



Homer City Hall

491 E. Pioneer Avenue

Homer, Alaska 99603

www.cityofhomer-ak.gov

City of Homer Agenda

Parks, Art, Recreation & Culture Advisory Commission Regular Meeting

Thursday, August 20, 2020 at 5:30 PM

City Hall Cowles Council Chambers via Zoom Webinar

Dial: 253 215 8782 or 669 900 6833 or Toll Free (877) 853 5247 or (888) 788 0099

Enter Webinar ID: 984 1120 9908 Password: 307724

CALL TO ORDER, 5:30 P.M.

AGENDA APPROVAL

PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA The Public is invited to comment on those items on the agenda not listed for Public Hearing. Those members of the Public attending via zoom please use the raised hand icon or those who have signed up to provide telephonic comment, all will be queued by the Clerk to allow you to speak to the Commission. Please state your name for the record and if you are a resident or non-resident. Please note you will have three minutes to speak.

VISITORS/PRESENTATIONS (10 minutes)

RECONSIDERATION

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

- A. Unapproved Meeting Minutes for the June 18, 2020 Regular Meeting. Recommend adoption.

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

- A. Staff Report - Acting City Planner Engebretsen
- B. Staff Report - Parks Maintenance Coordinator Steffy
- C. Community Recreation Report - Recreation Manager Illg

PUBLIC HEARING

PENDING BUSINESS (15 minute limit)

A. Capital Improvement Plan 2020 Review & Recommendations

- Memorandum from Acting City Planner re 2021-2026 Draft Capital Improvement Plan
- Draft 2021-2026 Capital Improvement Plan
- Proposed City of Homer Parks Department Capital Improvement Plan

B. Letter to the Editor - Topic Discussion

NEW BUSINESS (15-20 minute limit)

A. Memorandum from Acting City Planner re: Donation of Sculptural Art for Placement on Bishop's Beach

- Donation Application from Bunnel Art Gallery
- Letter from the Ninilchik Traditional Council

B. Camping on the Homer Spit - Discussion on Issues and Possible Solutions

- Memorandum from Acting City Planner re: Camping on the Homer Spit

C. City-wide Public Restrooms - Discussion on Issues and Solutions

- Memorandum from Parks Maintenance Coordinator and Public Works Director as backup

D. Memorandum from Acting City Planner re: Poopdeck Trail - Funding Request

E. Memorandum from Acting City Planner re: Bishop's Beach Land Purchase Opportunity

F. Memorandum from Acting City Planner re: Jack Gist Park Planning

G. Trails Small Works Maintenance Program

- Memorandum from Public Works Director and Parks Maintenance Coordinator as backup

H. Baycrest Overlook Project - Implementation Strategy

- Memorandum from Public Works Director as backup

INFORMATIONAL MATERIALS

A. 2020 Annual Calendar

B. 2020 Commissioner Attendance at City Council Meetings

C. Camp Host Stipends Approved

- Memorandum from Public Works Director as backup
 - Resolution 20-072 Campground Host Stipends
 - Memorandum 20-112

D. City Manager's Report for August 10th City Council Meeting

E. Ordinance 20-32, Amending the Capital Budget and Authorizing Expenditure from HART- Road Fund \$98,000 for Planning, Design and Permitting the Main Street Storm Drain and Sidewalk Pioneer Avenue North Project

COMMENTS OF THE AUDIENCE Those members of the Public attending via zoom please use the raised hand icon or those who have signed up to provide telephonic comment, all will be queued by the Clerk to allow you to speak to the Commission. Please state your name for the record and if you are a resident or non-resident. Please note you will have three minutes to speak.

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 Thursday, September 17, 2020, at 5:30 p.m. All meetings scheduled to be held virtually in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

Session 20-05, a Regular Meeting of the Parks, Art, Recreation and Culture Advisory Commission was called to order by Chair David Lewis at 5:35 p.m. on June 18, 2020 via Zoom Webinar from the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS ARCHIBALD, LOWNEY, FAIR, BARNWELL, ROEDL AND LEWIS

ABSENT: COMMISSIONER HARRALD (EXCUSED)

STAFF: DEPUTY CITY PLANNER ENGBRETSSEN
DEPUTY CITY CLERK KRAUSE
PARKS MAINTENANCE COORDINATOR STEFFY
COMMUNITY RECREATION MANAGER ILLG
PUBLIC WORKS DIRECTOR KEISER

AGENDA APPROVAL

Chair Lewis called for a motion to approve the agenda.

FAIR/ARCHIBALD MOVED TO APPROVE THE AGENDA.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA

VISITORS/PRESENTATIONS

- a. Public Works Director – Jan Keiser, Introduction and Projects Update

Jan Keiser, Public Works Director provided an introduction and brief history of herself and her goals for the Parks Department and future and current staffing requirements.

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. Minutes from the February 20, 2020 Regular Meeting
- B. Memorandum from Deputy City Clerk re: Donation of a Memorial Bench for the Homer Spit

Chair Lewis called for a motion to approve the consent agenda.

LOWNEY/FAIR - MOVED TO APPROVE THE CONSENT AGENDA AS READ.

There was no discussion.

VOTE. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

STAFF & COUNCIL REPORT/COMMITTEE REPORTS

A. Staff Report - Deputy City Planner Engebretsen

Deputy City Planner Engebretsen reported on the following:

- Artwork installed at the new Police Station
- Excited about having a new person at the helm of Public Works and looks forward to working with Jan
- Beluga Slough Trail Signage regarding dogs
- Land sold next to Jack Gist park may provide water and sewer amenities to the park and in August will present a revised CIP project for the park
- Capital Improvement Plan project recommendations from Commissioners are to be sent to staff so they can discuss at the August meeting
- Work party for the Homestead Trail

Commissioner Barnwell provided details on the new easement that has been granted by the Pitzman's for the Homestead Trail.

Commissioner Lowney asked about damage that was done to the Karen Hornaday Park Trail and where that was on their agenda.

B. Parks Maintenance Report - Matt Steffy, Parks Coordinator

Parks Maintenance Coordinator Steffy provided his staff report to the commission. Commissioners and staff held discussion on the following topics:

- Parks has been struggling with understaffing due to a number of factors associated with the COVID-19 situation. I have been extremely impressed with the ability of our team to adapt and respond to changing parameters and operational limitations. See attached memorandum for COVID-19 specific operations report.
- Parks have been extremely busy during the period of social distancing. Particularly, parks such as Mariner and Bishops Beach were operating beyond day-use capacity on all days of the week.
- Building Maintenance has been assisting with custodial duties in the Harbor District to decrease the maintenance load on the Parks crew.
- Camping has been steady. The Bering Sea was just removed from the Fishing Hole on June 9th, and further clean-up activities were still underway as of June 10th.
- We have created a new position, the Parks Custodian, which will have duties focused primarily on restroom sanitation and hygiene, though they will be available for other duties.
- We have acquired a Yamaha Wolverine side-by-side for Parks Operations.

- Turf maintenance has been a struggle to keep up with due to staff limitations and department reprioritization. We have been outsourcing some turf to other city staff- Library and City Hall, and encouraging user groups to help with the maintenance load as well.
- We have been working with Homer Little League, Homer Softball Association, and the Soccer club to facilitate modified seasons for each. They are all supportive of promoting COVID-19 practices in their modified operations.
- Rental bike stations have been installed at Mariner Park and Fishing Hole Campground, operated by Cyclogical.
- A contract custodian has taken over deep cleaning of Fishing Hole restroom for the near future.
- Tent Area 2 has been realigned to provide more sites and better spacing. Tent Area 1 is being used for the first time in several years.
- Aaron Yeaton has assisted with the development of a Parks specific CIP list.
- For the first time, we partnered with the Harbor to use the Chip Pad as an overflow campground for Memorial Day weekend. It worked very well, and we hope to maintain that as an option in the future.
- Mariner Park - Camping was delayed 30 days from April 1st to May 1st and kept as a Day Use Area. Camping was every other space for social distancing so as of June 10th they have collected \$30,000 in revenue. They have had 374 campsite rentals, over last weekend collected \$7,800 in revenue
- Endured a rash of hand soap dispenser thefts from restrooms on the Spit

Commissioner Lowney complimented the Parks Staff in keeping up with the Parks as well as they have and asked about reporting the damage to the trail.

Mr. Steffy proceeded to report on the damage done to the trail with the four wheeler and that a police report was made and they were able to contact the offender and speak with him. He did not assign and monetary amount to the damage.

Commissioner Fair inquired about the status of the bike rentals on the Spit.

Mr. Steffy responded that they are going extremely well and very popular. He is happy since there was minimal use last year so this year there was more exposure and they are thinking about more locations next year.

Commissioner Archibald commented on the lack of cooperation on the Spit from the public and he gave kudos to Matt for hiring those people. He also noted the lack of terra firma in the area of the tent camping.

Mr. Steffy provided some information on the signage and parking issues in the tent area camping. He then responded to a question regarding dogs on leash and they are considering removing the voice command option and have leash only. He does not have an update on the Beluga Slough Trail connection with the Bike path.

Commissioner Lowney agreed with the comments about the parking for the camping area and in the load and launch area. She would like to keep that item as a future discussion on their agenda on camping on the spit. She complimented Mr. Steffy on using the Chip Pad for overflow camping.

Mr. Steffy responded on what steps they took to make that area up for camping noting that they intend to use that area for overflow in the future and for the scheduled Halibut Derby.

There were some technical difficulties and Commissioner Barnwell signed back on via telephone at 6:03 p.m.

C. Recreation Report – Mike Illg, Recreation Manager

Recreation Manager Illg commented on the direct impacts that Public Works Director Keiser has done in her short time with the city and her plans for the future are exciting. It is really interesting hearing her involvement with the city in the past. He then provided an update on what recreational activities are available through the Community Recreation program following the recommended social distancing and mask wearing by reservation only. This provides for tracking capabilities.

Mr. Illg has been working closely with the Schools since those facilities were closed to the public which he believes has led to the uptick in the use of the city parks. He noted that certain activities that the School District has allowed in Kenai and Soldotna will not be done in Homer due to the increase in cases.

Mr. Illg reported that the School District hopes to have something in place in July but no concrete plans but it will be a tiered system for their Smart Start.

Chair Lewis inquired if he was aware of the KBBI report this morning as they reported that Homer has 10% of the states COVID cases and that may be why they cannot start football and other things.

Mr. Illg responded that may be but referred to the Community Recreation program mitigation efforts.

Commissioner Barnwell inquired about the parking improvement status.

Deputy City Planner Engebretsen responded that the project will not be going forward anytime soon since Council by resolution devoted that space as reserved for green space.

Commissioner Archibald commented on the efforts that Mr. Illg has been implementing and the difficulties in managing the recreation.

Mr. Illg responded that they are keeping a close eye on it and following mitigation and safety measures as required.

PUBLIC HEARING

PENDING BUSINESS

NEW BUSINESS

A. Parks Proposed CIP Projects 2020

Chair Lewis introduced the item by reading of the title.

6:31:36

B. Memorandum from Public Works Director re: Re-visioning HART Trail Funds

INFORMATIONAL MATERIALS

- A. PARC Commission Annual Calendar 2020
- B. PARC Commissioner Attendance at Council Meetings 2020

COMMENTS OF THE AUDIENCE

COMMENTS OF THE CITY STAFF

COMMENTS OF THE CITY COUNCILMEMBER

COMMENTS OF THE CHAIR

COMMENTS OF THE COMMISSION

Commissioner Roedl commented that he missed seeing everyone.

Commissioner Lowney commented on the berms that are left when the plows come through but she appreciated whoever dug through the berm on the KHLT trail.

Commissioner Fair requested topics for the April Letter to the Editor and he still has the Poopdeck Update topic but hasn't done anything on that one.

A brief discussion ensued on appropriate topic could be people, birds and dogs with regard to the upcoming Shorebird Festival.

ADJOURNMENT

There being no further business to come before the Commission the meeting adjourned at 7:45 p.m. The next regular meeting is scheduled for Thursday, March 19, 2020 at 5:30 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska. A worksession on possible land acquisition will be conducted at 4:00 p.m. prior to the regular meeting.

RENEE KRAUSE, MMC, DEPUTY CITY CLERK

Approved: _____



City of Homer

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MEMORANDUM

To: Parks, Art, Recreation and Culture Advisory Commission
From: Julie Engebretsen, Deputy City Planner
Date: August 12, 2020
Subject: August Staff Report

I have been fully occupied with planning duties. Mike Illg will be providing additional staff support to the Commission for the next few months. Thanks Mike! The new city manager started Monday, August 17th. Jan and Matt have been busy doing all kinds of groundwork for implementing a lot of plans and ideas.

The City Council had some discussion at their last meeting about coal gathering at Bishops Beach, and eliminating vehicle access. They voted down introducing that ordinance. This means the issue is dead unless council votes to introduce an ordinance in the future, OR passes a resolution of the body requesting PARCAC to consider an issue. Just as with PARCAC, a Councilmember can bring up a topic for discussion, but if the body is not in agreement, the matter ends there. This process allows Council and Commissions to focus their energies on matters that everyone agrees are a near term priority.

I have had the pleasure of visiting Ben Walters Park and saw some new improvements! The continued upgrades to this park are really nice. People are visiting the park because it's a nice place to be, not just because they grabbed a burger and needed a picnic table. The new grate at the water crossing lets me keep my feet dry but still provides a 'water feature' for the junior extra-tuff crowd.



The trail from Ben Walters Lane down into the park looks inviting.





City of Homer

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Public Works

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Homer, AK 99603

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MEMORANDUM

To: Parks, Arts, Recreation, and Culture Advisory Commission.

From: Matt Steffy, Parks Maintenance Coordinator

Date: August 20th, 2020

Subject: Greatest Parks in the Universe Staff Report

-
- Fourth of July weekend presented a variety of challenges, all of which our staff handled in their typical adaptive and responsive manner.
 - Unauthorized camping became a big problem, as Seward had just gone into modified lockdown and we received a large number of their clientele.
 - Aggressive measures were taken by staff to mitigate these issues
 - Camping numbers have held fairly steady for the first half of the season, but July has shown a precipitous decline in campers. This is a reflection of the loss of out of state tourists who typically stay for long periods, as oppose to the more fickle weekend crowds from in-state. (See attached numbers.)
 - Discussions have continued regarding an art installation at Bishops Beach that involves partnerships with Bunnell Street Arts Center and Ninilchik Tribal Council.
 - Staffing has continued to be dynamic. We have had 2.5 staff members leave in the last two weeks, but hired 3 more and gained an intern. Recruitment is ongoing.
 - Hornaday continues to serve as a Special Use Area. We have instigated a registration process with paperwork for all campers designated as “Special “Use.” Everyone who is SU right now are categorized as economically displaced.
 - We are working with Rotary right now on the donation of a couple memorial benches in honor of Gary Thomas.
 - Parks staff have taken over ownership of turf and flowerbeds at the new Police Station. It looks great, but it is going to add bit to our maintenance load.
 - The first annual Peony Celebration was a big success. Tours were well attended, and we received numerous compliments on our beds.
 - We were able to accommodate the Homer Youth Soccer associations program this year at Jack Gist. Coordination with Adult Softball and Youth Softball was a little tricky, but everyone worked together.
 - I worked closely with Aaron Yeaton over the last two months conducting a trails inventory. Council approved \$36,000 from HART for trails work. See Trails Small Works Maintenance Plan for more info.
 - Restrooms continue to be an adaptive hurdle. See your packet for more detailed information.
 - The permit is in place for the 2020 Burning Basket. It will be challenging event to coordinate.
 - Negotiations and facilitation of Skate Park efforts continues.
 - Community Rec, HCOA, CACS, Pier One, and other groups have been using parks extensively for programs this summer.

- Staff have continued to work with KHLT and ILC on the Poodeck Extension Trail. Phase II will be moving forward with a week of volunteer projects starting August 24th. Accessibility at the trailhead adjacent to the ILC is going to be a tricky fix. Joel Cooper is working with Councilmember Venuti on a request for an additional \$45,000 in funding from HART for an ADA ramp built to code.
- Julie Engebretsen, Aaron Yeaton, and myself met at Jack Gist Park to discuss the impact of the neighboring development and the need for a revised Jack Gist Master Plan. More to come.



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Memorandum

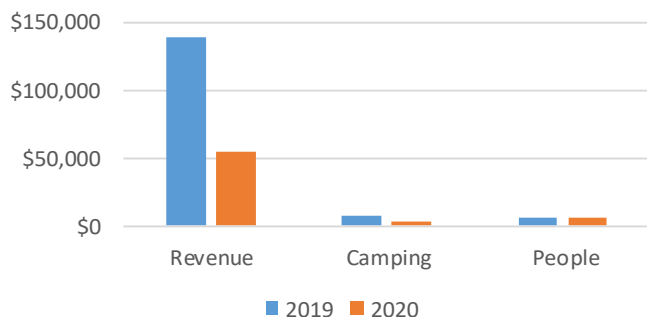
TO: Parks, Arts, Recreation, and Culture Advisory Commission
FROM: Matt Steffy, Parks Maintenance Coordinator
DATE: August 13th, 2020
SUBJECT: YTD Camping Finance Report as of July 31st

Revenue trends for camping held strong for the first part of the summer, but have trending down through July. This is due to the closed Canadian border and the drop in out of state tourist. Normally, the large lot at Fishing Hole and both sides of Mariner would be consistently at 70%-80% throughout the weeks, but we are only seeing the small bump on weekends from southcentral tourists.

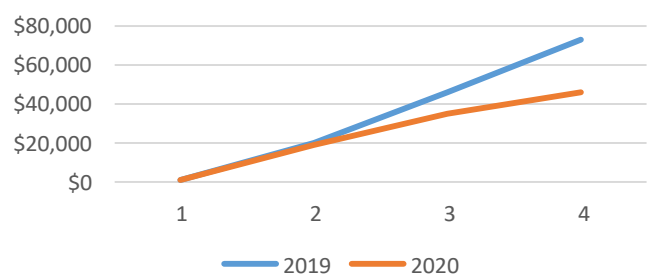
Here are the numbers camping 2019 to 2020 through July 31st.

2019	Revenue	Camping	People	2020	Revenue	Camping	People
April	\$890	46	77	April	\$1,086	54	138
May	\$19,380	967	1,729	May	\$18,547	928	1,822
June	\$45,867	2,290	4,227	June	\$34,987	1,746	3,425
July	\$72,740	3,629	6,548	July	\$46,079	2,333	4,951
YTD:	\$138,877	6,932	6,033	YTD:	\$54,620	2,728	5,385

Camping Comparison 2019 v 2020



Revenue Trend Comparison 2019 v 2020





City of Homer

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Administration

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Memorandum

TO: City of Homer Parks Art Recreation and Culture Advisory Commission
FROM: Jenny Carroll, Special Projects & Communications Coordinator
THRU: Julie Engebretsen, Acting City Planner
DATE: August 11, 2020
SUBJECT: City of Homer Draft 2021-26 Capital Improvement Plan (CIP)

The purpose of this memo is to introduce you to the draft 2021-26 CIP and solicit the Commission's input and recommendations to City Council. Additionally, several of the parks projects have been revised. Please read them over, and provide any comments or corrections at the meeting.

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: FY22 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 2021-2026 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 HVFD) awaiting more detailed information.

- **Discuss current and proposed new CIP projects and provide input on changes/updates to project descriptions.** Planning Commission input may consist of recommendations to update, change or remove projects from the CIP.
- **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, one new Port & Harbor project has been proposed, but I know the ADA Committee is working up another one to implement a project from the City's recently completed Transition Plan.
- **Pass a motion that identifies the #1 and #2 prioritized projects the Commission recommends to Council for inclusion in the Legislative Request section.** Any City project in the CIP is eligible. (For reference, last year HAPC selected #1 Main Street Sidewalk Project and #2 Bayview Park Renovation Project) I will share your FY22 Legislative Request recommendations with City Council for consideration at their 2020 CIP worksession.

Thank you for participating in this planning process. Your project updates and any new project recommendations will be provided to Jennifer Carroll to include in the draft CIP to Council.

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.



DRAFT

City of Homer 2021-2026 Capital Improvement Plan



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.

Developing a new large vessel harbor and a haul out repair facility are the City's top priority projects.

It will alleviate navigational safety concerns in Homer's overcrowded small boat harbor and support emerging regional and national economic opportunities vital to Alaska's future.





City of Homer

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September 23, 2020

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2021 through 2026 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 2021-2026 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.

Sincerely,

Rob Dumouchel
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 Homer Volunteer Fire Department secured FY2017 reallocation grant funds from the AK Division of Homeland Security and Emergency Management to upgrade a portion of the Department's mobile radios. The City's systematic upgrade of its Emergency Radio Communication System will continue as other components of the project remain to be upgraded.



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?



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 FY2022 State Legislative Priorities
approved by the Homer City Council
via Resolution 20-xxx

To be updated.

1. Barge Mooring & Large Vessel Haul Out Repair Facility - \$4,470,854
2. New Large Vessel Moorage Facility, Phase 2 - \$250,000
3. Storm Water Master Plan - \$250,000
4. Main Street Sidewalk Facility: Pioneer Avenue North - \$943,059
5. Multi-Use Community Center, Phase 1 - \$500,000

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1. 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. Design and permitting for Phase 2 was initiated with \$255,000 in State Legislative Grant funds and is being completed with \$42,626 in additional City of Homer funds. Phase 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: \$4,932,526

2019: Phase 2 Barge Mooring Engineering/Permitting/Geotechnical/Design: \$297,626 (Funding Completed.)

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

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

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

FY2021 State Request for Phase 2: \$1,129,136

(City of Homer 10% Match: \$125,500)



2. Port of Homer: New Large Vessel Harbor

Project Description & Benefit: This project will construct a new **large vessel harbor** 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 DOT, and Army Corps of Engineers (ACOE) partnered on a port expansion feasibility study in 2004, which was put on hold because preliminary results indicated the project's Benefit to Cost ratio would be non-competitive for Federal funding. 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. ACOE listed the project on their FY21 workplan for a budget allocation in FY22. The City has formally expressed its intent to work with the ACOE on the Study and to renew our partnership with the State of Alaska for technical expertise and funding, with cost sharing (50% Federal, 25% State, 25% City) over three years.

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

Phase 2: General Investigation Study \$3,000,000

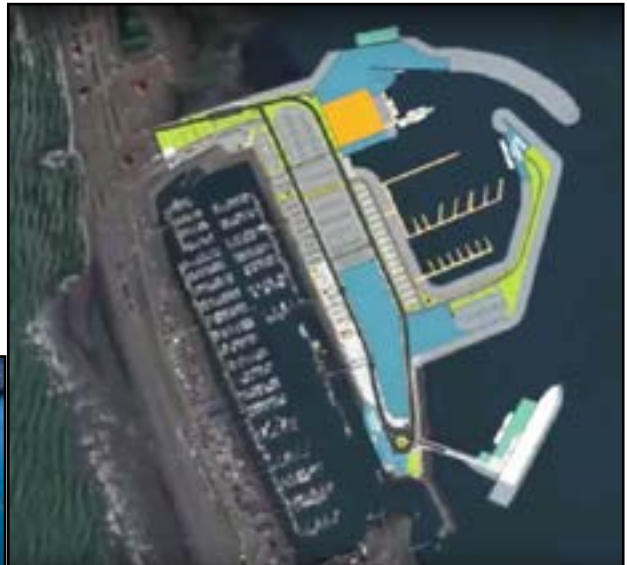
Federal: \$1.5M

State: \$750,000 (\$250,000 annually for three years)

City: \$750,000 (\$250,000 annually for three years)

FY2021 State Request: \$250,000

(City of Homer Match: \$250,000)



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.





3. Storm Water Master Plan

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 Action stewardship grant to begin work on the Stormwater Master Plan. Grant funds were used to produce baseline 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 also constructed green infrastructure features at the new Homer Police Station with interpretive signage that teaches the public about the value of green infrastructure for our community.

Total Project Cost: \$320,000

2019 ACWA Grant: 70,000

FY2022 State Request: \$225,000
(City of Homer 10% Match: \$25,000)



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

FY2022 State Request: \$848,750

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



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

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5. Multi-Use Community Center, Phase 1

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

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

Public input identified a general-purpose gymnasium and a multi-purpose space for safe walking/running, dance, martial arts, performing arts, community meetings and events, and dedicated space for youth as priority features. The PARC Needs Assessment describes the community center as a comprehensive multi-generational facility that offers something for people of all ages; an important part of the feasibility study will be to help avoid overbuilding, building without considering other area amenities, or underestimating operations and maintenance costs to create a vibrant, sustainable multi-purpose public space.

Plans & Progress: In 2017, community members completed construction on the South Peninsula Athletic and Recreation Center (SPARC) on Kenai Peninsula Borough School District property located adjacent to the Homer Middle School. SPARC offers indoor recreation and event space for activities such as indoor soccer, walking, and running; parent/child play groups; roller skating and roller derby; pickleball (with a non-regulation ball); and open gym.

In 2018 the Homer Education and Recreation Complex (HERC) Task Force completed several months of study and provided recommendations to the City Council regarding the future of HERC1. Based on Task Force recommendations the City Council requested letters of interest for use of the facility and issued a request for proposals to upgrade and manage HERC1 in spring 2019. No proposals were received and the **City Council initiated steps to evaluate HERC1 demolition.**

A reconnaissance or preliminary feasibility study will evaluate the size and type of facility, recommend functional spaces based on community need and not duplicating services, develop conceptual floor plans and site plans, estimate total construction cost, project ongoing operational costs and identify funding mechanisms.

Total Project Cost: \$500,000

FY2022 State Request: \$500,000
(City of Homer 10% Match: \$50,000)



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.



Mid-Range Projects

Part 2: Mid-Range Projects

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- **Self-Evaluation & Transition Plan for City Parks, Trails and Campgrounds13**

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City Hall Access Barrier Removal

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Project Description & Benefit: Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by, people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. From 2017-2019, the City of Homer ADA Compliance Committee and City Staff evaluated City Facilities to identify accessibility barriers. The results were compiled into the City's Transition Plan, in accordance with Title II of the ADA regulations. City Hall is one of the most used city buildings throughout the year and this project corrects access barriers (ADA Priority Level 1 issues) to get into the building.

City Hall access barriers include:

- Cross slopes that exceed 1:48 ratio for all designated accessible parking spaces;
- absence of van accessible parking;
- incorrect dimensions of accessible parking spaces;
- improperly located signage;
- absence of a level landing at the top of the curb ramp below the front entrance ramp;
- handrails on ramp protrude into the path of travel and reduces the width to less than 36" width requirement;
- push bar on main entrance door protrudes into the doorway and reduces the width of the opening to less than 32" width requirement; and
- front door entrance threshold height.

Plans & Progress: Public Works Staff assisted the ADA Compliance Committee during the self-evaluation process, and together with Port and Harbor staff helped develop solutions and remedies included in the Transition Plan. City Council approved the Transition Plan in Resolution 19-024. This project could potentially be addressed in conjunction with DOT&PF's Lake Street Repaving Project (currently scheduled for 2021) to take advantage of the paving equipment and contractors which will be mobilized locally.

Total Project Cost: \$400,000

Schedule: 2021

Priority Level: 1



The cross slope of the accessible parking spaces at the lower entrance to City Hall exceeds the maximum allowed 1:48 under ADA standards.



Nick Dudiak Fishing Lagoon Accessible Ramp and Retaining Wall

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Project Description & Benefit: The Nick Dudiak Fishing Lagoon located on the Homer Spit (also known as the “Fishing Hole”) is a man-made marine embayment approximately 5 acres in size that is annually stocked with king and silver salmon smolts to provide sport fishing opportunity. Salmon fishing at the Nick Dudiak Fishing Lagoon brings visitors to Homer throughout the summer and is also popular with city residents. This outdoor recreation activity provides a local, road accessible, shore-based salmon fishery that attracts a wide array of sport anglers, including handicapped accessible and youth-only fishing opportunities. This outdoor recreational activity helps stimulate and diversify local businesses and the economy. During the summer when salmon are returning, up to 250 bank anglers have been present at any one time between 7 a.m. and 10 p.m. The parking area, shoreline and tide line 17 feet above mean high water are owned by the City of Homer. Below mean high water, the tidelands and water are owned by the State of Alaska.

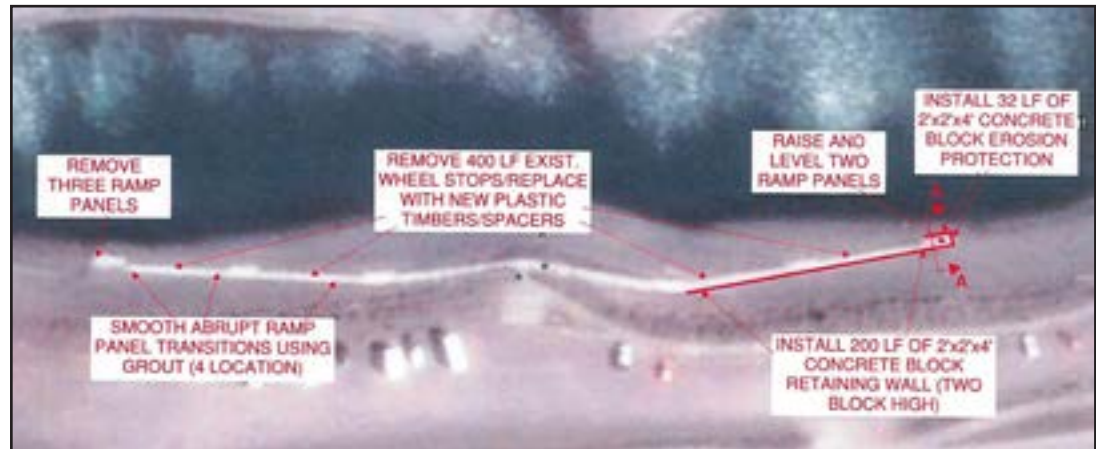
Over the years the accessible ramp has fallen into major disrepair and is no longer complaint or usable by anglers with mobility challenges. In 2018 the Alaska Department of Fish and Game attempted to provide funding for improvements to the accessible ramp, however funding was pulled.

Plans & Progress: The City of Homer ADA Compliance Committee has identified this improvement as a significant benefit and ADF&G has submitted a request for Fiscal Year 2021 to replace the South ADA ramp.

Total Project Cost: \$59,300

Schedule: 2022

Priority Level: 2



Homer Harbor and Public Works personnel working with the Alaska Department of Fish & Game developed this plan to make the Nick Dudiak Fishing Lagoon ramp accessible.



Public Restroom Accessibility Barrier Removal

Project Description & Benefit: Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. From 2017-2019, the City of Homer ADA Compliance Committee and City Staff evaluated City Facilities to identify accessibility barriers. The results were compiled into the City's Transition Plan, in accordance with Title II of the ADA regulations. This project corrects barriers at City public restroom facilities. A clear path of travel to a bathroom and clearance for entry, maneuverability inside, and access to water closets, toilet paper, soap and hand towel dispensers or dryers, are just some of the key requirements of the ADA. These accessible features are required for public restrooms whether they are restrooms with stalls in a City building or individual bathrooms that are located on the spit and in town. Correcting these issues are a benefit the entire community.

Barrier removal in existing bathrooms include:

- Relocation of grab bars, toilet paper dispensers, coat hooks, and mirrors;
- moving tactical signage to the appropriate location on the left side of the entrance;
- adjusting the entrance threshold height;
- replacing toilets that are too high or have flush lever to the open side of the water closet;
- covering pipes below lavatories;
- replacing hardware on stall doors and bathroom doors;
- removing obstacles to clear floor space for wheelchair maneuverability, and;
- complete bathroom facility replacement.

Plans & Progress: Public Works Staff assisted the ADA Compliance Committee during the self-evaluation process, and together with Port and Harbor staff helped develop solutions and remedies included in the Transition Plan. City Council approved the Transition Plan in Resolution 19-024. This project could proceed in phases. Phase 1 would remove accessibility barriers in existing City restrooms, bringing them into ADA compliance. Many of the barriers exist in several restrooms and could be addressed through one project. ADA improvements to the Karen Hornaday Park restroom is not recommended due to the buildings advanced age and poor condition. Phase 2 is to remove and replace the bathroom at Karen Hornaday Park.

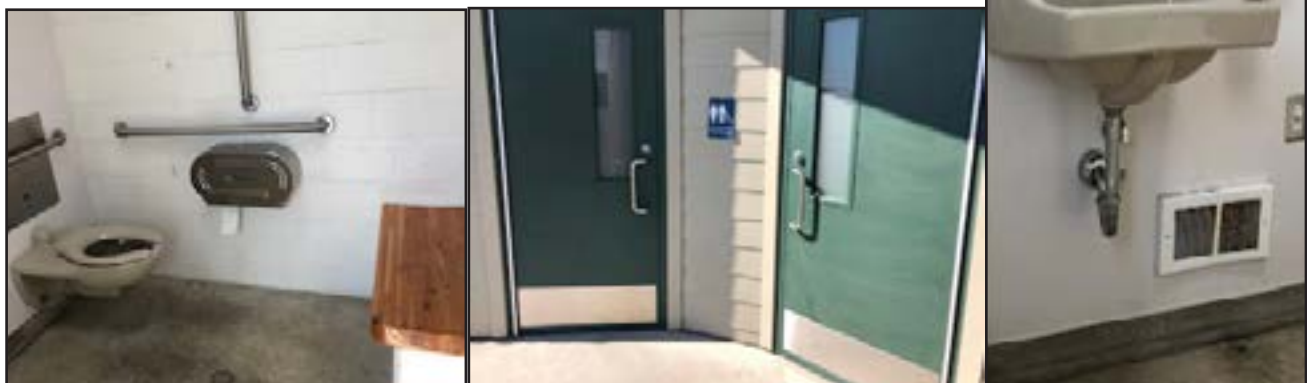
Total Project Cost: 400,000

Schedule:

2021-2022: Phase 1 Barrier removal in existing bathrooms \$75,000

2023-2024: Phase 2 Demo and replace existing bathroom at Karen Hornaday Park \$325,000

Priority Level: 1



This project will correct accessibility issues at City of Homer public restrooms. Some depicted here include improperly placed dispensers and grab bars, lack of wheel chair space from bench, incorrect door swing and lack of cover on the lower pipes



Removing Parking and Pavement Accessibility Barriers at City Facilities

FY 2022 - DRAFT Document

Project Description & Benefit: Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by, people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. From 2017-2019, the City of Homer ADA Compliance Committee and City Staff evaluated City Facilities to identify accessibility barriers. The results were compiled into the City's Transition Plan, in accordance with Title II of the ADA regulations. This project corrects parking and pavement barriers (ADA Priority Level 1 issues) at City facilities to aid the entire community in accessing and participating in programs, services or activities provided by the City of Homer.

ADA regulations standardize the size and number of marked accessible parking spaces in a lot and appropriate signage placed such that it cannot be obscured by a vehicle parked in the space. Accessibility standards also require firm, stable and slip resistant surfaces. Many City of Homer facilities do not meet these standards.

This project will correct the following parking barriers in the vicinity of the Homer Harbor, and at Public Works, Homer Public Library, the Animal Shelter, Baycrest pullout bathroom facility and the Fire Hall:

- Absence of accessible parking;
- absence of van accessible parking;
- incorrect dimensions of accessible parking spaces;
- improperly located signage;
- accessible parking spaces where water pools and snow melt creates icy conditions that become hazardous in the winter;
- parking space identified in gravel lots that fail to provide a path of travel to a sidewalk or facilities; and
- cross slopes that exceed 1:48 ratio on paved lots.

Plans & Progress: Public Works Staff assisted the ADA Compliance Committee during the self-evaluation process, and together with Port and Harbor staff helped develop solutions and remedies included in the Transition Plan. City Council approved the Transition Plan in Resolution 19-024. This project proposes to proceed in two phases. Phase 1 includes at least eight paved accessible parking spaces and at least two van accessible spaces in the vicinity of Harbor Ramps 3, 4 and 5 and at public restrooms and resolving non-compliant signage and pavement marking. Phase 2 includes resolving non-compliant parking lot cross slopes and non-compliant signage and pavement marking at the remaining city facilities listed above. If not already completed, this project could potentially address cross slope corrections at City Hall (included in a separate CIP project) to take advantage of mobilized paving equipment and crews.

Total Project Cost: \$400,000

Schedule:

2021-2022: Phase 1 Harbor Accessible Parking,
\$50,000
2022-2023: Phase 2 City Facility Parking Lot Cross
Slopes & Signage, \$350,000

Priority Level: 1



Accessible parking spaces at Ramp 4 in the Port & Harbor provide an example of where spaces need to be paved and a path of travel provided to the sidewalk.



Self-Evaluation and Transition Plan for City Parks, Trails & Campgrounds

Project Description & Benefit: Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by, people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. The Self-Evaluation is a comprehensive report that outlines the barriers for people with disabilities as they seek to use local government services and programs. It is drafted by the state or local government in collaboration with and review by a sample user group of people with disabilities. It includes a transition plan of architectural and administrative barriers to programs that need to be removed in order to make the program accessible. Completion of this project will be a significant step meeting the requirements of Title II of the ADA, by having a full Self-Evaluation and Transition Plan for the City of Homer.

A completed Self Evaluation and Transition Plan will:

- Acknowledge the City's obligation to comply with ADA Title 2 Subpart D- Program Accessibility § 35.149 Discrimination prohibited;
- meet the requirement of ADA Title 2 Subpart D- Program Accessibility § 35.150 Existing Facilities, (d) Transition Plan;
- identify barriers to be resolved and establish a timeline for completion; and
- bring the City of Homer closer to its goal of being a Universally Accessible City as identified in Resolution 17-075(A).

Plans & Progress: In 2017, the City of Homer ADA Compliance Committee and City Staff began evaluating City facilities to identify accessibility barriers and prepared a Transition Plan, which City Council approved in 2019. Evaluating and preparing a plan for City Parks, Trails and Campgrounds exceeds the ability and time allowance of City staff and ADA Compliance Committee members. This project entails hiring a consulting firm that specializes in preparing ADA Transition Plans to evaluate City parks, trails and campground facilities for inclusion in the City's Transition Plan.

Total Project Cost: \$60,000

Schedule: 2021

Priority Level: 1



Accessibility improvements to trails, parks and campgrounds allows everyone to receive full benefits of Homer's park & recreation amenities.



Parks, Art, Recreation & Culture

- **Bayview Park Restoration Project.....15**
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- **Karen Hornaday Park Improvements, Phase 218**

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Bayview Park Restoration

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 2022: 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 2023: 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: 2022-2023

Priority Level: 2



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



Homer Spit Trailhead Restroom

FY 2022 - DRAFT Document

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

Total Project Cost: \$295,000

Schedule: 2023

Priority Level: 3



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



Jack Gist Park Improvements, Phase 2

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

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

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

Total Project Cost: \$160,000

Drainage: \$50,000

Concession Stand and Equipment Storage: \$75,000

Irrigation System: \$35,000

Schedule: 2021-2022

Priority Level: 2



One of the softball fields at Jack Gist Park.

FY 2022 - DRAFT Document



Karen Hornaday Park Improvements

FY 2022 - DRAFT Document

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

Presently, Phase 2 improvements providing safe and inclusive access to the park and its essential facilities are underway. Thanks to volunteer efforts and HART Program funding, significant trail access improvements were completed in 2018: (1) an access trail along Fairview Avenue on the southern border of the park that extends up into the park along the park access road, and (2) the Woodard Creek Nature Trail provides pedestrian access from Danview Avenue and allows people to enjoy and appreciate Woodard Creek. In 2019, the City plans to adjust the road alignment entering the park, and better delineate the eastern overflow parking area. This will increase pedestrian safety from the parking areas to the main portion of the park.

Phase 3, is the replacement of the central restrooms for the park, and increasing ADA accessibility to the restrooms, parking area and main picnic facility. The current restrooms are well past their useful life and will need total replacement in the near future. The travel surface from the parking area to the restrooms and the main picnic shelter is too steep and uneven for universal access. This phase includes rebuilding ADA compliant restrooms, parking spaces, path to restrooms, path to the picnic shelter, and paved area around the BBQ's and fire pit area.

Plans & Progress: Phase 1 of park improvements were accomplished through an Alaska Legislature appropriation of \$250,000 in FY 2011. This money, together with City funds and fundraising by HoPP (an independent group organized to make playground improvements), helped complete Phase 1: drainage improvements, ballfield improvements, new playground, new day use area and northern parking lot improvements. The City received a Land and Water Conservation Fund (LWCF) grant for campground improvements and development of a new day use area between the two ball fields which was completed in 2014. For 2019, the City budgeted funds for minor road alignment work, speed bumps and parking lot reconfiguration.

Phase 3: The City has conducted a site visit with the local independent living center to access the access problems and potential solutions. Additionally, the City has an adopted ADA Transition Plan that prioritizes upgrades to parking, access routes, equitable access, and restrooms.

Total Project Cost: \$1,970,750

Schedule: 2021 - 2024

Priority Level: 1



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



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



Port and Harbor

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Deep Water/Cruise Ship Dock Expansion, Phase 1

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

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

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

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

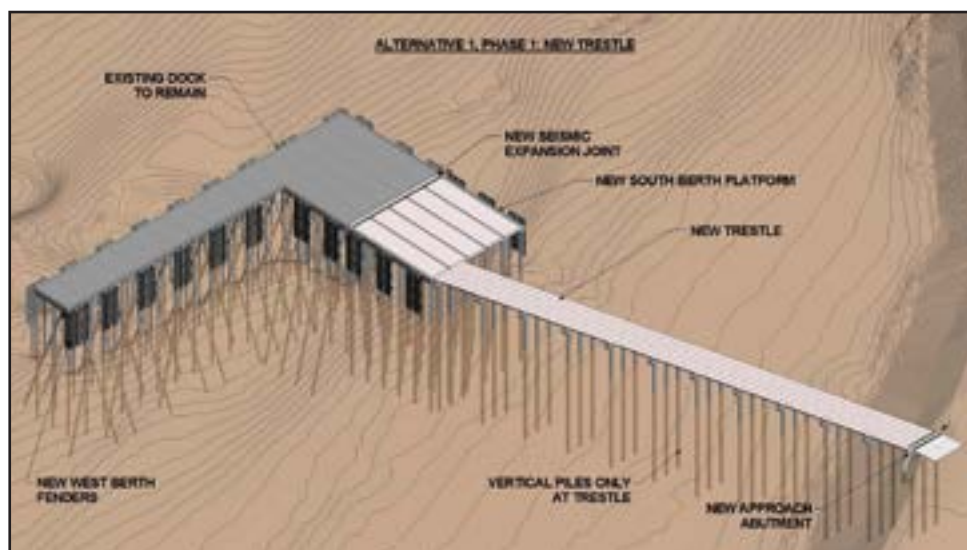
Total Project Cost: \$35,000,000

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

Design: \$1,750,000

Construction: \$32,000,000

Priority: 2



Deep Water Dock Expansion proposed design.



Harbor Ramp 8 Public Restroom

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: 2025

Priority Level: 3



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



Homer Harbor Cathodic Protection

FY 2022 - DRAFT Document

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

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

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

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

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

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

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

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

Total Project Cost: \$914,240

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

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



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

Schedule: 2021

Priority Level: 1



Ice Plant Upgrade

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

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

Plans & Progress: This project is proceeding in a three-phase approach. Phase 1 initiated in 2019 with the City contracting Coffman Engineering from Anchorage assess Homer's Ice Plant and prepare a list of recommendations/options for upgrading the facility to optimize energy savings, plant maintenance, equipment longevity and return on investment. The study also considered the possibility of creating a year-round cold storage refrigeration system as an upgrade to the original plan. The study is complete and staff are creating recommendations for how to move forward with upgrades.

Total Project Cost:

Phase 1: \$40,000

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

Schedule:

2019-2020: Phase 1 study completed; staff review and findings/recommendations being developed;

2021: Design and engineering for upgrades;

2022: Upgrade ice plant.

Priority: 1



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



Large Vessel Sling Lift, Phase 1

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

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

A sling lift has been proposed as a possible haulout solution for vessels that are not currently being served in Homer. The lift, coupled with an on-site repair yard would provide these vessel owners the option to perform their annually required maintenance and repairs locally without having to travel, 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: 2022

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: 2024



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 2022 - DRAFT Document



System 4 Vessel Mooring Float System

FY 2022 - 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

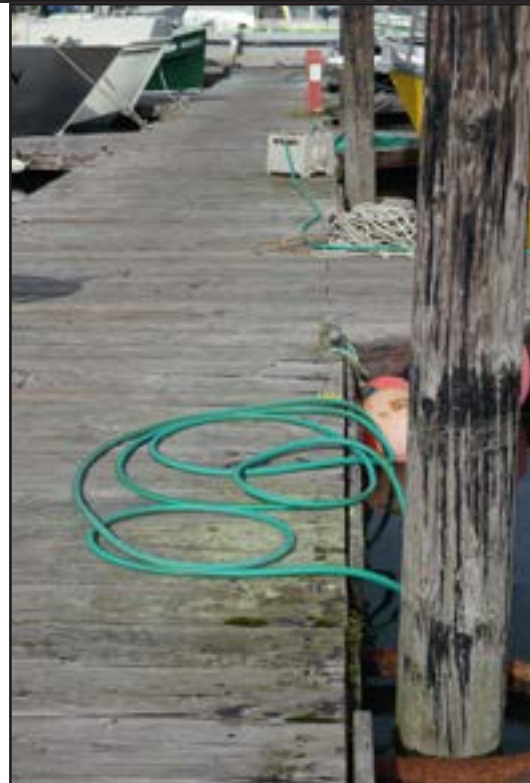
2022-2025 Construction: \$5,000,000

Priority Level: 3



System 4 ramps to be replaced next.

Detail of aging Float DD, at right.





Seafarers Memorial Parking Expansion Area Improvements

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

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

Total Project Cost: \$635,000

Schedule:

2017: Design and Permitting at 95% complete: \$8,000
2019: Conditional Use Permit Application submitted to Planning Department
2020: Dredged Material Placement by Corps: In kind

Staff recommends substantially amending this project due to the inability to obtain a Conditional Use Permit to expand the parking area. The new Seafarer's Memorial project proposed above reduces the scope of the project to making improvements to the existing parking area.

Awaiting full project description & budget from Harbormaster & Public Works.

FY 2022 - DRAFT Document



Truck Loading Facility Upgrades at Fish Dock

FY 2022 - 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: 2023

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 2022 - DRAFT Document

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

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

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

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

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

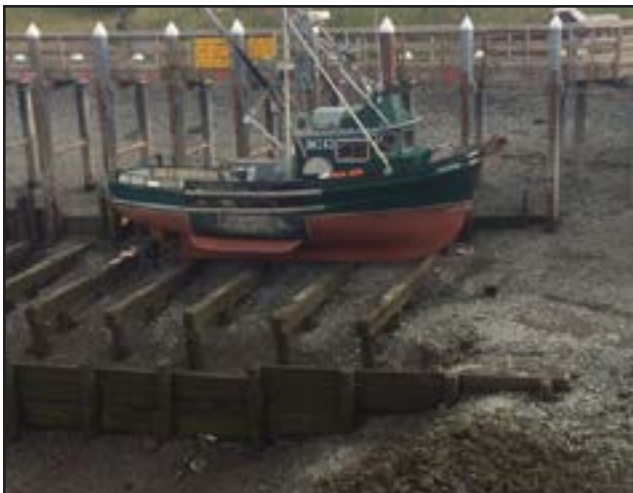
Total Project Cost:

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

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

Schedule: Phase I: 2021

Priority Level: 1



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



Public Safety

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City of Homer Radio Communication System Upgrades

FY 2022 - DRAFT Document

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

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

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

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

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

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

Public safety repeater relocation on Homer Spit:	\$ 35,271 (completed)
Dispatch consoles and associated equipment:	\$ 296,000 (completed)
Public Safety repeater upgrade:	\$ 63,430 (completed)
HPD Public Safety radios:	\$ 165,661 (completed)
HVFD Public Safety radios	\$ 53,325 (completed of 100,000 - \$120,000)
Port & Harbor radios and possible repeater:	\$ 40,000 - \$ 70,000
Public Works radios:	\$ 100,000 - \$120,000
Public Works data radio system:	\$ 50,000 - \$ 80,000

Schedule: 2019-2022

Priority: 1



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



Fire Department Fleet Management

Project Description & Benefit: To meet the community's fire protection needs and Insurance Services Office (ISO) requirements, Homer requires two Tankers for off-hydrant operations, three front-line Fire Engines and one Reserve Fire Engine. National Fire Protection Agency codes recommend maintaining apparatus with the latest safety features and operating capabilities to maximize firefighting capabilities while minimizing the risk of injuries. Apparatus in first-line service should not be more than 15 years old; apparatus over 25-years old and properly maintained should be placed in reserve status.

Many of the apparatus and specialized vehicles in the Homer Volunteer Fire Department fleet are 15 years to over 30 years old and at the end of their functional life. Functional capabilities and safety features of fire apparatus has greatly improved in the last 10-15 years. Current apparatus have fully enclosed cabs, modern seat belt configurations, improved roll-over stability, significantly improved braking systems, better roadability, and many other safety improvements. Apparatus over 25 years old also become unreliable. Systems fail, putting both firefighters and the public at risk. Extending the life to 30 years may be marginally acceptable with the volume of HVFD runs, but anything beyond that poses an unacceptable level of risk.

The HVFD fleet is in need of a number of vehicle replacements to safely and efficiently protect the lives and property of Homer residents. The Department has developed a strategic, cost saving approach to meeting Homer's fire protection needs with the following top-prioritized replacements:

Tanker-2 is a 31-year old Tanker/Pumper. Tanker/Pumpers combine the capabilities of a Fire Engine and a Tanker, fulfilling response vehicle requirements with four vehicles rather than six at a huge savings of two fewer apparatus and reduction of the number Fire Station Bays needed. This project replaces Homer's Tanker-2 while Kachemak City simultaneously replaces its 34-year old Tanker-1. This will require coordinating the acquisition of the two apparatus to potentially reduce the unit cost and to assure matching Apparatus for interoperability. \$650,000

Brush-1. Brush-1 is a 1990 Ford F-350 Crew Cab Pickup with a forestry firefighting slip-in unit. It is HVFD's single front-line wildland firefighting apparatus and is 15 years past its useful life. The entire City of Homer is in the Wildland-Urban Interface (with the exception of most of the Spit) and at significant risk from wildfire. The City is also often called to provide mutual aid in wildland fires in neighboring Anchor Point and KESA districts. Brush Trucks are designed to provide a rapid response to wildfires and to provide access to areas that will not support the weight or dimensions of larger fire trucks. Brush-1 is overloaded with a crew of four firefighters, a slip on firefighting unit with 200 gallons of water and the required firefighting tools and hoses. It has none of the safety systems on current vehicles, including airbags for the front seat occupants. \$95,000

Command-1, a 2006 Ford is as a rolling command post that sets up at incidents to provide for incident command especially at complex or lengthy incidents. At 15-years old, Command-1 lacks a command module used for properly providing scene control and tactical decision-making and lacks effective communication capabilities, which is a key component to incident command and a safety priority. \$75,000

Plans and Progress: HVFD developed a fleet replacement plan that places apparatus on standard replacement cycles consistent with NFPA requirements and community needs. These three pieces of equipment are the highest priority.

Total Project Cost: \$820,000

Schedule: 2020-2021

Priority Level: 1



At 31 years old, HVFD's Tanker 2 has aged out of its function life. Newer models, like the one above, have greatly improved functionality and safety features.



Fire Hall Expansion, Phase 1

Project Description & Benefit: In 2014, in response to aging and crowded conditions, the City assessed Homer's emergency services space needs. Initial plans to correct building and space inadequacies was to co-locate the Police and Fire stations within a new Public Safety facility. However, ultimately, the decision was made to build a stand-alone Police Station and defer expansion of the Fire Hall. For the interim, the City addressed much needed deferred maintenance at the Fire Hall, which included conversion to natural gas, improved air handling, fixing floor drainage issues in Bays 2 and 3, and general refurbishing of wall and floor finishes and kitchen cabinets. While the plan initially called for adding 2,000 square feet to meet minimum space needs, in the end, nothing was done to address inadequate facility space.

This project resumes the process to expand the Fire Hall, either through enlarging and extending at the current site or replacement. The current site, centrally located with access to Pioneer Avenue and Lake Street is an optimum location, but expansion is required to meet minimum space requirements for firefighting apparatus, provide an adequate number of offices and bunk rooms and sufficient storage, parking and drill training spaces.

Plans & Progress: This project can progress in phases. Phase 1 includes pre-development work: updating the needs assessment to reflect current departmental conditions/needs and a stand-alone Fire Station facility, determining site feasibility, the potential to include the old Police Station into the design and preliminary design drawings.

Total Project Cost: Design phase \$350,000

Schedule: 2020

Priority Level: 1



Two examples illustrating the department's need for additional space: parking area in the equipment bay does not meet minimum space requirements for firefighting apparatus and insufficient storage capacity .



Public Works Projects

- **New Public Works Facility35**
- **Raw Water Transmission Main Replacement36**
- **Water Storage/Distribution Improvements37**

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New Public Works Facility

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

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

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

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

Total Project Cost: \$12,027,750

2021-2022 (Concept Design):	\$ 100,000
2026 (Purchase Property):	\$1,150,000
2027-2028 (Facility Design):	\$ 828,500
2030-2031 (Construction):	\$9,949,250

Priority Level: 1



City of Homer existing Public Works facility.

Future Public Works Footprint/Cost Estimates

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

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

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

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



Raw Water Transmission Main Replacement

Project Description & Benefit: This project replaces the two 45-year old cast iron raw water transmission mains that transfer raw water from Bridge Creek Reservoir to the treatment plant. These aging cast iron transmission mains are susceptible to earthquake damage. Multiple repairs have already been made to these mains. The last two repairs made were in response to earthquake damage. Major damage to the raw water transmission mains would make it impossible to serve the town with treated drinking water for domestic use and would reduce the City's ability to provide adequate water pressure for fire protection. Both mains will be replaced with High Density Polyethylene (HDPE) pipe, which is extremely durable and is less susceptible to damage by earthquakes or other natural disasters.

One of water mains, at 8 inches, is under-sized to meet the maximum capacity of the Water Treatment Plant. The other main, a 10-inch line, is at capacity now. The Water Treatment Plant produces 2 million gallons a day. However, the capacity of the treatment can be increased to 2.9 million gallons a day to meet increased demand in the future. The 10-inch transmission main would not be able to provide the plant with enough water to serve the City's needs at this higher rate.

Plans & Progress: The plan is to replace both lines with larger 12-inch HDPE pipe. HDPE pipe is more resilient to damage by earthquakes or other natural disasters; larger pipes provide system redundancy and will be able to transport an adequate amount of raw water to the treatment plant for plant maximum daily flow both now and for future expansion of the treatment facility.

The City applied for a FEMA FY19 Hazard Mitigation Grant. The proposal ranked fifth out of 51 eligible projects by the State and was submitted to FEMA for review and requests for information prior to funding authorization.

Total Project Cost: \$1,988,650

Schedule: 2021

Priority Level: 1



HDPE pipes do not rust, rot or corrode and are more resilient to earthquakes than the cast iron pipes currently in use.



Water Storage/Distribution Improvements, Phase 3

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

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

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

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

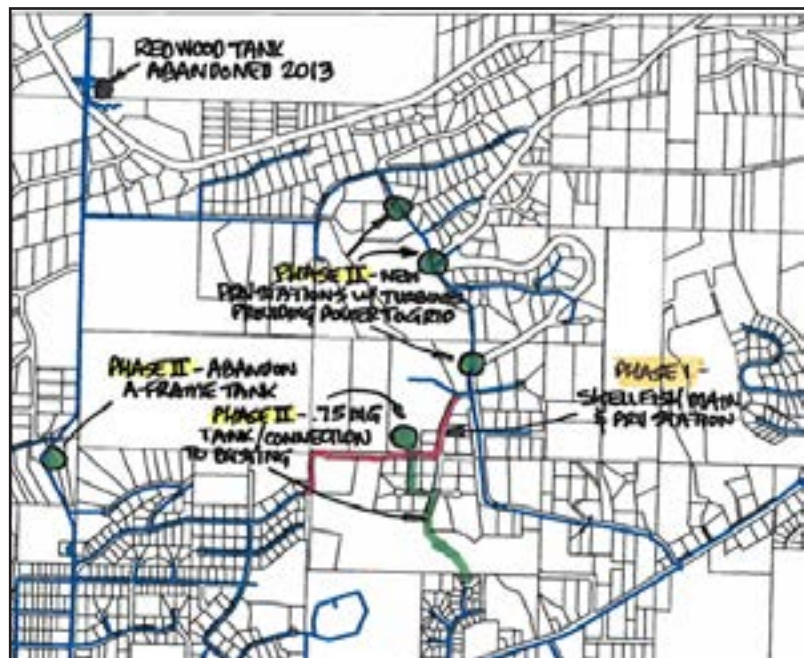
Total Project Cost: \$10,438,214

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

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

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

Priority Level: 1



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



State Projects

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

Transportation projects within City limits:

- Baycrest Overlook Gateway Improvements, Phase39
- Homer Intersection Improvements.....40
- Kachemak Drive Rehabilitation/Pathway41
- Main Street Reconstruction.....42
- Sterling Highway Milepost 172:
Drainage Improvements43

Transportation projects outside City limits:

- Sterling Highway Reconstruction,
Anchor Point to Baycrest Hill.....44



Baycrest Overlook Gateway Improvements Phase 3

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

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

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

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

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

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

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



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

FY 2022 - DRAFT Document



Homer Intersection Improvements

FY 2022 - DRAFT Document

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

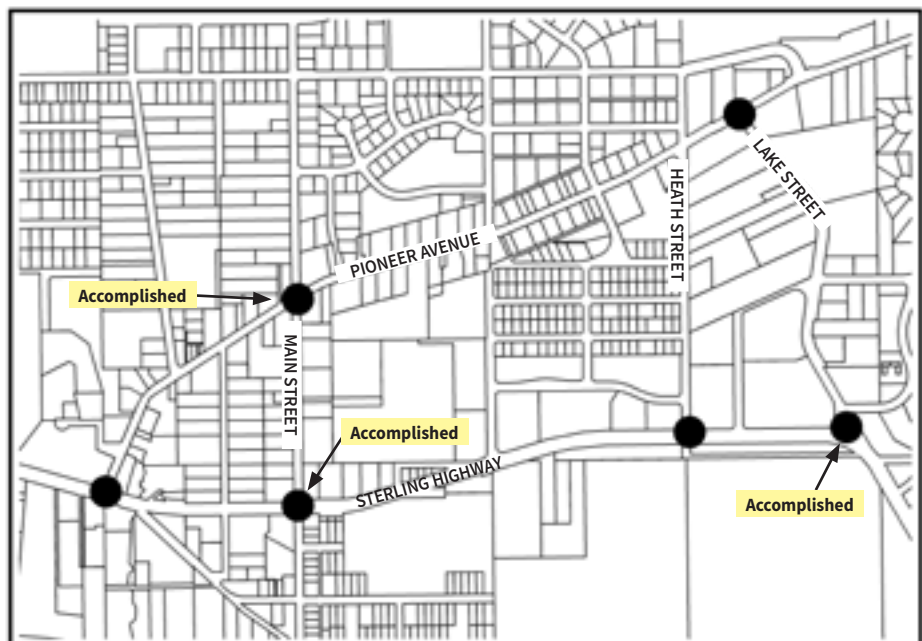
The study noted six Homer intersections needing traffic controls to 1) provide gaps for turning vehicles and 2) provide safer crossings for pedestrians on Homer's main thoroughfares where traffic volumes are increasing and worsening in the summer months. Three intersections have been improved; the three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

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

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

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

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



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

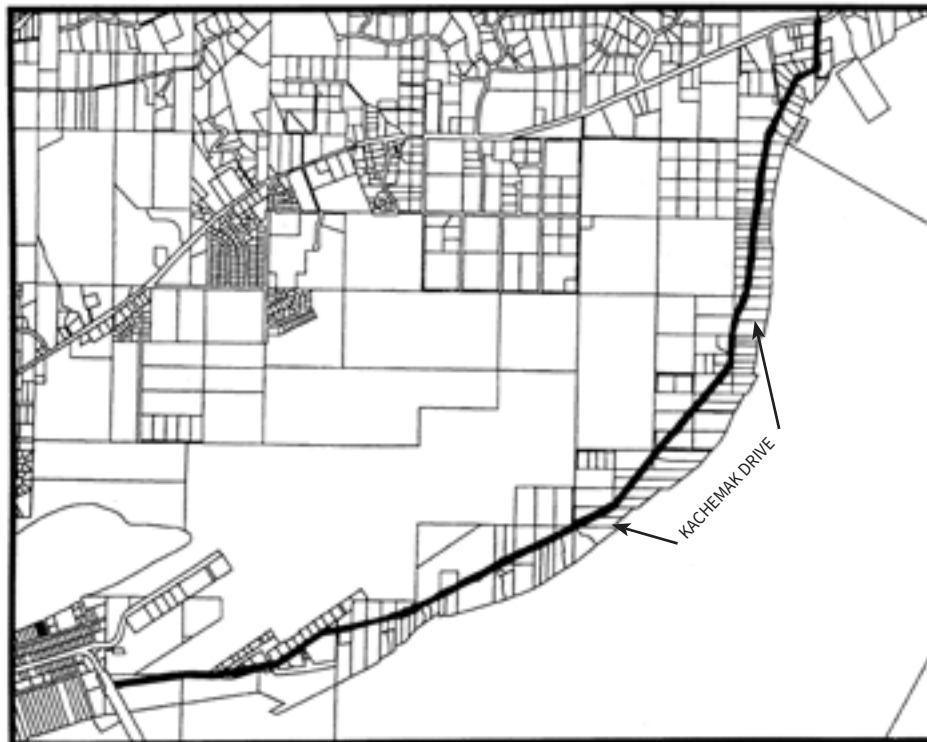


Kachemak Drive Rehabilitation/Pathway

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

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

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



Project location for Kachemak Drive pathway.

FY 2022 - DRAFT Document



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

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

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

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

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

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

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

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



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



Sterling Highway Reconstruction Anchor Point to Baycrest Hill

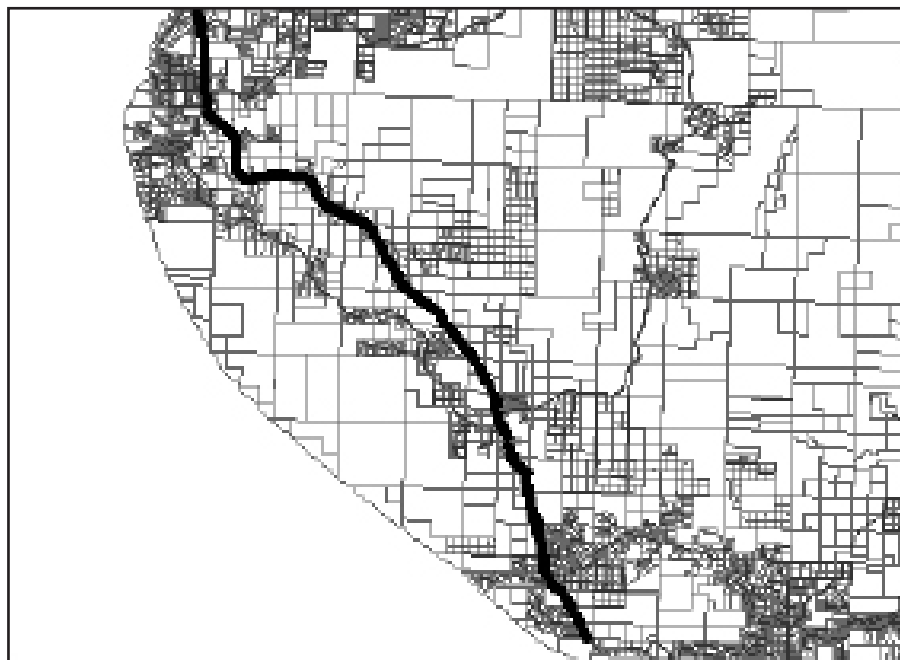
FY 2022 - DRAFT Document

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

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

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

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



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



Projects Submitted by Other Organizations

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

- **Beluga Slough Trail Extension46**
- **Homer Hockey Association:
Kevin Bell Ice Arena Acquisition.....47**
- **Homer Senior Citizens Inc.:
Alzheimer’s Unit48**
- **Kachemak Heritage Land Trust:
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- **Kachemak Shellfish Growers Association:
Kachemak Shellfish Hatchery50**
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- **Pratt Museum:
New Facility and Site Redesign.....52**
- **South Peninsula Behavioral Health Services
The Annex Upgrade53**
- **South Peninsula Hospital:
Hillside Stability Study54**

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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.



Homer Hockey Association Kevin Bell Ice Arena Acquisition

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

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

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

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

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

Total Project Cost: \$2, 087,000



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



Homer Senior Citizens Inc. Alzheimer's Unit

FY 2022 - DRAFT Document

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

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

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

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

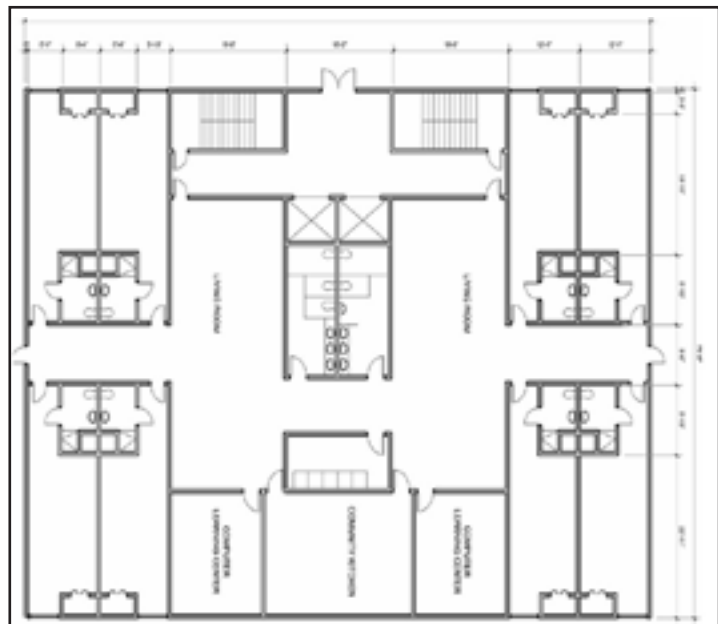
Plans & Progress: Currently HSC staff is completing the State of Alaska Certificate of Need. Design work continues; HSC has met with HydroWorx to incorporate the Therapy Pool with the Alzheimer's Unit.

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

Total Project Cost: \$3,000,000



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

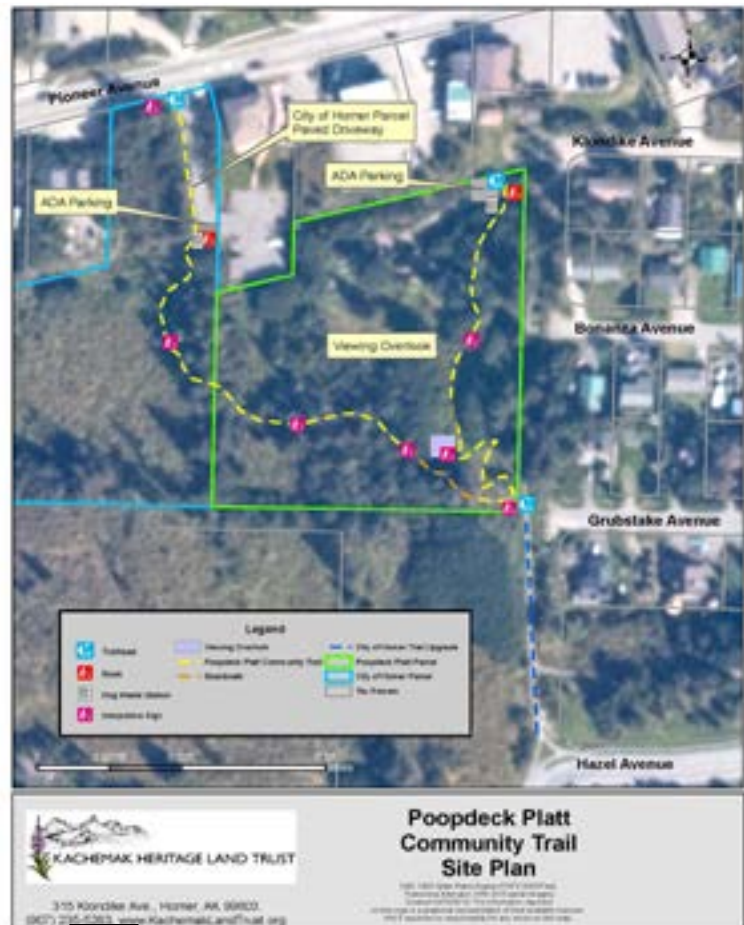
ADA Parking: \$19,400

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 PTrails consultant to design the Poopdeck Platt trail.



FY 2022 - DRAFT Document



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

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.

FY 2022 - DRAFT Document



Pratt Museum New Facility and Site Redesign

FY 2022 - DRAFT Document

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

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

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

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

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

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



Architectural rendering of the new Pratt Museum facility.



South Peninsula Behavioral Health Services: The Annex Upgrade

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

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

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

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

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

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

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

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



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



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



South Peninsula Hospital Hillside Stability Survey

FY 2022 - DRAFT Document

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

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

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

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

Total Project Cost: \$110,000



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



Capital Improvement Long-Range Projects

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

Local Roads

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

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

Cost: \$1.75 million Priority Level 3

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

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

Cost: \$3 million Priority Level 3

Parks And Recreation

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

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

Cost: \$250,000 Priority Level 3

FY 2022 - DRAFT Document



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



Capital Improvement Long-Range Projects

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

Cost: \$16,750,000 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 plans 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.



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Capital Improvement Appendices

**CITY OF HOMER
2021-2026 CAPITAL IMPROVEMENT PLANNING PROCESS
FY 2022 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE**

ACTION	TIME FRAME
City Council Approval of CIP Planning Schedule	May 26, 2020
Solicit new/revised project information from City Departments, local agencies and non-profits	June 1
Input for New Draft Requested By	June 12
Prepare and Distribute Draft CIP to City Advisory Groups for Review and Input:	
Planning Commission	July 15, August 19
Park, Arts, Recreation and Culture Advisory Commission	June 18, August 20
Port and Harbor Advisory Commission	July 22
Economic Development Advisory Commission	August 11
ADA Committee	August 27
Administrative Review and Compilation	August 15- August 31
City Council Worksession to Review Proposed Projects	September 14
Introduction of Resolution on CIP/Legislative Request	September 28
Public Hearing on CIP/Legislative Request	October 12
Adoption of Resolution by City Council	October 12
Administration Forwards Requests for Governor's Budget	October 16
Distribution of CIP and State Legislative Request	October 17
Compilation/Distribution of Federal Request	October 2021 & January 2022



Capital Improvement Appendices

**CITY OF HOMER
HOMER, ALASKA**

Mayor/City Council

RESOLUTION 19-061

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, ADOPTING THE
2020-2025 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL
PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2021.

WHEREAS, Duly published hearings were held on September 9 and September 23, 2019 to
introduce the final draft of the 2020-2025 CIP and to obtain public comments on capital
improvement projects and legislative priorities; and

WHEREAS, The Council received comments from all of the City of Homer Advisory
Commissions and held a CIP worksession on August 26, 2019; and

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

NOW, THEREFORE BE IT RESOLVED by the City Council of Homer, Alaska, that the "City of
Homer Capital Improvement Plan 2020-2025" is hereby adopted as the official 6-year capital
improvement plan for the City of Homer.

BE IT FURTHER RESOLVED that the following capital improvement projects are identified
as priorities for the FY2021 State Legislative Request:

1. Homer Barge Mooring & Large Vessel Haul Out Repair Facility
2. Large Vessel Port Expansion
3. Storm Water Master Plan
4. Main Street Sidewalk North
5. Multi-Use Community Center, Phase 1

BE IT FURTHER RESOLVED that projects for the FY2021 Federal Legislative Request will be:

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

BE IT FURTHER RESOLVED that the City Manager is hereby instructed to advise appropriate
State and Federal representatives and personnel of the City's FY 2021 capital project priorities and
take appropriate steps to provide necessary background information.

PASSED AND ADOPTED by a duly constituted quorum of the City Council for the City of
Homer on this 23rd day of September, 2019.

CITY OF HOMER


KEN CASTNER, MAYOR

ATTEST:


MELISSA JACOBSEN, CITY CLERK





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.



Proposed City of Homer Parks Dept. Capital Improvement Plan
• 2020 – 2025



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Karen Hornaday Park Bathroom Replacement

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.

Plans & Progress: In 2017, the City of Homer ADA Compliance Committee and City Staff began evaluating City facilities to identify accessibility barriers and prepared a Transition Plan, which City Council approved in 2019. Evaluating and preparing a plan for City Parks, Trails and Campgrounds exceeds the ability and time allowance of City staff and ADA Compliance Committee members. This project entails hiring a consulting firm that specializes in preparing ADA Transition Plans to evaluate City parks, trails and campground facilities for inclusion in the City's Transition Plan.

Phase 3, is the replacement of the central restrooms for the park, and increasing ADA accessibility to the restrooms, parking area and main picnic facility. The current restrooms are well past their useful life and will need total replacement in the near future. The bathroom has sustained significant water damage due to a leaking roof as well as parking lot runoff that sheets onto the building, and even into the women's bathroom. Consequently, the tile is failing and the walls show signs of mold damage. Additionally, the travel surface from the parking area to the restrooms and the main picnic shelter is too steep and uneven for universal access. This phase includes rebuilding ADA compliant restrooms, parking spaces, path to restrooms, path to the picnic shelter, and paved area around the BBQ's and fire pit area. It is recommended the bathroom be moved to higher ground adjacent to the pavilion. This would be doubly beneficial in that it would mitigate the current drainage problem as well as open up more room for additional parking.

Total Project Cost: \$200,000

Schedule: 2020

Priority Level: 1



Women's bathroom entrance floods during high runoff events, such as breakup



Self-Evaluation and Transition Plan for City Parks, Trails & Campgrounds

Project Description & Benefit: Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by, people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. The Self-Evaluation is a comprehensive report that outlines the barriers for people with disabilities as they seek to use local government services and programs. It is drafted by the state or local government in collaboration with and review by a sample user group of people with disabilities. It includes a transition plan of architectural and administrative barriers to programs that need to be removed in order to make the program accessible. Completion of this project will be a significant step meeting the requirements of Title II of the ADA, by having a full Self-Evaluation and Transition Plan for the City of Homer.

A completed Self Evaluation and Transition Plan will:

- Acknowledge the City's obligation to comply with ADA Title 2 Subpart D- Program Accessibility § 35.149 Discrimination prohibited;
- meet the requirement of ADA Title 2 Subpart D- Program Accessibility § 35.150 Existing Facilities, (d) Transition Plan;
- identify barriers to be resolved and establish a timeline for completion; and
- bring the City of Homer closer to its goal of being a Universally Accessible City as identified in Resolution 17-075(A).

Plans & Progress: In 2017, the City of Homer ADA Compliance Committee and City Staff began evaluating City facilities to identify accessibility barriers and prepared a Transition Plan, which City Council approved in 2019. Evaluating and preparing a plan for City Parks, Trails and Campgrounds exceeds the ability and time allowance of City staff and ADA Compliance Committee members. This project entails hiring a consulting firm that specializes in preparing ADA Transition Plans to evaluate City parks, trails and campground facilities for inclusion in the City's Transition Plan.

Total Project Cost: \$60,000

Schedule: 2020

Priority Level: 1



Accessibility improvements to trails, parks and campgrounds allows everyone to receive full benefits of Homer's park & recreation amenities



Nick Dudiak Fishing Lagoon Accessible Ramp and Retaining Wall

Project Description & Benefit: The Nick Dudiak Fishing Lagoon located on the Homer Spit (also known as the “Fishing Hole”) is a man-made marine embayment approximately 5 acres in size that is annually stocked with king and silver salmon smolts to provide sport fishing opportunity. Salmon fishing at the Nick Dudiak Fishing Lagoon brings visitors to Homer throughout the summer and is also popular with city residents. This outdoor recreation activity provides a local, road accessible, shore-based salmon fishery that attracts a wide array of sport anglers, including handicapped accessible and youth-only fishing opportunities. This outdoor recreational activity helps stimulate and diversify local businesses and the economy. During the summer when salmon are returning, up to 250 bank anglers have been present at any one time between 7 a.m. and 10 p.m. The parking area, shoreline and tideline 17 feet above mean high water are owned by the City of Homer. Below mean high water, the tidelands and water are owned by the State of Alaska.

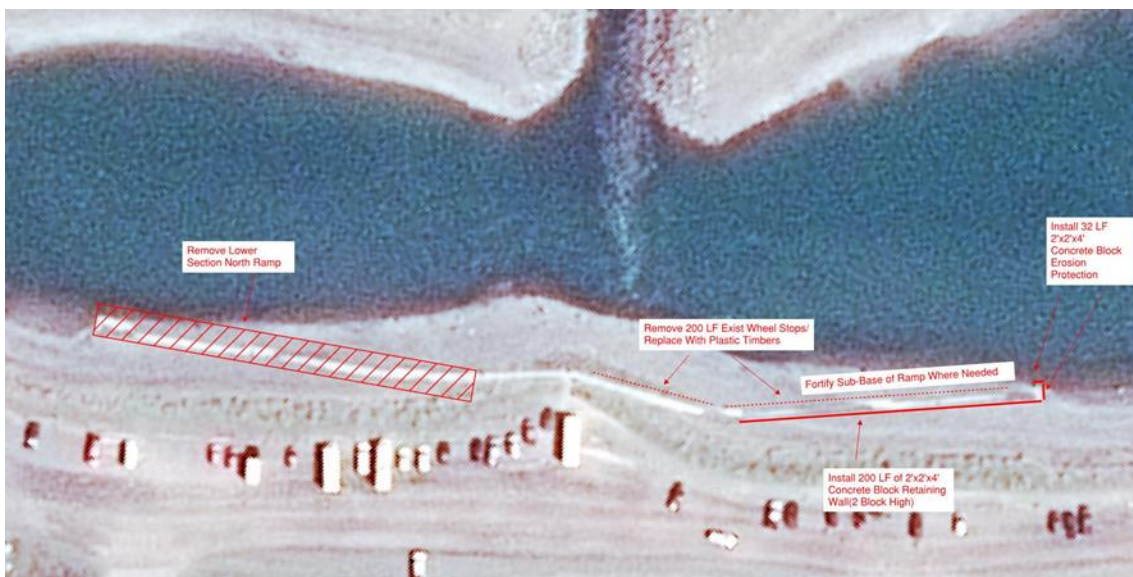
Over the years the accessible ramp has fallen into major disrepair and is no longer complaint or usable by anglers with mobility challenges. In 2018 the Alaska Department of Fish and Game attempted to provide funding for improvements to the accessible ramp, however funding was pulled.

Plans & Progress: The City of Homer ADA Compliance Committee has identified this improvement as a significant benefit and ADF&G has submitted a request for Fiscal Year 2021 to replace the South ADA ramp. Due to extensive damage and high maintenance costs, the Homer Parks Dept. recommends the removal of the north ramp, while repairing and improving the south ramp. The following improvements to south ramp include: install a concrete block retaining wall above the ramp, remove wheel stops and replace with a more durable material, fortify sub base of ramp to mitigate concrete panel cracking and buckling. The image below illustrates the listed improvements.

Total Project Cost: \$59,300

Schedule: 2021

Priority Level: 2



Homer Harbor and Public Works personnel working with the Alaska Department of Fish & Game developed this plan to make the Nick



Parks Dept. Capital Improvement Plan • 2020 – 2025

Fishing Hole Campground Bathroom Replacement

Project Description & Benefit: The Fishing Hole Campground is arguably the most popular city maintained campground, and also happens to be adjacent to the equally popular Nick Dudiak Fishing Lagoon. Therefore, this area frequently becomes quite crowded during the summer season. For instance, when salmon are returning, up to 250 bank anglers have been present at any one time between 7 a.m. and 10 p.m., while the campground, which has a 100 site capacity, with an average of 3 people per site, may also be full. As only one bathroom serves both of these locations, it goes without saying that this facility is heavily used. Currently, at only two stalls per side, the small bathroom is undersized to meet the demand of this busy area.

Plans & Progress: Demolish existing bathroom and put larger bathroom in its place. Bathroom capacity will be increased from 2 to 3 stalls on each side (1 urinal, 2 stalls for men). Each bathroom will be equipped with two sinks and two hand dryers. Given high use expectations and user type (long term campers and fishing people) it is important that the bathroom be designed to maximize cleaning efficiency to maintain sanitation standards.

Total Project Cost: \$200,000

Schedule: 2022

Priority Level: 2



Bathroom at Fishing-Hole Campground



Ben Walters Park Bathroom Renovation

Project Description & Benefit: Ben Walters Park is located off of Ben Walters Lane near the local McDonalds Restaurant. It is a moderately popular park with primarily resident visitation. Park amenities include access to Beluga Lake and the city maintained docks, a public restroom, and a recently installed playground. In the past, Ben Walters has been a location of occasional illicit activity. Until recently, the environs were rather heavily wooded offering concealment for deviant behavior. Some of this is still evident by signs of vandalism to the bathroom. Fortunately, the situation has improved in recent years due to the tree and brush clearing efforts by Parks staff, which has increased sight distance throughout the park area. .

Plans & Progress: There is impetus within the community to improve the park grounds as it provide access to one of Homer's nicer natural areas and has been a venue for community gatherings, such as winter festival. Along with cleaning up the surroundings, in 2019, a small playground was installed in hopes of making the area more attractive to family groups. Thus, In keeping with park improvement efforts, a bathroom renovation would be appropriate. Currently, the building has a leaking roof, broken windows, damaged counters, old toilets and sinks, and experiences frost heaving which impedes the opening of doors to the bathroom and breezeway. If all these problems are repaired, a greater quality of experience can be provided to park users.

Total Project Cost: \$60,000

Schedule: 2023

Priority Level: 2



2019 floor paint reapplication already damaged due to leaking roof



Broken windows from earlier vandalism



Bayview Park Restoration

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

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

- Summer 2021: Replace existing white picket fence with a wood frame-chain link fence to improve the stability and durability of the fence (current fence is in constant need of repair). Parents and caregivers appreciate having a fence as it provides a level of safety for young children around the busy roads and ditches surrounding the park.
- Summer 2022: Upgrade ground cover to playground standards, replace jungle gym, add additional swing port, and extend ADA trail to new elements as needed. The goal is to provide new playground elements that are designed for younger/toddler age and to have some accessible for children with disabilities.

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

Total Project Cost: \$189,974

Schedule: 2021-2022

Priority Level: 2



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



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 infielders were resurfaced. In 2010, with volunteer help, topsoil was spread and seeded on two of the three fields and the parking area was improved and expanded. 2011 saw improvements to the third ball field: drainage improvements on the outside perimeter (right and left field lines), imported material to improve the infield and topsoil and seeding to improve the outfield.

Total Project Cost: \$160,000

Drainage: \$50,000

Concession Stand and Equipment Storage: \$75,000

Irrigation System: \$35,000

Schedule: 2021-2022

Priority Level: 2



One of the softball fields at Jack Gist Park.



Woodard Creek Trail Improvements

Project Description & Benefit: Woodard Creek Trail connects the hospital parking area with Karen Horanaday Park. It is used by medical staff and visitors, park users and campers. The trail descends into Woodard creek for a short distance, then skirts the lower ball fields as it runs parallel with West Fairview Ave. The approaches in and out of the creek are too steep to be sustainable. On the park side, the acute cross slope in combination with poor local soils is causing erosion and tread degradation. The trail grade on the Hospital side is overly steep, leading to tread creep and difficult walking. These poor trail conditions are now a safety issue for users as they negotiate the eroded areas above the creek. The situation becomes even more hazardous in the wintertime when the overly steep trail ices up.

Plans & Progress: The trail can be improved with a reroute at a sustainable grade on the hospital side and a retaining wall on the KHP side. A bench cut trail will have to be established at the Hospital side that contours further upstream, before crossing over to the KHP side. To make this feasible two additional crossing structures will have to be constructed – one bridge, and one short, low-profile crossing. This sounds over built, but it will provide a nice meandering aesthetic within the most interesting segment of the trail. The lengthened trail may be further enhanced by the placement of two benches at flat, creek side locations at both bridge crossings.

Total Project Cost: \$12,000

Schedule: 2021

Priority Level: 3



Overly steep descent into creek – Hospital side



Trail erosion – KHP side



Location of retaining wall – KHP side



City of Homer

www.cityofhomer-ak.gov

Planning
491 East Pioneer Avenue
Homer, Alaska 99603

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

MEMORANDUM

To: Parks, Art, Recreation and Culture Advisory Commission
From: Julie Engebretsen, Deputy City Planner
Date: August 12, 2020
Subject: Bishop's Beach art donation

Requested Action: Discussion at the August meeting. If the Commission is ready make a recommendation to Council that would be appropriate. If you like more time to consider your recommendation to Council, action could occur at the September meeting instead.

Introduction

The City has been approached by Bunnell Street Gallery about donation of a new piece of public art. The piece would be at Bishop's Beach park, on the Slough side of the boardwalk (east side), somewhere between the end of the metal grate boardwalk, and beach end of the parking lot. The specific location has been narrowed down quite a bit but is still a work in progress. (See attachments)

Staff and Commissioners Archibald and Lowney met on site with Bunnell and other neighborhood community partners earlier this summer to discuss the concept and the potential location. Bunnell is actively working with the artist and a landscape architect, (our very own Rika Mouw) on exact placement. The overarching goals for the location are accessibility, clearly visible on the landscape but not dominating, and minimizing the impact to the berm, as it will create a lot of foot traffic. These issues and others are touched upon in the donation application.

The purpose of this August meeting is to introduce the idea to the Commission, and hear any feedback. Action may be taken at this meeting, or in September.

Attachments

1. Public Art Application
2. Tuyanitun Marker Design
3. Tuyanitun Sketch 10082020



CITY OF HOMER

GIFT/DONATION PROPOSAL

APPLICATION

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

DATE August 4, 2020
CONTACT PERSON Asia Freeman TITLE Artistic Director
ORGANIZATION IF APPLICABLE Bunnell Street Arts Center
ADDRESS 106 West Bunnell, Suite A CITY Homer STATE AK ZIP 99602
PHONE 9072352662 FAX none CELL 9072991492
EMAIL asia@bunnellarts.org

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

Tuyanitun is a sculpture acknowledging

Tuyanitun aims to advance awareness, participation and visible acknowledgment of Indigenous lands with a permanent sculpture designed by a Dena'ina and Sugpiaq artist. A collaboration of Bunnell Street Arts Center, Ninilchik Village Tribe, The City of Homer and Alaska Maritime National Wildlife Refuge, Tuyanitun attests to the thousands of years of sustainable land stewardship by Indigenous people of the region since time immemorial.

PLEASE COMPLETE THE APPROPRIATE SECTIONS RELATED TO YOUR DONATION.

TITLE OF ARTWORK

ARTIST(S) NAME Argent Kvasnikoff

YEAR COMPLETED 2021 DIMENSIONS 12 feet wide base, approximately 12 feet tall

MATERIALS USED TO CREATE ARTWORK concrete base, cast bronze armature, acrylic "glass look" discs of 1 foot thickness, stacked in graduated sizes from 6 feet across to 2 feet across at the top.

PHYSICAL DESCRIPTION OF THE PROPOSED DONATION-

Tuyanitun resembles a traditional rock cairn trail marker of tacked rocks in "spruce tree" shape. For this sculpture, the intent is transparent discs like seaglass, stacked on a wide round base. See image attached.

NARRATIVE DESCRIPTION OF THE PROPOSED DONATION- TELL US THE STORY BEHIND THE PIECE OR SIGNIFICANCE-

Tuyanitun is public art conceived for the community including surrounding Indigenous tribes, with the intention of being broadly accessible, and involving community members in the process of developing, selecting, and executing the work.

Tuyanitun aims to advance awareness, participation and visible acknowledgment of Indigenous lands with a permanent sculpture designed by a Dena'ina and Sugpiaq artist. A collaboration of Bunnell Street Arts Center, Ninilchik Village Tribe, The City of Homer and Alaska Maritime National Wildlife Refuge, Tuyanitun attests to the thousands of years of sustainable land stewardship by Indigenous people of the region since time immemorial.

IS THE PROPOSED PIECE ONE OF A KIND? yes IS THE PIECE PART OF A SERIES, LIMITED OR OTHERWISE? no
IF SO, AN EDITION OF HOW MANY? ---- IS THE PIECE COMPLETED? no IF NOT WHEN IS THE
EXPECTED COMPLETION DATE? September, 2021
WHAT IS THE CURRENT CONDITION OF THE PIECE? This sculpture is in the drafting stage, pending design site,
accessibility and landscape considerations at Bishops Beach Park

PROPOSED SITE OR LOCATION

DO YOU HAVE A SITE(S) IN MIND FOR THE PLACEMENT OF THE PIECE? IF SO WHERE? The intended site is at the end of the
"boardwalk" to Islands and Ocean at the south west corner of Bishops Beach parking area where there had been a set
of signs on bundled logs (recently removed) overlooking the berm and the beach, behind temporary porta potties.
IS THIS A CITY OWNED PROPERTY IF NOT WHO OWNS THE PROPERTY? yes, this is City-owned property.

WHAT IS THE RATIONALE FOR SELECTING THIS/THESE LOCATION(S)? Accessiblity for all mobilities, proximity to I & O trail, and
parking area is off the berm to avoid disturbing that fragile habit, far enough from the ocean and elevated to avert damage by wave
action, high tides and storms. Use of a previous site means less disturbance to habit. Convenient to parking so you can't miss it!

ARE YOU AWARE OF ANY PERMITS OR PERMISSIONS THAT MAY BE REQUIRED? No. At this site, Islands and Ocean
previously had a signage installation on a cluster of logs that was removed as part of an effort to clean up and ready the site.

TECHNICAL SPECIFICATIONS

DESCRIBE HOW THE PIECE IS CONSTRUCTED OR MADE. PLEASE INCLUDE ANY DOCUMENTATION AT THE END OF
THIS APPLICATION. The sculpture will be elevated on a round concrete base about 2 feet above grade.
The sculpture is constructed of semi-transparent cast acrylic resin rock shapes resembling sea glass.
The rocks are connected to cast bronze armature resembling a spruce tree trunk, rising about 8 feet above the
concrete pedestal. Visually the design references both a small spruce tree and a rock cairn traditional trail marker. The elevated
pedestal improves visibility and protects the sculpture from vehicles, while providing a place for people to lay offerings found at the beach.

HOW IS THE PIECE TO BE PROPERLY INSTALLED? The piece will be anchored to the concrete base with heavy duty bolts.
The concrete base will need to be formed on site. It will be installed by a licensed professional contractor.

DOES THE PIECE REQUIRE ELECTRICITY, PLUMBING OR OTHER UTILITY HOOKUPS? Ideally, the piece will have electricity
in the base for base lighting so that it glows in dark winter evenings. Alternatively, it could be lit by solar cells.

WHO WILL BE INSTALLING THE PIECE? Bunnell Street Arts Center will be responsible for installation and we will
appreciate assistance from the City of Homer.

WHAT IS THE EXPECTED LIFETIME AND STAYING POWER OF THE MATERIALS USED IN CREATING THE PIECE? _____
The materials are expected to last at least fifty years.

WHAT MAINTENANCE IS REQUIRED AND HOW OFTEN? _____ Lighting is the only maintenance that may be required:
maintenance of electric light bulbs at the base or solar cells for added winter visibility.

PLEASE IDENTIFY ANY SPECIFIC MAINTENANCE PROCEDURES AND OR EQUIPMENT AND THE ASSOCIATED COSTS: _____
The sculpture is designed to be maintenance free.

WHAT PRECAUTIONS HAVE BEEN TAKEN TO GUARD AGAINST VANDALISM IF ANY? _____
The sculpture is made of durable, impervious materials traditional to public art.

WHAT STEPS HAVE BEEN TAKEN TO ASSURE THIS PIECE WILL NOT PRESENT A SAFETY HAZARD? _____
The sculpture is not dangerous in any way. It is not made of fragile or hazardous materials.
It is not designed to be climbed. Signage indicating "do not climb" will be inscribed in its base.

BUDGET

PROJECT MANAGEMENT FEES	\$ <u>inkind</u>	INSURANCE	\$ <u>1000</u>
ARTIST'S FEES	\$ <u>5000</u>	UTILITY HOOKUP	\$ <u>1000</u>
PURCHASE PRICE PERMITS	\$ <u>0</u>	DELIVERY	\$ _____
STRUCTURAL	\$ <u>2500</u>	INSTALLATION	\$ <u>2500</u>
ENGINEERING SITE	\$ <u>2500</u>	SIGNAGE	\$ <u>500</u>
PREPARATION OTHER	\$ <u>30000</u>	RECOGNITION	\$ _____
COSTS NOT LISTED	\$ _____	DESCRIPTION	\$30000 preparation = cast acrylic and bronze

DATE PIECE WAS LAST APPRAISED? n/a

WHAT IS THE VALUE OF THE PIECE OR ESTIMATED MARKET VALUE IF NO APPRAISAL WAS DONE? 50,000

TIMELINE

WHAT IS THE TIMELINE FOR THE COMPLETION OR INSTALLATION OF THE PIECE? IDENTIFY THE DIFFERENT STAGES AND
DATE GOALS TO PREPARE THE PIECE FOR DONATION _____

RESTRICTIONS

ARE THERE ANY KNOWN COVENANTS, REQUIREMENTS OR RESTRICTIONS THAT COME WITH THE PIECE? _____

WHAT EXPAECTATIONS DO YOU HAVE FOR THE CITY OF HOMER IN ACCEPTING THIS ARTWORK? _____

COMMUNITY INVOLVEMENT

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

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

APPLICANT MUST SUBMIT THE FOLLOWING SUPPORTING DOCUMENTATION WITH THIS APPLICATION.

_____ AN RESUME OR BIO FROM THE ARTIST WHO CREATED OR WILL CREATE THE ARTWORK.

_____ FIVE TO TEN IMAGES OF PAST WORK FROM THE ARTIST. THESE CAN BE PHOTOGRAPHS.

_____ THREE TO FIVE CLEAR IMAGES OF THE PROPOSED ARTWORK

_____ SCALE DRAWING/MODEL OF THE PROPOSED ARTWORK

_____ IF YOU HAVE A SITE(S) IN MIND PLEASE INCLUDE PHOTO AND DESCRIPTION OF THE SITE(S) AND A SCALED
DRAWING OF THE PROPOSED ARTWORK IN THE RECOMMENDED LOCATION.

_____ A COPY OF A FORMAL APPRAISAL IF AVAILABLE

_____ TECHNICAL SPECIFICATIONS, MAINTENANCE MANUAL OR DRAWINGS/RECOMMENDATION FROM STRUCTURAL
ENGINEER.

APPLICATIONS ARE TO BE SUBMITTED TO:

THE CITY OF HOMER

CITY CLERKS OFFICE

491 E. PIONEER AVENUE

HOMER, AK 99603

OR YOU MAY SUBMIT VIA FAX AT 907-235-3143 TO SUBMIT VIA EMAIL PLEASE SEND TO clerk@ci.homer.ak.us

IF YOU HAVE ANY QUESTIONS PLEASE FEEL FREE TO CONTACT THE CLERK'S OFFICE AT 235-3130.

Wayfinding and geolocation are the inspirations of my proposed design for a future series of markers that denote the indigenous Dena'ina names of places and geographical features on the Kenai Peninsula to be installed systematically over time as they are individually sourced and approved. These posts that resemble the region's iconic boreal spruce will not only be emblazoned with traditional names nearly lost from memory, but they will also act as individual parts of a larger concept that pays tribute to the ancient Dena'ina system of navigation. The knowledge of this system has only been recorded in trace oral histories and linguistic studies, but evidence of how it was used thrives today and can be found in many contemporary place names.

Before the introduction of the compass and the universally known concept of North, South, East, and West, the Dena'ina culture of today's southcentral Alaska and Cook Inlet had their own system and language for navigation and in use for centuries. Like other cultures of the continental northwest waterways were an important factor in communicating distance, however, the unique patchwork of this region's geography added more complexity. Rather than having one universal system that all communities used which could result in confusion, the Dena'ina made use of two (and possibly more) mirrored central points of navigation depending on which part of the region the locations are in that each use the same system of directional terminology.

On the Kenai Peninsula, which historically uses the Outer Inlet dialect of Dena'ina, this center point of directional origin (*Tuyan*) is at a freestanding high point in the Caribou Ridge area approximately 25 miles northeast of Homer and 16 miles southeast of Ninilchik. From this point there are five directions that extend from it and the Dena'ina language describes locations as how far things are close to or away from the point origin along one of five directional lines.

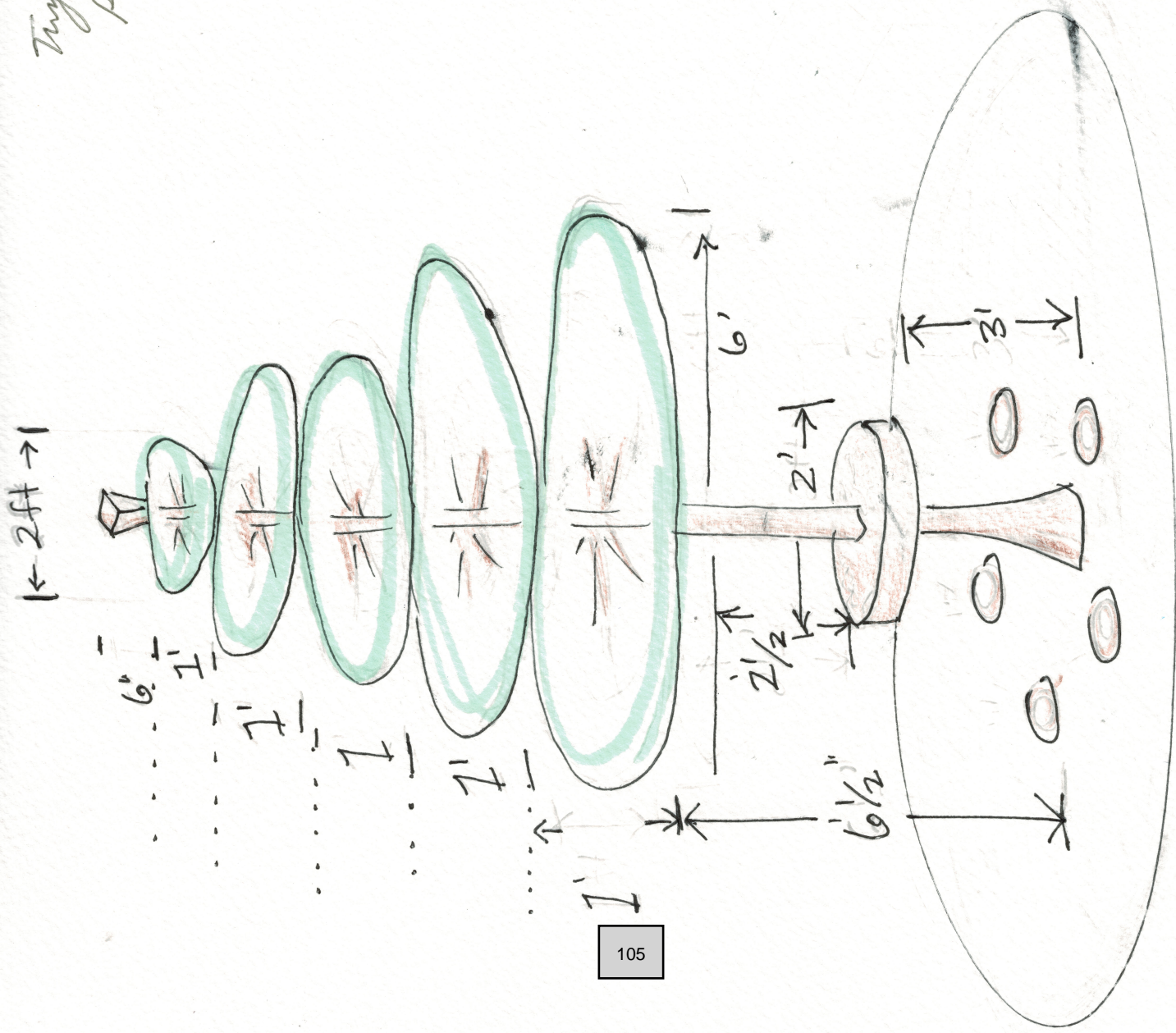
One of these directions, called *Yunch'*, is anchored to the direction of the today's Deep Creek River from Tuyan to *Tikahtnu* (Cook Inlet). It can be viewed as the "main direction" as the river is the shortest water access route to the ocean from Tuyan. The other four directions roughly radiate around the point of origin evenly in addition to *Yunch'*, which is slightly more northwest than true west. The other four directions are:

- *Yutsem*: Towards Kasilof, Kenai, and Kalgin Island, north-northwest
- *Yunit*: Towards Lake Tustumena and Sterling, north-northeast
- *Yuneq*: Towards Caribou Hills and Kenai Range, east-southeast
- and *Yudut*: Towards Homer Spit and the mouth of Kachemak Bay, south-southwest

Based on this system my proposed designs are markers composed of graduated naturalistic shapes to mimic the *ch'wala* (boreal spruce) and the *tinitun qalnigi* (stone trail markers) used to mark trails between settlements, campsites, and important spiritual places. Along with their respective place names each marker will also display the name of the general traditional direction that point is located in. To further communicate its distance relative to Tuyan, the number of bead-like layers will be equal to how many graduated 5-mile wide rings are between the marker and Tuyan.

The materials for these structures would ideally be reclaimed sources as a testament to the cultural dedication of environmental stewardship. These would include of transportation grade metals for the main metal posts, bases, caps, and round interpretive beads to honor ancient copper metallurgy, and translucent cast glass or recycled plastic acrylic for the stone shaped layers to reference sea glass beads, iconic to modern coastal culture and representational of Dena'ina seafaring and economy. These markers would also include a solar cell to power a light source either on top of or embedded within the pole to give a subtle illumination to the translucent elements in the night. This would both add an additional dimension of artistic value and a valuable safety measure, especially for vision during the long dark winters.

Tryon: Tugboat
 Proportional sketch 8/7/20



Tuyanitun (Central point trails)

Indigenous place name marker proposal

Argent Kvasnikoff

2019

Wayfinding and geolocation are the inspirations of my proposed design for a future series of markers that denote the indigenous Dena'ina names of places and geographical features on the Kenai Peninsula to be installed systematically over time as they are individually sourced and approved. These posts that resemble the region's iconic boreal spruce will not only be emblazoned with traditional names nearly lost from memory, but they will also act as individual parts of a larger concept that pays tribute to the ancient Dena'ina system of navigation. The knowledge of this system has only been recorded in trace oral histories and linguistic studies, but evidence of how it was used thrives today and can be found in many contemporary place names.

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Ninilchik Traditional Council

P.O. Box 39070

Ninilchik, Alaska 99639

Phone: 907 567-3313 / Fax: 907 567-3308

E-mail: ntc@ninilchiktribe-nsn.gov

ninilchiktribe-nsn.gov

June 29th, 2020

Bunnell Street Arts Center
Asia Freeman, Artistic Director
106 W. Bunnell Ave.
Homer, AK 99603

Ms. Freeman,

Thank you for attending our regular council meeting on June 26th and presenting the Bunnell Street Art Center's initiative and proposed project addressing land acknowledgment and indigenous pathways in concert with Ninilchik tribal member and cultural ambassador Argent Kvasnikoff. The willingness of the center to become a direct ally in support of our cultural expression, history, and self-determination is a welcomed and honored gesture, and I am personally honored to be involved in this development as we all work towards mutual recognition and constructive acts of understanding.

We believe that the presented concept for the sculptural land marker in Tuggeht (Homer) will become an invaluable iconic feature of ancestral homeland. Being able to relate it to the history of traditional wayfinding will act as a gateway for wider learning and knowledge for generations to come. Its described elements and inspirations were clearly done with respect and consideration for our people's story while honoring our need to embrace our present and future.

Please keep the Ninilchik Traditional Council in contact as these projects are further developed.

Respectfully,

Ivan Z. Encelewski
NTC Executive Director

du



City of Homer

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Planning

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(p) 907-235-3106

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MEMORANDUM

To: Parks, Art, Recreation and Culture Advisory Commission
From: Julie Engebretsen, Deputy City Planner
Date: August 12, 2020
Subject: Spit Camping

Commissioner Lowney requested this item be on the agenda during the June PARCAC meeting.

Requested action: Define what issue or problem the Commission wants to address so staff can research and present options.

Staff has provided recent photos of one of the areas that was overtaken by campers on the 4th of July. As of early August, use patterns were back to normal! These photos are the beach area between the Oyster boardwalk and the Central Charters boardwalk.



Most of this parking area is state right of way and City park land.





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Public Works

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Homer, AK 99603

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(p) 907- 235-3170

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Memorandum

TO: PARCAC

FROM: Jan Keiser, Public Works Director
Matt Steffy, Parks Coordinator

DATE: August 13, 2020

SUBJECT: City of Homer Public Restrooms

Issue: Some of the City's public restrooms beyond repair and remediation is required. The purpose of this Memorandum is to summarize the issues and recommend actions regarding such remediation.

Background:

The City maintains 20 separate restroom facilities, including 14 plumbed restrooms, 2 pit privies and 4 vault toilets, for a total of 63 restroom units. Many of these are in good repair and we simply try to keep them clean and remediate any vandalism or malfunction that inevitably occurs from time to time. Others have deteriorated beyond their useful life and need to be replaced, in the interests of public health and safety. We need a plan to address the most challenging situations:

1. Bishop's Beach Park –

- a. **Current condition:** There are currently two wooden, 1-seater vault "toilets" at Bishop's Beach Park. These consist of a toilet seat perched on top of a riser that sits over a vault. With use, the human waste is deposited into the vault, which must be pumped out on the average of 2 times a year, at the cost of \$500 per vault for each pumpout. There is no provision for handwashing and it is impossible to keep hand sanitizer in stock. One of the toilet seats is broken. In order to replace it, the entire riser section must be removed and replaced. The light fixture in the other unit is damaged, with hanging wires and broken pieces. Both units are dark, dingy and smell, as if the plywood siding has become soaked over time with urine and mildew. The risers in both units are encrusted with dried fecal matter.

We have closed these "toilets" and have dispatched two porta potties to the Park. A handwash station has also been added. We will leave these in place until the longer term solution can be realized.

- b. **Recommendation:** There are public water and sewer lines within a reasonable distance of Bishop's Beach Park. We propose to extend these lines and provide Bishop's Beach with plumbed toilets

2. Karen Hornaday Park

- a. **Current condition - Campground:** There is a set of very outdated pit privies in the upper campground that are consistently unbearable. These are pumped twice a year, at a cost of \$550 per unit for each pumpout. These have been closed and replaced with portapotties in the same area.
There is also a set of vault toilets in the lower campground. These have also fallen into disrepair and are exceedingly unpleasant. These units have been closed and replaced with portapotties and a handwash station.
- b. **Recommendation:** Remove all restroom installations permanently and replace them with seasonal portapotties. This will accommodate what is only a seasonal demand anyway.
- c. **Current Condition – Lower Park:** The restrooms that service the day use area of Karen Hornaday are 47 years old, and in a terrible state of disrepair. The walls are infested with mold, many wall tiles are missing or crumbling, and the roof leaks, causing continued molding as well as wet floors. These restrooms are currently closed and replaced with portapotties until a long term solution is determined.
- d. **Recommendation:** Proceed with CIP project to replace these restrooms. The original proposal was to replace the above ground structure, utilizing the existing plumbing. We have been previously advised by Water & Sewer staff that the plumbing underneath it is at the end of its useable life, and it would not be a good idea to place a brand new structure on top of failing infrastructure. The Karen Hornaday Master Plan has an identified an intended relocation site to the west of the current location, which will accommodate future parking lot expansion an improvements. The staff recommendation is to replace in the new location. Portapotties should provide adequate coverage in the meantime, as use is mostly seasonal. For winter users of the park, we could consider having on year round portapotty near the playground.

3. Baycrest Overlook

- a. **Current condition:** The pit privies at Baycrest were constructed by the State 23 years ago. They see a very high level of use. The two units are pumped 2-3 times a year, with a cost of \$500 per unit for pumpout. These restrooms garner the city a high frequency of complaints despite the staffs best efforts to maintain them. They are consistently malodorous and vandalized on a frequent basis, through a concerning variety of mediums. These units have been closed and replaced with 2 portapotties and a handwash station until a long term solution is determined. The Baycrest Overlook is property of the State of Alaska. The City of Homer has an agreement to maintain the landscaping and service the restrooms.
- b. **Recommendation:** The City should begin discussions with the State about replacement options for a facility in this location. There may very well be more sanitary options available these days, plus a newer restroom would not have the accumulated odor and lack of sanitation. If new restrooms are not installed, the provision of portapotties in varying quantity throughout the seasons may be considered.

4. **Cost or portapotties:** These management decisions do incur costs. The City Council is currently considering a request for allocating additional funds to our Professional Services line item for this budget cycle. The monthly rates for services are as follows:

- a. **Portapotty:** Regular unit, twice weekly service in summer: \$326.81
- b. **Portapotty:** Regular unit, twice weekly service in winter: \$351.30
- c. **Portatpotty:** ADA unit, twice weekly service in summer: \$384.12
- d. **Handwash station:** Monthly rate: \$478.00
- e. **See attached summary of funds expended as of the end of July, along with projections.**

The tables below reflect costs so far, and projected costs for the full year. The projected costs are based on anticipated seasonal scale down, while reflecting the current increase in the units we traditionally provide.

Costs accumulated as of July 31st, 2020

2020	Porta	Hand Wash	Total
January	\$911	~	\$911
February	\$911	~	\$911
March	\$1,040	~	\$1,040
April	\$1,162	~	\$1,162
May	\$2,188	\$511	\$2,981
June	\$3,114	\$586	\$4,267
July	\$8,108	\$1,428	\$11,043
August			
September			
October			
November			
December			
Total	\$17,433	\$2,525	\$19,958

Projected costs as of July 31st, 2020

2020	Porta	Hand Wash	Total
January	\$911	~	\$911
February	\$911	~	\$911
March	\$1,040	~	\$1,040
April	\$1,162	~	\$1,162
May	\$2,188	\$511	\$2,981
June	\$3,114	\$586	\$4,267
July	\$8,108	\$1,428	\$11,043
August	\$8,108	\$1,428	\$9,536
September	\$8,108	\$1,428	\$9,536
October	\$6,567	\$1,428	\$912
November	\$4,486	\$0	\$4,486
December	\$4,486	\$0	\$4,486
Total	\$49,188	\$6,809	\$55,997



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MEMORANDUM

To: Parks, Art, Recreation and Culture Advisory Commission
From: Julie Engebretsen, Deputy City Planner
Date: August 13, 2020
Subject: Poopdeck Trail funding

Requested Action: Make a recommendation to Council to amend the 2020 capital budget by \$45,000 from HART Trail funds to purchase supplies and materials to complete the Poopdeck Trail on City and KHLT properties. This includes leveraging community volunteers to install signage, benches, an ADA ramp from the accessible parking stall off of Pioneer Avenue and leveling the trail. Councilwoman Venuti has agreed to sponsor the ordinance. Introduction is potentially slated for the Council meeting on August 24th.

Synopsis

Over the past year, the Kachemak Heritage Land Trust (land trust) secured funding for and constructed an accessible trail on City and land trust properties. The goal was a universally accessible trail connecting Pioneer Avenue, the land trust property, and lower Poopdeck and library trails. The city contributed financially to the project by providing a 10% cash grant match to the land trust and paving an ADA parking stall at the City's trailhead.

After a winter which included some heavy rains, it was clear that some parts of the trail needed to be reworked. Additionally, the phase two work of interpretive signage, benches, and trailhead kiosks have been designed and are ready for purchase. (The land trust used other funding for this design work). Lastly, the trailhead access from the City parking stall to the trail is too steep. After researching options for reducing the grade staff has determined an aluminum light penetrating boardwalk with handrails is the best long term solution.

The cost for all improvements, plus a 15% contingency, is \$45,000. This funding will leverage work and volunteers coordinated by the Land Trust AND result in a complete project by the end of 2020.

Recommendation: Make a motion to recommend Council amend the 2020 capital budget by \$45,000 from HART Trail funds to purchase supplies and materials to complete the Poopdeck Trail on City and KHLT properties.



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To: Parks, Art, Recreation and Culture Advisory Commission
From: Julie Engebretsen, Deputy City Planner
Date: August 12, 2020
Subject: Bishops Beach Land Purchase

Requested Action: Make a recommendation to purchase, or not purchase, land adjacent to Bishops Beach Park, the maximum the city should pay for the lot, and where the money should come from.

There is a 0.13 acre (about 5,662 square foot) parcel beside Bishops Beach Park and US FW land. This property is for sale, and the seller is interested in selling it to the City. The listed price is \$35,000. The current tax assessed value is \$17,400.

Please make a motion with recommends to Council to:

- Purchase or not purchase the land
- If there is a maximum amount the city should spend
- If the money should come from Parks Reserves (approximately \$60,000 balance) or Land Reserves (\$200,000 balance).

If The Commission thinks the City should purchase the land, the Commission will need to find a Councilmember to sponsor and ordinance.





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MEMORANDUM

To: Parks, Art, Recreation and Culture Advisory Commission
From: Julie Engebretsen, Deputy City Planner
Date: August 12, 2020
Subject: Jack Gist Park

Synopsis

For over 20 years, there has been a community plan to acquire the 14 acre parcel west of Jack Gist Park for future park expansion. When the lot came on the market in early 2020, a private developer purchased it. There are preliminary plans to build a 40 lot residential subdivision. The proposed development will bring water, sewer and electric infrastructure to the park. Additionally, traffic patterns around the park will change.

The park did have an original plan that included capping the old dump, and a proposed field and restroom layout. At some point the decision was made to change the field layout to what it is now. There are some drainage challenges with the upper field, parking, drainage, and how to fit restrooms on the site.

With this magnitude of change around the park, and opportunity for watered fields and plumbed restrooms, it is time to revisit the long term layout of this park before any further buildings are erected at the park. Staff recommends the city hire a landscape architect or professional park planner to create one or two potential park layouts, including parking lot configuration, restroom and storage considerations, and drainage.

Requested Action: Make a recommendation to Council to amend the 2021 budget by \$5,000 to \$10,000 under parks professional services to pay for long term Jack Gist Park planning. Funding would come from Parks Reserves.



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Memorandum

TO: Parks, Arts, Recreation, and Culture Advisory Commission
FROM: Matt Steffy, Parks Maintenance Coordinator
DATE: August 13th, 2020
SUBJECT: Introduction of Trails Small Works Maintenance Plan

The City Council recently approved \$36,000 from HART funds to address trail maintenance on City trails. Under the direction of the Public Works Director, we are constructing a plan to serve as a roadmap for how we intend to utilize those funds. This plan will eventually include an inventory of all trails in the City (Pratt, Calvin & Coyle, Homer Middle School, etc,) as well as connectors and sidewalks, so that our planning efforts can address the overall connectivity and walkability in Homer. The maintenance goals identified will be focused only on non-motorized trails.

Maintenance will also be broken down into trails maintained entirely by the City, and trails maintained through interagency cooperative agreements (KHLT, Islands & Oceans, etc.)

Each trail description will be accompanied by a small map, and a trail specific assessment. The overall community maps that Aaron is working on will be vital in our spatial approach to prioritizing our efforts.

Attached you will find the initial draft of where we are in the Trails Small Works Maintenance Plan (TSWMP.) I have been working with Aaron Yeaton to conduct an exhaustive inventory of all City trails, and identifying their maintenance needs in a variety of scopes.

Any input from the commission on what content you would like to see addressed is greatly appreciated. I envision this document could be revised either as needed, or on an annual basis.

This initial draft provides an idea of where I am heading with the document, and where we are right now in the process.

CITY OF HOMER
HOMER, ALASKA

City Manager/
Public Works Director

ORDINANCE 20-36(S)

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA,
AMENDING THE 2020-2021 OPERATING **CAPITAL** BUDGET AND
AUTHORIZING EXPENDITURE OF \$36,000 FROM THE HART-TRAILS
FUND FOR THE SMALL WORKS TRAILS MAINTENANCE PROGRAM
AND CALLING FOR THE DEVELOPMENT OF A TRAILS PROGRAM, TO
INCLUDE A TRAILS FINANCIAL PLAN.

WHEREAS, The City Council adopted Resolution 17-038, on April 24, 2017, amending the
Homer Accelerated Roads and Trails Program (HART) Policy Manual; and

WHEREAS, The HART Policy Manual establishes criteria to be used for determining
which trail projects qualify for HART-Trails funding; and

WHEREAS, The HART Policy Manual identifies a process for nominating and selecting
trails for funding by the HART-Trails fund, but the process doesn't provide for a financial plan;
and

WHEREAS, A Trails Program, is needed to assess the condition of existing trails and
identify maintenance needs as well as the desirability and feasibility of new trail construction;
and

WHEREAS, The Trails Program should include a Trails Financial Plan that programs the
use of HART-Trail funds for trails maintenance and construction in a mindful and financially
sustainable manner; and

**WHEREAS, The City has the capacity, with existing staff and community volunteer
resources to produce a Trails Program; and**

WHEREAS, Some of Homer's Trails require some immediate attention due to deferred
maintenance and high usage; and

WHEREAS, The HART-Trails Fund has sufficient capital to fund a Small Works Trails
Maintenance Program, while the more comprehensive Trails Program and Financial Plan is
being developed.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. The City of Homer's 2020-21 Operating **Capital** Budget is hereby amended by appropriating \$36,000 from the HART-Trails Fund to support a Small Works Trails Maintenance Program.

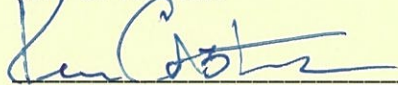
<u>Account No.</u>	<u>Description</u>	<u>Amount</u>
165-0375- XXXX	HART Trails	\$36,000

Section 2. A Trails Program based on the criteria and the trails nomination/selection process set forth in the HART-Trails Policy Manual, shall be developed and adopted by resolution. The Trails Program shall include a Trails Financial Plan.

Section 3. This is a budget amendment ordinance, is not permanent in nature, and shall not be codified.

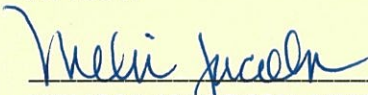
ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA this 27th day of July, 2020.

CITY OF HOMER



KEN CASTNER, MAYOR

ATTEST:



MELISSA JACOBSEN, MMC, CITY CLERK

YES: 5

NO: 0

ABSTAIN: 0

ABSENT: 1

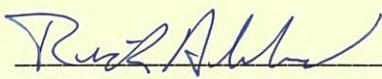
First Reading: 6-22-20

Public Hearing: 7-27-20

Second Reading: 7-27-20

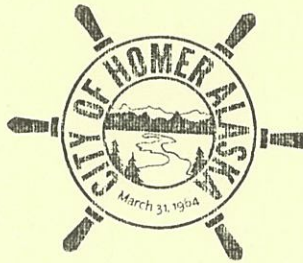
Effective Date: 7-28-20

Reviewed and approved as to form:



Rick Abboud, Interim City Manager

Date: 7/28/2020



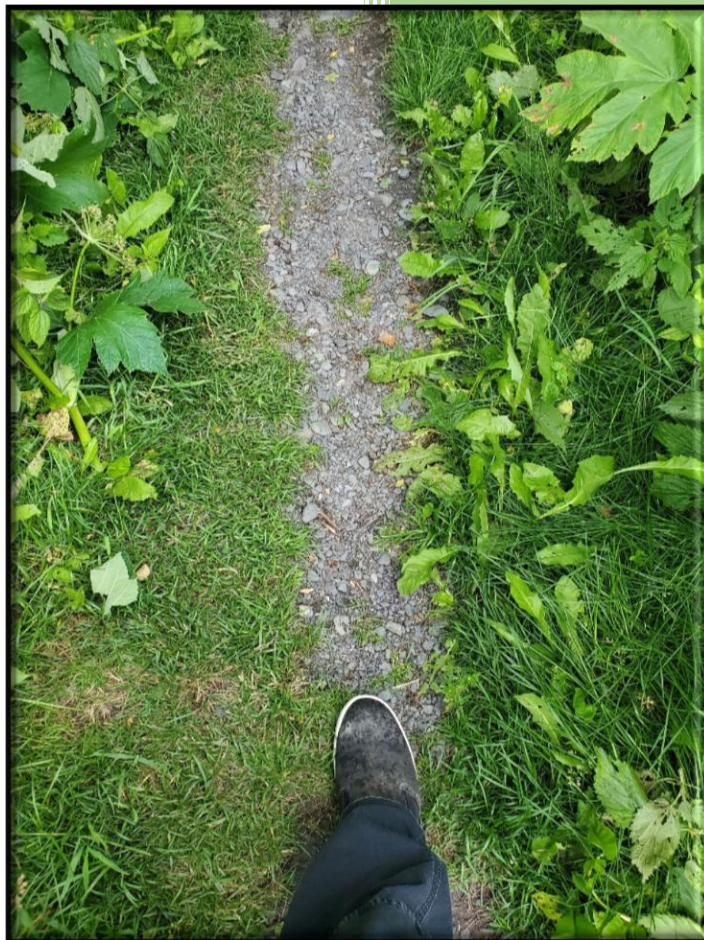
Michael Gatti, City Attorney

Date: _____

DRAFT

2020

Trails Small Works Maintenance Plan



Matt Steffy and Aaron Yeaton

City of Homer Department of Public Works

OVERVIEW

The City of Homer has a variety of non-motorized trails within its boundaries. Some of these are maintained directly by the City, some are managed cooperatively through loose community agreements, and some are maintained by a third party entity. The goal of this Small Works Trails Maintenance Plan (SWTMP) is to establish a physical inventory of community trails, outline anticipated maintenance needs, and provide direction on how these needs can be addressed.

This document is intended to be updated as needed to reflect continuing development, community partnerships, available resources, and accomplished tasks.

GOALS

The objective of the City of Homer trails program is to maintain our trails at levels of safety, aesthetics, and functionality that reflects the needs of our community and the resources we have available. These goals will be met with a combination of in-house work conducted by City employees, and coordinated community efforts between the City and various user groups and non-profits, as well as state and federal agencies. Development of new trails and connectors will focus on connectivity around town that reflects functional planning and aesthetic design. A comprehensive assessment of connectivity will be based on a combination of trails, sidewalks, and pedestrian lanes.

RESOURCES

City staff time will be dedicated to regular maintenance, while periodic maintenance and projects will be accomplished through a combination of staff, partners, and private contractors. Material needed will be purchased using the City's Homer Accelerated Roads and Trails fund (HART.) Equipment needed will either be purchased or rented using the HART fund.

MAINTENANCE CATEGORIES

REGULAR MAINTENANCE

Regular maintenance is defined as work that needs to be done on a consistent basis to maintain safety, function, and aesthetics of City trails. This includes things like site inspection, trash pick-up, mowing, weed whacking, and light raking for surface repair. Regular maintenance occurs on a weekly or by-weekly basis depending on the type of trail and its frequency of use.

PERIODIC MAINTENANCE

Periodic maintenance occurs on a seasonal level. This will address issues that occur over time, but are anticipated and fairly predictable. This includes things like brush work, replacing surface material, repainting sign posts & benches, and trenching.

PROJECTS

Projects are semi-permanent maintenance concerns that are typically one-off. This includes things like trailhead development, sign installation, rerouting, bridges, and culvert installation.

Beluga Slough Complex

Description: Connects Bishops Beach Park, Islands & Oceans Visitor Center, Bunnell Ave, and Charles Way. The portions within Beluga Slough are elevated boardwalk with a width of eight feet. The upper portions are woodland trail that begin at Islands & Oceans and come down the hill to meet the boardwalk. These trails are maintained cooperatively between USFWS and the City of Homer. There is a connector trail that runs from the boardwalk over to the Aspen Hotel where there is a sign.

Length: 2,162 ft

Surface: Elevated boardwalk and woodland trail.

Regular Maintenance: Trash pick-up, safety inspection, occasional vegetation control.

Periodic Maintenance: Trail sign repair/replacement

Projects: Trailhead signage



Calhoun Trail

Description: Community trail connecting Fairview, Danview, and Bayview with a few cross street connectors.

Length: 591 ft

Surface: Gravel, mixed aggregate

Regular Maintenance: Trash pick-up, safety inspection, shoulder mowing.

Periodic Maintenance: Brush work, trail resurfacing.

Projects: Trailhead signage, retreading to increase width,

Charles Way

Description: Short trail connecting Main Street and Beluga Place with the Beluga Slough trail.

Length: 119 ft

Surface: Gravel, mixed aggregate. Short section of elevated boardwalk approaching the Beluga Slough intersection.

Regular Maintenance: Trash pick-up, safety inspection, shoulder mowing.

Periodic Maintenance: Trail resurfacing.

Projects: Trailhead signage, retreading to increase width

East End Trail

Description: Paved pathway, ten feet wide, running along East End Rd. Begins as sidewalk, and becomes detached trail after East Hill Rd. Extends out to Kachemak Drive.

Length: 18,809 ft (3.56 miles)

Surface: Paved

Regular Maintenance: Trash pick-up, safety inspection, shoulder mowing, edging, plowing and sanding in the winter.

Periodic Maintenance: Crack repair, sweeping

Projects: Benches and rest stops

Fairview Trail

Description: Community trail that connects Svedlund to the high school parking lot across Kachemak Way.

Length: 656 ft

Surface: Gravel, mixed aggregate

Regular Maintenance: Trash pick-up, safety inspection, shoulder mowing.

Periodic Maintenance: Brush work, trail resurfacing.

Projects: Trailhead signage, retreading to increase width

Karen Hornaday Trail

Description: Connects the Hornaday Park parking lot with lower ballfield corner via Campground Road and Fairview Avenue. Terminates across from Wright Street.

Length: 279 ft

Surface: Gravel, mixed aggregate

Regular Maintenance: Trash pick-up, safety inspection, weed whacking.

Periodic Maintenance: Brush work, trail resurfacing.

Projects: Trailhead signage, retreading to increase width

Lucky Shot

Description: Short trail that connects that connects Hazel Avenue with Grubstake Avenue, and crosses the Story Trail. Not very well established.

Length: 279 ft

Surface: Mix of gravel and earth

Regular Maintenance: Trash pick-up, safety inspection, weed whacking

Periodic Maintenance: Trail resurfacing, heavy brush thinning

Projects: Trailhead signage, clearing established easement of private encroachment, retreading to increase width

Poopdeck Community Trail Complex

Description: Series of trails that connect Hazel Avenue, Grubstake Avenue, Bonanza Avenue, and Klondike Avenue, as well as a spur that connects over to Pioneer Avenue next to the ILC.

Length: 2028 ft

Surface: Gravel, variable aggregate, 1/2" minus to 2"

Regular Maintenance: Trash pick-up, safety inspection, shoulder mowing, weed whacking.

Periodic Maintenance: Brush work, trail resurfacing.

Projects: Trailhead signage, retreading to increase width, erosion control, water mitigation, heavy brush thinning

Reber Trail

Description: Connects West Fairview Avenue with Reber Road via a series of switchbacks

Length: 2,022 ft

Surface: Gravel, D-1

Regular Maintenance: Trash pick-up, safety inspection, weed whacking.

Periodic Maintenance: Brush work, trail resurfacing.

Projects: Trailhead signage, WR Bell Park development, benches, heavy brush thinning

Spit Trail

Description: Paved trail stretches from the base of the Spit to the end, splitting at Freight Dock Road. The northern branch terminates at the Deep Water Dock, and the southern end terminates at End of the Road park.

Length: 27,875 ft (5.28 miles)

Surface: Paved

Regular Maintenance: Trash pick-up, safety inspection, regular shoulder mowing.

Periodic Maintenance: Crack seal, snow removal, sweeping, edging

Projects: Benches

Spruceview/Muliken Trail

Description: A separated paved trail that connects the lower portion of Mulliken Street with Bartlett Avenue along Spruceview Avenue.

Length: 1,981 ft

Surface: Paved

Regular Maintenance: Trash pick-up, shoulder mowing.

Periodic Maintenance: Crack seal, sweeping, edging.

Projects: Signage

Story Trail

Description: Trail connects library sidewalk with the Poopdeck Trail. There are “Story” stations along the trail for an interactive walk.

Length: 1,014 ft

Surface: Mixed earth and gravel

Regular Maintenance: Trash pick-up, safety inspection, shoulder mowing, weed whacking around signs

Periodic Maintenance: Brush work, trail resurfacing,

Projects: Trailhead signage, heavy brush thinning

Woodard Creek Trail

Description: Trail on western edge of Karen Hornaday Park. Connects the parking lot with the base of Campground Road, and Danview Avenue via a bridge across Woodard Creek.

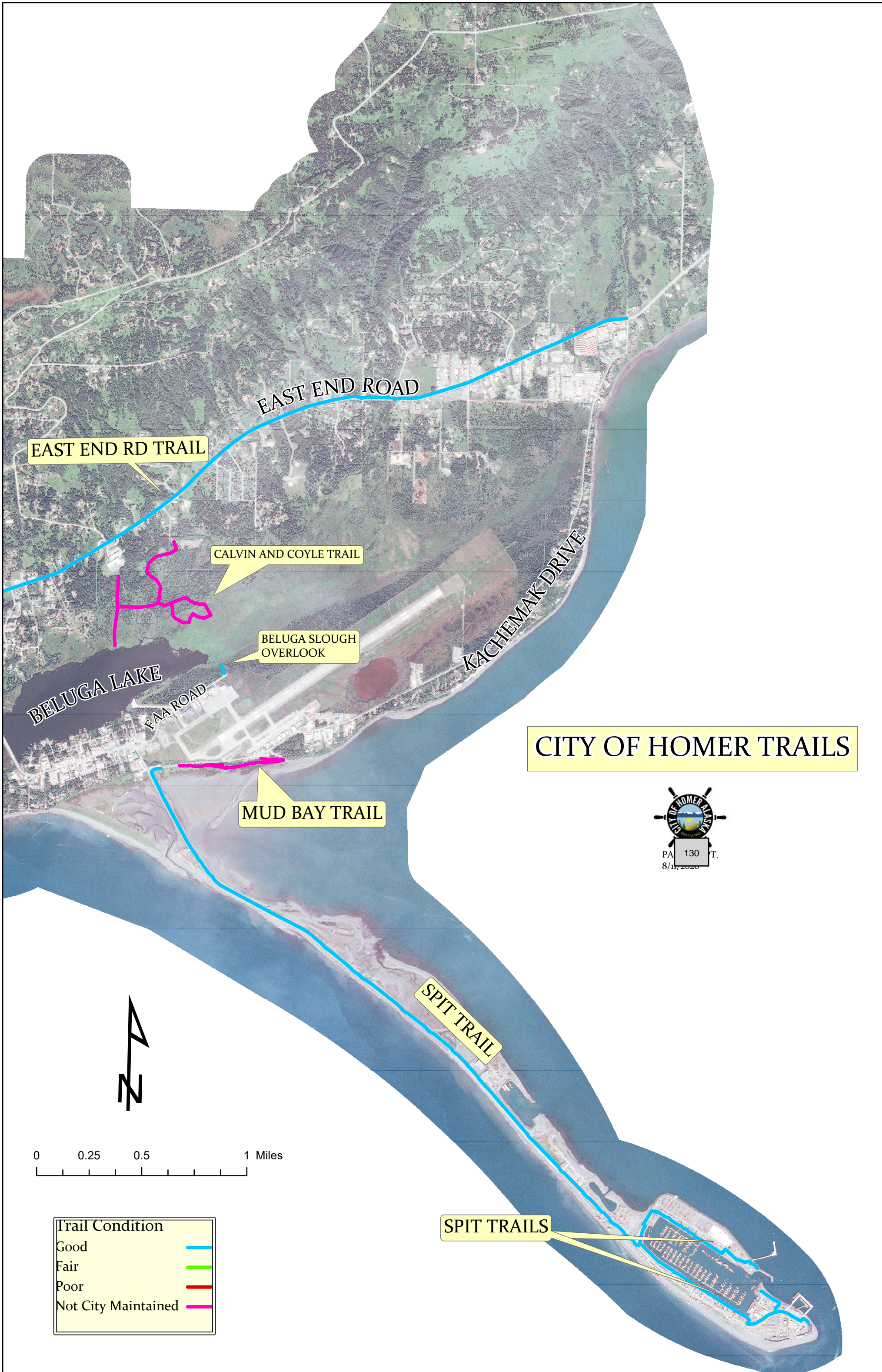
Length: 728 ft

Surface: Gravel

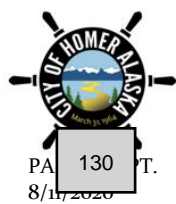
Regular Maintenance: Trash pick-up, safety inspection, weed whacking around signs

Periodic Maintenance: Brush work, trail resurfacing, trail widening

Projects: Trailhead signage, heavy brush thinning, erosion control on bridge approach, reroute to correct grade issues



CITY OF HOMER TRAILS



0 0.25 0.5 1 Miles

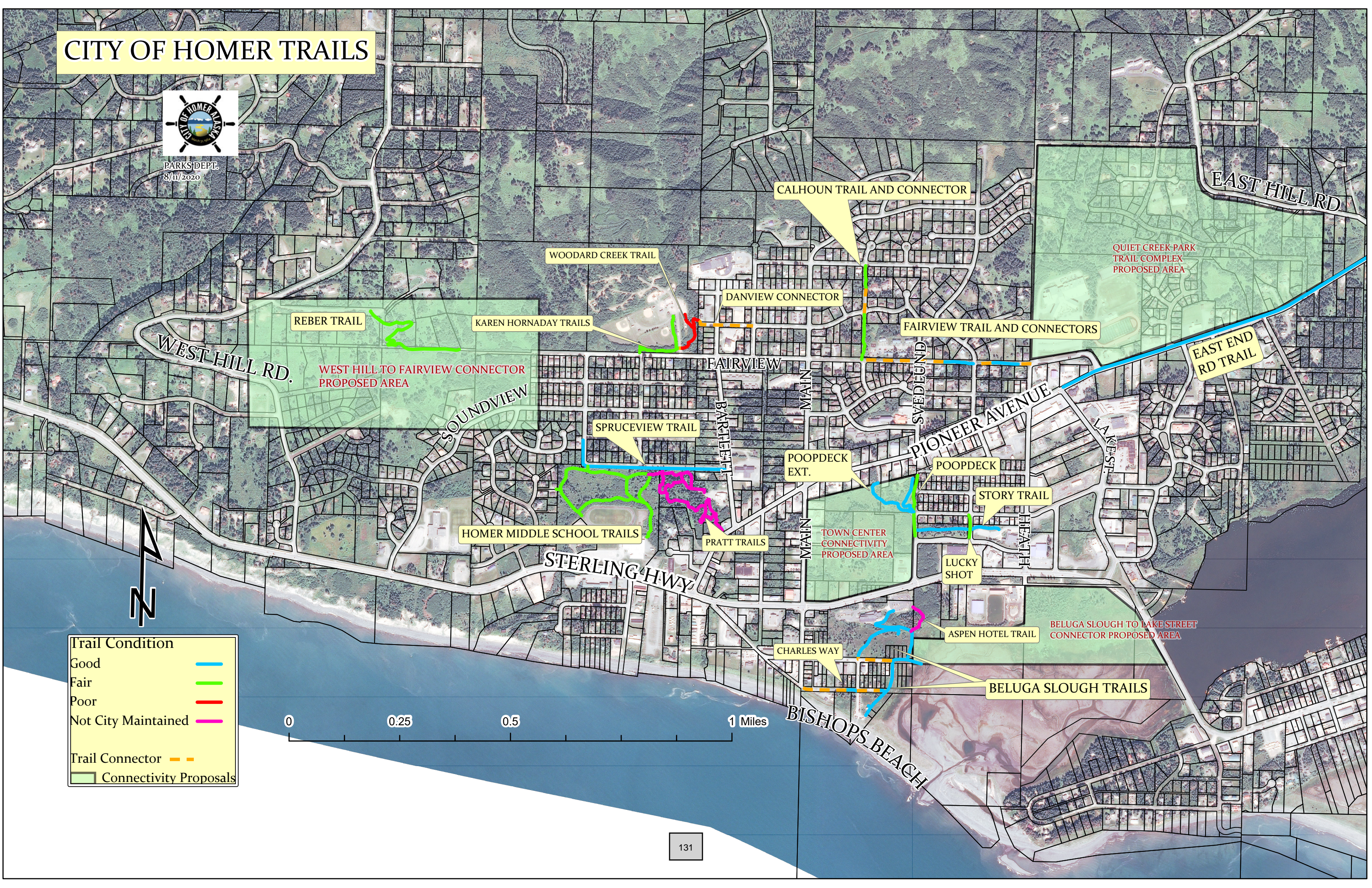
Trail Condition	
Good	—
Fair	—
Poor	—
Not City Maintained	—

SPIT TRAILS

CITY OF HOMER TRAILS



PARKS DEPT.
8/11/2020



Trail Condition

Good

Fair

Poor

Not City Maintained

Trail Connector

Connectivity Proposals



City of Homer

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Public Works

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Memorandum

TO: Parks, Art, Recreation & Culture Advisory Commission
FROM: Jan Keiser, Public Works Director
Matt Steffy, Parks Coordinator
DATE: August 11, 2020
SUBJECT: Baycrest Overlook

Issue: The City of Homer and the AK Department of Transportation, with the help of numerous local non-profit organizations, public agencies and citizens, developed the Baycrest Hill Overlook Interpretive Plan in 2013. The purpose of the Plan was to “*provide guidelines to help the Baycrest Improvement Committee make decisions regarding the establishment and maintenance of interpretative sites and services.*” Since 2013, little has been done to implement the Plan. The purpose of this Memorandum is to describe an implementation strategy, identifying short term and long term actions.

Background: The Baycrest Hill Overlook was built and is owned by the AK Department of Transportation. Maintenance is shared between the AKDOT and the City of Homer. The AKDOT built the overlook area and plows the snow. Pursuant to an agreement dated April 23, 1996, the City of Homer agreed to maintain the landscaping for a period of 20 years (until 2026). Further, pursuant to Homer City Council action on May 12, 1997, the City agreed to maintain the vault toilets the AKDOT proposed to construct. Someone added a number of interpretative signs.

Over time, the facilities became tired and worn. In 2013, AKDOT and the City of Homer, partnering with multiple other interested parties, conducted a public visioning and outreach process, which culminated in the creation of the Baycrest Hill Overlook Interpretive Plan, designed to refresh and replace the various amenities. The Plan was adopted by the Homer City Council by Resolution 13-043. This notwithstanding, to this day, none of the recommendations set forth in the Plan have been implemented. That can change.

We have developed some Implementation Strategies, which will over time, refresh the Baycrest Overlook by making it more user-friendly and easier to maintain. These strategies are set forth below as short term and long term actions.

Recommendation: We recommend the Commission endorse the Implementation Strategies set forth above and make a recommendation in turn, that the City Council authorize staff to begin implementation.

- I. **Short Term Actions** – The Plan identified a number of short term actions, which could be implemented now, including:
- A. Concept: Remove the existing wood carving, depicting the mountains and bays across the Bay, which that is on the fence rail at the eastern end of the overlook and replace with three-five metal panoramic sculptures.
 - a. Implementation strategy:
 - i. Issue a Letter of Interest to local artists for the design of new metal panoramic sculptures, following the guidelines for interpretive themes set forth in the Plan.
 - ii. Identify funding to start fabrication of the sculptures.
 - B. Concept: Remove the existing Gold Rush interpretive panel and replace it with six new interpretive signs
 - a. Implementation strategy:
 - i. Issue a Letter of Interest to local artists for the design of new interpretive signs, following the guidelines for interpretive themes set forth in the Plan.
 - ii. Identify funding to start fabrication of the signs.
 - C. Concept: Create a clean, dry pad under the “Halibut Capital of the World” sign, so people can take photos without stepping in the mud/water
 - a. Implementation strategy:
 - i. Use Public Works resources to build the pad. This can be done expeditiously.
 - D. Concept: Place a small, artistic pillar at a *“carefully selected spot in front of the sign so that visitors can take self-portraits under the sign”*
 - a. Implementation strategy:
 - i. Issue a Letter of Interest to local artists for the design of “Photo Pillar”, following the guidelines for interpretive themes set forth in the Plan.
 - ii. Identify funding to start fabrication of the signs.
- II. **Longer Term Actions** – The Plan identified a number of actions, would require more planning and money to implement, so they are longer term projects, including:
- A. Concept: Replace existing vault toilets with *“more eco-friendly, low-maintenance”* models
 - a. Implementation strategy:
 - i. Research options for replacements to the existing vault toilets.
 - ii. Identify funding for toilet replacements.
 - iii. Repair existing vault toilets as best we can and re-open to the public.
 - B. Concept: Better organize the parking lot with striping, curbs and concrete planters
 - a. Implementation strategy
 - i. Engage a landscape architect to design a more efficient parking lot
 - ii. Partner with AKDOT to identify funding for construction parking lot improvements.



Baycrest Hill Overlook Interpretive Plan

Prepared for: Baycrest Overlook Improvement Committee
Prepared by: Alaska Division of Parks and Outdoor Recreation
Funded by: City of Homer and Alaska Dept. of Fish and Game

3/27/2013

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BAYCREST HILL OVERLOOK INTERPRETIVE PLAN

BACKGROUND

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. This gateway into Homer is the primary entrance to the community. This interpretive plan is part of a larger project to improve the gateways through which visitors enter Homer. Many agencies are involved in this project including:

- Homer Chamber of Commerce and Visitor Center
- City of Homer, Public Arts Committee
- Alaska Department of Transportation and Public Facilities
- Alaska Department of Fish and Game
- Pratt Museum
- Alaska Maritime National Wildlife Refuge
- Homer Garden Club
- Lake Clark National Park and Preserve
- Kachemak Bay National Estuarine Research Reserve
- Kachemak Bay Conservation Society
- Alaska Division of Parks and Outdoor Recreation

The view from the Baycrest Hill Overlook is stunning. So, one may ask, why provide anything other than benches and restrooms to meet my basic needs at this spot? Freeman Tilden, a legend in the field of interpretation, summed up the importance of interpretation when he quoted a National



VIEW FROM BAYCREST HILL OVERLOOK, PHOTO COURTESY OF MARGARET VISGER

Park Service administrative manual in his book *Interpreting Our Heritage*. It stated, “Through interpretation, understanding; through understanding, appreciation; through appreciation, protection.”¹

Interpretation goes beyond just providing facts and information. It provides an opportunity to connect the facts to our own experiences in life. The National Association for Interpretation states that it is a process “that forges emotional and intellectual connections between the interests of the audience and meanings inherent in the

¹ Quoted in Freeman Tilden, *Interpreting Our Heritage* (Chapel Hill: University of North Carolina Press, 1977), 38.

resource.”² Each individual can connect in their own way. The goal for interpretation is to provide the opportunity for visitors to explore how the resource or concept is meaningful to them.

This plan provides guidelines to help the Baycrest Improvement Committee make decisions regarding the establishment and maintenance of interpretive sites and services. It does this by considering the location and resource to be interpreted and comments from the public to decide how to tell effective, meaningful, and relevant stories at Baycrest Hill Overlook.

PROJECT LOCATION

The Baycrest Hill Overlook is located at milepost 169.6 of the Sterling Highway. The pullout is signed and is approximately two miles from Homer on the southwest side of the Kenai Peninsula. Here, visitors may take in sweeping views of Kachemak Bay framed by the Kenai Mountains, nearby volcanoes, the Alaska Peninsula, and the Homer Spit.

PLANNING PROCESS

Members of the public attended a meeting from 1:00-2:30 p.m. and a workshop from 4:00-6:00 p.m. at the Islands and Ocean Visitor Center on September 18, 2012. The purpose of the first meeting was to discuss draft goals, objectives, interpretive themes, topics, and concepts for the Baycrest Hill Overlook Interpretive Plan. The group crafted a primary interpretive theme and selected topics to be interpreted as subthemes. The second meeting, an evening workshop, was a hands-on event in which the public was invited to write a word or phrase about each of the eight topics chosen during the first meeting. This information was used to craft the interpretive subthemes outlined in this plan.³

Members of the public were also given the chance to provide additional feedback for the planning process by answering four questions on a form provided at the evening workshop. The form was also posted on the city’s website and comments were accepted until October 2, 2012. The following information provides a list of the written comments related to the form questionnaire. Some of these comments may seem repetitive because this is a comprehensive list.



PUBLIC WORKSHOP AT THE ISLANDS AND OCEAN VISITOR CENTER

² National Association for Interpretation, “Definitions Project,” available online: <http://www.definitionsproject.com/definitions/index.cfm> [October 3, 2012].

³ Four additional meetings were held on October 23 and December 11, 2012 and January 15 and February 19, 2013. During these meetings, the committee discussed each of the sections of the plan, but they especially focused on interpretive themes and recommendations.

What stories would you share about the Baycrest Hill Overlook with a visitor?

- The view through the seasons
- Identifying landmarks
- Ecology of the Kachemak Bay/Cook Inlet watershed
- Diversity of marine/terrestrial wildlife
- The view from Baycrest was the “selling point” for many people who live in Homer
- The geologic story
- More history about Overlook Park—geological, biological, and how it became a park
- Eruptions of Augustine volcano
- Stories about falling in love with Homer and Kachemak Bay from this vantage point and making decisions to move to the community permanently
- The feeling residents get like they’ve come home when they see Baycrest
- Halibut fishing
- Baycrest is a favorite place for photographers and oil painters
- Provide information and orientation
- Interpret the cultural and biological aspects and geology of the bay (communities, critical habitat, and stewardship)

What do you like most about Baycrest Hill Overlook?

- The view (four people wrote that the view is what they like most)
- The openness and expansiveness—the ability to step right into this place
- It is one of the best combinations of city and wilderness views in Homer
- Eagles
- Ample parking
- Baycrest Hill Overlook is the place where most folks get that “Oh my gawd, this is gorgeous” moment.
- I love the beautiful flowers and plants
- Sunsets
- Feeling like you’re “home” when driving back from Anchorage and seeing the view at Baycrest
- Love the “Homer-Halibut Capital of the World” sign
- It’s a grand welcome to Kachemak Bay communities

What, if anything, would you change at the Baycrest Hill Overlook to benefit visitors and Alaska residents?

- Move the outhouse out of the view (off the viewing edge)
- Eliminate all local affiliates signage
- Emphasize native plantings in flower areas
- Add artistic interpretive signage that ID’s major horizon features
- Don’t do too much—the view is what’s so valuable
- More about what to do in Homer (where to visit)

- More wildlife and natural history
- Clear day photographic images of the four volcanoes aligned with the volcanoes in the distance on the handrail
- Include more plant interpretation into the displays
- A few benches would be nice in case some folks would like to spend a little more time enjoying the view
- More interpretation of tides and currents (point out how they enrich the bay but also open it to oil and gas development, thus possible oil spills)
- Good volcano interpretive displays with emphasis on Augustine
- More toilets—modern and heated
- Benches where one could comfortably enjoy this “spectacular place”
- Tables with benches for picnics, photo equipment, or writing
- Eco-friendly toilets
- Provide an area viewing platform so that visitors can see Overlook Park below
- Provide some picnic tables

What effects do you foresee interpretation and improvements having on the overlook?

- Inspiring visitors’ interests, hence sending them to certain local destinations and taking local adventures
- Concern—managing trash; opportunity to educate about importance of recycling
- Welcome home feeling for local residents
- To guide people to more points of interest in Homer
- People will have the opportunity to understand and be inspired by the forces responsible for the beauty before them and be filled with wonder
- It may require more parking
- Cost more in maintenance and upgrades in bathrooms and trash removal
- Care has to be taken to ensure that use does not spill over the rails to the fragile slope below the overlook as they are prone to erosion
- More visitors and possibly longer visits
- Make it the most beautiful welcome to Homer and Kachemak Bay
- Concerned that a site plan (drafted by landscape designer) isn’t being done first

GOALS AND OBJECTIVES

Guided by comments from the initial public scoping meetings, the following goals for interpretive media are general statements about what this plan hopes to accomplish through interpretation at the overlook. The corresponding objectives are specific ways to measure whether the goal has or has not been accomplished. Recommendations outlined later in this plan will correspond with the following goals and objectives.

1. **Welcome and orient** visitors to the Baycrest Hill Overlook and the Kachemak Bay communities in a comfortable setting.
 - After visiting the overlook, visitors will be able to confirm that they received adequate interpretive opportunities and orientation to major points of interest in the Kachemak Bay communities.

- While visiting the site, visitors will be able to easily locate and use amenities such as restrooms, benches, and picnic tables.
 - Visitors will be able to recognize a unified appearance of interpretive displays after visiting the overlook.
 - After viewing interpretive media at the overlook, a majority of travelers will express an interest in visiting one of the major points of interest in the local communities.
2. ***Instill stewardship and inspire*** visitors to learn about the diversity of the bay and the potential experiences awaiting those just arriving in Homer or returning home.
- The majority of visitors will be inspired by the interpretive media to personally relate to the interpreted resource after visiting the overlook.
 - After visiting the site, the majority of visitors will be able to state at least three facts about the surrounding landscape.
 - Immediately after viewing interpretive media, visitors will be able to paraphrase the interpretive theme used in three to five of the displays.
 - After viewing interpretive media, the majority of travelers will have a positive response toward efforts to protect the interpreted resources for future use.
3. ***Enhance*** the Baycrest Hill Overlook without detracting from the view
- After overgrown vegetation is cut back, visitors will have unobstructed views from vantage points along the fence and by the “Halibut Capital of the World” sign.
 - When implementing updates, the Baycrest Hill Overlook Improvement Committee will consider environmentally friendly alternatives to basic amenities such as toilets and recycling containers.
 - When implementing updates, the Baycrest Hill Overlook Improvement Committee will promote and encourage interpretive art such as metal sculptures, wood cutouts, and poetry.



BAYCREST HILL OVERLOOK, PHOTO COURTESY OF NICOLE ACEVEDO

INTERPRETIVE THEMES

The primary interpretive theme guides the focus, intent, and subject matter for interpretation at Baycrest Hill Overlook. Subthemes will support and reinforce the primary theme. Both the primary theme and the subthemes must relate to what can be seen from the overlook and should not repeat any other themes or topics from nearby interpretive sites.

PRIMARY INTERPRETIVE THEME:

Homer, with its famous Spit, reaches into Kachemak Bay, inviting us to explore public lands, waters, and diverse communities beyond the end of the road, while drawing us back to the “Cosmic Hamlet by the Sea.”

SUBTHEMES:

The Spit: The Homer Spit, a striking geologic feature that has been shaped by a receding glacier, impacted by an earthquake, and shored back up, maintains our vital link to the bay’s communities and resources.

Volcanoes: Perched on the Pacific Ring of Fire, this area is witness to our dynamic earth’s simultaneous powers of creation and destruction as evidenced by the active volcanoes seen across Cook Inlet, and the continuously rising Kenai Mountains that dominate the horizon across Kachemak Bay.

Bay and Inlet: Kachemak Bay and Cook Inlet are wild, ecologically diverse, and expansive estuaries shaped by dramatic and dynamic forces, like earth movements, climate patterns, tides, and currents.

Wildlife and Habitat: Visitors may view a diverse range of terrestrial and marine life and their habitats from Baycrest Hill.

Public Lands and Waters: The surrounding public lands you can see from Baycrest Hill have been designated as special places such as parks and refuges that allow a seemingly endless list of recreational opportunities. (See Appendix A for a list of possible public lands to interpret.)

Glaciers and Kenai Mountains: The glaciers of Kachemak Bay and lower Cook Inlet are constantly reshaping the landscape and seasonally mixing freshwater with saltwater, creating a rich estuarine soup.

EXISTING INTERPRETATION AND INFORMATION

Visitors to Baycrest Hill Overlook generally drive into the site from the north. A large welcome sign with multiple affiliation group logos is located at the northern entrance. The sign is somewhat dated, but effectively lets visitors know to pull over while also partially obscuring the view of the restrooms from the road.

A sign near the southern entrance proclaims that Homer, Alaska, is the “Halibut Fishing Capital of the World.” This sign is very popular with visitors who take photos of their friends and family standing beneath the sign with the Kenai Mountains in the background.

The overlook has three landscaped planters and some of the plants are edible and donated by the Homer Garden Club to the local food bank. There are nine benches at the overlook and two trash receptacles (the number changes seasonally) that are not bear-resistant. Visitors can use one of two spotting scopes located near the fence to look more closely at the scenic beauty and vibrant activities taking place in Kachemak Bay.

Currently, there is very little interpretation at Baycrest Hill Overlook. An interpretive panel about the Gold Rush era, titled “The Wheelbarrow Nightmare” is located in one of the planters. The topic seems out of place at an overlook welcoming visitors to Homer as it interprets gold mining on the Kenai Peninsula in general. The word “nightmare” is the largest word on the panel and is, therefore, the first word that visitors see as they walk from their vehicles to the overlook, potentially casting a negative and confusing shadow on an otherwise pleasant experience.



VISITORS READ THE INTERPRETION AT BAYCREST.
PHOTO COURTESY OF NICOLE ACEVEDO

A panoramic wood carving placed on the top rail of the fence is painted to depict the natural features of the bay. Many of the features are numbered and identified. It is rotting and somewhat outdated, but was recently re-painted by a member of the community. Because the carving interprets a large area on a relatively small scale, visitors from outside the region may find it difficult to relate to the media and accurately identify the features in real life.



WOOD CARVING DEPICTING THE NATURAL FEATURES OF KACHEMAK BAY AND COOK INLET,
PHOTO COURTESY OF JOE MEEHAN

RECOMMENDATIONS

Recommendations for improvements at Baycrest Hill Overlook should be realistic, achievable, and budget friendly, while showcasing the artistic side of Homer. It is important to remember that any new interpretation should not detract from the views from the overlook, but rather, they should enhance the view by providing opportunities for visitors to connect intellectually and emotionally to the resource. A site plan showing existing conditions and recommended projects follows this section of the interpretive plan.

Interpretive Panels

It is recommended that the existing Gold Rush interpretive panel be removed and replaced with six new interpretive panels using the identified themes and a unified design scheme. The new interpretive panels should be placed at the overlook based on the topic and view. For example, when a visitor is reading about volcanoes, they should be able to see the volcanoes on the horizon. If necessary and useful, a QR code on the panels can be used to provide additional information.

The interpretive theme, “Public Lands and Waters” is a complex theme and will most likely require a larger sized panel, up to 52 inches wide and 30.5 inches high. Due to its complex theme and the committee’s specific recommendations the following describes some of the details that should be included.

- Text should welcome and orient visitors to Homer and the surrounding public lands.
- Include a map of the surrounding area to identify these places
- Include a subset map of Homer with important points of interest.
- Text should identify Homer as an arts and fishing community and could use quotes from locals about how they fell in love with Homer when they saw the view from Baycrest.

Interpretive Art

The existing wood carving that is on the fence rail at the eastern end of the overlook should be replaced with three to five metal panoramic sculptures. The new sculptures should depict and identify the natural features as seen from their specific vantage points and be able to withstand the elements. The new metal art should be a part of the long fence line, but should not obstruct the view.

Details such as the type of metal and how it is applied to the fence should be left to the artist. The artist needs to consider the strength of these pieces of art because children may climb up on the fence and cause damage if they are not durable enough. It is also strongly recommended that the artwork has a “safe design” without any sharp or jagged edges.

Poetry works well as interpretive art and it could be utilized if possible in new designs such as the metal sculptures and it can enhance some of the recommended site amenities in the following section.

Site Amenities

Many visitors and residents picnic at the overlook even though there are no picnic facilities. Up to four picnic tables should be added to the overlook with bear-resistant trash and recycling

containers within easy access of each picnic area. Two of the locations could be to the east and west of and adjacent to the core area of the overlook where cars currently park. If picnic facilities are placed in this area, a attractive barrier, such as concrete planters, should be placed in a wide buffer around the tables so that cars do not pull up close to picnickers enjoying the view. Concrete planters, or any other barrier that serves this purpose, also provides another opportunity to provide interpretive art. The other two locations for picnic tables could include one by the “Halibut Fishing Capital of the World” sign and one among the planters. (See the site plan following this section.)

Photography is a very popular activity at the overlook. Many visitors leave Baycrest with a photo of their friends and family standing below the “Halibut Fishing Capital of the World” sign as a memento of their trip that helps to make their experience at the site more memorable. A small pillar should be placed in the ground at a carefully selected spot in front of the sign so that visitors can take self portraits under the sign. This pillar could be artistically decorated so that visitors know that it is to be used as a camera base and could incorporate the halibut theme in the design. Depending on the size of the pillar, this may provide another opportunity to use interpretive poetry in the design. The area around the sign also has a tendency to get very muddy due to heavy foot traffic and the area’s climate. It would be beneficial to visitors if the surface area was covered with a durable material such as local beach pebbles and shells, crushed aggregate or another suitable



"HOMER, ALASKA: HALIBUT FISHING CAPITAL OF THE WORLD"

material. Part of this design should include a curb to retain the material and separate it safely from the parking area.

The current restrooms function properly and seem to handle the current visitation; however, toilets that are more efficient exist. When funding is allocated for new toilets, consider using a more eco-friendly, low-maintenance, and weather-resistant type such as the CXT model and consider incorporating interpretive art in the design of the new latrines.

Currently, only one section of the fence is low enough for children and visitors in wheelchairs to enjoy the view. If possible, alter the fence and

railing so that there are more areas that allow for unobstructed viewing by visitors in wheelchairs as well those of small stature such as children.

Baycrest fortunately has a large parking area, but it could be better organized with striping, curbs, and planters.

Partnerships

The city of Homer and Alaska Department of Transportation and Public Facilities (DOT&PF) should expand their partnership so that vegetation that is impeding the view from interpretive panels and artwork can be removed or cut back.

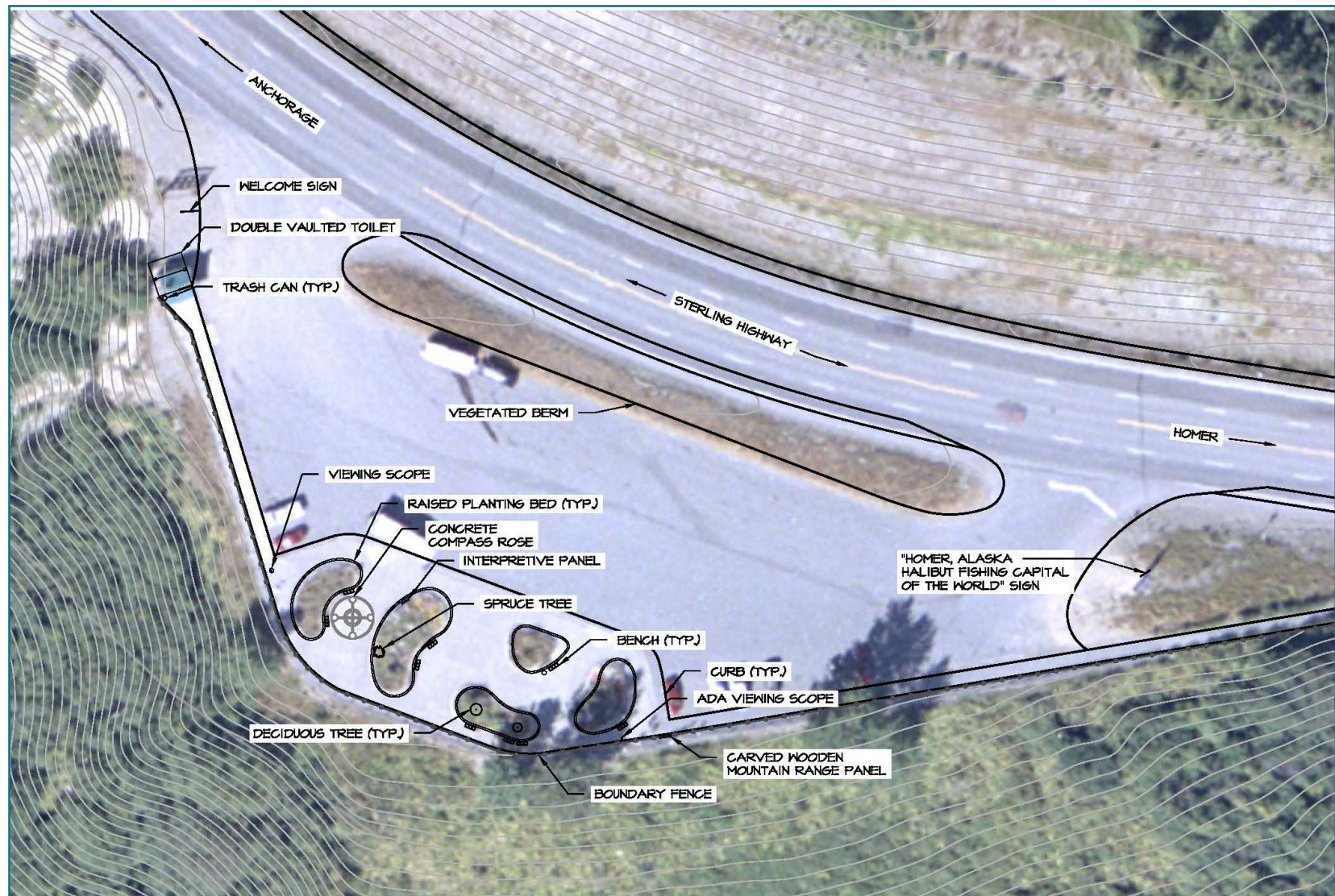
The Homer Chamber of Commerce and DOT&PF should open a discussion about relocating the existing welcome sign that has affiliation group logos on it. The sign currently blocks the initial view that visitors could have when they drive to the overlook.

VISITOR FLOW

In most cases, visitors enter the site by personal vehicle from the north as they drive into Homer on the Sterling Highway. Most turn into the overlook from the northern entrance; however, some may miss this turn and use the southern entrance. It is important to note that some visitors may arrive on the ferry and drive out of Homer from the south. Very few visitors arrive on the multi-use path by other means of transportation. It may be assumed that many visitors use the restrooms before reading any interpretation and if it is a very clear day, many visitors also enjoy the views before they read any interpretation. The trash cans are also heavily used at the site.

NUMBER AND SIZE/ORIENTATION OF PANELS

Content and placement of new interpretation should be written and designed so that there is not a specific order in which the visitor must read them. There are numerous options for choosing the type of material used for each panel depending on the type of conditions at a site. In general, high-pressure laminate is used in Alaska for its resistance to extreme weather conditions, ultraviolet rays, and vandalism. A summary of common materials used for interpretive panels can be found in the appendix.

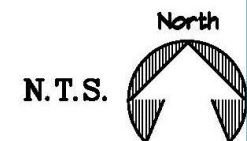


BAYCREST OVERLOOK

HOMER, ALASKA

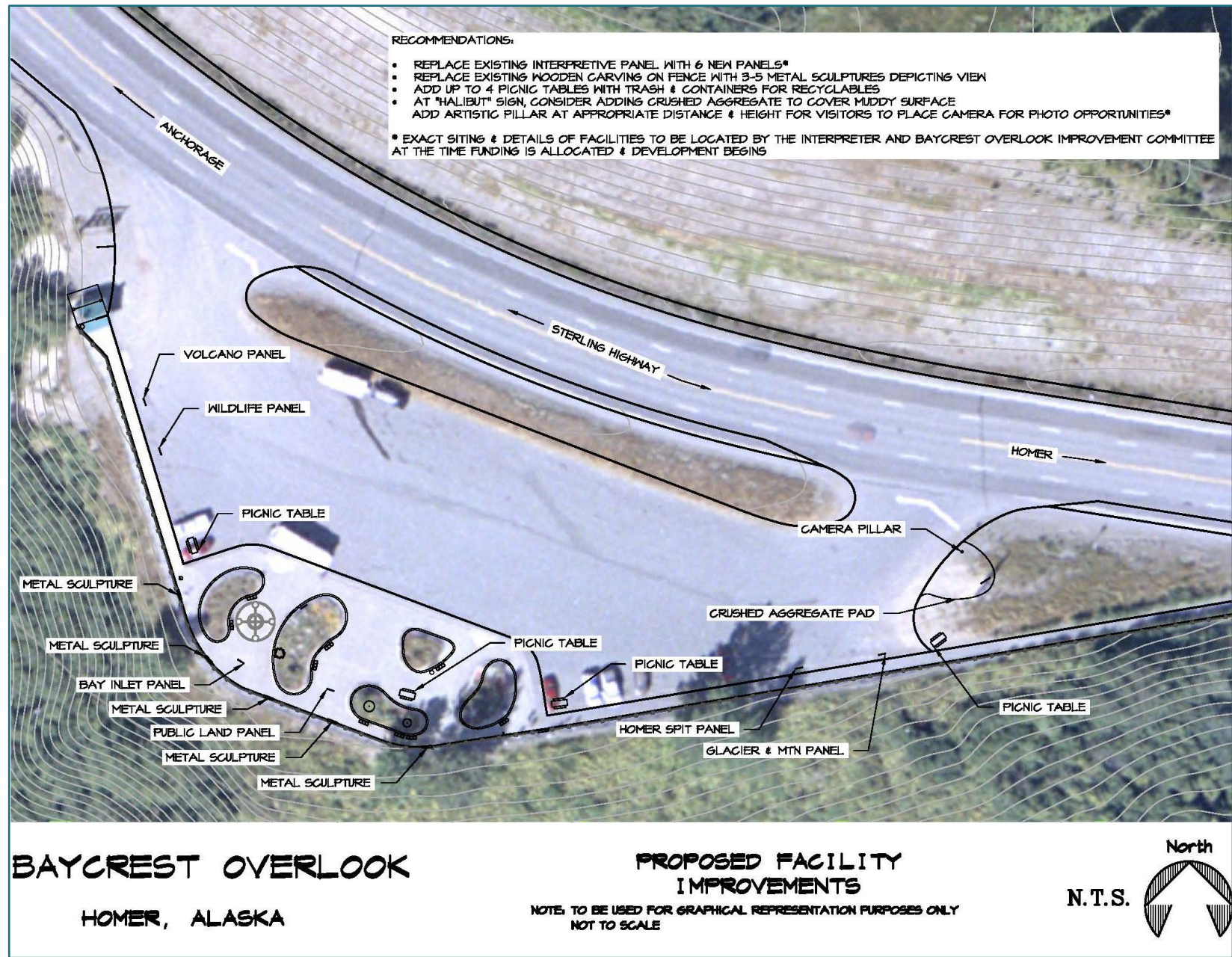
EXISTING CONDITIONS

NOTE: TO BE USED FOR GRAPHICAL REPRESENTATION PURPOSES ONLY
NOT TO SCALE



[12]

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DESIGN GUIDELINES

This section provides design guidelines for new interpretation at the Baycrest Hill Overlook. Interpretive sites and materials should use a cohesive design to give the area a distinctive appearance. To best implement the following guidelines, the Baycrest Improvement Committee should work with professional interpreters.

A high quality, professional standard should be used for interpretive panels, parking facilities, structures, kiosks, and restrooms. New interpretive panels should use materials that are both low maintenance and vandal resistant. New facilities should be carefully designed so that they are ADA accessible and use universal design standards.

The following section outlines the basic elements of design for interpretive panels. They are intended to guide the committee as they update and develop new interpretation for the Baycrest Hill Overlook.

PANEL DESIGN

A typical interpretive panel at a wayside will be approximately 36.5 inches wide by 30.5 inches high with 200-250 words. The interpretive panel about public lands and waters could still use the same panel mount as the other panels, but the panel itself could be up to 52 inches wide by 30.5 inches high with 300-350 words. The content of an interpretive panel, including theme and topic, should determine the types of graphics used. Graphics or a font style that works beautifully in one panel may not be appropriate for others; however, it is highly recommended that a cohesive and thematic design is used throughout all the panels at the same wayside.

This plan recommends that a serif font such as Goudy or Garamond be used for titles and headings. A sans-serif font such as Calibri or Segoe should be used for body text. Although these are general rules to follow when developing written interpretation, they are not mandates; the contracted interpretive specialist and the improvement committee will decide what is appropriate for each panel. Typographical techniques can occasionally allow the title and headings to work as graphic elements.

DONOR AND AGENCY RECOGNITION

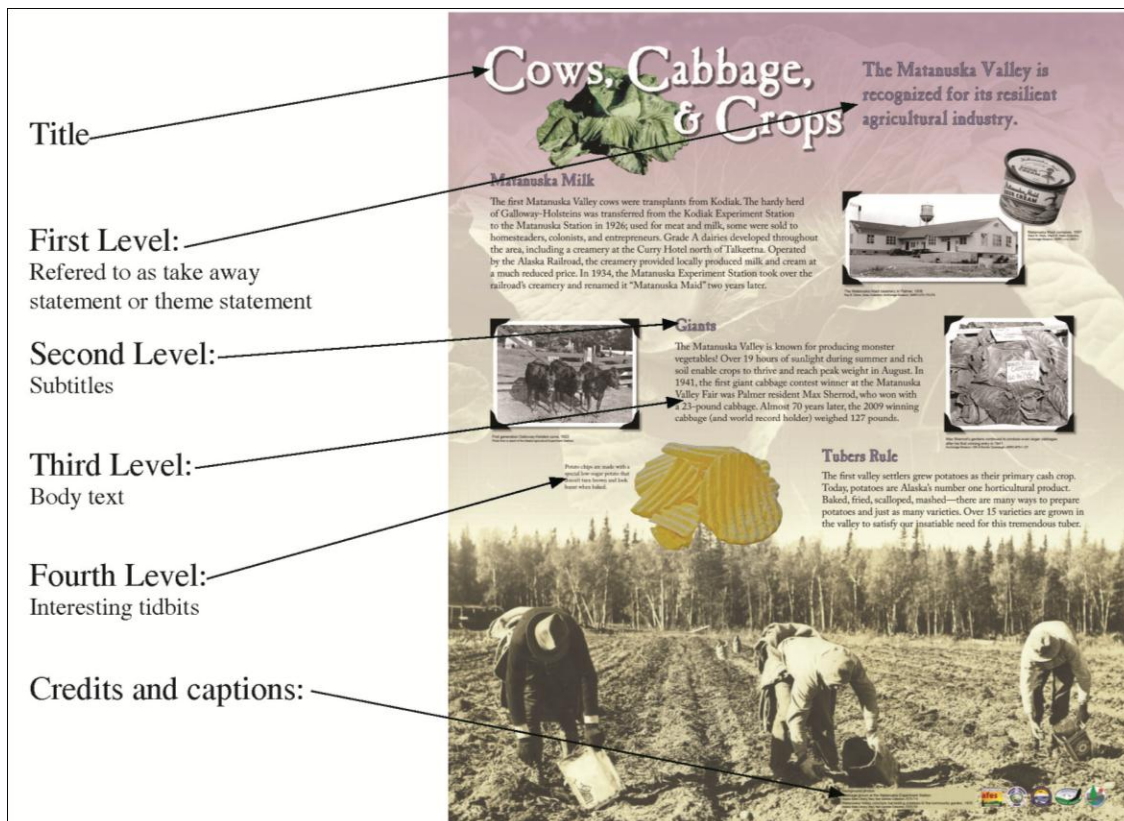
Small logos for funding sources should be included, but having too many logos can clutter a panel and potentially confuse visitors. One option for replacing multiple logo images is to create a funding line on the interpretive panel that is written out. Font size and style should be similar to photo captions. Another option is to develop a separate plaque that recognizes donors and agencies involved in the project.

PANEL LAYOUT

Interpretive panels at the overlook should have a similar layout if possible, but the format may be slightly altered to better represent the panel theme or to accommodate any city, state, or federal agency-adopted standards that are not flexible.

The textual components of a typical panel are as follows:

- **TITLE:** The title tells visitors what the panel is about and should intrigue them continue reading.
- **THEME STATEMENT (1ST LEVEL):** The theme statement presents the overall theme of the panel and provokes the audience to read further. However, if this statement is the only thing the visitor reads, he or she should still grasp the main message of the panel.
- **HEADINGS (2ND LEVEL):** The headings introduce readers to the body text. Typically, the theme statement and headings should have the same font type and size.
- **BODY TEXT (3RD LEVEL):** The main body of the text supports the theme statement and should relate the resource being interpreted to the audience and reveal something meaningful about the resource.
- **ADDITIONAL INFORMATION (4TH LEVEL):** This part of the panel reveals interesting information not included in the body text; it can be a quote or poem, or it can be a statement that further describes a process, person, event, or photograph.
- **PHOTO CAPTIONS:** Captions should describe the photograph and give credit to the photographer.



COLOR PALETTE

Interpretive displays at roadside pullouts should have a consistent color scheme. However, there needs to be some flexibility to ensure that the color palette of individual panels complements the chosen topic and theme as well as the graphics and surrounding landscape.

People tend to rely heavily on visual cues and, so, the visual elements of a display or panel or panel are of great importance in conveying a message and helping people connect to the site. Colors may influence how a visitor interprets the site's story and the type of connections he or she forms. Warm colors—red, yellow, and orange—can convey a sense of movement, energy, and excitement

or a sense of anger or violence. Cool colors can evoke a sense of calm or create emotional distance. Complementary colors such as green and red or purple and yellow create strong contrasts—a bold look. Analogous colors such as green, green-blue, and blue create a calm and relaxed look. Monochromatic color schemes composed of varying shades or tints of the same color create a sense of depth.⁴



EXAMPLE OF A PLACE-BASED COLOR SCHEME

EVALUATING INTERPRETATION

Creating guidelines for evaluating the effectiveness of interpretive sites and materials is an essential part of the planning process. The purpose of evaluations is to help the improvement committee measure whether the plan's goals and objectives are being met. The intent of evaluations is to collect information to make improvements and decisions about future planning. It is important to remember that this plan should also be evaluated to ensure that it stays relevant to the needs of the site visitor.

There are many appropriate methods for evaluating interpretation at the Baycrest Hill Overlook. A combination of methods will produce the best results. Media, especially interpretive panels, should be evaluated at least every ten years for both content and graphics. Using peer reviews, oral interviews, exit questionnaires, observation, and suggestion boxes would all be effective methods for evaluating the Byway's sites and services.

- **PEER REVIEWS:** Professional interpreters developing media for the Byway should allow for a peer review process that includes members of the Baycrest Improvement Committee. A group of people with varying interests will provide valuable input in the developing stages of interpretation and the product will greatly benefit from this process.
- **ORAL INTERVIEWS:** Visitors could be approached for a short interview about interpretation at the overlook. Interviews can provide the committee with a person's impressions and allows for follow-up questions to learn more about someone's opinions.

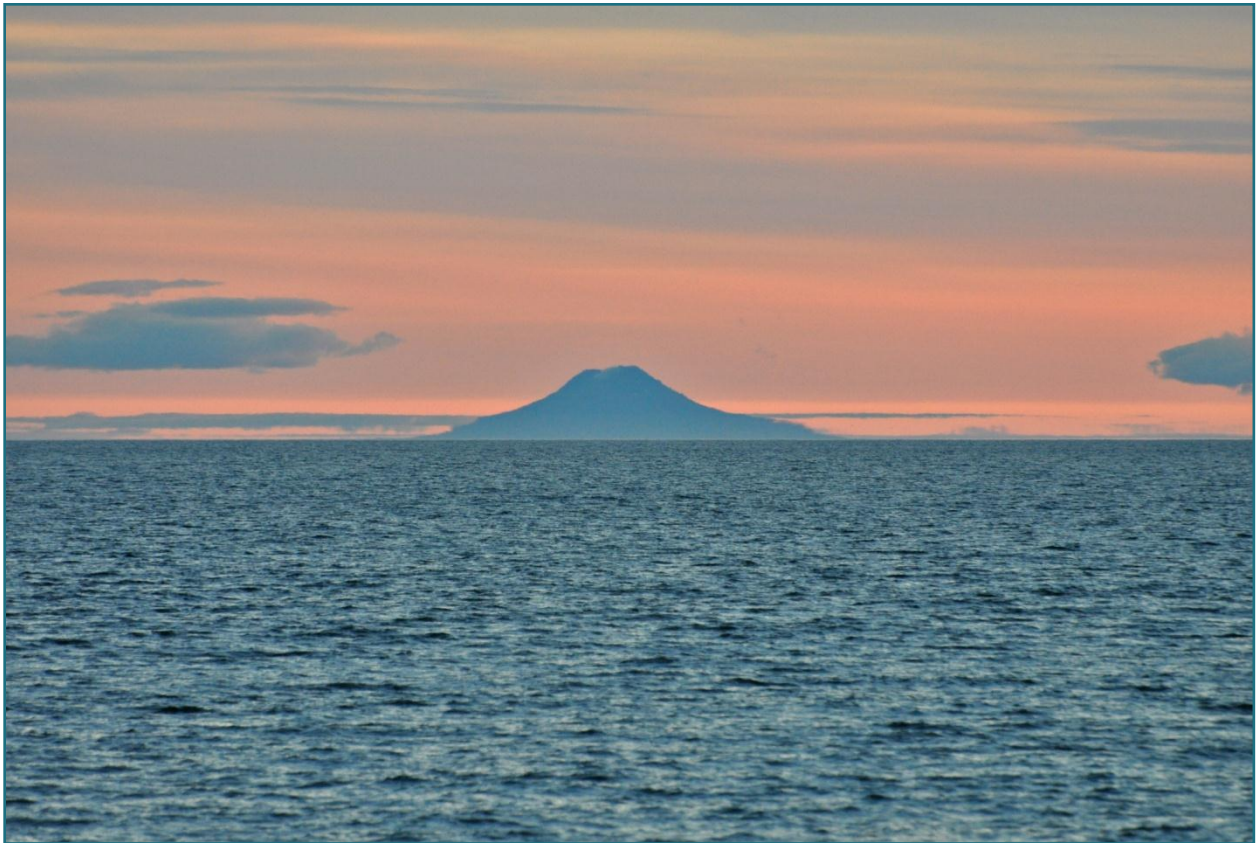
⁴ The content of this section has been heavily borrowed from Chapter 4 of *Interpretation by Design: Graphic Design Basics for Heritage Interpreters* by Paul Caputo, Shea Lewis, and Lisa Brochu.

- **QUESTIONNAIRES:** Visitors could be given a questionnaire with pointed questions to determine whether the interpretative media's objectives were met and the themes communicated. The questionnaire should also solicit ideas for improvement. Volunteers or committee members could hand questionnaires to visitors during peak hours at identified points of contact.
- **OBSERVATION:** Indirect observation—having someone observe how visitors react to interpretive exhibits—is a good method for evaluating the effectiveness of each display, including its ability to attract and hold a visitor's attention.
- **SUGGESTION BOX:** Suggestion boxes or guest books could be placed in areas of high visitation to provide travelers a place to share their thoughts, suggestions, and ideas. A system should be established whereby the comments are regularly retrieved. Paper and pencils would need to be supplied and restocked. If the committee decides that a suggestion box or guest book is not appropriate at the overlook, a digital "suggestion box" on the internet could also yield helpful post-trip insights.

"Through interpretation, understanding; through understanding, appreciation; through appreciation, protection." (Quoted in Tilden's *Interpreting Our Heritage*)

APPENDIX A:

Lower Cook Inlet/Kachemak Bay Area Public Lands and Waters



AUGUSTINE VOLCANO, PHOTO COURTESY OF EMILY LOCHART

The following is a comprehensive list of local, state, and national parks, monuments, wilderness areas, wild and scenic rivers, wildlife refuges and game sanctuaries, critical habitat areas, important bird areas, etc.

- Kachemak Bay State Park and State Wilderness Park
Including Overlook Park unit, directly below the west end of the scenic overlook
- Alaska Maritime National Wildlife Refuge – Gulf of Alaska Unit
 - In K-Bay: Gull Island, 60 Foot Rock, Yukon Island;
 - In Cook Inlet: Chisik and Duck Islands / Tuxedni Wilderness;
 - At Kennedy Entrance to Cook Inlet: the Barren Islands
- Kenai National Wildlife Refuge Wilderness
S.E. K-Bay uplands / West Kenai Mountains and glaciers / S.W. Harding Ice Field
- Kachemak Bay Critical Habitat Area
- Fox River Flats Critical Habitat Area (not visible from scenic overlook)
- Homer Airport State Critical Habitat Area (not visible from scenic overlook)
- Kachemak Bay National Estuarine Research Reserve and Kasitsna Bay Lab (both NOAA/State partnerships)
- Mud Bay/Mariner Park Western Hemisphere Shorebird Reserve Network (WHSRN) site (not visible from scenic overlook)
- Lake Clark National Park and Preserve (including Lake Clark Wilderness Area, three Wild and Scenic Rivers [Tlikakila, Chilikadrotna and Mulchatna], and the Redoubt and Iliamna National Natural Landmarks and Kijik National Historical Landmark.)
- Augustine Island - within the Kamishak Special Use area (state) and surrounded by EFH for several marine fishery species (under federal Magnuson-Stevens Act). Active volcano, AVO/UNAVCO instrumentation site, UAF Geophysical Institute research site with two permanent camps.⁵
- McNeil River State Game Refuge and Sanctuary, also a National Natural Landmark under NPS
- Katmai National Park and Preserve (Cape Douglas within the boundary is visible from the scenic overlook)

⁵ Augustine Island: Kamishak Special Use Area – state designation, managed by Kenai Peninsula Borough. The designation recognizes the importance of the area for its remote character and fisheries resources, both habitat and harvest. Essential Fish Habitat (EFH) – federal designation under the Stevens-Magnuson Conservation and Management Act. This applies to the marine waters surrounding Augustine Island. Specifically identified are weathervane scallops, arrowtooth flounder, Pacific cod, Pollock and all five species of Pacific salmon, as well as “other marine species.” Augustine Island is under an Interagency Land Management Assignment to the University of Alaska, Fairbanks for research purposes. The 2001 Kenai Area Plan lists management purposes as scientific research and education.

- Including Katmai Wilderness Area
- Cook Inlet Beluga Whale Critical Habitat Area (particularly the west side of Cook Inlet nearshore habitat and all of K-Bay)
- Northern Sea Otter Critical Habitat area (southwest AK Distinct Population Segment [DPS] only) west side of Cook Inlet nearshore habitat from Shelikof Strait/Cape Douglas to Redoubt Point, including Mt. Augustine. (NOTE: K-Bay not included)
- Important Bird Areas (IBAs) for waterbird and seabird species and colonies:
 - The Barren Islands, Kachemak Bay, Kamishak Bay, lower Cook Inlet

OTHER PUBLIC LAND AND WATER DESIGNATIONS IN THE SURROUNDING AREA:

Cook Inlet Region:

- 1) Lower Cook Inlet (but not visible from scenic overlook)
 - Anchor River/Fritz Creek Critical Habitat Area
 - Anchor River State Recreation Area
 - Stariski Creek State Recreation Site
 - Clam Gulch State Critical Habitat Area
 - Clam Gulch State Recreation Site
 - Deep Creek State Recreation Site
- 2) Central and upper Cook Inlet (not visible from scenic overlook)
 - Kalgin Island State Critical Habitat Area
 - Redoubt Bay Critical Habitat Area
 - Trading Bay State Game Refuge

Upper central Gulf of Alaska Region:

- 1) Kenai Fjords National Park (eastern half of the outer Kenai Peninsula coast and Kenai Mountains, not visible from scenic overlook or from Kachemak Bay)

APPENDIX B:

Interpretive Panel and Sign Materials



KACHEMAK BAY AND THE KENAI MOUNTAINS, PHOTO COURTESY OF EMILY LOCHART

**CITY OF HOMER
HOMER, ALASKA**

City Clerk/
Public Arts Committee

RESOLUTION 13-043

A RESOLUTION OF THE CITY COUNCIL OF HOMER,
ALASKA, ACCEPTING AND APPROVING THE BAYCREST
OVERLOOK INTERPRETIVE MASTER PLAN SUBMITTED
BY THE PUBLIC ARTS COMMITTEE FOR THE
IMPROVEMENT AND RENOVATION OF THE BAYCREST
HILL SCENIC OVERLOOK AND REST AREA.

WHEREAS, The Baycrest Hill Scenic Overlook and Rest Area is one of the Primary Gateways into Homer and the view is often the first of Homer and Kachemak Bay that visitors see and it provides the first feeling that one has arrived home for residents; and

WHEREAS, This gateway into Homer is the primary entrance to the community and is part of a larger project to improve the Gateways through which visitors and residents enter Homer; and

WHEREAS, The Baycrest Overlook Interpretive Master Plan provides guidelines to enhance the Overlook through Interpretation and Site Amenities; and

WHEREAS, The Baycrest Overlook Interpretive Master Plan will ensure that the City of Homer appropriately welcomes, orients, and inspires visitors and residents who visit the site and the Public Arts Committee would like the City of Homer's support in securing funding to fulfill the plan's recommendations.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, accepts and approves the Baycrest Overlook Master Interpretive Plan submitted by the Public Arts Committee for the Improvement and Renovation of the Baycrest Hill Scenic Overlook and Rest Area; and

BE IT FURTHER RESOLVED that the City Council of Homer, Alaska, supports the efforts of the Public Arts Committee to secure funding to implement the plan.

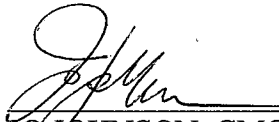
PASSED AND ADOPTED by the Homer City Council this 13th day of May, 2013.

CITY OF HOMER

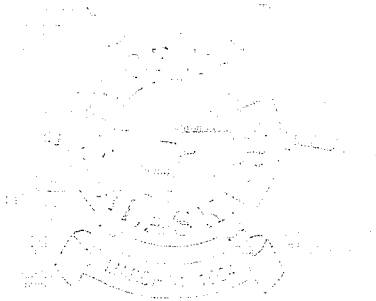


FRANCIE ROBERTS, MAYOR PRO TEMPORE

47 ATTEST:

48
49 
50
51 JO JOHNSON, CMC, CITY CLERK

52
53
54 Fiscal information: Unbudgeted.



PARKS ART RECREATION & CULTURE ADVISORY COMMISSION ANNUAL CALENDAR
FOR THE 2020 MEETING SCHEDULE

<u>MEETING DATE</u>	<u>SCHEDULED EVENTS OR AGENDA ITEM</u>
JANUARY 2020	No Meeting Scheduled
FEBRUARY 2020	COMPREHENSIVE PLAN/KAREN HORNADAY PARK PLAN REQUEST LETTER TO THE EDITOR TOPICS IN STAFF REPORT
MARCH 2020	LETTER TO THE EDITOR DRAFT FOR PUBLICATION IN APRIL
APRIL 2019	3 YEAR BUDGET TRENDS/FINANCIAL GOALS
MAY 2020	SPRING PARK &/ OR BEACH WALK THROUGH
JUNE 2020	REVIEW CAPITAL IMPROVEMENT PLAN & RECOMMENDATIONS FOR NEW PROJECT(S) IF ANY LETTER TO THE EDITOR TOPICS REQUESTED (IN STAFF REPORT)
JULY 2020	NO MEETING SCHEDULED
AUGUST 2020	LETTER TO THE EDITOR DRAFT SUBMITTED FOR REVIEW & APPROVAL
SEPTEMBER 2020	FALL PARK WALK THROUGH AND BEACH WALK; SCHEDULE KHP CLEAN UP DAY REAPPOINTMENT APPLICATIONS ARE DUE
OCTOBER 2020	REVIEW AND APPROVE THE 2020 MEETING SCHEDULE LETTER TO THE EDITOR ELECTIONS
NOVEMBER 2020	BEACH POLICY REVIEW
DECEMBER 2019	NO MEETING SCHEDULED HAPPY HOLIDAYS!

PARKS ART RECREATION & CULTURE ADVISORY COMMISSION ANNUAL CALENDAR
FOR THE 2020 MEETING SCHEDULE

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

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

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

2020 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 2020 meeting dates for City Council is as follows:

January 13, 27	_____
February 10, 24	<u>Ingrid Harrald</u> _____
March 9, 23	_____
April 13, 27	_____
May 11, 26* Tues	_____
June 8, 22	_____
July 27**	<u>Archibald</u> _____
August 10, 24	_____
September 14, 28	_____
October 12, 26	_____
November 23**	_____
December 14, 21****	_____

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

** 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

Public Works

3575 Heath Street
Homer, AK 99603

publicworks@cityofhomer-ak.gov

(p) 907- 235-3170

(f) 907-235-3145

Memorandum

TO: Parks, Art, Recreation & Culture Advisory Commission
FROM: Jan Keiser, Public Works Director
Matt Steffy, Parks Coordinator
DATE: August 11, 2020
SUBJECT: Stipends for Campground Hosts

Issue: The City needed a way to incentivize campground hosts.

Background:

We proposed the concept of paying stipends equal to \$100 per week to each campground host. Our proposal was authorized by Resolution 20-072, which the Homer City Council adopted at their July 27, 2020 meeting.



Campground Host Memorandum of Understanding

General Duties

Campground Hosts support the City's Campground Operation Plan. The Hosts **do not collect money. Instead, send the visitor to the fee kiosks or refer them to the City's Campground Reservation System.** While on duty, you are an official representative of the City of Homer. It is very important that you speak and act courteously and professionally. Do not put yourself in a situation that is beyond the scope of your duties as a Campground Host. Remember that your job is primarily education, not enforcement.

Duties will include, but not limited to the following.

- a. Assist campers in locating a campsite.
- b. Report situations that could affect the health and safety of visitors, and report any adverse conditions which need attention to the Parks Coordinator immediately.
- c. Answer questions and explain health mandates/regulations to visitors.
- d. Assist with campground sanitation as well as with distribution of signage and other public information.
- e. Hosts shall not attempt to discipline or apprehend any violators. Host will report all violations or disturbances to the Parks Coordinator and/or Homer Police Department depending on the circumstances. You are to inform campers of rules and regulations, but you are not to engage them in a confrontational manner.
- f. Hosts must set an example by being model campers practicing good housekeeping at all times in and around their assigned sites and by observing all rules and regulations.
- g. Hosts are expected to work most weekends and all holidays during their term.
- h. May be assigned other duties and projects not listed.

Morning Rove (8:00ish), Afternoon Rove (2:00ish), and Evening Rove (8:00ish)

- Visit restroom and hand-wash facilities and assist with sanitation. Make sure these amenities are well supplied.
- Walk through the entire campground, to check for visitors that may have entered without your knowledge.
- Be on the lookout for campers who are not in approved campsites or do not have current fee stubs posted. Do not wake visitors up. Leave a pink slip on the post (not on their vehicle) identifying the concern. Visit the site later that same day to talk to them about remedying the concern.
- When the visitor has a current fee stub, please mark on the stub (with black marker in large print) the date they are leaving.
- **Do not collect money. Send them to the fee kiosk**
- Be available to answer questions, give directions, assist campers, and pick-up trash.
- Make sure that the fee kiosk is re-stocked and looks clean and orderly.
- When you are notified of an issue in the campground after 11:00pm, and it needs to be handled before morning, contact the Homer Police Department at 235-3150.

Problems in the Campground

Non-Emergency – if the problem can be corrected and the campers seem cooperative, ask them to promptly correct the situation. Do not continue to make contact with that visitor. If you detect a problem and the campsite occupant is not present, leave a written notice noting the problem. If the problem persists after the occupant has returned, notify the Parks Coordinator or the Camp Fee Collectors.

Emergency (Medical, Law Enforcement, Fire etc.) – Call the Homer Police Department at 235-3150.

A word about calling for help----If in doubt-Call!!! If you're unsure whether it's an emergency, an opinion from someone else may be helpful.

Working Conditions

Work is mostly outside in hot, cold, wet, humid, wind, or other adverse conditions. Physical activity is required. Walking or bicycling is required. Must reside in park during time of service. Must be able to safely lift at least 20lbs. Ability to bend, stretch, pull and lift required. May be required to work overtime, holidays or weekends. You may be exposed to infectious disease.

Benefits

Provided use of a campsite and all at no charge for the duration of the term of service. Electric hook ups, if available, fuel, water and dump station use will be provided. You will be issued a vest and name tag as well as Covid-related PPE. A stipend of \$100 per full week of service will be paid to you as an independent contractor. This stipend can be waived if so chosen by the host. A form will be provided.

Items Provided by Hosts

Dependable mobile camping unit, (RV or trailer) food and any other personal items needed.

Skills and Abilities

Must be at least 25 years of age. Ability to pass a background check required. Ability to get along well with people. Ability to remain calm and friendly when confronted with upset visitors. Ability to physically get out and make rounds through the camping and park area. Ability to adapt to changing work conditions.

Time Commitment

At least 24 hours of service time per week for a minimum of four (4) weeks, to include most weekends and all holidays. Two consecutive days off in the summer

Supervision and Training Provided

Supervised by Parks Coordinator or designee. Trained in Covid-related safety measures, campground rules/registration procedures, and host responsibilities.

I further understand that: (Please initial each of the following)

_____ I agree to take a Covid-19 test or participate in other screening protocols as requested by my Supervisor.

_____ If experiencing any symptoms of illness, particularly any symptoms associated with Covid-19, I will immediately notify my Supervisor, cease performing Host duties and isolate myself in my mobile camping unit.

_____ I am not to appear for volunteer service under the influence of alcohol or any illegal drugs. I agree to inform the supervisor at the beginning of the shift if taking any over-the-counter or prescription medications that may impair my ability to perform volunteer duties.

_____ I will abide by all City and Public Works Department policies regarding personal conduct while performing volunteer services.

_____ I agree not to go beyond the scope of volunteer work agreed to without authorization.

_____ I hereby identify that I am capable of performing duties without accommodation, or with the following accommodation(s): _____.

_____ Depending on the scope of volunteer work, the following policies may apply: Covid-related Mandates, Safety Procedures, Computer Operation, Anti-Harassment, Confidentiality, Non-Discrimination, and Drug-Free Workplace.

_____ I understand that I am to report any on-the-job injury or illness, no matter how minor, to my supervisor. I authorize emergency medical care if it should become necessary.

_____ I grant full permission to use any photographs, videotapes, motion pictures or recordings for publicity purposes by the City of Homer.

I CERTIFY THAT I HAVE READ THIS MEMORANDUM OF UNDERSTANDING AND ACCEPT THE EXPECTATIONS OF MY DUTIES AND RESPONSIBILITIES AS A CONDITION OF MY SERVICE AS STATED HEREIN.

Camp Host Signature Date

Supervisor Signature Date

HR Director Signature Date

City Manager Signature Date

**CITY OF HOMER
HOMER, ALASKA**

City Manager/
Public Works Director

RESOLUTION 20-072

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA
APPROVING A POLICY TO ESTABLISH CAMPGROUND HOST
STIPENDS AS A PROACTIVE STEP TO RECRUIT AND INCENTIVIZE
CAMPGROUND HOSTS FOR CITY OWNED CAMPGROUNDS IN AN
AMOUNT NOT TO EXCEED \$100 PER WEEK.

WHEREAS, The City of Homer operates three public campgrounds, which are very popular during the summer, having served over 17,000 people in 2019, and on track to serve similar numbers of people in 2020; and

WHEREAS, The City relies on Campground Hosts, one per campground, to perform a variety of duties related to the health and safety, as well as the enjoyment, of campers and day-users in the City's campgrounds, which comprise many hours of free labor; and

WHEREAS, The Campground Hosts will be required to execute the attached Campground Host Memorandum of Understanding; and

WHEREAS, The Campground Hosts are provided with a free campsite and supplies required to perform their duties, but are not paid a wage; and

WHEREAS, It is in the City's best interest to incentivize Campground Hosts so the City is able to recruit capable, enthusiastic and reliable Hosts; and

WHEREAS, The City Campgrounds generated \$190,569 in 2019 and are on track to generate similar revenues in 2020.

WHEREAS, The City Manager is authorized to pay stipends, by check or the equivalent value of supplies, to each Campground Host in an amount not to exceed \$100 per week per Host during the months of April – September, inclusive, for a total stipend value not to exceed \$8,100. The stipend may be applied retroactively.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska approves the policy to establish campground host stipends as a proactive step to recruit and incentivize campground hosts for city owned campground in an amount not to exceed \$100 per week.

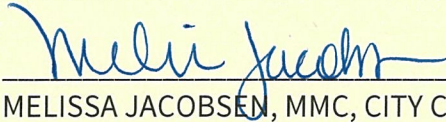
PASSED AND ADOPTED by the Homer City Council on this 27th day of July, 2020.

CITY OF HOMER



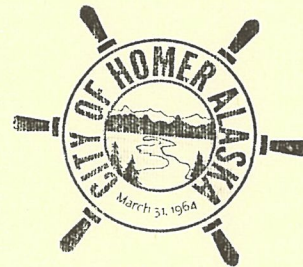
KEN CASTNER, MAYOR

ATTEST:



MELISSA JACOBSEN, MMC, CITY CLERK

Fiscal note: Parks Professional Services 100-0175-5210 up to \$8100 annually





City of Homer

www.cityofhomer-ak.gov

Public Works

3575 Heath Street
Homer, AK 99603

publicworks@cityofhomer-ak.gov

(p) 907-235-3170

(f) 907-235-3145

Memorandum 20-112

TO: Mayor Castner and Homer City Council
THROUGH: Rick Abboud, Interim City Manager
FROM: Jan Keiser, PE, JD, Director of Public Works
DATE: June 10, 2020
SUBJECT: Proposal for Campground Host Stipends

Issue: The City relies on Campground Hosts to perform a variety of duties related to the health and safety, as well as the enjoyment of campers and day-users in the City's campgrounds. These Hosts provide many hours of free labor. It is in the City's best interest to incentivize Campground Hosts so the City is able to recruit capable, enthusiastic and reliable Hosts. We propose paying a Stipend to Campground Hosts for their service.

Background: When we developed our original Campground Operations Plan, following the declaration of the COVID 19-related emergency, the Fishing Hole Campground was the only campground open and we had few campers. We had a Campground Host at Fishing Hole and the state had not yet issued "hunker down" orders or Health Mandates related to campground operations. Time went by and the Governor issued Health Mandate #16, Attachment L, related to campground operations that dramatically increased functional requirements. For example, Attachment L specified that there needed to be a 25 foot separation between campsites, sanitation requirements were increased, etc. At this time, we hadn't hired our normal complement of seasonal employees and were really short-handed.

We enlisted our Fishing Hole Campground Host to help address elements set forth in Attachment L – helping to frequently clean heavily-used touch points around the campground, such as at the restrooms, and to situate campers in sites with appropriate distancing. We realized in order to keep up, we urgently needed hosts in the other campgrounds to maintain order and comply with the frequently changing health guidance's. We came up with the idea for a Campground Host Stipend to incentivize potential hosts. Originally, we thought we could get COVID funding for this expense under the presumption that we really wouldn't need the hosts if it weren't for the health mandates.

A few weeks later, most of the restrictions on campground operation were lifted, and we were able to go back to almost normal operation. We were attracting crowds of people and found the hosts were very helpful in keeping order, COVID or no COVID.

Now, we have more staff, almost 75% of our normal level, and most of the health mandates have been lifted. But, the Campground Hosts are so helpful, we want to keep them – it's the most cost effective labor we have. We are getting hundreds of hours of free labor from these people. So, we'd like to pay them a stipend. We are no longer presuming this is a COVID-related expense, but is rather, part of our "new normal" to maintain public facilities that are safe and healthful for our patrons.

We propose a stipend of \$100 per week, to be paid for each week of April, May, June, July, August and September, for a total of \$8,100. There are funds in the Parks budget to support this because Parks did not bring on its full complement of seasonal employees until later in the season.

Action Recommended: That the City Council pass the proposed resolution authorizing a stipend for Campground Hosts not to exceed \$8,100 annually.



City of Homer

www.cityofhomer-ak.gov

491 East Pioneer Avenue
Homer, Alaska 99603

(p) 907-235-8121

(f) 907-235-3140

Memorandum

TO: Mayor Castner and Homer City Council
FROM: Rick Abboud, Interim City Manager
DATE: August 5, 2020
SUBJECT: City Manager's Report for August 10 City Council Meeting

Administrative Flexibility

Per Finance Director Walton, the intent of council to add flexibility to the appropriations in the proposed CARES Act Ord 20-45 meets the general framework of accounting standards and this flexibility should pose no concern during our annual audit. That being said, we are in uncharted territories and the future is unknown. The financial guidelines could change by the time we are working on the 2020 audit. Administration will be in consultation with Finance on how best to apply COVID-19 expenses to the CARES Act disbursements given this feedback from BDO.

Cloth Face Mask Use in City Facilities

Please see the enclosed memo concerning the requirement that cloth face masks be used in City facilities. Councilmembers should have been provided masks in their inboxes at the Clerk's Office and the EOC/Department Heads have been distributing masks to their team members. Please let me know if you are in need of a cloth face mask. The issuance of this memo does not mean all City facilities are reopening but instead is a preparatory measure for if that day comes and COVID-19 is still present in our community. So far City services have been provided to the public with limited to no interruption and staff have still been able to effectively meet the needs of our constituents with little to no risk. Port and Harbor has retrofitted its lobby at the Harbormaster's Office to potentially allow for foot traffic so as to more conveniently serve the 900 or so customers who will need to renew their stall leases. Safety Officer Berry is working with Harbormaster Hawkins to address safety concerns and more information will be provided regarding this opening on the Port and Harbor website. The Library has been requiring the use of face masks by patrons for some time and providing masks to those who do not have one available.

Proposed Uses of Water and Sewer Depreciation Reserve Account Funds

Public Works Director Keiser has identified maintenance and equipment needs in order to rehabilitate and upgrade the City's water and sewer systems. These critical infrastructure needs have either been deferred or are recommendations made by staff and the 2006 Water and Sewer Master Plan. Director Keiser plans to bring before Council two documents for adoption: a Water Capital Improvement Plan and a Sewer Capital Improvement Plan. These documents will demonstrate the current and future needs specifically for the City's water and sewer systems and will be adopted as part of the City's budget cycle. Through the most recent Council retreat, Council identified "Water and Sewer policy" and "Reserve Funding (water and sewer)" as the top two Policy Focused priorities. The documents associated with these priorities are enclosed for reference.

New Police Station Move, Virtual Tour

In order for HPD to move into the new police station, Motorola must first set up Dispatch's equipment. Chief Robl worked out a date for the move with Motorola, which will occur the week of September 21st. There may be a need that requires use of the new jail before then however. HPD has been very busy lately and had the jail overflowing last week. HPD has enough cameras online in the new jail that they will be able to use the cells if needed with a staff member present on site while a cell is occupied. Once staff are fully moved into the building come September, HPD will work on providing the public with a virtual tour of the building that can be hosted through a platform like HPD'S Facebook. The hope is the video will also be able to provide educational messaging on the green design components that went into the building's construction. In the future once the COVID-19 pandemic has subsided, HPD can host an in-person facility tour of the new police station then.

Teshio Art Display at Homer Public Library

As reported in the January 27, 2020 Manager's Report, the City Manager's office had reached out to Library Director Berry to see if the generous, ornate gifts provided by the City of Teshio could be put on display. Per Library Director Berry, there is the option to host the objects for three months in the fireplace lounge as part of the Art in the Library exhibit, which normally features the work of local artists on a rotating basis. As the library has limited use as a result of COVID-19, this effort will be delayed until more patrons can access the space.

Small Works Drainage Improvement Program

The City Council authorized the creation of a Small Works Drainage Improvement Program, funded by the HART-Roads Fund. The purpose of this Program was to enable Public Works to purchase materials necessary to make small, but critical repairs, to the City's storm drain system as well as cross culverts. For example, so far, Public Works has replaced seven storm drain laterals on the Main Street Storm Drain Line, comprising 185 LF of heavily eroded corrugated pipe, and plans to do eight more installations, comprising another 370 LF, in August.

Main Street Sidewalk Project

Through Ordinance 20-32, City Council authorized Public Works to proceed with the design of the Main Street Sidewalk Project for a Total Project Cost for this phase of the work of \$98,000. So far Public Works has executed a contract for the design work with HDL Engineering Consultants, LLC, in the amount of \$47,480, as well as a contract for the survey work with Ability Surveys, in the amount of \$9,950.

Tsunami Warning 7.21.20

What would have been regarded as a major event in the past has become a familiar exercise that occurred without major fanfare. The EOC was set up in response and we were very successful in getting an estimated 90% plus response to the evacuation quickly initiated by the Police Department. We continue to learn lessons to apply to future events and I am particularly pleased with the staff who were/are currently involved with the COVID-19 emergency and then responded to the tsunami warning. Things went smoothly while going down the depth chart of personnel in the incident command team

Enclosures:

1. August Employee Anniversaries
2. Council Retreat Documents regarding "Water and Sewer policy" and "Reserve Funding (water and sewer)"

3. SBERG Update as of August 3, 2020
4. July 20, 2020 CM Memo regarding the Use of Cloth Face Coverings in City of Homer Facilities
5. July 30, 2020 Lt. Governor Meyer Letter regarding Hosting 2024 Arctic Winter Games
6. Memorandum from City Engineer Re: Seawall Tiered Benefit Explanation



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: MAYOR CASTNER AND CITY COUNCIL
FROM: Andrea Browning
DATE: August 10, 2020
SUBJECT: August Employee Anniversaries

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

Dan Gardner,	Public Works	29	Years
Carey Meyer,	Public Works	21	Years
Joe Inglis,	Public Works	9	Years
Eve Dickmann,	Police	8	Years
Staci LaPlante,	Public Works	6	Years
Shawn Krause	Public Works	1	Year
Kellen Stock	Police	1	Year

City of Homer Council-Initiated 2020 Priorities

Water and Sewer Policy

Champions: Lord, Aderhold

Council-Initiated Proposals Submitted at Retreat:

- Strategic plan for the water/sewer utility, including smart use of HAWSP (Lord)

COUNCIL-INITIATED PROPOSAL

CITY OF HOMER ALASKA

A proposal is a brief summary of your council-initiated project that can be used to introduce a project to the City Manager, Mayor, and Homer City Council. It serves as a tool for clarifying ideas, scoping the project, and communicating about the benefits of this project with council and administration. Please complete this proposal form by tabbing through the table and submit to the City Manager.

Title of Proposed Project (descriptive title)	Strategic plan for the water/sewer utility, including smart use of HAWSP
Date + Champion (date and who is submitting)	1/6/2020 Rachel Lord
Type of Project (e.g., capital/physical, policy, program, design/engineering, plan/study)	Plan & Policy
Conceptual Goal of Project (one sentence of benefits to City/Homer citizens)	A strategic examination of our water and sewer system to provide a roadmap for expansion and operations that work to reduce rates and provide excellent service, while establishing guidelines and policies for HAWSP projects that benefit the taxpayers and ratepayers.
Needs Statement (why does the community need this?)	Homer's water and sewer system is expensive. The extensive infrastructure coupled with a relatively low population density results in high rates to cover the cost of operations. In order to benefit all customers to the highest amount possible, Council should prioritize strategically examining the water/sewer system to look at opportunities, costs, and benefits to expansion, incentivizing infill, long-term maintenance costs, and other relevant issues facing the utility.
Proposed Outcomes (tangible, concrete, specific end results)	A policy that re-opens HAWSP, taking into account the overall system; policy suggestions for incentivizing infill; a reserve policy for the utility; a map of the City with goals for expanding services over time in a way that doesn't negatively impact rates.
Activities Scope (which steps are needed to complete project?)	Possible Task Force, or series of Council work sessions to ask questions/discuss. RFP for a consultant? Establish funding sources for planning work. Use policy questions raised in 2016 re: HAWSP to begin Council-level discussions again, ask what would be "ideal" utility rates

	(help with business recruitment, housing costs, etc), how do different scenarios pencil out using our current rate formula (i.e. with different levels of infill, with system expansion, with both infill & expansion, with increased consumption), how are utility reserves utilized, what big projects are on the horizon and how will they possibly be funded, how might climate change & increased summer drought potential possibly impact water storage at the reservoir? Etc.
City Resources (preliminary estimate of resources needed)	Water/Sewer and Finance staff time, \$\$
Size Category (estimate) (large, medium, small)	Large

City of Homer Council-Initiated 2020 Priorities

Reserve Funding (Water and Sewer)

Champions: Castner and Lord

Council-Initiated Proposals Submitted at Retreat:

- Responsibility of the water and sewer customers in funding an unsubstantiated tariff increase to fund a reserve that has no established guidelines for expenditures (Castner)
- Fund Policies (Lord)
- Establish a well founded, responsible, attainable, and sustainable reserve (Smith)

Mayor Castner

In 2020 I would like to get resolution on the responsibility of the water and sewer customers in funding an unsubstantiated tariff increase to fund a reserve that has no established guidelines for expenditures.

COUNCIL-INITIATED PROPOSAL

CITY OF HOMER ALASKA

A proposal is a brief summary of your council-initiated project that can be used to introduce a project to the City Manager, Mayor, and Homer City Council. It serves as a tool for clarifying ideas, scoping the project, and communicating about the benefits of this project with council and administration. Please complete this proposal form by tabbing through the table and submit to the City Manager.

Title of Proposed Project (descriptive title)	Fund Policies
Date + Champion (date and who is submitting)	1/6/2020 Rachel Lord
Type of Project (e.g., capital/physical, policy, program, design/engineering, plan/study)	Policy
Conceptual Goal of Project (one sentence of benefits to City/Homer citizens)	Establish policies surrounding fund balance, CARMA, CIP, and reserve accounts vetted by the community and established in code.
Needs Statement (why does the community need this?)	In 2019, the Mayor led Council and staff towards not only a 2-year budget but also a reorganization of City accounts. Additionally, ongoing questions exist regarding the appropriate size and use of different reserve accounts. While some work has happened (primarily with the GF fund balance), there are still many outstanding policy questions for Council to address. Having publically vetted sideboards to the City's financial pots of money is critical for a transparent and responsible government.
Proposed Outcomes (tangible, concrete, specific end results)	Policies surrounding the following accounts, which outline the purpose, any specific restrictions or requirements of that account, and the target floor/ceiling amounts in each: GF CARMA, GF CIP, GF Reserves, Utility Reserve, Port/Harbor Reserve,
Activities Scope (which steps are needed to complete project?)	Summaries of each pot of money, how it's currently used, how much is in it, possible history of its balance brought to Council along with a suite of questions to work through on each? A series of worksessions for Council to plug through, with Port & Harbor Commission input on the Harbor

	accounts, followed by Ordinances (or a single ordinance?) introduced for public hearing(s) before a final vote(s) and codification prior to our FY2022-24 budget cycle.
City Resources (preliminary estimate of resources needed)	Finance, City Managers office, Public Works Director (W/S), Port & Harbor Director
Size Category (estimate) (large, medium, small)	Large

Establish a well founded, responsible, attainable, and sustainable reserve.

- This needs to be resolved.
- The city's residents have an expectation that we maximize the utility of their tax dollars to the benefit of the community at large. Reasonable reserve ceilings/floors must be established as to not create any “dead money” or create conditions unfavorable to providing acceptable service standards.



City of Homer

www.cityofhomer-ak.gov

491 East Pioneer Avenue
Homer, Alaska 99603

(p) 907-235-8121

(f) 907-235-3140

Memorandum

TO: Mayor Castner and Homer City Council
FROM: Rick Abboud, Interim City Manager
DATE: August 5, 2020
SUBJECT: Small Business Economic Relief Program (SBERG) Program Update -8/3/20

The City Manager's office is currently reviewing 12 appeals made to the SBERG program.

The below information is provided by Jody Mastey, CARES Act Local Implementation Manager.

As of August 3, 2020:

281 TOTAL APPLICATIONS

202 online

79 paper

126 TOTAL APPROVED APPLICATIONS - \$378,000 TOTAL GRANTS AWARDED

07.06.20 68 applications have been approved and turned into the Finance Department

07.13.20 58 applications have been approved and turned into the Finance Department

07.20.20 38 applications have been approved and turned into the Finance Department

07.27.20 36 applications have been approved and turned into the Finance Department

08.03.20 31 applications have been approved and turned into the Finance Department

\$693,000 TOTAL GRANTS AWARDED

14 APPLICATIONS PENDING

Reasons pending: Not on KPB list of registered businesses (3); Charter Boat Business - Claims slip for Physical address on Application and Business License records business outside City Limits (2); W9's need current date, signed or provided with application (3); General Questions on Application (3); Not on KPB list of registered businesses but provided filing with "Request to pre-file No Sales tax" box checked (2); Business License records business outside City Limits (4)

21 APPLICATIONS DENIED

Reasons denied: Reports non-taxable sales to KPB (5); Not on KPB registered business lists (3); New business (1); Business part of larger organization outside City limits (1); Outside City limits (7)

15 APPLICATIONS VOIDED

Voids due to duplicate application or incorrect information on application

NOTES:

Resolution 20-070 provided further insight to the council's intent with regards to physical location of business.

APPEALS PROCESS

Denied applicants were notified about the appeals process.

BUSINESS WHO ARE NOT ON THE KENAI PENINSULA BOROUGH PROVIDED LIST

It is Ms. Mastey's understanding that businesses who are actively working with the Borough regarding sales tax collection should be eligible for the SBERG Grant. She currently does not have a method of verifying this information. It would be helpful to have a contact person with the KPB sales tax division to verify provided sales tax reports from businesses or authorization to accept and approve any business who provides documentation.

NEED TO VERIFY

- 1) Businesses who state they collect sales but report yearly. New business starting in 1st quarter of 2020 will have collected sales tax but will not file till 4th quarter 2020
- 2) Businesses who claim they are working with the Borough and do not need to collect or report sales tax
- 3) Business who provide documents with non-taxable sales with request to "pre-file no sales"
- 4) Business who physically located in Homer City Limits but only collect Borough sales tax

RESCINDING AWARDED GRANTS

Is there a process for rescinding awarded SBERG Grants. An applicant who applied for SBERG on 07.02 before he went out fishing, qualified, was approved and cashed the check. Now he is back from fishing and is looking into State of Alaska CARES Act options and realized he might have disqualified his business from other CARES Act funding.

REISSUING CHECKS

5 checks were resubmitted for reissue.



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue

Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: Department Heads

FROM: Rick Abboud, Interim City Manager *RA*

DATE: July 29, 2020

SUBJECT: Use of Cloth Face Coverings in City of Homer Facilities

The City of Homer has a Declaration of a Local Emergency in place in response to the COVID-19 pandemic. COVID-19 is a respiratory disease that can result in serious illness or death and is easily transmittable person to person. The Center for Disease Control and the State of Alaska (Health Alert 10) recommend everyone wear a cloth face covering when in a public setting where other social distancing measures are difficult to maintain, especially in areas of significant community-based transmission. Homer and the Southern Kenai Peninsula were identified by State Epidemiology as community-based transmission hot spots in June.

Masks and face coverings help prevent the spread of the virus by containing respiratory droplets that transmit the virus. Masks are especially important since many people can be contagious when not exhibiting symptoms and unknowingly transmit the disease to others.

The City Manager has the authority to require the use of cloth face coverings (that cover an individual's nose and mouth). To protect the health of City employees and the public during this time of heightened community transmission, the use of cloth face coverings is required in all indoor facilities owned by the City. I will work with Department Heads to identify and conspicuously post notices for those public facilities or areas of public facilities in which people are required to wear a cloth face covering. For members of the public who cannot afford or cannot locate a face covering, the City shall make a face covering available to them. Any person who chooses not to comply with this requirement or who has been denied a City service because of this requirement may contact the Manager's Office and seek a reasonable accommodation such as meeting outside or interacting with City staff over the phone or computer. A person violating this requirement is prohibited from entering, occupying, or remaining in the indoor City of Homer facility or area of an indoor facility. City employees, when stationary at their desks, are not required to wear a cloth face covering unless approached by another person unable to maintain a six foot distance. City employees are required to wear a cloth face covering when moving through the facility, or when stationary in common areas of indoor City facilities yet are unable to maintain a six foot distance from other employees. Departments must provide employees with at minimum one cloth face mask covering.

Exceptions to this requirement include:

- (a) Any child aged two years or less;
- (b) Any child aged 12 years or less unless a parent or guardian supervise the use of the face covering;

- (c) Any individual who has a physical disability that prevents wearing or removing of a face covering;
- (d) Any individual who is deaf and uses facial and mouth movements to communicate;
- (e) Any individual who has been advised by a medical professional that wearing a face covering may pose an unreasonable risk; and
- (f) Any individual who has trouble breathing or is otherwise unable to remove a face covering without assistance.
- (g) During a special circumstance/event when wearing a face mask in a City facility may not be feasible (ie. in-person voting, recreational activities) as determined by the City Manager.

This requirement will remain in place until the City of Homer's Emergency Operations Center and Incident Command Team deem it unnecessary to wear cloth face coverings in public settings.

In addition to wearing a cloth face covering over the nose and mouth, other effective ways to flatten the COVID-19 curve include:

- Washing your hands often with soap and water; if not available, use hand sanitizer.
- Avoid touching your eyes, nose, or mouth with unwashed hands.
- Clean high touch surfaces frequently.
- Avoid contact with people who are sick; keep a physical distance of 6 feet from non-household members when out in public.
- If you're sick, stay home and avoid close contact with others and cover your mouth and nose with a tissue or sleeve when coughing or sneezing.

Please, if you feel sick or have a sudden onset of a new symptom, even if mild, go home or stay home and get a COVID-19 test. In addition to face masks, this is an important measure to protect our workplaces from COVID-19 spread.



Lieutenant Governor Kevin Meyer
STATE OF ALASKA

July 30, 2020

Rick Abboud
City Manager
City of Homer
Homer City Hall
491 East Pioneer Ave
Homer, AK 99603

2024 Arctic Winter Games – Alaska Hosting

Dear Mr. Abboud,

The State of Alaska is scheduled to host the Arctic Winter Games in March of 2024. As the premier multi-sport and cultural event for youth across the circumpolar world, the Arctic Winter Games International Committee is now in a position to begin the host site bid selection process. Accordingly, we are asking interested communities to submit an ‘Expression of Interest to Host’ no later than September 10, 2020. Letters are to be submitted to:

Lt. Governor Kevin Meyer
550 West 7th Avenue, Suite 1700
Anchorage, AK., 99501

Each community expressing an interest in bidding will then be invited to an information/planning session, either in person or by virtual meeting hosted by the AWGIC. Following that session, the interested communities will be required to submit a formal bid package, by November 30, 2020, prepared in accordance with the attached Bid Manual.

Bid packages are to be submitted electronically to the President of the AWGIC and the Operations Coordinator to dlandry@arcticwintergames.org, (emailed, OneDrive or other shared media). Once received, the International Committee reviews the bids, visits the communities if necessary, and selects a host site.

- Information Session for interested communities to be held Mid-September 2020;
- Bids submitted and received by the Arctic Winter Games International Committee by November 30, 2020;
- International Committee Directors will do site selection tour of bidding communities in January or February of 2021, if required.
- Successful bidder and selected hosting community for the 2024 Games formally announced in March 2021.

Further details on hosting an Arctic Winter Games can be found in the Staging Manual available on the International Committee website (www.arcticwintergames.org). Questions may be directed to the AWGIC Operations Coordinator at dlandry@arcticwintergames.org.

Both Arctic Winter Games International Committee Alaska directors, are also available to answer questions:

Mr. John Rodda, Vice President/Treasurer of the AWGIC by email at johnawg@gmail.com or by telephone at 907-317-7436.

And Mr. John Estle by email at sportalaska@pci.net.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Meyer".

Kevin Meyer
Lieutenant Governor
State of Alaska

Attachment: Bid Manual

cc: AWGIC Directors via dlandry@arcticwintergames.org



City of Homer

www.cityofhomer-ak.gov

Public Works

3575 Heath Street
Homer, AK 99603

publicworks@cityofhomer-ak.gov

(p) 907- 235-3170

(f) 907-235-3145

Memorandum

TO: Rick Abboud, Acting City Manager
THRU: Janette Keiser, Public Works Director
FROM: Carey Meyer, City Engineer
DATE: August 5, 2020
SUBJECT: **Proposed Seawall SAD
Tiered Benefit Calculation Explanation**

On July 23, a neighborhood meeting was held to introduce the property owners (who potentially benefitted from the proposed seawall armor rock improvement) to the SAD creation process, listen to concerns, and answer questions. Much of the discussion focused on how to fairly spread the cost of the improvements across the benefitted lots.

Public Works has recommended an assessment methodology, but it is the City Council that will decide what is fair.

As a result of the meeting, the City Clerk prepared a preliminary assessment roll, with estimated assessments for each potentially benefitted lot, based on the recommendations of the Public Works Department. Public Works recommends the use of the “Tiered Benefit” method. This method allows for lots not directly behind the seawall to be assessed based on their level of benefit.

This memo and the map and table attached documents how the assessments were estimated by Public Works for the preliminary assessment role.

The Map shows the bluff line in 2020 and the projected bluff line in 2054. We acknowledge that the projected bluff line (and the erosion rates it is based on) cannot be completely verified and are subject to criticism. No one can tell us what the world will look like in 30 years. Warming climate, sea level rise, major earthquakes, etc. can dramatically increase or decrease erosion rates. The projected 2054 bluff line (as determined by the 2004 Coastal Erosion Study, prepared by the Kachemak Bay Research Reserve) represents the best “science” available to us.

The bluff line “contours” were plotted (between the 2020 and 2054 bluff lines) to show their locations in approximately 7 year increments. Using this map, it was determined when lots not directly behind the seawall would be impacted by erosion and when they begin to receive benefit from the wall and the proposed improvements.

Lots O, P, Q, and R (at the end of Sea Breeze Court) begin to receive benefit when erosion starts to affect Krueth Way (see pink dot labeled “R”). The only access to lots O, P, Q, and R is via Krueth Way. Water and sewer mains in Krueth Way provide service to these lots. Based on the erosion rate contours, benefit begins in 2035. In the 34-year period between 2020 and 2054, these lots benefit 19 of the 34 years. 19 divided by 34 equals 56% benefit.

Lots S, T, U, V, W, X, and Y (all the other lots not directly behind the seawall) were evaluated in the same way (see pink dots) and the year in which benefit begins was established and the percent benefit was calculated.

The Table attached documents these calculations and estimates the total assessment amount and the average annual payment (based on a 30 year, 1.5 % financing) for all benefitted lots.

Two other lots deserve further discussion. At the bottom of the table are Lots Z and AA.

Regarding Lot Z, Public Works recommends that this lot (previously removed from the current Special Service Area (SSA) be included in the SAD/SSA, but at less than 100 % benefit. The map suggested that of all the lots directly behind the seawall, Lot Z benefits the least. On the other hand, there is benefit; the lot to the west recently placed armor rock to eliminate erosion that was occurring. We established the percent benefit for this lot at 21% (the lowest rate paid by those lots not immediately behind the seawall).

Regarding Lot AA, Public Works recommends that an equivalent of a lot be created within the assessment methodology to represent the City right-of-way directly behind the seawall. This right-of-way is the 60’ wide Lake Street right-of-way (between Lots I and J) and the 30’ wide pedestrian access corridor (between lots B and C).

ESTIMATED ASSESSMENTS - PROPOSED SEAWALL SPECIAL ASSESSMENT DISTRICT (SAD) - ARMORED TOE IMPROVEMENT

ARMOR ROCK IMPROVEMENT COST = \$1,474,824

ASSUMPTIONS:

- 1) Properties receiving an assessment are shown on the proposed assessment district boundary map. (the equivalent of 27 lots).
- 2) Assessments are prorated, based on the period of time (between 2020 and 2054) that each lot benefits from the improvement (as the result of projected erosion rates).
- 3) City obtains a ADEC/EPA loan (1.5%, 30 years)

							ESTIMATED ASSESSMENT	ESTIMATED AVERAGE ANNUAL PAYMENT
PARCEL ID	KPB PARCEL_ID	LOT ADDRESS	OWNER	% TIERED BENEFIT	YEAR FIRST EROSION IMPACT	YEARS OF IMPACT (Between 2020-2054)	TIERED BENEFIT	1.5% INTEREST
A	17718019	829 OCEAN DRIVE LOOP	NEWBY REVOCABLE TRUST	100	2020	34	\$71,248	\$2,967
B	17718016	869 OCEAN DRIVE LOOP	SZAJKOWSKI JOHN J & JANET L	100	2020	34	\$71,248	\$2,967
C	17717701	895 OCEAN DRIVE LOOP	HUEPER MARILYN	100	2020	34	\$71,248	\$2,967
D	17717702	917 OCEAN DRIVE LOOP	NORMAN W SCHUMACHER TRUST	100	2020	34	\$71,248	\$2,967
E	17717703	939 OCEAN DRIVE LOOP	IRWIN PATRICK L	100	2020	34	\$71,248	\$2,967
F	17717704	957 OCEAN DRIVE LOOP	PFEFFER MARK E REVOCABLE TRUST	100	2020	34	\$71,248	\$2,967
G	17717705	979 OCEAN DRIVE LOOP	ABBOTT FINDLAY	100	2020	34	\$71,248	\$2,967
H	17717706	997 OCEAN DRIVE LOOP	HOMER CITY OF	100	2020	34	\$71,248	\$2,967
I	17717707	1017 OCEAN DRIVE LOOP	HOMER CITY OF	100	2020	34	\$71,248	\$2,967
J	17717904	3102 LAKE ST	JUMP CHARLENE A	100	2020	34	\$71,248	\$2,967
K	17717903	1065 KRUETH WAY	GOODE LARRY JACK LIVING TRUST	100	2020	34	\$71,248	\$2,967
L	17923036	1103 KRUETH WAY	KING LAWRENCE A	100	2020	34	\$71,248	\$2,967
M	17923026	1121 SEA BREEZE CT	FRANKLIN CAMARRON JAY	100	2020	34	\$71,248	\$2,967
N	17923028	1137 SEA BREEZE CT	LAWER DAVID A	100	2020	34	\$71,248	\$2,967
O	17923029	1143 SEA BREEZE CT	LAWER DAVID A & BETSY	56	2035	19	\$39,899	\$1,661
P	17923030		LAWER CHILDRENS TRUST	56	2035	19	\$39,899	\$1,661
Q	17923033	1136 SEA BREEZE CT	LAWER SARAH 2012 TRUST	56	2035	19	\$39,899	\$1,661
R	17923027	1120 SEA BREEZE CT	LAWER SARAH 2012 TRUST	56	2035	19	\$39,899	\$1,661
S	17717807		SCHEFFEL TIM	27	2045	9	\$19,237	\$801
T	17717808	1054 KRUETH WAY	MATTHEWS KELLY E	47	2038	16	\$33,486	\$1,394
U	17717614	3119 LAKE ST	TALBOTT JOSEPH C	71	2030	24	\$50,586	\$2,106
V	17717615	1002 OCEAN DRIVE LOOP	JAMES HARRY W	56	2035	19	\$39,899	\$1,661
W	17717616	984 OCEAN DRIVE LOOP	SOTELO ED	50	2037	17	\$35,624	\$1,483
X	17717610	964 OCEAN DRIVE LOOP	O'CONNOR ABIGAIL	41	2040	14	\$29,211	\$1,216
Y	17717611	946 OCEAN DRIVE LOOP	HAAS ANDREW H	27	2045	9	\$19,237	\$801
Z	17718013	811 OCEAN DRIVE LOOP	RENNER MARTIN	27	2045	9	\$19,237	\$801
AA		RIGHT-OF-WAY/EASEMENT	CITY OF HOMER	100	100	34	\$71,248	\$2,967
							\$1,474,824	\$58,445

HOMER, ALASKA

City Manager/
Public Works Director

ORDINANCE 20-32

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA,
AMENDING THE 2020 CAPITAL BUDGET AND AUTHORIZING
EXPENDITURE OF \$98,000 FROM THE HART-ROAD FUND FOR THE
PLANNING, DESIGN AND PERMITTING OF THE MAIN STREET
STORM DRAIN AND SIDEWALK – PIONEER AVENUE NORTH
PROJECT.

WHEREAS, City Council identified, as a “Large – 2nd priority”, the need “to build sidewalk
for Main Street” and building a sidewalk requires addressing the storm drain issues; and

WHEREAS, City Council adopted Resolution 17-038, on April 24, 2017, amending the
Homer Accelerated Roads and Trails Program (HART) Policy Manual; and

WHEREAS, The HART Manual identified a set of nine criteria for projects that may be
considered for HART funding; and

WHEREAS, The criteria which would be met by the Main Street Storm Drain and
Sidewalk Project include:

- Improves life, safety and traffic flow
- Corrects deficiencies of existing systems
- Completes [pedestrian] traffic circulation pattern
- Encourages economic development
- Corrects Drainage Problems
- Reduces maintenance costs

WHEREAS, It would be beneficial to have the Main Street Storm Drain and Sidewalk
Project in a “shovel ready” condition in the event an infrastructure stimulus package becomes
available on the state or federal level.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:


Section 1. The City of Homer’s 2020 Capital Budget is hereby amended by appropriating
\$98,000 from the HART-Roads Fund for the planning, design and permitting of the Main Street
Storm Drain and Sidewalk Project.

<u>Account No.</u>	<u>Description</u>	<u>Amount</u>
160-xxxx	HART Roads	\$98,000

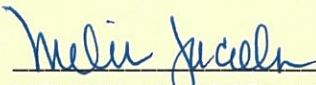
Section 2. This is a budget amendment ordinance, is not permanent in nature, and shall not be codified.

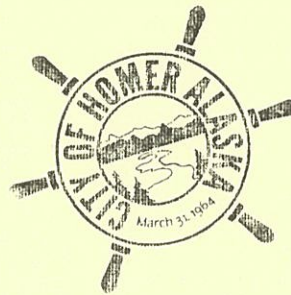
ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA this 27th day of July, 2020.

CITY OF HOMER


KEN CASTNER, MAYOR

ATTEST:


MELISSA JACOBSEN, MMC, CITY CLERK



YES: 5

NO: 0

ABSTAIN: 0

ABSENT: 1

First Reading: 6.22.20

Public Hearing: 7.27.20

Second Reading: 7.27.20

Effective Date: 7.28.20

Reviewed and approved as to form:


Rick Abboud, Acting City Manager

Michael Gatti, City Attorney

Date: 7/28/2020

Date: _____