion does not indicate that the City intends to provide funding for the project.

For Commission members new to the CIP review process, I have included *Everything You Always Wanted To Know About The City of Homer Capital Improvement Plan*.

Requested Actions:

- **Review the draft 2020-2025 CIP provided in your packet.** Substantive updates and/or changes from last year's CIP to date are indicated in red font; there are still sections (Public Works and Parks & Rec) awaiting more detailed information and feedback.
- **Discuss current Parks & Recreation CIP projects and provide input on changes/updates to project descriptions.** Park & Rec projects are located on CIP page

5 (Legislative Priority section), pages 8-13 (Mid-Range section) and pages 48-49 (Long-Range section).

- **Formally approve any new projects the Commission proposes.** I have included a CIP Project Nomination Form in case you need it. New projects are kept separate and will be added into the CIP only after City Council approval. To date, no new projects have been proposed for the CIP.
- **Pass a motion that identifies #1 and #2 prioritized projects that PARC AC recommends to Council for inclusion in the Legislative Request section.** Any City project in the CIP is eligible. I will share your Legislative Request recommendations with City Council for consideration at their August 26, 2019 CIP worksession.

Staff Julie Engebretsen will share your project updates/changes and any new project recommendations with me to include in the draft CIP to Council.

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

Enc:

Everything You Always Wanted To Know About The City of Homer Capital Improvement Plan
CIP Project Nomination Form

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

Q: What is a CIP?

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

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

Q: What is a capital project?

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

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

Q: Newspaper articles often refer to the CIP as a "wish list." Is that accurate? If so, what's the point of writing up a "wish list"?

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

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

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

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

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

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

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

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

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

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

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

Q: What are "legislative priorities"?

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

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

It is City policy that only City of Homer projects are promoted to the Legislative Priority list (e.g., for roads, harbor improvements, water and sewer upgrades, etc.) Legislative priority projects presented to legislators and state commissioners in specially tailored packets, and typically, the Mayor and one or two City Council members will make one or more trips to Juneau during which they will bring awareness to these projects and the community needs they address.

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

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

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

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

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

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

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

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

A: • Keep your eyes on the prize. If you are with a community group or advisory body, develop a long-range plan and base your CIP request on that plan. Limit your request to one or two items and then keep your attention and energies focused on that goal.

- Be realistic in your expectations. Many projects require multiple sources of funding over a period of years. Project success starts with a vision, then a well-developed funding plan followed by focused implementation of that plan.

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City of Homer Capital Improvement Plan Project Nomination Form

Project eligibility

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

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

1. Project title (Suggested heading in CIP):

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

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

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

5. Timeline: Indicate when you hope to complete each phase of the project.
Please keep in mind that the CIP will not be published until the end of September. Legislative funding (if any) would not be available until July of next year (or later) for state funding and October of next year (or later) for federal funding.
 - A. For projects that consist of land or equipment purchase only, state when the purchase would be made:

 - For construction projects:
 - B. Preconstruction phase to be completed by _____.
 - C. Construction phase to be completed by _____.

6. Provide a quality digitized photo, drawing, map, or other graphic image of your project if possible.

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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.



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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 grants from the AK Division of Homeland Security and Emergency Management funds 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

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

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

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

FY 2021 - DRAFT Document



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

FY 2021 - DRAFT Document

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

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

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

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

Total Project Cost: \$124,233,000

Design and Permitting: \$10,258,000

Breakwater Construction

and Dredging: \$90,275,000

Inner Harbor Improvements: \$23,700,000

FY2021 State Request: \$10,258,000



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



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

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

The mooring facility, proposed along the beach front of Lot TR-1-A (between the Nick Dudiak Fishing Lagoon and Freight Dock Road on the west side of the harbor) will stage barges in the tidal zone with the bow end pulled tight to the beach for accessing a haul out ramp. A dead-man anchoring system will be provided for winching vessels up the ramp above the high tide line for maintenance and minor repairs. Upland improvements will include a large vessel wash down pad (which can also be used by recreational/sport boats), electrical pedestals, lighting, security fencing and a drainage/water management system to facilitate local, efficient and environmentally sound vessel repairs. This site has accommodated approximately six to eight vessels (depending on size) with ample workspace; it will offer barges the ability to complete their required annual maintenance at the uplands repair facility while wintering over.

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

Phase 2 is the design and construction of the barge mooring stations and haul out ramps. Design and permitting for Phase 2 was initiated with a State Legislative Grant and is being completed with 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: \$178,400 (Funding competed.)

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

2022: Phase 3 Haul Out Repair Facility Design: \$133,600

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

FY2021 State Request: \$4,113,250

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

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



3. Storm Water Master Plan

FY 2021 - DRAFT Document

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

A new master plan will outline how the City can:

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

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

Total Project Cost: \$340,000

2019 ACWA Grant: \$ 59,790

City of Homer Match: \$ 40,097

FY2021 State Request: \$216,102

(City of Homer 10% Match: \$24,011)

Schedule: 2021

Priority Level: 1

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



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.



5. Fire Department Fleet Management

HVFD working on a recommended update to this fleet management project based on comprehensive depreciation/replacement schedule.

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

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

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

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

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

Total Project Cost: \$1,250,000

Quint Ladder Truck: \$1,000,000

Brush/Wildland Firefighting Truck: \$150,000

Harbor Fire Cart Replacement: \$100,000

FY2021 State Request: \$1,219,500

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



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



Mid-Range Projects

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Parks, Art, Recreation & Culture

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Bayview Park Restoration

FY 2021 - DRAFT Document

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

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

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

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

Total Project Cost: \$189,974

Schedule: 2020-2021

Priority Level: 2



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



Homer Spit Trailhead Restroom

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. A restroom would be used by recreationalists and commuters using both trails.

Total Project Cost: \$295,000

Schedule: 2022

Priority Level: 3



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



Jack Gist Park Improvements, Phase 2

Project Description & Benefit: Jack Gist Park has been 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: 2020-2021

Priority Level: 2



One of the softball fields at Jack Gist Park.

FY 2021 - DRAFT Document



Karen Hornaday Park Improvements

FY 2021 - DRAFT Document

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

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

While these have improved access and pedestrian safety, patrons arriving by vehicle still face safety issues. The park access road runs between the park and the parking lot, requiring kids to have to cross in front of traffic to get to the park's attractions. Phase 2 proposes to address this safety issue by relocating the park access road towards the eastern border of the park and relocating the parking lots to the westerly side of the new road, between the road and the park. Improvements will comply with the 2010 Americans with Disabilities Act for park access and include paving, striping, signage, informational kiosk and landscaping.

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

In 2012, the City spent \$25,000 on preliminary engineering for moving the park access road and developed a projected cost of \$726,000. The City recently evaluated other methods for safeguarding pedestrian crossings, such as traffic calming features, and landscape and trail enhancements until Phase 2 can be accomplished. A future Phase 3 will address handicap accessibility and ADA improvements within the playground and replace the aging bathroom facility.

Total Phase 2 & 3 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.



Multi-Use Community Center, Phase 1

FY 2021 - DRAFT Document

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

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

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

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

Total Project Cost: \$500,000

Schedule: 2022

Priority Level: 3



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



Port and Harbor

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Deep Water/Cruise Ship Dock Expansion, Phase 1

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

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

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

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

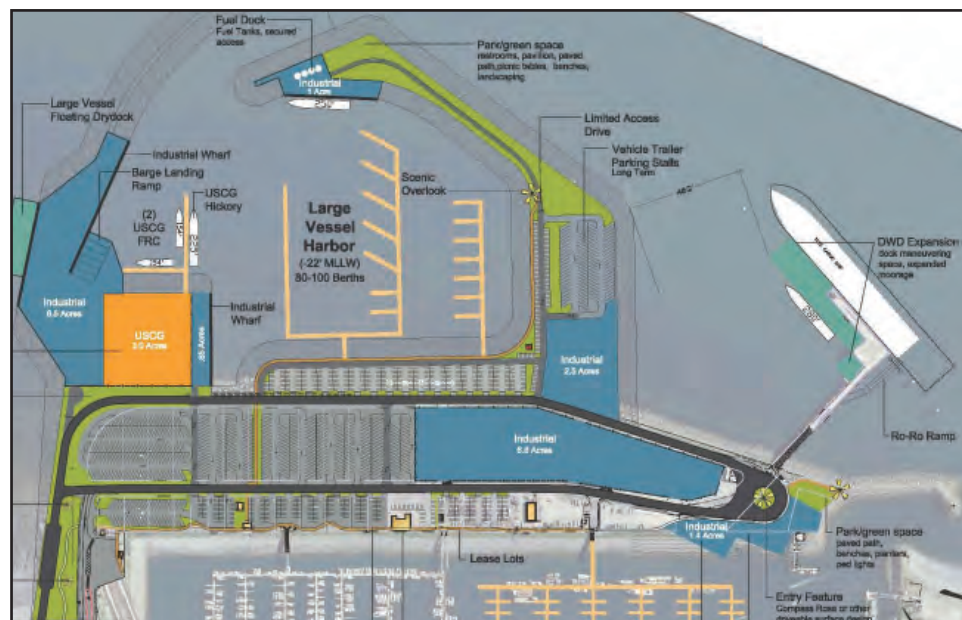
Total Project Cost: \$35,000,000

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

Design: \$1,750,000

Construction: \$32,000,000

Priority: 2



Deep Water Dock Expansion (white dock on right of diagram) proposed design.



Harbor Ramp 8 Public Restroom

FY 2021 - DRAFT Document

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

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

Total Project Cost: \$295,000

Schedule: 2024

Priority Level: 3



Ramp 8 sees heavy use from crews of large vessels moored in System 5. Since this outhouse was removed in 2015, crews either use a porta potty provided by the Port & Harbor, or walk 1.5 blocks to use the nearest restroom facility.



Ice Plant Upgrade

FY 2021 - DRAFT Document

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

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

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

Total Project Cost:

Phase 1: \$40,000

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

Schedule:

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

Priority: 1



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



Large Vessel Sling Lift, Phase 1

FY 2021 - DRAFT Document

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

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

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

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

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

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

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

Schedule: 2021

Priority Level: 2



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



Old Main Dock Removal and Disposal

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.

FY 2021 - DRAFT Document



System 4 Vessel Mooring Float System

FY 2021 - DRAFT Document

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

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

Total Project Cost: \$5,600,000

Schedule:

2021 Design: \$600,000

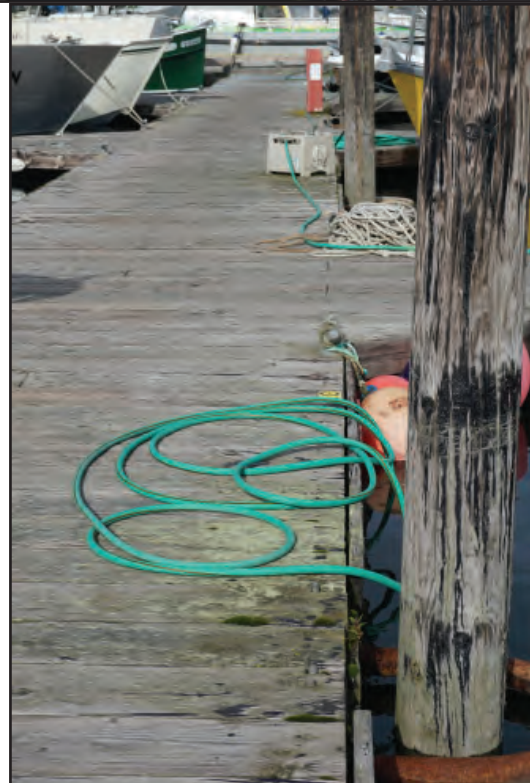
2021-2024 Construction: \$5,000,000

Priority Level: 3



System 4 ramps to be replaced next.

Detail of aging Float DD, at right.





Seafarers Memorial Parking Expansion

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

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

Total Project Cost: \$635,000

Schedule:

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

2019: Dredged Material Placement by Corps: In kind

2020: Install drainage, riprap protection, paving/stripping and all parking lot delineation: \$627,000

Priority Level: 1



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

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Truck Loading Facility Upgrades at Fish Dock

FY 2021 - DRAFT Document

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

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

Total Project Cost: \$300,000

Schedule: 2020

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: 2020

Priority Level: 1



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



Public Safety

- **City of Homer
Radio Communications System Upgrade25**
- **Fire Department Rescue 1 Remount.....26**



City of Homer Radio Communication System Upgrades

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 several Police Department mobile radio units have been upgraded. Components still needing upgrades are listed under the Total Project Cost section below.

Total Project Cost: \$1,220,018 - \$1,300,018

(\$435,915 of total project cost has been funded through State Homeland Security and Emergency Management grant awards.)

Public safety repeater relocation on Homer Spit:	\$ 47,363 (completed)
Dispatch consoles and associated equipment:	\$ 296,000 (completed)
Public Safety repeater upgrade:	\$ 127,668 (\$44,777 funded)
Public Safety radios:	\$ 558,987 (\$104,144 funded)
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.

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Fire Department Rescue 1 Remount

- To be updated according to new HVFD fleet depreciation/replacement schedule.

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

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

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

Total Project Cost: \$200,000

Schedule: 2019

Priority Level: 1



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



Public Works Projects

- **Water Storage/Distribution Improvements.....28**

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Water Storage/Distribution Improvements, Phase 3

Project update still pending from Public Works Department.

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 replacement of the A-Frame pressure reducing vault (PRV).
- **Phase 3:** consists of the construction of a new water storage tank, 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 the fall of 2018 and the summer of 2019 using ADEC grant monies and water reserve funds using State of Alaska Municipal Matching Grant program funds and City of Homer water reserve account funds.

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

Total Project Cost: \$10,438,214

2014 (Design, Completed): \$884,214

2016 Phase 1 Construction(Funded, Completed):\$1,980,000

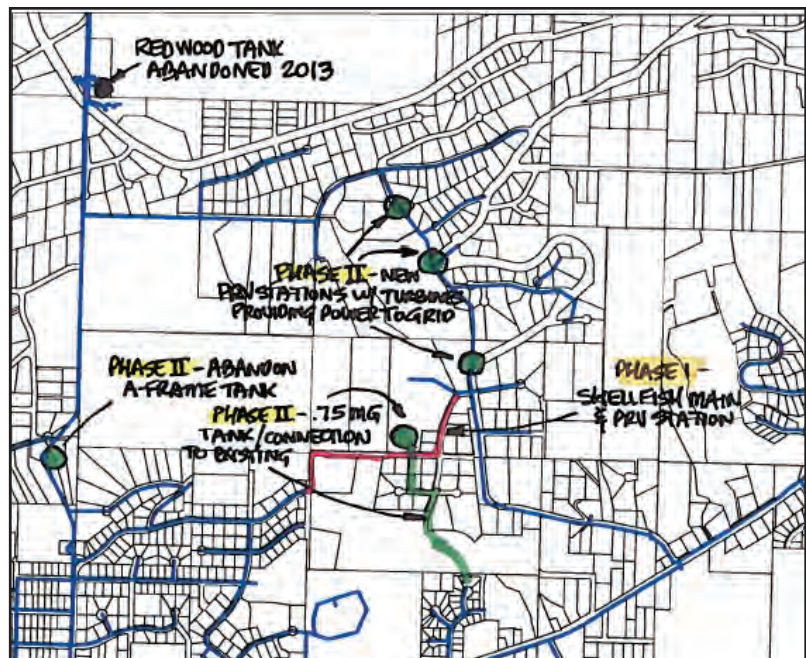
2018-2019 Phase 2 Construction: \$1,600,000

2020 Phase 3 Construction: \$5,974,000

FY2016 State Capital Allocation: \$1,980,254

(City of Homer 30% Match: \$848,680)

Priority Level: 1



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



State Projects

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

Transportation projects within City limits:

- **Baycrest Overlook Gateway Improvements, Phase 3 ..30**
- **Homer Intersection Improvements.....31**
- **Kachemak Drive Rehabilitation/Pathway32**
- **Main Street Reconstruction.....33**
- **Sterling Highway Milepost 172:
Drainage Improvements34**

Transportation projects outside City limits:

- **Sterling Highway Reconstruction,
Anchor Point to Baycrest Hill.....35**

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Baycrest Overlook Gateway Improvements Phase 3

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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.

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.

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.



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



Homer Intersection Improvements

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.

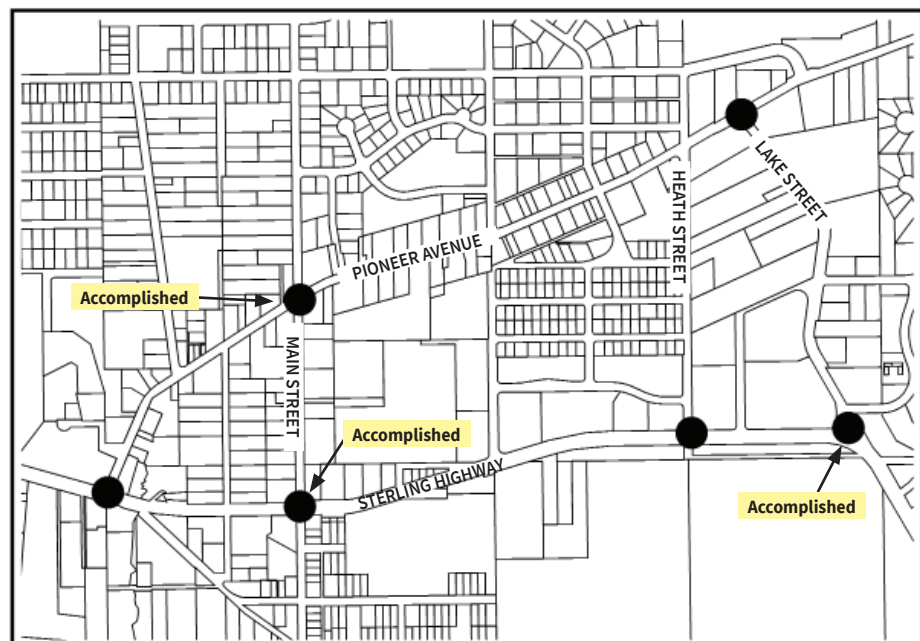
The study noted six Homer intersections needing traffic controls to 1) provide gaps for turning vehicles and 2) provide safer crossings for pedestrians on Homer's main thoroughfares where traffic volumes are increasing and worsening in the summer months. Three intersections have been improved; the three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



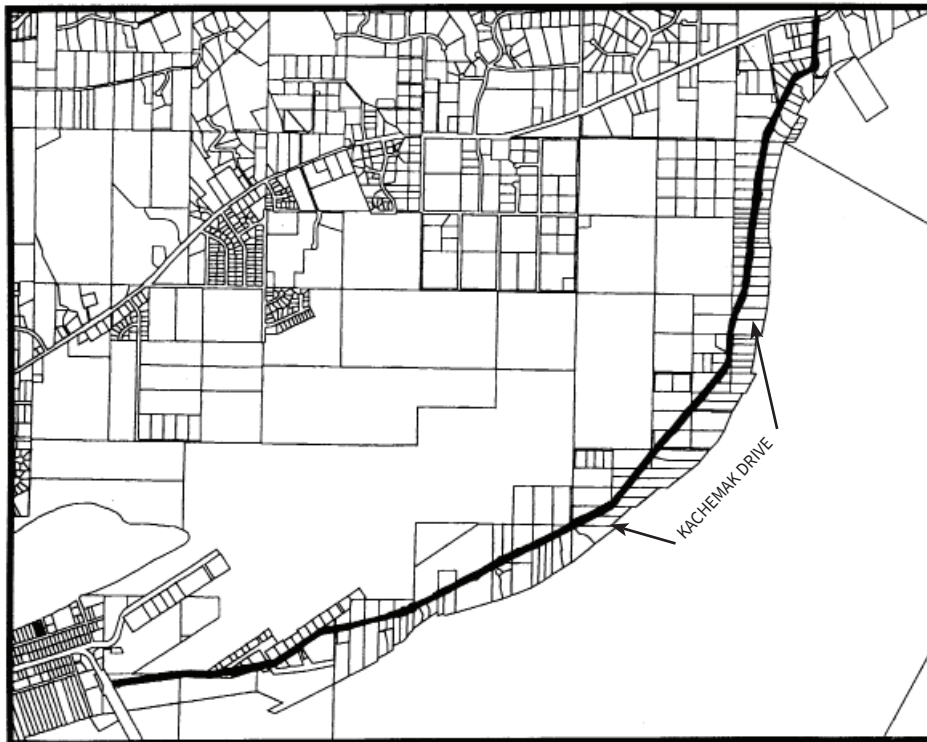
Kachemak Drive Rehabilitation/Pathway

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

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.



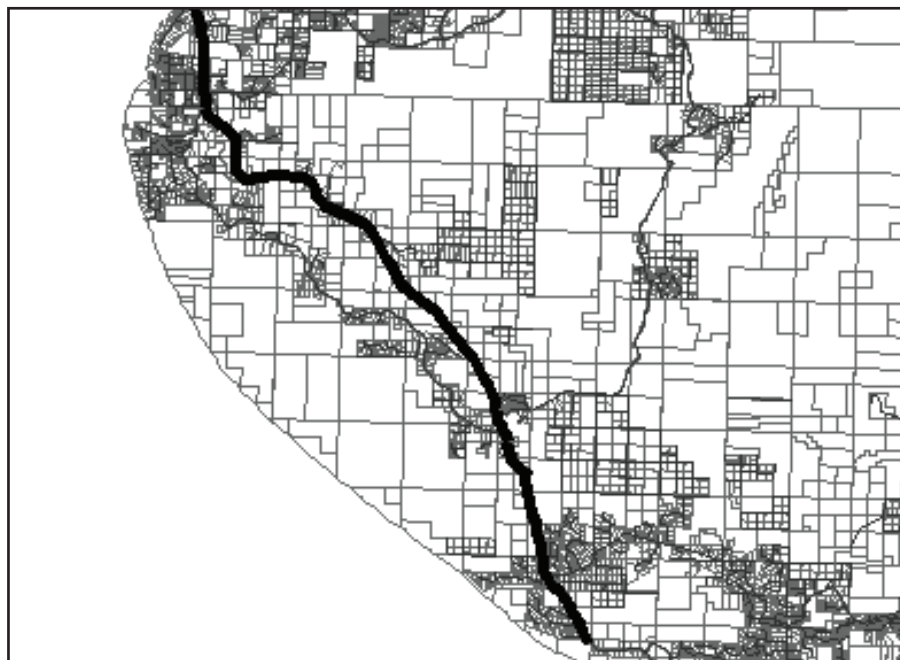
Sterling Highway Reconstruction Anchor Point to Baycrest Hill

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

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

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

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



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

FY 2021 - DRAFT Document



Projects Submitted by Other Organizations

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

- Beluga Slough Trail Extension37
- ~~Haven House:~~
~~—Safety/Security Improvements38~~
- ~~Homer Council on the Arts:~~
~~—Mary Epperson Performing Arts Center39~~
- Homer Hockey Association:
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Poopdeck Platt Trail42
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Kachemak Shellfish Hatchery43
- Kachemak Ski Club:
Homer Rope Tow Access & Equipment Upgrades44
- Pratt Museum:
New Facility and Site Redesign45
- South Peninsula Behavioral Health Services
The Annex Upgrade46
- South Peninsula Hospital:
Hillside Stability Study47



Beluga Slough Trail Extension

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

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

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

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

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

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

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

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

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



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



Haven House Safety/Security Improvements

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

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

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

Total Project Cost: \$25,000



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



Homer Council on the Arts Mary Epperson Performing Arts Center

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

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

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

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

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



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

FY 2021 - DRAFT Document



Homer Hockey Association Kevin Bell Ice Arena Acquisition

FY 2021 - DRAFT Document

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

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

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

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

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

Total Project Cost: \$2, 087,000



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



Homer Senior Citizens Inc. Alzheimer's Unit

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.

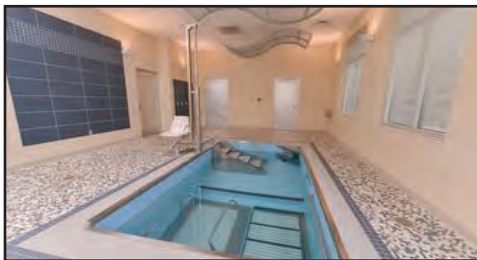
Operating funds will be secured from "fees for service;" room and board; billing for Physical Therapy in both the therapy pool and the exercise program in the activities room (once Phase 2 has been completed) and fees for contracted use of therapy equipment and the pool. Projected five year profit will 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.

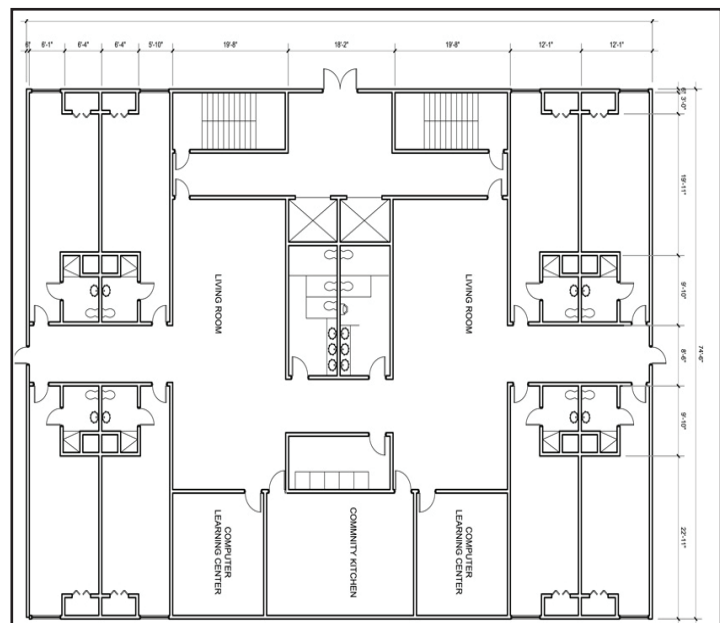
HSC is in the initial stages of fundraising for the Alzheimer's Unit. Three foundations that fund this type of project have been identified. HSC sponsors annual fundraising events to secure the match for foundation grants.

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

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

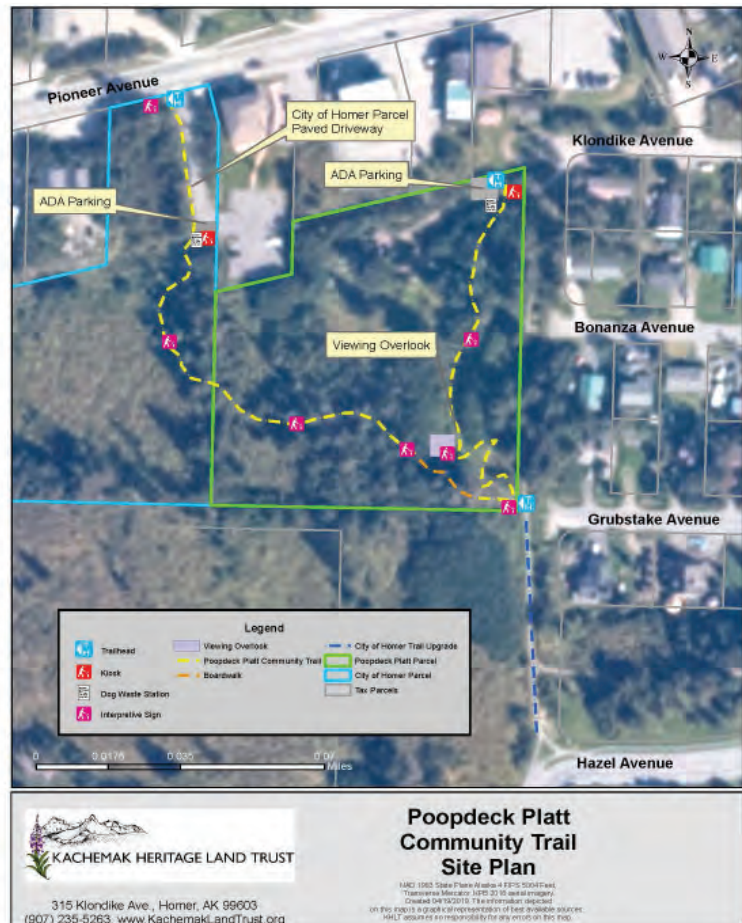
ADA Parking: \$19,400

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 Trails consultant to design the Poopdeck Platt trail.





Kachemak Shellfish Mariculture Association Kachemak Shellfish Hatchery

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

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

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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

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.

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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

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

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

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

Parks And Recreation

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

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

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



Capital Improvement Long-Range Projects

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

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

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

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

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

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

Cost: Staff Time Priority Level 3

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

Cost: \$400,000 Priority Level 3

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

Cost: \$860,000 Priority Level 2

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

Total: \$500,000 Priority Level 3

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Capital Improvement Long-Range Projects

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

Cost: Design—\$500,000

Construction—\$4,500,000

Priority Level 2



Capital Improvement Long-Range Projects

UTILITIES

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

Cost: \$400,000

Priority Level 3

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

Cost: \$1,000,000

Priority Level 3

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

Cost: \$16,750,000

Priority Level 3

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

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

Cost: Design—\$500,000

Construction—\$4.5 M

Priority Level 2

STATE PROJECTS

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

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



Capital Improvement Appendices

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- City of Homer Financing Assumptions56



Capital Improvement Appendices

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

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



Capital Improvement Appendices

**CITY OF HOMER
HOMER, ALASKA**

Mayor/City Council

RESOLUTION 18-070(A)

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE 2019-2024 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2020.

WHEREAS, Duly published hearings were held on September 10 and September 24, 2018 to introduce the final draft of the 2019-2024 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 27, 2018; 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 2019-2024" 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 FY 2020 State Legislative Request:

1. Homer Port & Harbor: New Large Vessel Moorage Facility
2. Homer Barge Mooring & Large Vessel Haul Out Repair Facility
3. Storm Water Master Plan
4. Main Street Sidewalk North
5. Fire Department Fleet Management

BE IT FURTHER RESOLVED that projects for the FY 2020 Federal Legislative Request will be:

1. Homer Port & Harbor: New Large Vessel Moorage Facility
2. Homer Barge Mooring & Large Vessel Haul Out Repair Facility

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 2020 capital



Capital Improvement Appendices

Page 2 of 2
RESOLUTION 18-070(A)
CITY OF HOMER

project priorities and take appropriate steps to provide necessary background information.

PASSED AND ADOPTED by the City Council for the City of Homer on this 24th day of September 2018.

CITY OF HOMER

DONNA ADERHOLD, MAYOR PRO TEMPORE

ATTEST:

MELISSA JACOBSEN, CITY CLERK

Fiscal Note: N/A





Capital Improvement Appendices

City of Homer Financing Assumptions: Capital Improvement Program

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

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

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

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

PARKS ART RECREATION & CULTURE ADVISORY COMMISSION ANNUAL CALENDAR
FOR THE 2019 MEETING SCHEDULE

<u>MEETING DATE</u>	<u>SCHEDULED EVENTS OR AGENDA ITEM</u>
JANUARY 2019	DRAFT ART RFP PROPOSED BEACH TRAIL WINTER CARNIVAL EVENT/RECOGNITION OF BEN WALTER PARK
FEBRUARY 2019	COMPREHENSIVE PLAN LAND ALLOCATION PLAN KHP MASTER PLAN REVIEW
MARCH 2019	LETTER TO THE EDITOR DRAFT FOR PUBLICATION IN APRIL KHP MASTER PLAN NON-MOTORIZED TRANSPORTATION AND TRAIL PLAN
APRIL 2019	3 YEAR BUDGET TRENDS/FINANCIAL GOALS NON-MOTORIZED TRANSPORTATION AND TRAIL PLAN
MAY 2019	3 YEAR BUDGET TRENDS/FINANCIAL GOALS SPRING PARK &/ OR BEACH WALK THROUGH
JUNE 2019	INITIAL BUDGET REVIEW – WHAT DOES THE COMMISSION WANT FOR 2020? REVIEW CAPITAL IMPROVEMENT PLAN & RECOMMENDATIONS FOR NEW PROJECT(S) IF ANY
JULY 2019	NO MEETING SCHEDULED
AUGUST 2019	BUDGET REVIEW & RECOMMENDATIONS CONTINUED CIP RECOMMENDATIONS TO COUNCIL LETTER TO THE EDITOR DRAFT
SEPTEMBER 2019	FALL PARK WALK THROUGH AND BEACH WALK; ELECTIONS SCHEDULE KHP CLEAN UP DAY BUDGET DISCUSSION
OCTOBER 2019	REVIEW AND APPROVE THE 2020 MEETING SCHEDULE LETTER TO THE EDITOR
NOVEMBER 2019	BUDGET UPDATE MOU/MOA REVIEW & RECOMMENDATIONS
DECEMBER 2018	NO MEETING SCHEDULED HAPPY HOLIDAYS!

PARKS ART RECREATION & CULTURE ADVISORY COMMISSION ANNUAL CALENDAR
FOR THE 2019 MEETING SCHEDULE

Quarterly: Letters to the editor updating the Community on PARCAC activities

Even Years: Comprehensive Plan (February) Strategic Plan review (March), Diamond Creek Plan (May), Camping Fees (May), Beach Policy (October), Art Policies

Odd Years: HNMTTP, Karen Hornaday Park Plan, 3 year budget trends & progress toward financial goals (April/May)

2019 HOMER CITY COUNCIL MEETINGS
ADVISORY COMMISSION/ BOARD ATTENDANCE

Commissions are invited to report to the City Council at the Council's regular meetings under Item 8 – Announcements/Presentations/Borough Report/Commission Reports. This is the Commission's opportunity to give Council a brief update on their work. Generally the Commissioner who will be reporting will attend one of the two meetings for the month they are scheduled to attend.

The 2019 meeting dates for the Commission and City Council is as follows:

Commission Meeting Date	Council Meeting Dates	Commissioner Scheduled
January 17	January 14, 28	<u>Lewis (28th)</u>
February 21	February 11, 25	<u>Sharp (11th)</u>
March 21	March 11, 26*	<u>Harrald (26th)</u>
April 18	April 8, 22	<u>Sharp (22nd)</u> <u>Lewis (8th)</u>
May 16	May 13, 28*	<u>Archibald (28th)</u>
June 20	June 10, 24	<u>Harrald (10th)</u>
No Meeting July	July 22**	
August 15	August 12, 26	
September 19	September 9, 23	
October 17	October 14, 28	
No Meeting November	November 25**	
No Meeting December	December 9, 16****	

City Council's **Regular** Committee of the Whole Meeting at 5:00 pm to no later than 5:50 pm prior to every Regular Meeting which are held the second and fourth Monday of each month at 6:00 pm.

*Tuesday meeting due to Memorial Day/Seward's Day.

** There will be no first regular meeting in July or November.

***Council traditionally reschedules regular meetings that fall on holidays or high school graduation days, for the following Tuesday.

****Council traditionally cancels the last regular meeting in December and holds the first regular meeting and one to two special meetings as needed. Generally the second special meeting the third week of December will not be held.



City of Homer

www.cityofhomer-ak.gov

Office of the Mayor

491 East Pioneer Avenue
Homer, Alaska 99603

mayor@ci.homer.ak.us

(p) 907-235-3130

(f) 907-235-3143

May 29, 2019

Charles Barnwell
410 Crestwood Circle
Homer, AK 99603

Dear Charles,

Congratulations! Council confirmed/approved your appointment to fill the vacancy on the Parks, Art, Recreation and Culture Advisory Commission during their Regular Meeting of May 28, 2019 via Memorandum 19-059(A).

Included is the 2019 Public Official Conflict of Interest Disclosure Statement. Please complete this document and return it to the Clerk's office. This form will be retained in the Clerk's office. It is a public document and may be requested by any member of the public. In the event the Public Official Conflict of Interest Disclosure Statement is requested by a member of the public, you will be notified of the requestor's name.

Also included is the Code of Ethics as outlined in Homer City Code 1.18. This provides important guidelines in your role as a commissioner as to conduct and conflicts of interest.

Thank you for your willingness to serve the City of Homer on the Parks, Art, Recreation and Culture Advisory Commission. There certainly are exciting times ahead.

Your term will expire October 31, 2021.

Cordially,

Ken Castner, Mayor

Enc: Memorandum 19-059(A)
Certificate of Appointment
2019 Public Official Conflict of Interest Disclosure Statement
Parks, Art, Recreation and Culture Advisory Commission Bylaws
Robert's Rules of Order Handbook

Cc: Parks, Art, Recreation and Culture Advisory Commission

City of Homer

Homer, Alaska

Mayor's Certificate of Appointment

Greetings

Be It Known That

Charles Barnwell

Has been appointed to

serve as

"Commissioner"

on the

"Parks, Art, Recreation and Culture Advisory Commission"

This appointment is made because of your dedication to the cause of good government, your contributions to your community and your willingness to serve your fellow man.

*In Witness whereof I hereunto set my hand
this 28th day of May, 2019*



A handwritten signature in blue ink, reading "Ken Castner", is written over a horizontal line.

Ken Castner, Mayor

Attest:

A handwritten signature in blue ink, reading "Melissa Jacobsen", is written over a horizontal line.

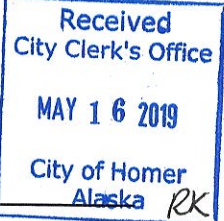
Melissa Jacobsen, MMC, City Clerk



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

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: Charles Barnwell Date: 5/16/19
Physical Address: 410 Crestwood Circle, Homer, AK 99603
Mailing Address: Same
Phone #: 907-602-1213 Cell #: Same Work #: _____
Email Address: barnwellced@gmail.com

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

☐

**CITY OF HOMER
HOMER, ALASKA**

City Clerk

RESOLUTION 19-033

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA
AWARDING THE ART WORK CONTRACTS FOR THE NEW HOMER
POLICE STATION PROJECT TO ROHLEDER BORGES
ARCHITECTURE OF SEATTLE, WASHINGTON, FOR THE
SCULPTURE, *TOGETHER, ASCEND*, IN THE AMOUNT OF \$26,800
AND AUSTIN PARKHILL AND DAVID PETTIBONE OF HOMER,
ALASKA, FOR THE MURAL, *SANDHILL CRANES IN FLIGHT*, IN THE
AMOUNT OF \$20,000 AND AUTHORIZING THE CITY MANAGER TO
EXECUTE THE APPROPRIATE DOCUMENTS.

WHEREAS, The Request for Proposals was advertised in the Homer News on February 7
and 14, 2019, CodaWORX.com (a website for collaboration of Design + Art); Two Plans Rooms
in the State and on the City's website; and

WHEREAS, Proposals were due by 4:30 p.m. on Thursday, April 4, 2019 and 12
responsive proposals were received by the City Clerk's Office; and

WHEREAS, The Art Selection Committee reviewed the proposals in accordance with the
criteria outlined and recommended awarding Rohleder Borges Architecture of Seattle,
Washington, an art contract for the sculpture entitled, *Together, Ascend* in the amount of
\$26,800 and Austin Parkhill and David Pettibone of Homer, Alaska an art contract for a mural
described as *Sandhill Cranes in Flight* in the amount of \$20,000; and

WHEREAS, The award is not final until notice is received by Rohleder Borges
Architecture of Seattle, Washington, and Austin Parkhill and David Pettibone of Homer, Alaska,
by the City of Homer.

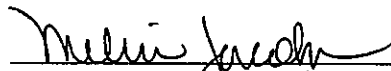
NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, hereby
awards an art work contract for the New Homer Police Station Project to Rohleder Borges
Architecture of Seattle, Washington for the sculpture, *Together, Ascend* in the Amount of
\$26,800 and Austin Parkhill and David Pettibone of Homer, Alaska for a mural described as,
Sandhill Cranes in Flight, in the Amount of \$20,000 and authorizes the City Manager to execute
the appropriate documents and proceed accordingly.

PASSED AND ADOPTED by the City Council of Homer, Alaska, this 28th day of May,
2019.

CITY OF HOMER

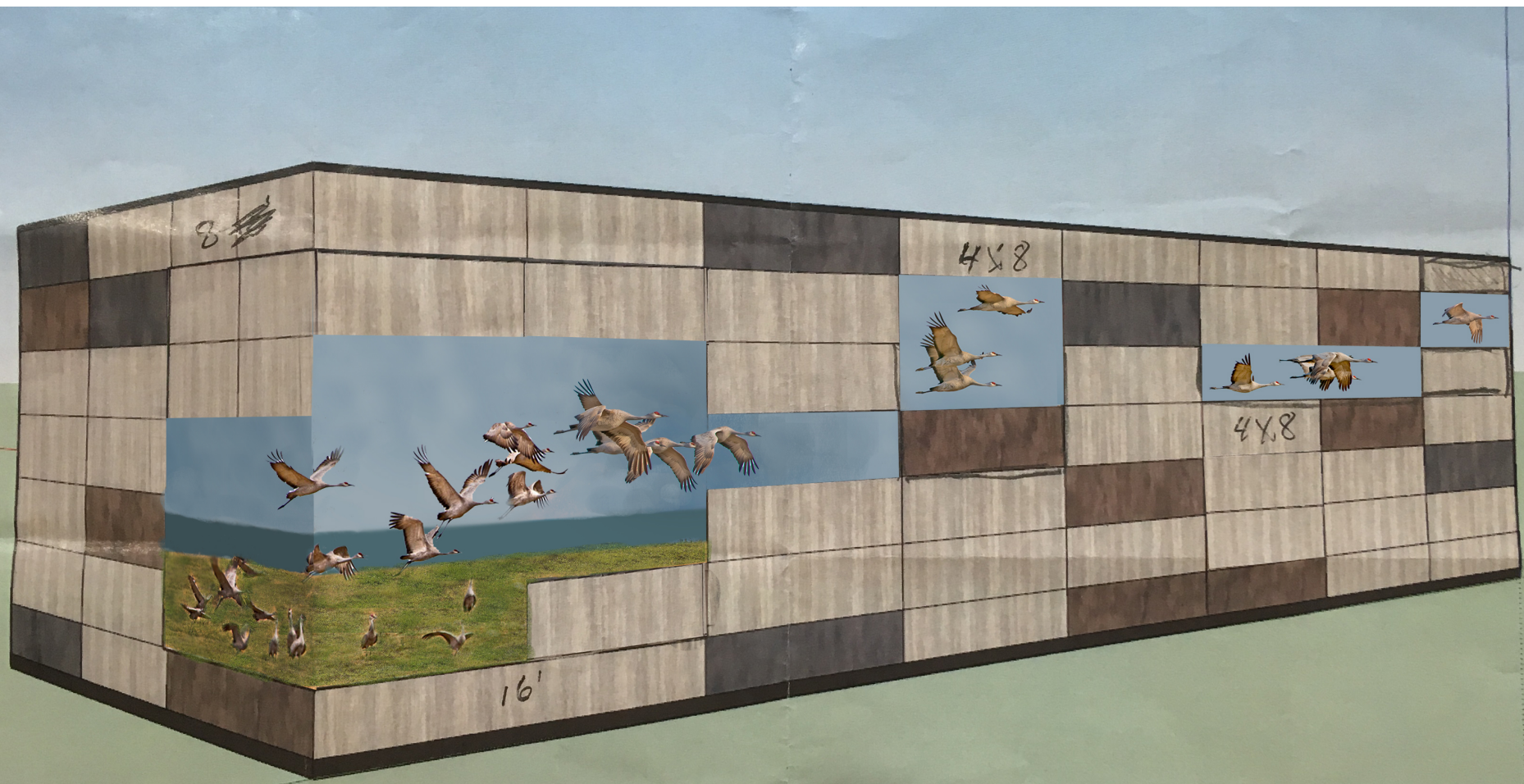

KEN CASTNER, MAYOR

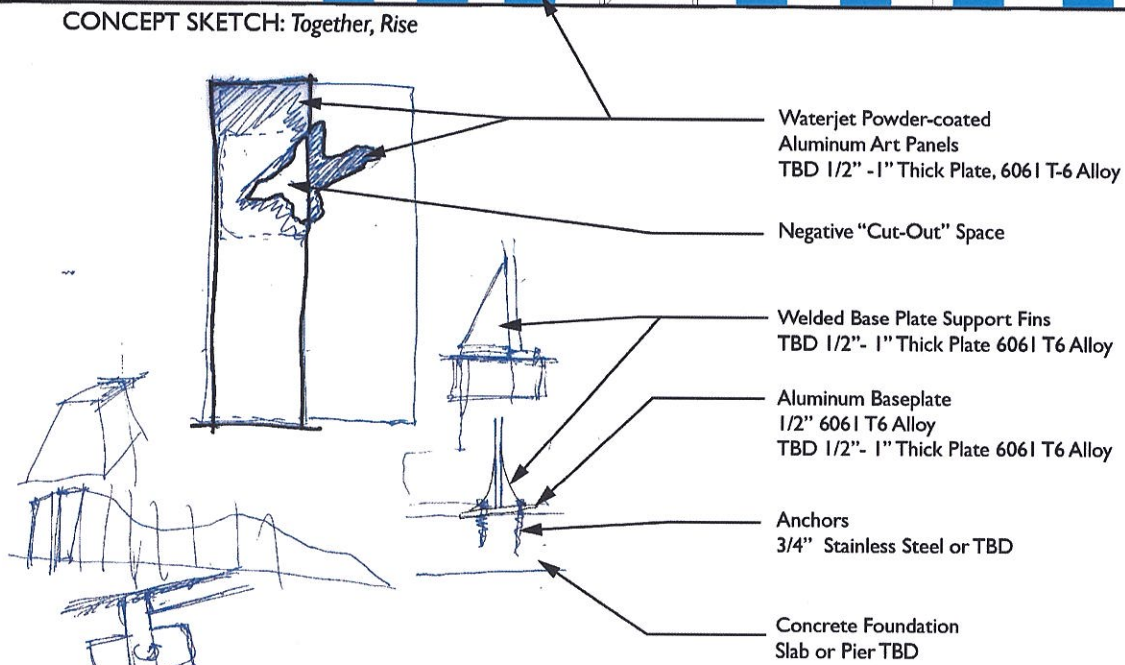
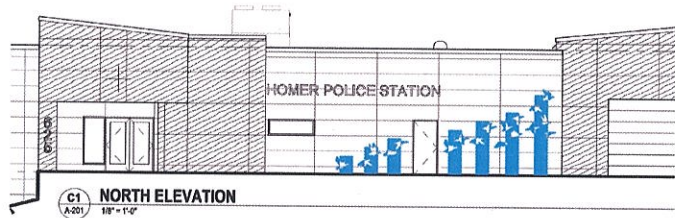
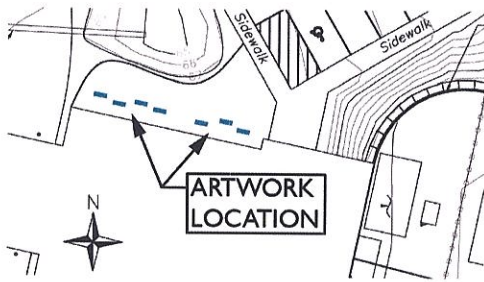
ATTEST:


MELISSA JACOBSEN, MMC, CITY CLERK

Fiscal Note: Acct. No. 151-7010 \$46,800 New Police Station Project







PRELIMINARY DETAIL SKETCHES



City of Homer

www.cityofhomer-ak.gov

Office of the Mayor

491 East Pioneer Avenue
Homer, Alaska 99603

mayor@ci.homer.ak.us

(p) 907-235-3130

(f) 907-235-3143

June 3, 2019

Avram Salzmann
617 Soundview Avenue
Homer, AK 99603

Dear Avram,

Thank you for serving the City of Homer on the Parks, Art, Recreation & Culture (PARC) Advisory Commission. Your contributions of time, energy and sincere concern for responsible development of the City's Parks, Beaches and Trails are much appreciated.

You served as the PARC Student Commissioner from May 8, 2017 to May 22, 2019. During that time the Parks, Art, Recreation & Culture Advisory Commission brought prosperity to the community through the changes you assisted in working for Karen Hornaday Park Trail, Road and Parking Improvements; Mariner Park Improvements, and Bishop's Beach improvements just to name a few.

Once again, thank you for your dedication!

Ken Castner, Mayor

*Do well @ PARC, Avram! Proud
of you! Ken*

cc: Parks, Art, Recreation & Culture Advisory Commission

City of Homer
Homer, Alaska
Mayor's Certificate of Recognition
Greetings
Be It Known That

Avram Salzmann

is hereby recognized for his service
as
"Student Representative Commissioner"
on the
Parks, Art, Recreation & Culture
Advisory Commission

May 8, 2017 to May 22, 2019

*Recognition of your dedication to the cause of good government, your
contributions to your community and your willingness to serve your fellow man.*

*In Witness whereof I hereunto set my hand
this 3rd day June, 2019.*



A handwritten signature in blue ink, reading "Ken Castner", written over a horizontal line.

Ken Castner, Mayor

Attest:

A handwritten signature in blue ink, reading "Melissa Jacobsen", written over a horizontal line.

Melissa Jacobsen, MMC, City Clerk

From: [Melissa Jacobsen](#)
To: [Renee Krause](#); [Rachel Tussey](#)
Subject: FW: Homer 6 in 1 Open House: Construction Kickoff & Project Updates
Date: Wednesday, June 12, 2019 8:12:55 AM

Feel free to pass this on to your Board members & Commissioners

From: Anne Brooks <anne@brooks-alaska.ccsend.com> **On Behalf Of** Anne Brooks
Sent: Tuesday, June 11, 2019 5:27 PM
To: Department Clerk <clerk@ci.homer.ak.us>
Subject: Homer 6 in 1 Open House: Construction Kickoff & Project Updates

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi, just a reminder that you're receiving this email because you have expressed an interest in a Homer-area Brooks & Associates project.

You may [unsubscribe](#) if you no longer wish to receive our emails.



6 in 1 Open House: Construction Kickoff & Project Updates

When: Tuesday, June 25, 2019, Stop by anytime between 4 and 7 pm

Where: City Hall Cowles Council Chambers, [491 E Pioneer Ave.](#),
[Homer](#)

This meeting will provide information on projects in Homer. Southcentral Construction, Inc. submitted successful bids for three of the projects and began work on the following projects. The Construction Project Manager for these three projects is

Jacob Gondek, DOT&PF, 907-269-0450, jacob.gondek@alaska.gov.

Pioneer Avenue Pavement Preservation: Sterling Highway to Lake Street

Project Number: CFHWY00148/0414015

The purpose of this project is to extend the life of Pioneer Avenue pavement. The project will grind, reshape, and pave the roadway to remove ruts, cracks and potholes, and protect the underlying structural materials. Additional work includes curb ramp upgrades and storm drain repairs. Southcentral Construction Inc. may begin minor work this year. The 2019 work will focus on the storm drain cleaning.

For information during construction:

<http://www.alaskanavigator.org/projects/pioneer-avenue-pavement-preservation>

Homer Airport Safety Improvements

Project Number: CFAPT00144

The airport project will improve safety by reconstructing taxiway safety areas for Taxiway B and Taxiway E; replace perimeter security fence; relocate primary wind cone and segmented circle; and relocate supplemental wind cone.

For information during construction:

http://dot.alaska.gov/projects-status/wrapper.cfm?project_id=70006

Sterling Highway & Main Street Intersection Improvement

Project Number: Z559840000/0211060

Southcentral Construction will begin work this year to install a traffic signal with right-turn lanes on the Sterling Highway to improve the function of the intersection. The signal is expected to reduce crash rates and the delay times.

For information during construction:

<http://www.alaskanavigator.org/projects/hsip-sterling-highway-and-main-street-intersection-improvements>

Information will also be available on the following projects currently in the design and/or right-of-way acquisition phase.

Lake Street Rehabilitation: Sterling Highway to Pioneer Avenue/East End Road

Project Number: Z524610000/0001422

The project will extend the life of the roadway, improve conditions for walking and biking, and improve drainage. The project will widen the road to the west and add bike lanes to both sides; reconstruct curb/gutter and sidewalk on the east side and replace failing culverts. Construction to begin in 2020 pending completing of ROW acquisition and availability of funding.

For more information: <http://dot.alaska.gov/creg/hlsr/index.shtml>

Project Manager: Clint Adler, DOT&PF, 907-269-0544, clint.adler@alaska.gov

West Hill Road Pavement Preservation: Sterling Highway to Skyline Drive

Project Number: CFHWY00300/0001599

The West Hill Road project includes signing, striping, drainage, pavement, dig-outs, curb ramps, guardrail, lighting, and utility relocation. Construction is slated for 2020.

Project Manager: Aaron Hughes, DOT&PF, 907-269-0523,
aaron.hughes@alaska.gov

East Hill Road Pavement Preservation: East End Road to Skyline Drive

Project Number: CFHWY00297/0001600

The East Hill Road project will resurface the entire length of East Hill Road, extend the road's service life, repair drainage facilities, and improve safety. The project includes signing, striping, drainage, pavement, dig-outs, curb ramps, guardrail, and utility relocation. Construction is slated for 2021.

Project Manager: Clint Adler, DOT&PF, 907-269-0544, clint.adler@alaska.gov

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvlrts/titlevi.shtml.

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. If you have disabilities and need auxiliary aids, services, and/or special modifications to participate in this public meeting, contact Jill Reese, 907-269-0772. To use a text telephone device, dial 711 for the relay service. Requests should be made at least three days before the accommodation is needed make any necessary arrangements.

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Sent by [anne.brooksalaska@gmail.com](#) in collaboration with

